

FINAL ENVIRONMENTAL IMPACT REPORT

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AIRPORT LAND USE COMPATIBILITY PLAN SAN DIEGO INTERNATIONAL AIRPORT



Lead Agency:
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY -
AIRPORT LAND USE COMMISSION
P.O. Box 82776
San Diego, CA 92138-2776
www.san.org/alucp

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San Diego International Airport



Final Environmental Impact Report for the San Diego International Airport Land Use Compatibility Plan

PREPARED FOR:

San Diego County Regional Airport Authority

PREPARED BY:

RICONDO & ASSOCIATES, INC.

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Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

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- Appendix B Initial Study for the San Diego International Airport Land Use Compatibility Plan

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1. Executive Summary

1.1 Introduction

Consistent with the California Environmental Quality Act (CEQA, Public Resources Code §21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR] Title 14, §15000 et seq.), this ~~Draft-Final~~ Environmental Impact Report (~~Draft~~-EIR) evaluates the environmental effects of adopting the proposed Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA or the Airport). This ~~Draft-Final~~ EIR has been prepared by the San Diego County Regional Airport Authority (SDCRAA or the Authority), which serves as the Airport Land Use Commission (ALUC) for San Diego County. In conformance with CEQA, SDCRAA is the lead agency in preparing this ~~Draft-Final~~ EIR.

An Initial Study was completed in March 2013. It identified the resource areas that could be subject to significant impacts from the proposed ALUCP and that could require the consideration of mitigation measures. The Initial Study concluded that significant impacts related to the potential displacement of future development could be caused for three resource categories: Land Use and Planning, Population and Housing and Public Services. This ~~Draft-Final~~ EIR evaluates the potential impacts on those three categories.

Federal, State, regional and local agencies, as well as the public were afforded an opportunity to comment on the findings of the Initial Study through the 30-day scoping period (March 13, 2013 to April 19, 2013) associated with circulation of the Notice of Preparation (NOP) for this ~~Draft-Final~~ EIR. A public scoping meeting was held on March 27, 2013. Scoping comments were received from 19 government agencies, individuals, and business and professional associations. The CEQA-related comments included suggestions for the consideration of alternatives to specific policies of the proposed ALUCP, suggestions for the analysis of the potential displacement of future development and suggestions for the presentation and display of information related to the analysis of potential displacement effects.¹ (Many comments expressed varying concerns with the policies and standards of the proposed ALUCP and did not relate to CEQA.) Where appropriate, CEQA-related comments have been incorporated into this ~~Draft-Final~~ EIR.

¹ Scoping comments are summarized in Table C-1 in Appendix C of this ~~Draft-Final~~ EIR.

[DRAFT]

The Draft EIR was available for public review from July 12 through September 10, 2013. Thirteen comment letters were received on the Draft EIR. Commenters included the cities of Coronado and San Diego, Civic San Diego, the San Diego Unified School District, the San Diego Unified Port District, the Peninsula Community Planning Board, the La Jolla Community Planning Association, two San Diego City Council members, and local citizens. Responses to the comments are presented in Section 6 of this Final EIR. The comment letters are included in Appendix G of this Final EIR. Where appropriate, revisions were made to the EIR based on comments and suggestions provided by the commenters.

1.2 Purpose of the ~~Draft-Final~~ EIR

According to the CEQA Statute and Guidelines, public agencies must avoid or substantially lessen significant environmental impacts where feasible. Where impacts cannot be mitigated to less-than-significant levels, public agencies have an obligation to balance the project's significant environmental impacts against other factors, including economic, social, technological, legal and other benefits.

Since the Initial Study determined that the proposed ALUCP may have a significant effect on the environment, SDCRAA is required by CEQA to prepare an EIR. SDCRAA has undertaken this ~~Draft-Final~~ EIR for the following purposes:

- To evaluate the potentially significant environmental impacts (Land Use and Planning, Population and Housing and Public Services) associated with the implementation of the proposed ALUCP, as required by CEQA
- To determine whether and how any significant environmental impacts can be avoided or lessened through mitigation measures
- To identify any significant and unavoidable impacts that cannot be mitigated
- To identify reasonable and feasible alternatives to the proposed ALUCP or specific ALUCP policies and standards that would eliminate or reduce to less-than-significant levels any significant environmental impacts
- To inform the general public, the local community and responsible agencies of the nature of the proposed ALUCP, its potentially significant environmental impacts (if any), feasible measures to mitigate those impacts and reasonable and feasible alternatives
- To enable SDCRAA, in its role as the ALUC for the County of San Diego, to consider the environmental consequences of the ALUCP and make findings regarding each significant effect that is identified when deciding whether to certify the EIR and approve the proposed ALUCP²

² California Public Resources Code §21061; ~~see also~~ see Sections 2.1.2 and 2.1.3 of this Final EIR for additional information regarding the Authority and ALUC.↵

This ~~Draft-Final~~ EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure.

1.3 Lead Agency

The "lead agency" is the "public agency which has the principal responsibility for carrying out or approving a project."³ SDCRAA, acting in its capacity as the ALUC, is the lead agency for the proposed project and is responsible for complying with the requirements of CEQA and the CEQA Guidelines.

The cities of San Diego, Coronado and National City, the County of San Diego (in unincorporated areas), ~~and~~ the San Diego Unified Port District ~~and Civic San Diego~~ are agencies with "jurisdiction by law" because they each have primary jurisdiction over a portion of the project "site" – the Airport Influence Area (AIA).⁴ The City of San Diego, ~~Civic San Diego~~ and the San Diego Unified Port District are the only local agencies with land use planning and regulatory jurisdiction in the ALUCP Impact Area.

There are no "responsible agencies" for the proposed project as no other public agencies have "discretionary approval power" over the ALUCP.⁵

1.4 Summary of Proposed Project

The proposed ALUCP would establish policies and standards to satisfy the Authority's dual objective of (1) ensuring the continued viability of the Airport by protecting the Airport from the encroachment of incompatible land uses and (2) minimizing the public's exposure to excessive noise and safety hazards. The policies and standards of the proposed ALUCP address four airport compatibility factors: noise, safety,

³ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15367; California Public Resources Code §21067.

⁴ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15366(b); see also Exhibit 2-3.

⁵ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15381; California Public Resources Code §21069.

airspace protection and overflight.⁶ The policies and standards would apply within a defined AIA. (The boundaries of the AIA are depicted in Exhibit 2-3 in Section 2.4.)

As a land use planning document, the proposed ALUCP is not a physical project. The policies and standards of the proposed ALUCP would apply to future development within the AIA so as to promote the compatibility of new development with the Airport. The proposed ALUCP would apply to portions of the cities of San Diego, Coronado and National City; parts of unincorporated San Diego County; and the San Diego Unified Port District. ~~As depicted in Exhibit 2-3, City of San Diego Community Planning Areas (CPAs) encompassed, in whole or part, by the proposed ALUCP AIA include: Civic San Diego, which has special land use jurisdiction in the Centre City Community Planning Area (CPA), is also subject to the proposed ALUCP.~~

Balboa Park	Greater North Park	Old Town San Diego
Barrio Logan	Linda Vista	Pacific Beach
City Heights	Midway-Pacific Highway Corridor	Peninsula
Clairemont Mesa	Mission Bay Park	Serra Mesa
Downtown	Mission Beach	Skyline-Paradise Hills
Eastern Area	Mission Valley	Southeastern San Diego
Encanto Neighborhoods	Normal Heights	Uptown
Greater Golden Hill	Ocean Beach	

~~These agencies would be responsible for implementation of the proposed ALUCP because, according to state law, they are obligated to amend their general plans and zoning ordinances to be consistent with the ALUCP. The agencies with land use planning and regulatory jurisdiction within the AIA, namely the cities of Coronado, National City and San Diego, the County of San Diego and the San Diego Unified Port District, are obligated by state law to amend their general plans, community plans, specific plans and zoning ordinances as needed to be consistent with the ALUCP.⁷~~

1.4.1 NOISE COMPATIBILITY

The proposed ALUCP noise compatibility policies and standards would apply within an area defined by forecast noise contours for the year 2030. The noise contours are mapped as Community Noise Equivalent Level (CNEL) contours, representing the cumulative 24-hour, time-weighted noise level, in decibels (dB), for an

⁶ These are the four compatibility criteria identified in the *Handbook*. The law requires that ALUCs "shall be guided by information" contained in the *Handbook* (California Public Utilities Code §21674.7(a)).

⁷ California Public Utilities Code, Section 21676; California Government Code, Section 65302.3. Alternatively, local governments may take steps, provided by law, to overrule part or all of the ALUCP as it relates to their jurisdiction (see *California Airport Land Use Planning Handbook*, October 2011, pp. 5-15, et seq.).

average day in 2030. As presented in Exhibit 2-5 in Section 2.4, the CNEL contours are mapped in 5 dB increments from 60 dB CNEL to 75 dB CNEL.

The noise compatibility policies and standards are designed to avoid the establishment of new noise-sensitive land uses within the 65 dB CNEL and higher noise contours or to ensure that any allowed sensitive uses are treated to attenuate the adverse effects of noise. The noise compatibility standards describe land uses as compatible, conditionally compatible or incompatible within each 5 dB CNEL contour range, taking into account the characteristics of the existing community surrounding the Airport. A compatible land use is acceptable and would be subject to no special noise-related conditions (although other safety, airspace protection or overflight conditions may apply). Conditionally compatible uses must incorporate measures to reduce outdoor noise to specified interior noise level targets. For certain sensitive uses, the granting of aviation easements to the Airport operator is also required.⁸

1.4.2 SAFETY COMPATIBILITY

The safety compatibility policies and standards are designed to minimize the consequences associated with an off-airport aircraft accident or emergency landing. The proposed ALUCP defines five (5) safety zones, in accordance with guidance in the California Department of Transportation (Caltrans) *California Airport Land Use Planning Handbook* (herein referred as the "*Handbook*") for air carrier airports.⁹ The size and shape of the safety zones, depicted in Exhibit 2-6 in Section 2.4, are based on dimensions provided in the Caltrans *Handbook*.

The safety compatibility policies and standards of the proposed ALUCP indicate whether new development would be compatible, incompatible, or conditionally compatible within each safety zone. Compatible land uses are acceptable without any safety-related conditions, although other noise, airspace protection or overflight conditions may apply. Incompatible land uses, which include those serving vulnerable occupants (e.g., people with limited effective mobility such as seniors, hospital patients, children requiring supervision, the infirm, etc.) and uses with hazardous materials or large concentrations of people, are not acceptable and should not be permitted by the local agency. Conditionally compatible land uses are acceptable if the maximum density (dwelling units per acre), intensity limits (people per acre) and other conditions are satisfied. If these conditions are not met, the use is incompatible.

1.4.3 AIRSPACE PROTECTION

The airspace protection policies and standards are designed to ensure that structures or objects and certain land use characteristics do not cause hazards to aircraft in flight within the vicinity of SDIA. The proposed ALUCP includes maps of airspace protection surfaces for SDIA that are defined in accordance with the

⁸ An easement is a legal document that gives one entity the right to use a part of the real estate owned by another entity, but only as specified in the easement document. An aviation easement is a particular form of easement that may convey, for example, the right of passage over the property and the right to cause associated impacts including noise.

⁹ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, Figure 3B "Safety Compatibility Zone Examples – Large Air Carrier and Military Runways," p. 3-19.

standards for civil airports set forth in Title 14, Code of Federal Regulations (CFR), Part 77, Federal Aviation Administration (FAA) Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)* and FAA Advisory Circular (AC) 150/5300-13A, *Airport Design*. The proposed ALUCP includes policies that would facilitate compliance with federal and state regulations relating to the protection of airspace.

The proposed ALUCP also includes standards that would prevent the creation of other hazards to flight (e.g., features creating wildlife hazards, particularly bird strikes); and land use characteristics that could create turbulence off the runway ends or cause visual or electronic interference with aircraft and air traffic control navigational or communications equipment.

1.4.4 OVERFLIGHT

The proposed ALUCP would establish an overflight area boundary based on areas commonly overflown by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise complaints have been registered since 2004.¹⁰ Exhibit 2-8 in Section 2.4 depicts the overflight area boundary. The proposed ALUCP would require the recordation of an Overflight Agreement for any property subject to new residential development within the overflight area boundary.¹¹ Local agency implementation of an alternate, equivalent measure would meet this requirement. This buyer awareness measure would enable individuals to make more informed decisions when purchasing or leasing residential property within the overflight area.

1.5 Organization of this ~~Draft-Final~~ EIR

This ~~Draft-Final~~ EIR, which has been prepared in accordance with all CEQA and CEQA Guidelines requirements, is organized into seven sections:

- Section 1.0, Executive Summary, highlights the main components of the proposed project, the findings of the environmental impact analysis and alternatives that were considered
- Section 2.0, Project Description, contains a comprehensive description of the proposed project, including a detailed overview of the ALUC's role and the airport land use compatibility planning process
- Section 3.0, Environmental Setting, discusses existing physical conditions in the AIA and the ALUCP Impact Area. It discusses existing land use in the area and includes an overview of the existing regulatory setting

¹⁰ Following circulation of the Draft EIR in July 2013, the proposed Overflight Area was modified to exclude the communities of La Jolla, Pacific Beach and the northern part of Mission Beach. Those areas were originally included based on the mapping of noise complaints for from 2004 through 2009. Based on comments received on the Draft EIR, the recent noise complaint record was investigated. Since April 2012, only one complaint had been filed from the Mission Beach neighborhood, five from Pacific Beach (all from the same individual), and none from La Jolla. The basis for delineation of the Overflight Area is discussed in the proposed ALUCP, Appendix E5, pp. E-104 – E-111.

¹¹ See the proposed ALUCP, Appendix B, for a copy of the proposed Airport Overflight Agreement.

- Section 4.0, Environmental Impacts, contains the impact analysis and specifically considers the direct, indirect and cumulative environmental impacts that would result from the proposed project to land use planning, population and housing and public services. Other effects of the proposed project are also considered, including whether the proposed project would result in significant irreversible environmental changes, significant unavoidable effects and growth-inducing effects
- Section 5.0, Alternatives, identifies and evaluates alternatives to the proposed ALUCP and considers whether the alternatives would meet the overall project objectives
- [Section 6.0, Responses to Public Comments on Draft Environmental Impact Report and Proposed SDIA Airport Land Use Compatibility Plan, contains individual responses to the public comment letters received on the Draft EIR and proposed ALUCP \(see the public comment letters in Appendix G of this Final EIR\)](#)
- Section ~~6.07.0~~, Preparers, identifies the people who prepared this ~~Draft-Final~~ EIR and their organizational affiliations. Any organizations and persons consulted in preparing this ~~Draft-Final~~ EIR are also identified in Section ~~6.07.0~~
- Section ~~7.08.0~~, References and Acronyms, identifies the documents relied upon and cited throughout this ~~Draft-Final~~ EIR, as well as acronyms used throughout this ~~Draft-Final~~ EIR
- In addition to the sections identified above, this ~~Draft-Final~~ EIR also is supplemented by the following appendices:
 - **Appendix A** is an updated version of the “Analysis of Potentially Displaced Development,” the original version of which was included in the March 2013 Initial Study
 - **Appendix B** includes the March 2013 Notice of Preparation and Initial Study
 - **Appendix C** documents the EIR Scoping Period including the March 27, 2013 scoping meeting presentation, sign-in sheets and transcript, as well as public comment letters received during scoping period
 - **Appendix D** contains correspondence with the California Department of Transportation (Caltrans)
 - [Appendix E contains the Mitigation Monitoring and Reporting Program \(MMRP\)](#)
 - [Appendix F includes the published notices of availability of the Draft EIR for the proposed ALUCP](#)
 - [Appendix G includes the public comment letters received on the Draft EIR and proposed ALUCP](#)

1.6 Summary of Environmental Impacts

Based on the Initial Study (Appendix B), SDCRAA determined that preparation of an EIR was required because of the potential for the displacement of future development that could be caused by the changes in land use plans and zoning ordinances required to implement the land use compatibility policies and standards of the proposed ALUCP. In general, the required plan and zoning amendments would impose stricter limitations on

development over a larger area than current plans and zoning. The Initial Study determined that significant impacts could potentially affect three CEQA environmental categories: land use and planning, population and housing, and public services.

The Initial Study concluded that the following resources would not be significantly impacted and would not require further analysis in this ~~Draft-Final~~ EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

1.6.1 POTENTIAL ENVIRONMENTAL IMPACTS

This ~~Draft-Final~~ EIR has been prepared to assess the potentially significant impacts on the environment that could result from implementation of the proposed project. Environmental impacts of the proposed ALUCP are discussed in Section 4.0 of this ~~Draft-Final~~ EIR. Based on a review of the City of San Diego General Plan, applicable community plans, an assessment of the development potential in the parts of each Community Planning Area (CPA)¹² outside the ALUCP Impact Area and the amount of affected property within the ALUCP Impact Area, this ~~Draft-Final~~ EIR concludes that the potential environmental impacts on Land Use and Planning and Population and Housing would be significant. **Table 1-1** summarizes the potential displacement of future development attributable to implementation of the proposed ALUCP.

¹² The City of San Diego has established over 50 CPAs within the city. The Land Use Element of the City's General Plan includes the community plans for each CPA.

Table 1-1: Summary of Environmental Effects – Potential Displacement of Future Development with Proposed ALUCP

COMMUNITY PLANNING AREA	DWELLING UNITS POTENTIALLY DISPLACED	NONRESIDENTIAL FLOOR AREA POTENTIALLY DISPLACED (SQURE FEET)
Centre City	696	398,883
Greater Golden Hill	0	0
Midway/Pacific Highway Corridor	1	62,531
Ocean Beach	0	0
Peninsula	42	1,586
Southeastern San Diego	0	0
Uptown	40	22,792
Total	779	485,793

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan. May 2013, Tables A-9 and A-14.

PREPARED BY: Ricondo & Associates, Inc., June 2013.

Table 1-2 lists the amount of land area that would become unavailable for incompatible uses under the proposed ALUCP, many of which are public services uses. Based on a review of the applicable community plans, the impacts on Public Services are considered less than significant. That conclusion is based on several considerations that vary with each affected land use type:

- The General Plan and applicable community plans do not propose any of the specified incompatible uses within the ALUCP Impact Area
- Local agencies with special land development responsibilities (e.g., the San Diego Unified School District, the San Diego Unified Port District) have no pending development applications for development of any of the specified incompatible uses within the ALUCP Impact Area
- Areas outside the ALUCP Impact Area are zoned and potentially available for the development of specified incompatible uses (e.g., group quarters, sport and fitness facilities, child day care centers, assembly places for children, child day care centers and convalescent homes.)
- Only a very small amount of land would become unavailable to specific incompatible uses (e.g., libraries, museums and galleries and public assembly facilities)

Table 1-2: Developable Land Rendered Unavailable for Incompatible Uses

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Residential		
Single Room Occupancy (SRO) Facility	1.1	1
Group Quarters	16.2	73
Commercial, Office, Service, Transient Lodging		
Hotel, Motel, Resort	1.1	1
Sport/Fitness Facility	31.2	133
Theater – Movie/Live Performance/Dinner	1.1	1
Educational, Institutional, Public Services		
Assembly – Children	177.1	715
Assembly – Adults	1.1	1
Child Day Care Center/Pre-K	172.9	529
Fire and Police Stations	5.8	15
Jail, Prison	27.0	108
Library, Museum, Gallery	1.1	1
Medical Care – Congregate Care Facility	169.3	503
Medical Care – Hospital	82.6	30
Medical Care – Outpatient Surgery Centers	155.8	457
School for Adults	27.7	49
School – K-12	138.5	206
Industrial		
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4	15.1	77
Manufacturing/Processing of Hazardous Materials	20.3	88
Transportation, Communication, Utilities		
Electrical Substation	18.0	67
Emergency Communications Facilities	17.9	66
Marine Passenger Terminal	25.9	109
Transit Center, Bus/Rail Station	6.8	16
Recreation, Park and Open Space		
Marina	5.8	15

NOTE: The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in multiple cells of the table. This is because the zoning that currently applies in Centre City allows many of these uses in the same zoning districts. The affected parcels are mapped in Exhibit 4-15 and listed in Attachment H of Appendix A.

SOURCE: Ricondo & Associates, Inc., May 2013.

PREPARED BY: Ricondo & Associates, Inc. May 2013.

1.6.2 ALTERNATIVES CONSIDERED

CEQA requires that an ~~Draft~~ EIR must describe and evaluate a reasonable range of potentially feasible alternatives to the proposed project that could attain most of the basic project objectives and avoid or substantially lessen any potentially significant environmental impacts associated with the proposed project.¹³ Alternatives were studied to comply with the CEQA requirement to "consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."¹⁴ Four alternatives to the proposed project were considered and evaluated.

1.6.2.1 Alternative 1 – No Project

CEQA requires evaluation of the "no project" alternative.¹⁵ Where the proposed project is the "revision of an existing land use or regulatory plan, the 'no project' alternative will be the continuation of the existing plan into the future."¹⁶ Therefore, the "projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan."¹⁷

While the No-Project alternative would produce less than significant environmental impacts, it would not achieve the objectives of the proposed project, nor would it adhere to the latest guidance in the *Handbook*. The statute requires that each ALUCP "shall include and be based either on a long-range master plan or an airport layout plan, as determined by the Caltrans Division of Aeronautics that reflects the anticipated growth of the airport during at least the next 20 years."¹⁸ The 2004 ALUCP has not been comprehensively updated since 1992, but the most recent SDIA Master Plan was updated in 2008, and the airport layout plan (ALP) was last updated in 2012. In addition, the law requires that in preparing ALUCPs, airport land use commissions "shall be guided by information prepared and **updated** pursuant to Section 21674.5 and referred to as the *Airport Land Use Planning Handbook*" published by Caltrans.¹⁹ Two editions of the *Handbook* have been released since the 1992 ALUCP was prepared, most recently in October 2011.

¹³ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15126.6(a).

¹⁴ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15126.6(a).

¹⁵ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15126.6(e)(1).

¹⁶ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15126.6(e)(3)(a).

¹⁷ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15126.6(e)(3)(a).

¹⁸ California Public Utilities Code, Section 21675(a).

¹⁹ California Public Utilities Code, Section 21674.7(a) (emphasis added).

1.6.2.2 Alternative 2 – Standard Safety Zones 3NW and 4W

This alternative would reduce the size of Safety Zones 3NW and 4W to match the standard size of the zones as provided in the Caltrans *Handbook*.²⁰ The proposed ALUCP widens those zones to cover the heavily used 290-degree departure corridor. The analysis found that the impacts of this alternative would be only slightly less than for the proposed ALUCP.

1.6.2.3 Alternative 3 – Less Restrictive Standards in Safety Zone 3SE

The proposed ALUCP would establish residential density and nonresidential intensity standards in Safety Zone 3SE that are much less restrictive than suggested by the guidance in the Caltrans *Handbook*. Because of the nature of the activity off the east end of the runway, the probability of accidents in Safety Zone 3SE is likely to be less than in the other safety zones.²¹ The relevant guidance provides that the maximum allowable densities and intensities of development are to be based on the “average of the surrounding area.”²² The proposed ALUCP would relax this limit by setting the maximum intensity and density in Safety Zone 3SE at 200 percent of the average of the surrounding area. Alternative 3 would go further than the proposed ALUCP by eliminating the cap on the intensity and density of new development in Safety Zone 3SE.²³ (It would retain the standards restricting the development of incompatible uses in Safety Zone 3SE.) Alternative 3 would lessen the environmental impacts of the proposed ALUCP, although it would deviate from the *Handbook* guidance.²⁴ The reduction of potential impacts must be weighed against the implications of a deviation from the *Handbook* guidance. Any further reductions in the stringency of the compatibility standards of the proposed ALUCP would erode the degree to which the proposed ALUCP achieves the project goals. Further relaxation of the standards would unacceptably increase the deviation of the proposed ALUCP from the guidance provided in the *Handbook*.

1.6.2.4 Alternative 4 – Elimination of Density and Intensity Standards in All Safety Zones

This alternative would retain the safety zone configuration and the corresponding incompatible land use standards from the proposed ALUCP. It would eliminate, however, the residential density and nonresidential intensity standards applying to conditionally compatible uses in the proposed ALUCP. The regulation of

²⁰ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, Figure 3B, p. 3-19.

²¹ This assertion is based on an interpretation of the location patterns for large aircraft accidents, supplemented by a review of the location of general aviation accidents presented in the Caltrans *Handbook*.

²² California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 through 4-25.

²³ The density and intensity of development in Safety Zone 3SE would be limited indirectly, however, by the airspace protection standards, which would limit the heights of buildings in this area near the runway end and near the approach to Runway 27. (The airspace protection standards are currently in effect, so this situation would not be a change from current conditions.)

²⁴ California Public Utilities Code, Section 21674.7(a) requires that, in preparing ALUCPs, airport land use commissions “shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the *Airport Land Use Planning Handbook*” published by Caltrans.

maximum densities and intensities of future development could be achieved indirectly through airspace protection standards limiting building heights.

Alternative 4 would virtually eliminate the environmental effects of the proposed ALUCP, while retaining the assurance against the potential development of incompatible uses in the safety zones. At the same time, it would deviate substantially from guidance provided in the Caltrans *Handbook*.²⁵ Any further reductions in the stringency of the compatibility standards of the proposed ALUCP would erode the degree to which the proposed ALUCP achieves the project goals. Further relaxation of the standards would unacceptably increase the deviation of the proposed ALUCP from the guidance provided in the Handbook. The relevant guidance provides that the maximum allowable densities and intensities of future development are to be based on the "average of the surrounding area."²⁶ This alternative would allow considerably more development than the existing averages in the safety zones. The reduction of potential impacts must be weighed against the implications of a substantial deviation from the *Handbook* guidance.

1.6.3 POTENTIAL MITIGATION MEASURES

The significant impacts on Land Use and Planning can be mitigated to levels of less than significant least in part, if the City of San Diego adopts its Airport Land Use Compatibility Overlay Zone to apply to the SDIA AIA. The City of San Diego also could adopt amendments to applicable base zones to increase prescribed nonresidential intensities or floor area ratios (FARs) outside the safety zones in order to compensate for the future development displaced from the safety zones and to maintain current build-out targets. ~~amends the applicable community plans, Civic San Diego amends the Downtown Community Plan and the Unified Port District amends the Port District Master Plan to be consistent with the proposed ALUCP.~~

~~Similarly, t~~The significant impacts on Population and Housing also can be mitigated if the City of San Diego amends existing zoning outside the ALUCP safety zones and Civic San Diego are able to increase allowableplanned housing densities to compensate for the future housing potentially displaced from the safety zones and to maintain current build-out targets. ~~in other parts of the City outside the ALUCP Impact Area.~~

Because these mitigation actions require action by the City of San Diego and are outside the control of SDCRAA, the complete mitigation of all significant impacts cannot be assumed.

While the significant impacts on Land Use and Planning and Housing and Population could theoretically be mitigated, at least in part, by relaxing the compatibility standards in the proposed ALUCP, as suggested in Alternatives 3 and 4, this is not feasible. Any further reductions in the stringency of the compatibility

²⁵ California Public Utilities Code, Section 21674.7(a) requires that, in preparing ALUCPs, airport land use commissions "shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the *Airport Land Use Planning Handbook*" published by Caltrans.

²⁶ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 through 4-25.

standards of the proposed ALUCP would erode the degree to which the proposed ALUCP achieves the project goals. Further relaxation of the standards would unacceptably increase the deviation of the proposed ALUCP from the guidance provided in the Caltrans *Handbook*.

1.7 Topics of Known Concern/Areas of Controversy

In order to determine the number, scope and extent of the environmental topics to be addressed in this ~~Draft~~ Final EIR, the Authority prepared a Notice of Preparation and Initial Study (NOP/IS), and circulated the NOP/IS on March 13, 2013 to interested public agencies, organizations, community groups and individuals. In addition, the Authority also held a public scoping meeting on March 27, 2013 to obtain public input on the scope and content of ~~this the July 2013~~ Draft EIR, as well as provide clarification on the proposed project.

A total of 20 comment letters were received in response to the NOP/IS. Four comment letters were received from state agencies; two from local agencies (San Diego Unified Port District and City of San Diego); three from various organizations; and eleven from community planning groups and individuals. Several comment letters were not related to the scope of ~~this the July 2013~~ Draft EIR, rather related to the scope of the proposed ALUCP and its policies and standards. Some agency comment letters requested the study of environmental issues that would be necessary for a development project but that are unrelated to the potential impacts attributable to a land use plan. ~~The remaining comment letters raised issues related to the scope of this Draft EIR, the majority of which are addressed in this Draft EIR.~~

See Appendix C for copies of all written comments submitted in response to the NOP/IS, the sign-in sheet from the scoping meeting, and a copy of the PowerPoint presentation delivered at the scoping meeting. Table C-1 in Appendix C provides a list of all commenters, a summary of the issues raised, references to the relevant sections in ~~this the July 2013~~ Draft EIR or proposed ALUCP, and clarifications and explanations. The comments are summarized in generalized form in **Table 1-3**.

The CEQA-related scoping comments indicated concerns with the results of the “Analysis of Potentially Displaced Development” (in Appendix A), which are important to the assessment of impacts on the following environmental impact categories:

- Section 4.2, Land Use Planning
- Section 4.3, Population and Housing
- Section 4.4, Public Services

This ~~Draft-Final~~ EIR analyzes the potential impacts of the proposed ALUCP on those categories.

Table 1-3: Summary of Generalized Comments Raised During EIR Scoping Period

SUBJECT	GENERALIZED COMMENT
EIR Document	Address special topic in EIR (cultural resources, hazardous materials, fire stations within noise contours).
	Make editorial corrections to Draft EIR document.
	Provide detailed maps so that areas being impacted can be clearly identified.
	Disclose impacts to the ability to perform wetlands restoration.
	Disclose impacts to coastal resources.
	Disclose impacts to public facilities.
	Explain how the ALUCP will impact land within Port District's jurisdiction.
EIR Process	Use specific suggestions for the methodology and content of the analysis of potential future development.
	Provide mailed notices to all property owners impacted by the proposed safety-related restrictions.
	Extend <u>scoping</u> comment period.
ALUCP and EIR Document	Provide for ongoing coordination.
	Include graphic or photographic illustrations of acceptable and unacceptable intensities and densities.
ALUCP	Address special needs in ALUCP (Americans with Disabilities Act).
	Explain how airport compatibility zones at NAS North Island relate to the SDIA ALUCP and EIR.
	Explain the basis for the configuration of safety zones and the safety policies and standards.
	Explain the role of the Caltrans <i>Handbook</i> in the preparation of the ALUCP.
	Explain how average density was calculated in setting the density limits in the safety zones.
	Explain how the forecast noise contour maps were prepared and how the public can express concerns about their accuracy.
	Explain how the ALUCP policies and standards apply to specific situations involving existing land uses.
Other	Reconfigure Safety Zone 1 to reflect a standard RPZ configuration for Runway 9.
	Explain how current airport expansion projects relate to the ALUCP and EIR.
	Relocate the airport.
	Explain how flight patterns have recently changed and will change in the future.

SOURCE: Appendix C, Documentation of EIR Scoping Period.

PREPARED BY: Ricondo & Associates, Inc. ~~June-December~~ 2013.

1.8 Documents Incorporated by Reference

Portions of this ~~Draft-Final~~ EIR incorporate by reference information from other documents that are available to the public. In such cases, the document being incorporated by reference is identified by name and the information from that document is summarized in the relevant ~~Draft-Final~~ EIR discussion. Portions of the following documents were incorporated by reference in this ~~Draft-Final~~ EIR in accordance with the CEQA Guidelines:²⁷

- *Draft San Diego International Airport Land Use Compatibility Plan* (July 2013), San Diego County Regional Airport Authority

The proposed ALUCP includes maps of compatibility zones and policies and standards relating to noise compatibility, safety compatibility, airspace protection and overflight. The outer boundaries of each compatibility factor map are combined to define the Airport Influence Area. It also includes technical appendices describing the analyses undertaken during the ALUCP planning process and the basis for the delineation of compatibility zone boundaries and specific scope and content of the policies and standards.

- *Initial Study for the San Diego International Airport Land Use Compatibility Plan* (March 2013), San Diego County Regional Airport Authority

The Initial Study provided an overview of the potential environmental impacts of the proposed ALUCP. It included a review of all environmental categories required for consideration under CEQA. It also included a technical appendix documenting the analysis of the potential displacement of future development that could occur with implementation of the proposed ALUCP.

- *California Airport Land Use Planning Handbook* (October 2011), California Department of Transportation, Division of Aeronautics.

The *Handbook* provides guidance to airport land use commissions in preparing ALUCPs for the wide variety of airports in California. It includes suggested noise compatibility policies, safety compatibility policies and criteria, airspace protection policies and overflight policies, including suggestions for the geographic scope of those policies. It also includes specific guidance for the definition of safety zones. In addition, the *Handbook* includes appendices describing applicable laws and technical analyses that were relied upon in establishing the guidance. The *Handbook* is prepared and periodically updated by the Caltrans Division of Aeronautics, pursuant to statutory

²⁷ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15150.

directive.²⁸ State law requires that airport land use commissions are to be guided by information provided in the *Handbook*.²⁹

- *Airport Land Use Compatibility Plan for San Diego International Airport* (February 1992; amended October 2004), San Diego County Regional Airport Authority

This was the ALUCP that was in effect at the time ~~this-the July 2013~~ Draft EIR was prepared. It included a noise contour map, noise compatibility polices, limited safety compatibility policies and airspace protection policies. It did not include overflight policies.

The reader should consult Section 7.08.0, References, for full citations of any studies, reports or documents cited or referred to in this ~~Draft-Final~~ EIR. During the public circulation and consideration of ~~this-the July 2013~~ Draft EIR, copies of the documents listed above ~~are-were~~ available for public review during normal business hours (8:30 a.m. – 5:00 p.m., Monday – Friday) at the Authority offices located at 3225 North Harbor Drive, Commuter Terminal, Third Floor, San Diego, CA 92101. These documents are also accessible via the internet at www.san.org/alucp.

1.9 Revisions to the EIR Based on Public Comments

Revisions were made to the EIR based on public comments and suggestions provided by the commenters on the July 2013 Draft EIR. These revisions are summarized below.

- Clarified language to specify that potential conflicts with the proposed ALUCP would be with “applicable zoning” in the CPAs rather than with community plans themselves;
- Clarified status of Civic San Diego as a division of City government rather than an independent local agency;
- Discussed changes in current land use policies after implementation of the proposed ALUCP in areas within the AIA but beyond the ALUCP Impact Area;
- Discussed means for local agencies to implement the proposed ALUCP based on State law;
- Expanded discussion of the City of San Diego’s Local Coastal Program and project-specific impacts on the Local Coastal Program;
- Expanded discussion of planned district ordinances;
- Expanded discussion of project-specific impacts related to Population and Housing;
- Listed Community Planning Areas (CPAs) encompassed, in whole or part, by the proposed AIA;
- Provided additional discussion of City of San Diego base zones;

²⁸ California Public Utilities Code, §21674.5.

²⁹ California Public Utilities Code, §21674.7.

{DRAFT}

- Provided additional discussion of City of San Diego's ALUC Overlay Zone;
- Provided additional discussion of City of San Diego's Coastal Overlay Zone;
- Provided clarification regarding the 2.0 floor area ratio and 36-foot height limits within the Runway 27 Approach Zone per the 2004 ALUCP;
- Provided clarifications related to the use of weighted occupancy factors in estimating the potential displacement of future nonresidential development resulting from the proposed ALUCP;
- Provided information on the release of the FAA's Finding of No Significant Impact (FONSI) on the Runway 09 Displaced Threshold Relocation project.
- Provided new Chart #17 "Safety Zone 3SW/Peninsula Residential Displacement by Parcel" in Attachment H of Appendix A;
- Provided additional discussion on the methodology, sources and date of data used in the displacement analysis;
- Provided reference to adoption of overlay zone as equivalent measure to recordation of Overflight Agreement document;
- Revised language related to potential mitigation measures, clarifying that amendments to the City's zoning ordinance, rather than General Plan and community plan amendments, are the chief means of mitigating significant impacts on Land Use and Planning and Population and Housing; and,
- Revised language to clarify need for agencies with land use planning and regulatory jurisdiction to amend their general plans, community plans, specific plans and zoning ordinances to implement the proposed ALUCP.

2. Project Description

This section describes the proposed project – the proposed ALUCP for SDIA. It includes sections explaining background information about state airport land use compatibility planning law, the role of the Authority acting as the ALUC, the purpose and objectives of the proposed ALUCP, the land use compatibility policies and standards of the proposed ALUCP and the intended uses of this ~~Draft-Final~~ EIR.

2.1 Project Background

2.1.1 AIRPORT LAND USE COMPATIBILITY PLANNING

State law requires the preparation and adoption of ALUCPs for each public-use and military airport in California.¹ According to the statute, "[i]t is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use 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."²

2.1.2 AIRPORT LAND USE COMMISSIONS

State law requires the formation of an ALUC in each county containing a public airport, subject to limited exceptions.³ The legislative findings and declarations set forth in the statute define the goals of the California Legislature and underscore the parameters and limitations of this statutory scheme:⁴

- a) The Legislature hereby finds and declares that:
 - 1) It is in the public interest to provide for the orderly development of each public-use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to [Public

¹ California Public Utilities Code §§21760.3, 21675.

² California Public Utilities Code §21670(a)(2).

³ California Public Utilities Code §§21670 et seq.

⁴ California Public Utilities Code §§21670 et seq.

Utilities Code] Section 21669 and to prevent the creation of new noise and safety problems.

- 2) It is the purpose of this article to protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use 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.
- b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an ALUC. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an ALUC.

In order to achieve these statutory goals, the ALUC is empowered to:

1. Assist local agencies with land use planning in order to ensure that land uses in the vicinity of an airport are compatible with airport operations, to the extent the land is not already devoted to incompatible uses;
2. Coordinate planning at the state, regional and local level, so as to simultaneously provide for the orderly development of air transportation and protection of the public health, safety and welfare;
3. Prepare and adopt an airport land use compatibility plan for land surrounding airports within its jurisdiction; and
4. Review the plans, regulations, and certain other actions of local agencies and airport operators to ensure that the proposals are consistent with the adopted ALUCP.⁵

The ALUC is required to formulate an ALUCP that "safeguard[s] the general welfare of the inhabitants within the vicinity of the airport and the public in general."⁶ In order to protect the public health, welfare and safety, the ALUC may design the ALUCP so as to, for example, place "height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports."⁷ In formulating an ALUCP, the ALUC is required to be "guided by" information in the *Handbook*.⁸

Although the ALUC has broad land use planning authority in the vicinity of an airport, the California Legislature also limited the scope of ALUC authority. The ALUC has:

- No authority over existing land uses. The ALUC is authorized to prepare prospective land use planning measures relating to future development to foster the "orderly growth" of the airport by protecting against new development that would otherwise encroach upon the airport and be incompatible in

⁵ California Public Utilities Code §21674(a)(d).

⁶ California Public Utilities Code §21675(a).

⁷ California Public Utilities Code §21675(a).

⁸ California Public Utilities Code §21674.7. The latest version of the *Handbook* was published in October 2011.

areas affected by aeronautical activities associated with the airport.⁹ The statute, however, does not grant ALUCs the power to regulate existing land uses, even if those land uses are incompatible with the airport.¹⁰

- No jurisdiction over federal lands. While the ALUC must prepare compatibility plans for military airports, the ALUC has no jurisdiction over federal lands that may be adjacent to the military airport. ALUCPs for military airports apply only to nonfederal lands in the AIA.
- No authority or responsibility to operate airports. ALUCs have no authority over the "operation of airports."¹¹ The authority and responsibility to operate the airport in accordance with local, state, and federal law lies with the airport proprietor.
- Limited jurisdiction on the types of land use actions subject to review. After the affected local agencies have made their general plans and land use regulations consistent with the ALUCP (or otherwise overruled the ALUC's plan), the only actions for which ALUC review would remain mandatory are proposed amendments to general plans, specific plans, zoning ordinances (including rezones) and building regulations affecting land within the AIA.¹²

2.1.3 SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

The San Diego County Regional Airport Authority Act of 2002 created SDCRAA as a local entity of regional government to:

1. Oversee operation of SDIA, which had previously been operated by the San Diego Unified Port District
2. Lead the comprehensive planning effort directed at meeting the long-term air transportation service demands of the region
3. Serve as the ALUC for the County of San Diego¹³

On January 1, 2003, the Authority assumed the ALUC duties from San Diego Association of Governments (SANDAG), which had served as the County's ALUC since December 1970 when the function was first established. On October 5, 2007, Senate Bill No. 10 (SB 10) -- the San Diego County Regional Airport Authority Reform Act of 2007 -- became law. SB 10 requires the Authority to be responsible for the preparation, adoption and amendment of an ALUCP for each airport in the County of San Diego, and requires the Airport to engage in a public collaborative planning process when preparing and updating the ALUCPs.

⁹ California Public Utilities Code §21675.

¹⁰ California Public Utilities Code §21674(a).

¹¹ California Public Utilities Code §§21674(e), 21675(b).

¹² California Public Utilities Code §21676.5(b).

¹³ California Public Utilities Code §21670.3.

2.2 Project Objectives

The proposed project is the adoption of a proposed ALUCP for SDIA. The current ALUCP, adopted in 1992 and amended in 1994 and 2004, is out-of-date in several respects. Among the most important shortcomings are the use of an outdated noise exposure map; outdated and incomplete noise compatibility standards, the lack of safety zones (beyond the RPZs) reflecting guidance from the 2002 and 2011 editions of the Caltrans *Handbook*; the absence of safety compatibility standards reflecting the latest guidance in the 2011 *Handbook*; and the absence of clear policies and comprehensive guidance related to airspace protection and the prevention of potential hazards to flight.

2.2.1 PURPOSE AND OBJECTIVES OF THE PROPOSED PROJECT

Consistent with State law, the purpose of the proposed ALUCP is to promote compatibility between the Airport and surrounding future land uses so as to provide for the orderly development of the Airport and the surrounding area and to protect public health, safety and welfare in areas around the Airport.¹⁴

The following objectives have been identified to achieve the purpose of the proposed ALUCP.

1. To ensure that new development within the noise contours is consistent with the state noise law¹⁵ and is compatible with aircraft noise by:
 - a) Limiting new noise-sensitive development within the 65 dB CNEL noise contour for 2030 forecast conditions
 - b) Ensuring that any new noise-sensitive development within the 65 dB CNEL contour is treated to ensure noise compatibility as defined in the state noise law
2. To protect the public health, safety, and welfare by:
 - a) Establishing safety zones in areas subject to the highest risks of aircraft accidents, in accordance with guidance provided in the Caltrans *Handbook*
 - b) Avoiding the new development of certain sensitive land uses within the safety zones
 - c) Limiting the number of people occupying new development in the safety zones
3. To ensure that new development is consistent with:
 - a) The assurance of flight safety by limiting the height of new structures and objects consistent with FAA guidance and regulation
 - b) The preservation of the operational capability of the Airport

¹⁴ California Public Utilities Code §21675(a).

¹⁵ Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

- c) The avoidance of further reductions in the available runway landing distances
- 4. To ensure that prospective buyers of new housing within areas subject to aircraft overflights are informed about the potential effects of overflights by:
 - a) Promoting compliance with the state’s real estate disclosure law¹⁶
 - b) Ensuring that owners and developers of new residential projects provide notice of the presence of aircraft overflight to prospective buyers

2.2.2 COLLABORATIVE PLANNING PROCESS

The proposed ALUCP for SDIA was prepared by ALUC staff through a collaborative planning process involving a Steering Committee and consultations with the affected local agencies. The Steering Committee, to which membership was open to anyone in the community, met 11 times between February 2011 and March 2013. Participants on the Committee represented the following entities:

American Institute of Architects, San Diego Chapter	Peninsula Community Planning Board
Caltrans Regional Office (Dist. 11)	Real estate and development consultants
City of Coronado Planning Department	San Diego Chamber of Commerce
City of San Diego Planning Division	San Diego City Council staff
Civic San Diego (formerly CCDC)	San Diego Unified Port District
Community Airfields Association of San Diego	San Diego Unified School District
Former Senator Kehoe’s staff	SDCRAA Board Members
League of Women Voters	Solar Turbines
NAIOP Commercial Real Estate Development Association, San Diego Chapter	Unaffiliated Local Residents
Naval Facilities Engineering Command	Uptown Planners

During the process, Steering Committee members were afforded opportunities to review draft documents, ask questions, make suggestions and work directly with the ALUC staff and technical consultants on the development of compatibility policies and standards. Members also attended ALUC meetings and provided comment.

¹⁶ California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

Additionally, ALUC staff collaborated extensively with the staff of affected local agencies to obtain input on all aspects of the proposed ALUCP and to address potential implementation issues early in the process.

2.3 Project Location

SDIA is located approximately one mile northwest of the San Diego central business district and occupies 661 acres. SDIA is designated as a commercial airport and serves both commercial and private aircraft. SDIA is the primary commercial airport serving the San Diego region and the only airport in the County offering jet service to both domestic and international destinations. **Exhibit 2-1** depicts the location of SDIA relative to other airports in San Diego County.

As depicted on **Exhibit 2-2**, SDIA is geographically bounded by the San Diego Bay and Harbor Island to the south, Interstate 5 (I-5) and the neighborhood of Middletown to the east, the U.S. Marine Corps Recruit Depot (MCRD) to the north-northwest and the former U.S. Naval Training Center (NTC), which has been redeveloped with mixed-use development as part of the City's Liberty Station project (located to the west across the Navy Lagoon off of San Diego Bay).

2.4 Project Characteristics

The proposed ALUCP for SDIA would establish land use policies and standards applying to future development within a defined AIA. The policies and standards would apply to four compatibility factors, as defined and described in the Caltrans *Handbook*:¹⁷

- Noise compatibility
- Safety compatibility
- Airspace protection
- Overflight

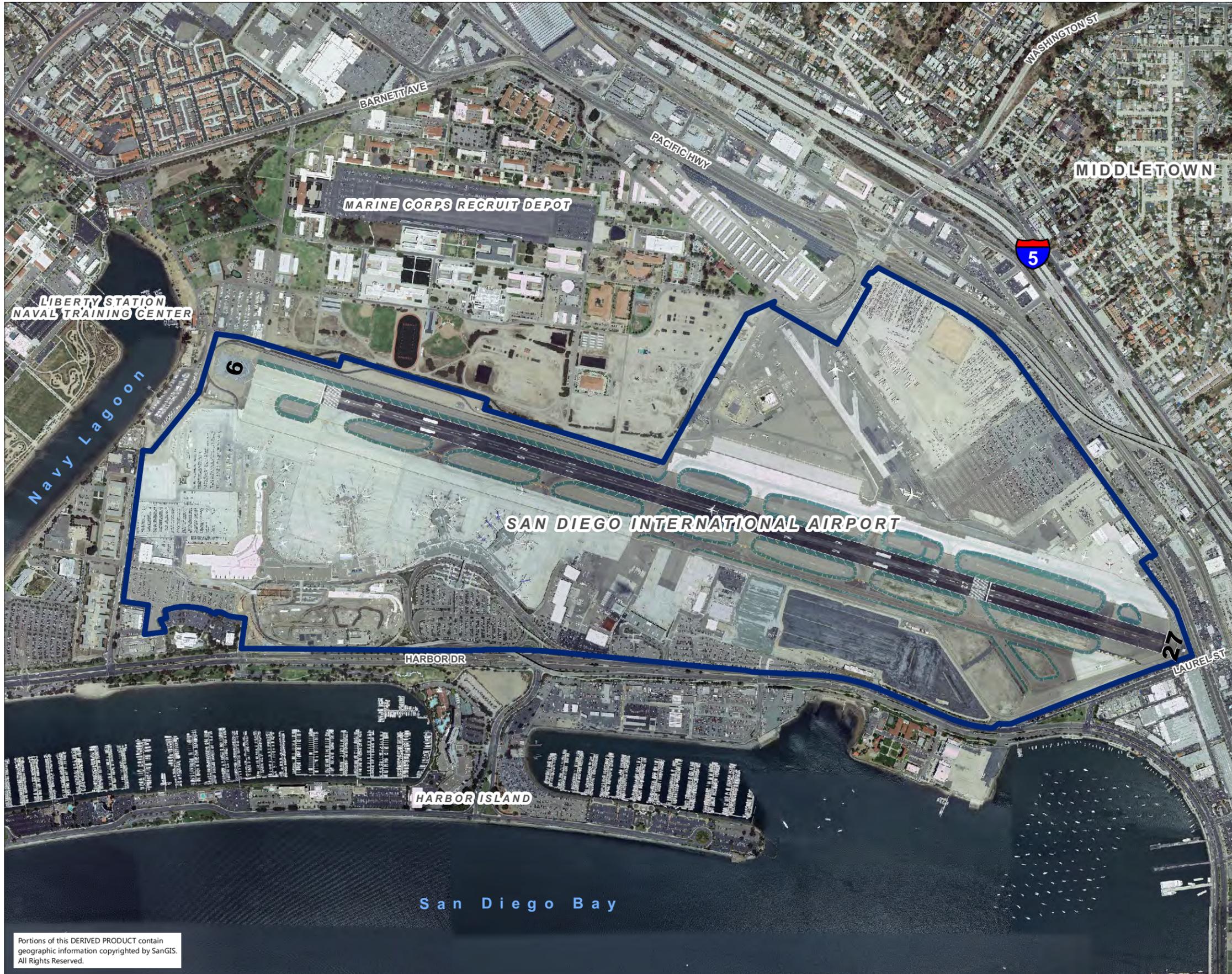
¹⁷ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011.



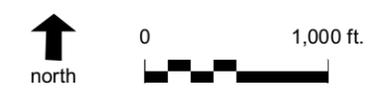
Exhibit 2-1

Regional Location Map San Diego International Airport





LEGEND
 Airport Property Boundary



Sources: San Diego Geographic Information Source (SanGIS), March 2013 (aerial photography dated May 2012); San Diego County Regional Airport Authority, October 2012 (airport property boundary).

Prepared by: Ricondo & Associates, Inc., March 2013.

Exhibit 2-2

San Diego International Airport

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2.4.1 PLANNING HORIZON

State law requires that ALUCPs reflect "the anticipated growth of the airport during at least the next 20 years."¹⁸ The proposed ALUCP is based on the most recent ALP, dated October 5, 2012 (which depicts existing conditions as well as planned Airport improvements), and forecast activity through 2030.¹⁹

2.4.2 AIRPORT INFLUENCE AREA

The geographic scope of the proposed ALUCP is the AIA, the area within which Airport-related effects necessitate restrictions or conditions on future development to ensure airport compatibility. The boundary of the AIA, depicted in **Exhibit 2-3**, is defined by the outer boundaries of the forecast 2030 noise contours, the safety zones, the airspace protection boundary and the overflight boundary. The AIA includes portions of the cities of San Diego, Coronado, National City and the County of San Diego. Portions of the following City of San Diego CPAs are located within the boundary of the AIA: Barrio Logan, City Heights, Clairemont Mesa, Downtown, Eastern Area, Encanto Neighborhoods, Greater Golden Hill, Greater North Park, Linda Vista, Midway-Pacific Highway, Mission Beach, Mission Valley, Ocean Beach, Old Town San Diego, Pacific Beach, Peninsula, Skyline-Paradise Hills, Southeastern San Diego, and Uptown. In addition, portions of two County of San Diego CPAs are located within the AIA: Spring Valley and Sweetwater. ~~It~~The AIA also includes lands managed by the San Diego Unified Port District, referred to as "tidelands" in the *Port Master Plan*,²⁰ as depicted on **Exhibit 2-4**. In addition, the AIA also impacts Civic San Diego, which oversees all development entitlement services in the Centre City Downtown Community Planning Area.

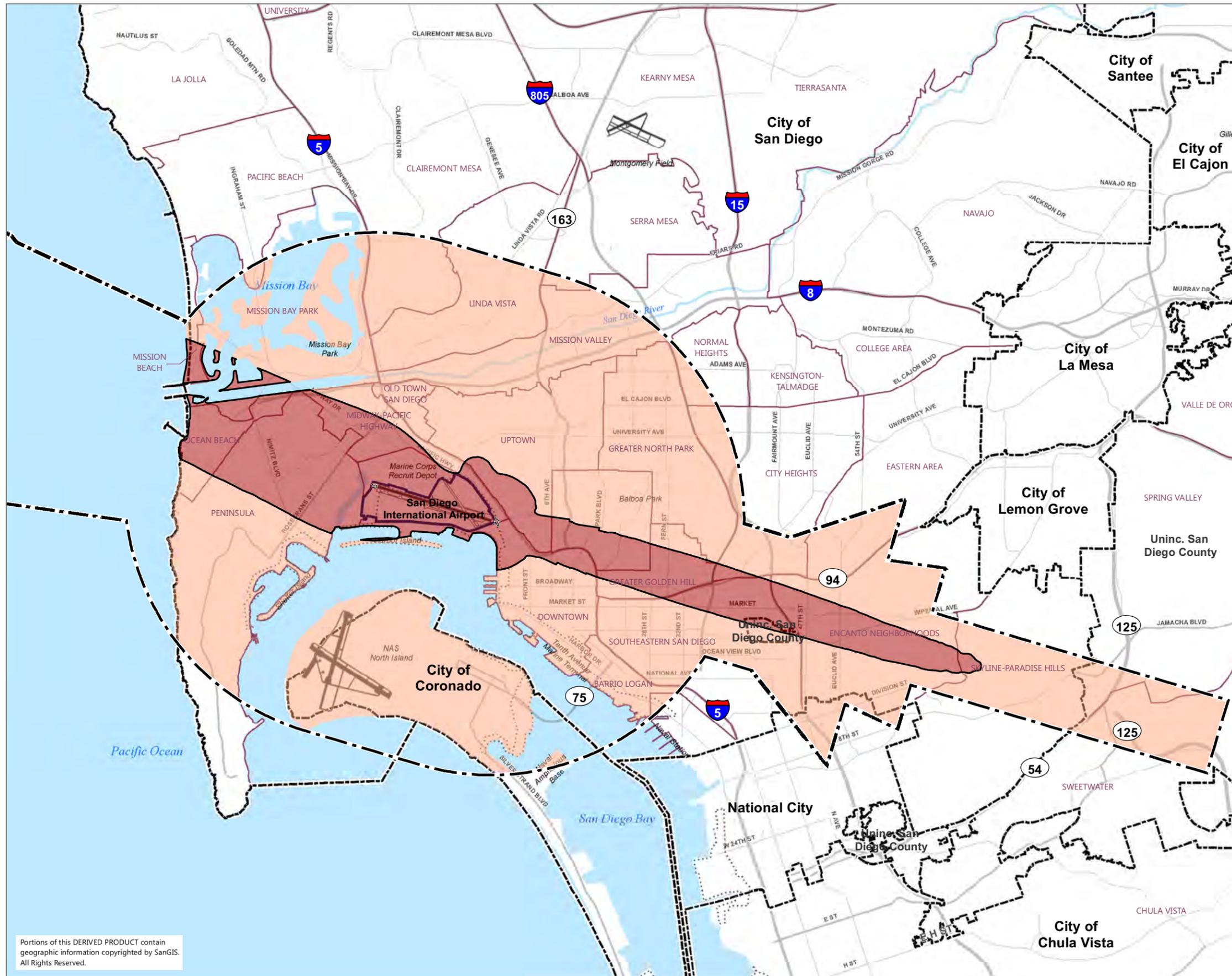
The AIA for the proposed ALUCP is divided into two subareas:

- Review Area 1 is defined by the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the Threshold Siting Surfaces (TSSs) (~~3-dimensional~~ airspace surfaces extending outward and upward from each displaced threshold). All ALUCP policies and standards apply within Review Area 1.
- Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

¹⁸ California Public Utilities Code §21675(a).

¹⁹ ~~The SDIA ALP is presented in Section 3, Exhibit 3-2~~ See Appendix E-1 of the proposed ALUCP for a discussion of the SDIA ALP. The aviation activity forecast is summarized in the proposed ALUCP, Appendix E, pp. E-11 – E-12 and E-16 – E-19.

²⁰ San Diego Unified Port District, *Port Master Plan*, 2009, Figure 1, p. xii. Accordingly, the Port's planning jurisdiction consists of tidelands conveyed by the State of California Legislature to the Port District to act as trustee for administration, upon which the Port District has regulatory duties and proprietary rights (p.1).



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- - - San Diego Unified Port District
- ▭ Community Planning Areas

Airport Influence Area (AIA)

- ▭ Airport Influence Area: the AIA is the area within which real estate disclosure is required, under state law.¹
- ▭ Review Area 1: the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the Threshold Siting Surfaces (TSSs).
- ▭ Review Area 2: the combination of the airspace protection and overflight boundaries beyond Review Area 1.



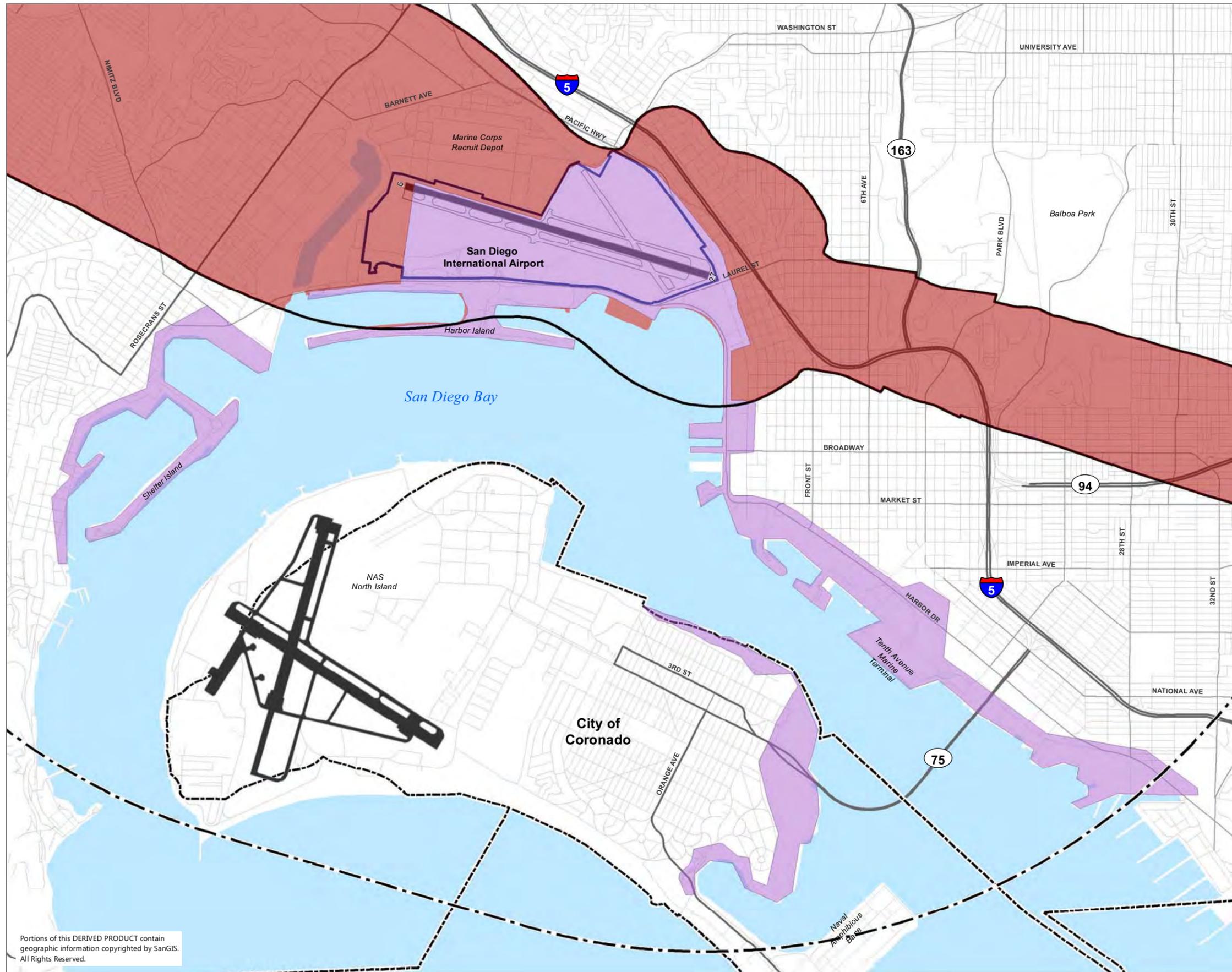
Note: 1. California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP Airport Influence Area); Ricondo & Associates, Inc., April 2013, based on Figure 1 in San Diego Unified Port District Master Plan (San Diego Unified Port District planning jurisdiction boundary).

Prepared by: Ricondo & Associates, Inc., November 2013.

**Exhibit 2-3
Airport
Influence Area**

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LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ San Diego Unified Port District Planning Jurisdiction Boundary¹
- ▭ Airport Influence Area
- ▭ Review Area 1



Note: 1. The San Diego Unified Port District Master Plan defines the Port District's planning jurisdiction as tidelands conveyed by the State of California Legislature to the Port District to act as trustee for administration, upon which the Port District has regulatory duties and proprietary rights (see p. 1 of the Port Master Plan).

Sources: San Diego County Regional Airport Authority, February 2013 Draft Airport Land Use Compatibility Plan (airport influence area and review area 1). Ricondo & Associates, Inc., April 2013, based on San Diego Unified Port District Master Plan, 2009 (inclusive of all amendments through 2007), Figure 1 "The Port's Planning Jurisdiction".

Prepared by: Ricondo & Associates, Inc., April 2013.

Exhibit 2-4

San Diego Unified Port District and Airport Influence Area

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2.4.3 COMPATIBILITY POLICIES AND STANDARDS OF THE PROPOSED ALUCP

The proposed ALUCP would establish policies and standards intended to satisfy the Authority's dual objective of (1) ensuring the continued viability of the Airport by protecting the Airport from the encroachment of incompatible land uses, and (2) minimizing the public's exposure to excessive noise and safety hazards. The proposed ALUCP policies and standards address four airport compatibility factors: noise, safety, airspace protection and overflight.²¹ The proposed ALUCP would require future land use plans, regulations and projects to comply with the policies and standards for each compatibility factor. The compatibility policies and standards of the proposed ALUCP are summarized in the remainder of this section.

2.4.3.1 Noise Compatibility Policies and Standards

Noise is one of the most basic airport land use compatibility concerns. The California Legislature has adopted legislation requiring airport operators to address the impacts of noise on surrounding communities.²² The state Airport Noise Regulation establishes a criterion for defining noise impact areas around airports and requires airport operators to work toward ultimately eliminating the noise impact area. Under the regulation, a noise impact area is declared to exist if any incompatible land uses lie within the "noise impact boundary," defined by the current annual 65 dB CNEL contour. The regulation defines incompatible land uses as:

- Residences
- Public and private schools
- Hospitals and convalescent homes
- Churches, synagogues, temples and other places of worship

Those uses are rendered compatible if the airport operator secures an avigation easement for aircraft noise from the property owner or if the structure is treated to reduce indoor noise levels attributable to aircraft noise to 45 dB CNEL or less.²³

SDIA was named by the San Diego County Board of Supervisors as a "noise problem" airport in July 1972 after finding that a noise impact area existed around the Airport. As a result of this designation, SDCRAA is required to maintain an airport noise monitoring system, to prepare quarterly noise reports for submittal to the County and to the State, and to administer programs to reduce the size of, and ultimately eliminate, the noise impact area. SDIA has been required to request a variance to the airport noise regulation from Caltrans. Since its original designation as a "noise problem airport", SDIA has received multiple variances, all of which

²¹ These are the four compatibility criteria identified in the *Handbook*. The law requires that ALUCs "shall be guided by information" contained in the *Handbook* (California Public Utilities Code §21674.7(a)).

²² California Public Utilities Code §21669; California Code of Regulations, Title 21, Division of Aeronautics, Subchapter 6, Noise Standards, §5000, et seq.

²³ California Code of Regulations, Title 21, Division of Aeronautics, Subchapter 6, Noise Standards, § 5014.

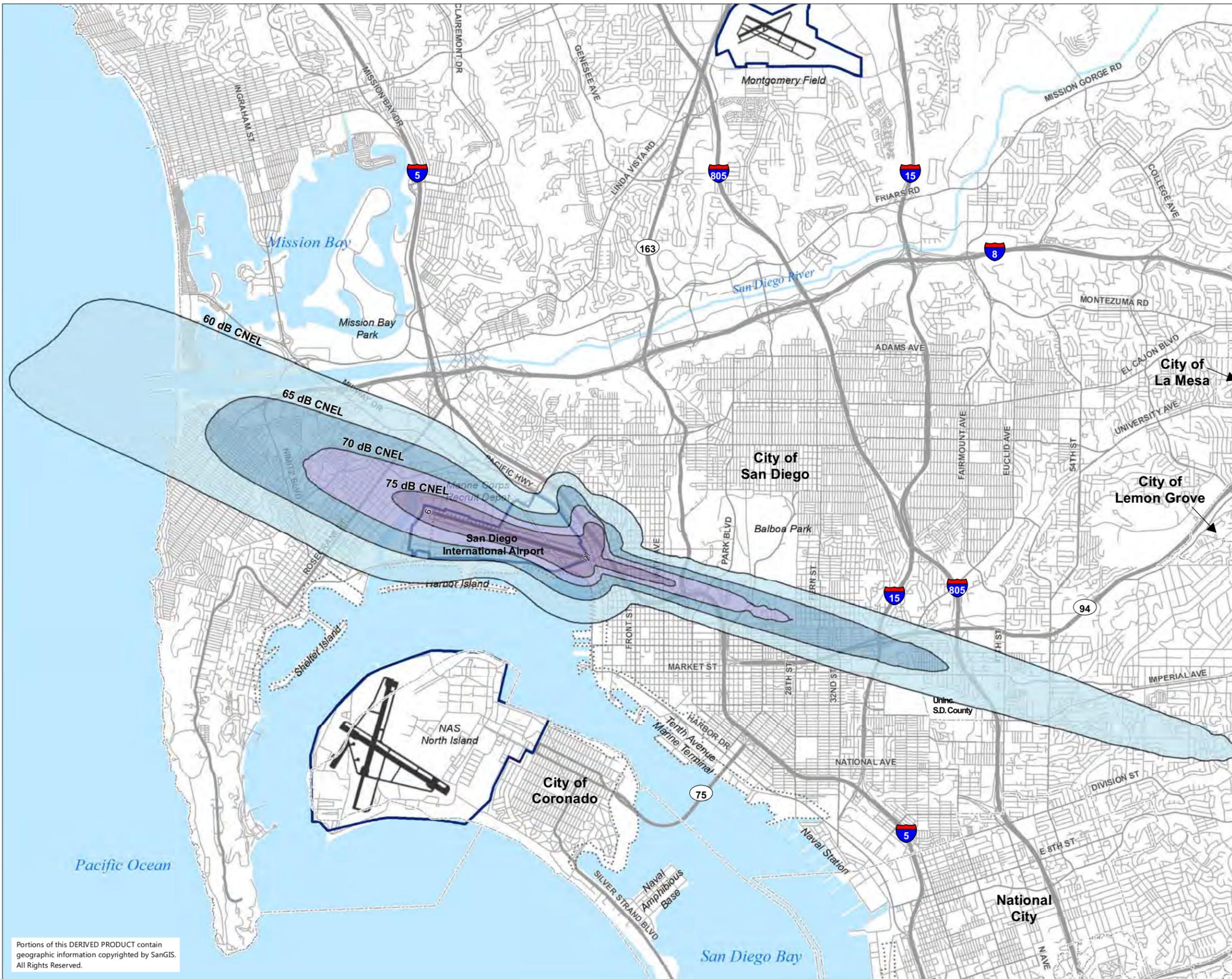
have required progress toward reducing the noise impact area to an acceptable degree in an orderly manner over a reasonable period of time.

The proposed ALUCP noise compatibility policies and standards are structured to ensure that any new development within the noise impact area is compatible, as defined under state law. The proposed policies and standards would apply within an area defined by forecast noise contours for the year 2030. The noise contours are mapped as CNEL noise contours, representing the cumulative 24-hour, time-weighted noise level, in dB, for an average day in 2030.²⁴ As presented in **Exhibit 2-5**, the CNEL contours are mapped in 5 dB increments from 60 dB CNEL to 75 dB CNEL. The methodology and forecast data used to develop the noise contour map are described in Appendix E2 of the proposed ALUCP.

The noise compatibility policies and standards in the proposed ALUCP are designed to avoid the establishment of new noise-sensitive land uses or to ensure that any allowed sensitive uses are treated to attenuate the adverse effects of noise. The noise compatibility standards identify land uses that are compatible, conditionally compatible, and incompatible within each 5 dB CNEL contour range, taking into account the characteristics of the existing community surrounding the Airport. A compatible land use is acceptable without application of any noise-related conditions; however, other safety, airspace protection, and/or overflight limitations may apply. In setting the noise compatibility standards, the ALUC considered:

- Section 5000 et seq. of the California Code of Regulations (Title 21, Division 2.5, Chapter 6 -- the Airport Noise Law)
- California Building Code (California Code of Regulations, Title 24, requiring sound attenuation in certain types of residential construction)
- The ambient noise levels in the dense urban communities within the noise contours
- The extent to which noise would intrude upon and interrupt the activity associated with each particular land use
- The extent to which the particular land use would generate noise itself
- The existing general/community plan land use designations within the noise contours
- The extent of outdoor activity associated with a particular land use
- The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation methods

²⁴ The CNEL (Community Noise Equivalent Level) metric was developed specifically to aid in the assessment of the effect of environmental noise on people. Evening and nighttime noise events are assigned extra weights of 4.8 dB and 10 dB, respectively, to reflect the greater adverse effect that noise during those times is assumed to cause for people.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ⋯ San Diego Unified Port District Planning Jurisdiction Boundary

Forecast Noise Exposure Ranges:

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



Notes: 1. CNEL = Community Noise Equivalent Level
 2. Based on 2030 Forecast Noise Exposure.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours); Ricondo & Associates, Inc., April 2013, based on Figure 1 in San Diego Unified Port District Master Plan (San Diego Unified Port District planning jurisdiction boundary).

Prepared by: Ricondo & Associates, Inc., April 2013.

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Exhibit 2-5
Noise Contour Map

Table 2-1, Noise Compatibility Standards, presents the noise compatibility standards of the proposed ALUCP. The table indicates the compatibility of the land uses listed in the left column within each 5 dB CNEL range from 60 dB to over 75 dB. Land uses are described as compatible, incompatible, or conditionally compatible, subject to compliance with specified conditions. For the most part, the conditions require the use of sound attenuation measures to reduce outdoor noise to specified interior noise level targets.²⁵ For certain sensitive uses proposed within the 65 dB CNEL contour, the granting of avigation easements to the Airport operator is required.²⁶ At noise levels above 70 dB CNEL, new housing is allowable only in areas that are designated in the applicable community plan for residential use at the time the ALUCP is adopted by the ALUC. (After adoption of the proposed ALUCP, rezonings within the 70 dB CNEL contour that would allow residential use where it was previously not allowed would be considered incompatible with the ALUCP.) The threshold for the evaluation of potential ALUCP impacts related to noise policies and standards is 65 dB CNEL. No land use is considered “incompatible” with noise levels below 65 dB CNEL, and the noise attenuation condition applying to sensitive uses within the 60 to 65 dB CNEL range can be readily met with standard construction measures and would not affect the potential for new development.²⁷

2.4.3.2 Safety Compatibility Policies and Standards

The safety compatibility policies and standards of the proposed ALUCP are designed to minimize the risks associated with an off-airport aircraft accident or emergency landing. Therefore, the safety compatibility policies and standards are intended to avoid the establishment of new land uses serving vulnerable occupants (e.g., people with limited effective mobility such as seniors, hospital patients, children requiring supervision, the infirm, etc.) and land uses with large concentrations of people or hazardous materials. To minimize these risks, the safety compatibility standards declare certain new uses as incompatible within the safety zones and set limits on: (1) the density of residential development, which is measured in terms of dwelling units per acre; and (2) the intensity of nonresidential development, which is measured in terms of the number of people per acre.

²⁵ The proposed noise compatibility standards set interior sound level requirements of 45 dB CNEL for residential uses and noise-sensitive institutional uses, and 50 dB CNEL for other, less sensitive uses. Interior sound levels attributable to outdoor noise sources cannot exceed the stated levels. The maximum allowable interior sound levels assume that windows and doors to the outside are closed. Standard construction measures in Southern California can achieve these targets in areas exposed to airport noise as high as 70 dB CNEL. To achieve greater levels of noise reduction, special measures are often required, including the installation of acoustical windows and doors and extra insulation.

²⁶ An easement is a legal document that gives one entity the right to use a part of the real estate owned by another entity, but only as specified in the easement document. An avigation easement is a particular form of easement that may convey, for example, the right of passage over the property and the right to cause associated impacts including noise.

²⁷ Refer to the *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan*, pp. 2-11 – 2-12, for an explanation of why sound attenuation measures are unlikely to significantly affect new construction within the ALUCP noise contours.

Table 2-1 (1 of 2): Noise Compatibility Standards

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
RESIDENTIAL				
Single-Family, Multi-family	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Single Room Occupancy (SRO) Facility	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Group Quarters ^b	45	45 ¹	45 ^{1,2}	45 ^{1,2}
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office - Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)			50	50
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)			50	50
Sport/Fitness Facility			50	50
Theater - Movie/Live Performance/Dinner		45	45	45
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES				
Assembly - Adult (Religious, Fraternal, Other)	45	45 ¹	45 ¹	45 ¹
Assembly - Children (Instructional Studios, Cultural Heritage Schools, Religious, Other) ³	45			
Cemetery				
Child Day Care Center/Pre-K	45			
Convention Center				
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/50
Library, Museum, Gallery		45	45	45
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	45			
Medical Care - Hospital	45			
Medical Care - Out-Patient Surgery Centers	45			
School for Adults - College, University, Vocational/Trade School	45	45 ¹	45 ¹	
School - Kindergarten through Grade 12 (Includes Charter Schools)	45			
INDUSTRIAL				
Junkyard, Dump, Recycling Center, Construction Yard				
Manufacturing/Processing - General				
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Manufacturing/Processing of Hazardous Materials ⁴				
Mining, Extractive Industry				
Research and Development - Scientific, Technical				
Sanitary Landfill				
Self-storage Facility				
Warehousing/Storage - General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials ⁴				

Table 2-1 (2 of 2): Noise Compatibility Standards

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
TRANSPORTATION, COMMUNICATION, UTILITIES				
Auto Parking				
Electrical Power Generation Plant				
Electrical Substation				
Emergency Communications Facilities				
Marine Cargo Terminal				
Marine Passenger Terminal				
Transit Center, Bus/Rail Station				
Transportation, Communication, Utilities - General				
Truck Terminal				
Water, Wastewater Treatment Plant				
RECREATION, PARK, OPEN SPACE				
Arena, Stadium				
Golf Course				
Golf Course Clubhouse				
Marina				
Park, Open Space, Recreation				
AGRICULTURE				
Aquaculture				
Agriculture				
LEGEND				
	Compatible: Use is permitted.			
	Conditionally Compatible: Use is permitted subject to stated conditions.			
	Incompatible: Use is not permitted under any circumstances.			
45	Indoor uses: building must be capable of attenuating exterior noise to 45 dB CNEL.			
50	Indoor uses: building must be capable of attenuating exterior noise to 50 dB CNEL.			
45/50	Sleeping rooms must be attenuated to 45 dB CNEL and any other indoor areas must be attenuated to 50 dB CNEL.			
1	Avigation easement must be dedicated to the Airport owner/operator.			
2	New residential use is permitted above the 70 dB CNEL contour only if the current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted.			
3	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definition of Assembly - Children.			
4	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definitions of manufacturing, processing and storage of hazardous materials.			
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions."			
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.			

SOURCE: San Diego County Regional Airport Authority, ~~February 2013 Draft~~ February 2014 Airport Land Use Compatibility for San Diego International Airport, ~~February-December 2013~~.

PREPARED BY: Ricondo & Associates, Inc., ~~June-December 2013~~.

The proposed ALUCP defines five (5) ~~standard~~-safety zones, in accordance with guidance in the Caltrans *Handbook* for air carrier airports.²⁸ The size and shape of the safety zones, depicted in **Exhibit 2-6**, are based on dimensions provided in the Caltrans *Handbook*. In addition, the Caltrans *Handbook* suggests that the standard safety zones may be adjusted to "reflect characteristics of a specific airport runway."²⁹ For the proposed ALUCP, Safety Zones 4W and 3NW were widened to reflect the 290-degree heading used by many jet departures.³⁰

The proposed ALUCP contains compatibility policies and standards indicating whether new land use development would be compatible, incompatible, or conditionally compatible within each safety zone. A compatible land use is acceptable without application of any safety-related conditions; however, other noise, airspace protection, and/or overflight limitations may apply. An incompatible land use is not acceptable and should not be permitted by the local agency. A conditionally compatible land use is acceptable if the maximum density (dwelling units per acre), intensity limits (people per acre) and other conditions are satisfied. If these conditions are not met, the use is incompatible. When determining whether particular land uses would be compatible, the ALUC considered:

- The guidance provided in the Caltrans *Handbook*, Figures 4B through 4F³¹
- Characteristics of the aircraft and operations at SDIA
- Characteristic flight routes and patterns at SDIA
- The existing general/community plan land use designations within the safety zones

Table 2-2, Safety Compatibility Standards, describes the compatibility of various land uses in each safety zone. The top portion of the table describes the density and intensity limits applying in each safety zone, by CPA/neighborhood. Except in Safety Zone 3SE, the conditional density and intensity standards are based on the average existing density and intensity in the affected areas, reflecting *Handbook* guidance for "dense urban" areas.³²

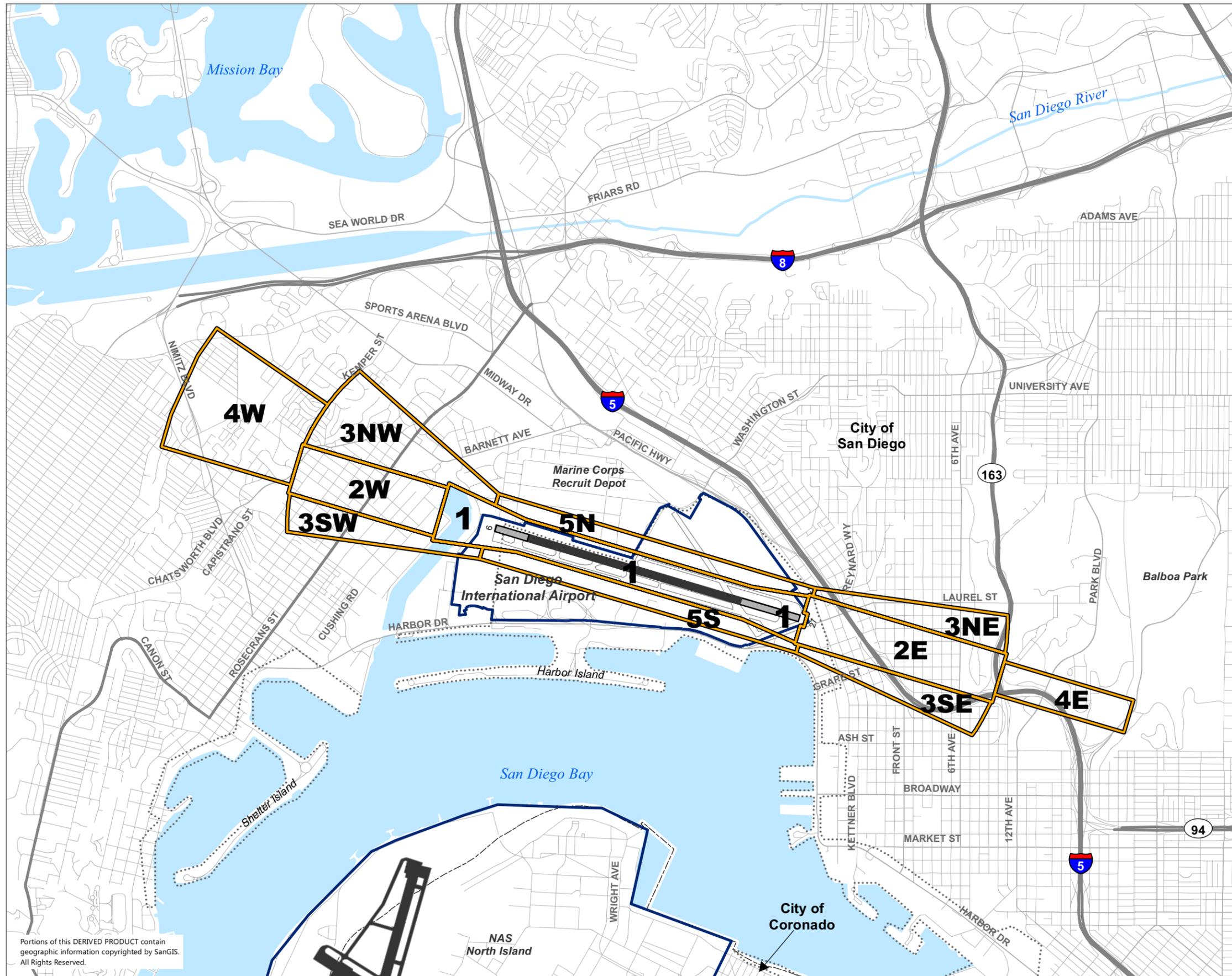
²⁸ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, Figure 3B "Safety Compatibility Zone Examples – Large Air Carrier and Military Runways," p. 3-19.

²⁹ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, Table 3A "Safety Adjustment Factors," p. 3-22.

³⁰ The analysis explaining the basis for these adjustments is described in the proposed ALUCP, Appendix E2, pp. E-40 – E-49.

³¹ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 – 4-24.

³² California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 – 4-24. The *Handbook* provides maximum density and intensity limits, by safety zones, for rural, suburban, urban, and dense urban environments. The suggested limits increase as the intensity of urban development in the affected area increases.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▬ Displaced Thresholds
- ▭ Airport Property Boundary
- ▭ Safety Compatibility Zone
- - - San Diego Unified Port District



Note: The outer boundary of the Safety Zone 1 East (Runway 27 Runway Protection Zone (RPZ)) is adjusted to reflect the portion of the Runway Obstacle Free Zone (OFZ) that extends beyond the RPZ.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP safety compatibility zones); Ricondo & Associates, Inc., April 2013, based on Figure 1 in San Diego Unified Port District Master Plan (San Diego Unified Port District planning jurisdiction boundary).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit 2-6
Safety Compatibility
Zones**

Table 2-2 (1 of 5): Safety Compatibility Standards

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	±	96												±	240					
Centre City - Cortez	±	96					210	842						±	240					
Centre City - East Village														±	240					
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198							±	180		
Ocean Beach															31	240				
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
RESIDENTIAL							
Single-Family, Multi-family						Zones 2, 3, 4: Allow in areas designated for residential use in the applicable Community Plan, subject to the dwelling unit density limits shown above.	N/A
Single Room Occupancy (SRO) Facility ²						Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Group Quarters ^{2,c}						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	100
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING							
Hotel, Motel, Resort						Zone 2: Allow if no more than 56 rooms per acre and no conference facilities. <u>No other use allowed unless it qualifies as ancillary per Policy S.9.</u> Zones 3, 4: Allow if development intensity does not exceed the NR limits.	N/A 200
Office - Medical, Financial, Professional Services, Civic						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	215
Retail (e.g., Convenience Market, Drug Store, Pet Store)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	250
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	200
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	60
Sport/Fitness Facility						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
Theater - Movie/Live Performance/Dinner						Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60

Table 2-2 (2 of 5): Safety Compatibility Standards

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	±	96											±	240						
Centre City - Cortez	±	96					210	842					±	240						
Centre City - East Village													±	240						
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198									±	180
Ocean Beach															31	240				
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES							
Assembly - Adult (religious, fraternal, other)	Red	Yellow	Yellow	Yellow	Yellow	Zone 2: Allow if capacity is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
Assembly - Children (Instructional Studios, Cultural Heritage Schools, Religious, Other) ³	Red	Red	Red	Red	Red		N/A
Cemetery	Red	Green	Green	Green	Green		N/A
Child Day Care Center/Pre-K	Red	Red	Red	Red	Red		N/A
Convention Center	Red	Red	Yellow	Yellow	Yellow	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
Fire and Police Stations	Red	Red	Green	Green	Yellow	Zone 5: Allow only if needed to provide emergency services at Airport.	215
Jail, Prison	Red	Red	Red	Red	Red		N/A
Library, Museum, Gallery	Red	Yellow	Yellow	Yellow	Yellow	Zone 2: Allow if capacity is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	170
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	Red	Red	Red	Red	Red		N/A
Medical Care - Hospital	Red	Red	Red	Red	Red		N/A
Medical Care - Out-Patient Surgery Centers	Red	Red	Red	Red	Red		N/A
School for Adults - College, University, Vocational/Trade School	Red	Red	Yellow	Yellow	Yellow	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
School - Kindergarten through Grade 12 (Includes Charter Schools)	Red	Red	Red	Red	Red		N/A
INDUSTRIAL							
Junkyard, Dump, Recycling Center, Construction Yard	Red	Green	Green	Green	Green		N/A

Table 2-2 (3 of 5): Safety Compatibility Standards

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	±	96											±	240						
Centre City - Cortez	±	96					210	842					±	240						
Centre City - East Village													±	240						
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198									±	180
Ocean Beach															31	240				
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Manufacturing/Processing - General	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	300
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁵	Red	Red	Red	Red	Red		N/A
Manufacturing/Processing of Hazardous Materials ⁴	Red	Red	Red	Red	Yellow	Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	300
Mining, Extractive Industry	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Research and Development - Scientific, Technical	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	300
Sanitary Landfill	Red	Red	Red	Red	Red		N/A
Self-storage Facility	Red	Green	Green	Green	Green		N/A
Warehousing/Storage - General	Red	Yellow	Yellow	Yellow	Yellow		1000
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁵	Red	Red	Red	Red	Red		N/A
Warehousing/Storage of Hazardous Materials ⁴	Red	Red	Red	Red	Yellow	Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	1000
TRANSPORTATION, COMMUNICATION, UTILITIES							
Auto Parking	Yellow	Green	Green	Green	Green	Zone 1: Structures not permitted. Allow surface lots only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A
Electrical Power Generation Plant	Red	Red	Red	Red	Red		N/A
Electrical Substation	Red	Red	Red	Red	Red		N/A
Emergency Communications Facilities	Red	Red	Red	Red	Red		N/A
Marine Cargo Terminal	Red	Green	Green	Green	Green		N/A

Table 2-2 (4 of 5): Safety Compatibility Standards

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	±	96											±	240						
Centre City - Cortez	±	96					210	842					±	240						
Centre City - East Village													±	240						
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198									±	180
Ocean Beach															31	240				
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Marine Passenger Terminal	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transit Center, Bus/Rail Station	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - General	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Truck Terminal	Red	Green	Green	Green	Green		N/A
Water, Wastewater Treatment Plant	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow only if no alternative sites outside the zones are available and feasible for development.	1000
RECREATION, PARK, OPEN SPACE							
Arena, Stadium	Red	Red	Red	Red	Red		N/A
Golf Course	Yellow	Green	Green	Green	Green	Zone 1: Allow only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A
Golf Course Clubhouse	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Marina	Red	Red	Yellow	Yellow	Yellow	Zones 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Park, Open Space, Recreation	Yellow	Green	Green	Green	Green	Zone 1: Structures not allowed. Allow nonstructural uses only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A
AGRICULTURE							
Aquaculture	Red	Green	Green	Green	Red		N/A
Agriculture	Yellow	Green	Green	Green	Green	Zone 1: Allow only if it does not attract wildlife, including flocking birds, per FAA AC 150.5300-12, Sections 202.g. and 212.a.(2)(a). Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A

Table 2-2 (5 of 5): Safety Compatibility Standards

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																				
	Safety Zones																				
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S		
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	±	96											±	240							
Centre City - Cortez	±	96					210	842					±	240							
Centre City - East Village													±	240							
Centre City - Little Italy	40	255					154	732											±	180	
Midway - Pacific Highway	46	191			±	180			44	198							±	180			
Ocean Beach															31	240					
Peninsula - NTC			±	127					±	180	±	235									
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240					
Uptown	58	272			62	278	164	674													
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a	
R	Maximum allowable residential density, in dwelling units per acre.																				
NR	Maximum allowable nonresidential intensity, in people per acre.																				
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																				
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																				

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
LEGEND							
	Compatible Use: Use is permitted.						
	Conditional Use: Use is permitted subject to stated conditions.						
	Incompatible Use: Use is not permitted under any circumstances.						
NOTES							
	Occupancy factor expressed as square feet per person for nonresidential uses in structures. The occupancy factor is used to estimate the average intensity of proposed nonresidential uses. N/A means "not applicable", since the land use does not involve the construction of habitable, nonresidential buildings.						
1							
2	While this is classified as a residential use, it does not include conventional dwelling units. Thus, only the NR intensity limits apply.						
3	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definition of Assembly - Children.						
4	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definitions of manufacturing, processing and storage of hazardous materials.						
5	Biosafety Level 3 facilities handle agents that cause serious or potentially lethal disease through inhalation. Biosafety Level 4 facilities handle agents that cause life-threatening disease and for which there are no vaccines or treatments.						
a	For details on persons per household data, refer to Appendix E3.						
b	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions."						
c	If this land use occurs within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.						

SOURCE: San Diego County Regional Airport Authority, February 2013 Draft/February 2014 Airport Land Use Compatibility for San Diego International Airport, February-December 2013.

PREPARED BY: Ricondo & Associates, Inc., June-December 2013.

For Safety Zone 3SE, the density and intensity standards applying to conditional uses were set at two times the average existing levels in that area. This variation from the *Handbook* guidance is warranted by the very low number of departures on Runway 9 and the absence of any procedures directing either arriving or departing aircraft to turn over the area. Thus, the probability of aircraft accidents in this area is presumed to be somewhat less than in other safety zones, justifying a less restrictive set of standards.³³ In discussions with SDCRAA staff and legal counsel, Caltrans Aeronautics staff concurred with the concept of establishing less restrictive standards in Safety Zone 3SE than the basic guidance in the *Handbook* would indicate.³⁴

2.4.3.3 Airspace Protection Policies and Standards

The airspace protection policies and standards are designed to ensure that structures or objects and certain land use characteristics do not cause hazards to aircraft in flight within the vicinity of SDIA. Accordingly, the proposed ALUCP includes maps of airspace protection surfaces for SDIA that are defined in accordance with the standards for civil airports set forth in Title 14, Code of Federal Regulations (CFR), Part 77 and in FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*. The airspace protection boundary, depicted on **Exhibit 2-7**, is based on the outermost edge of the following airspace surfaces:

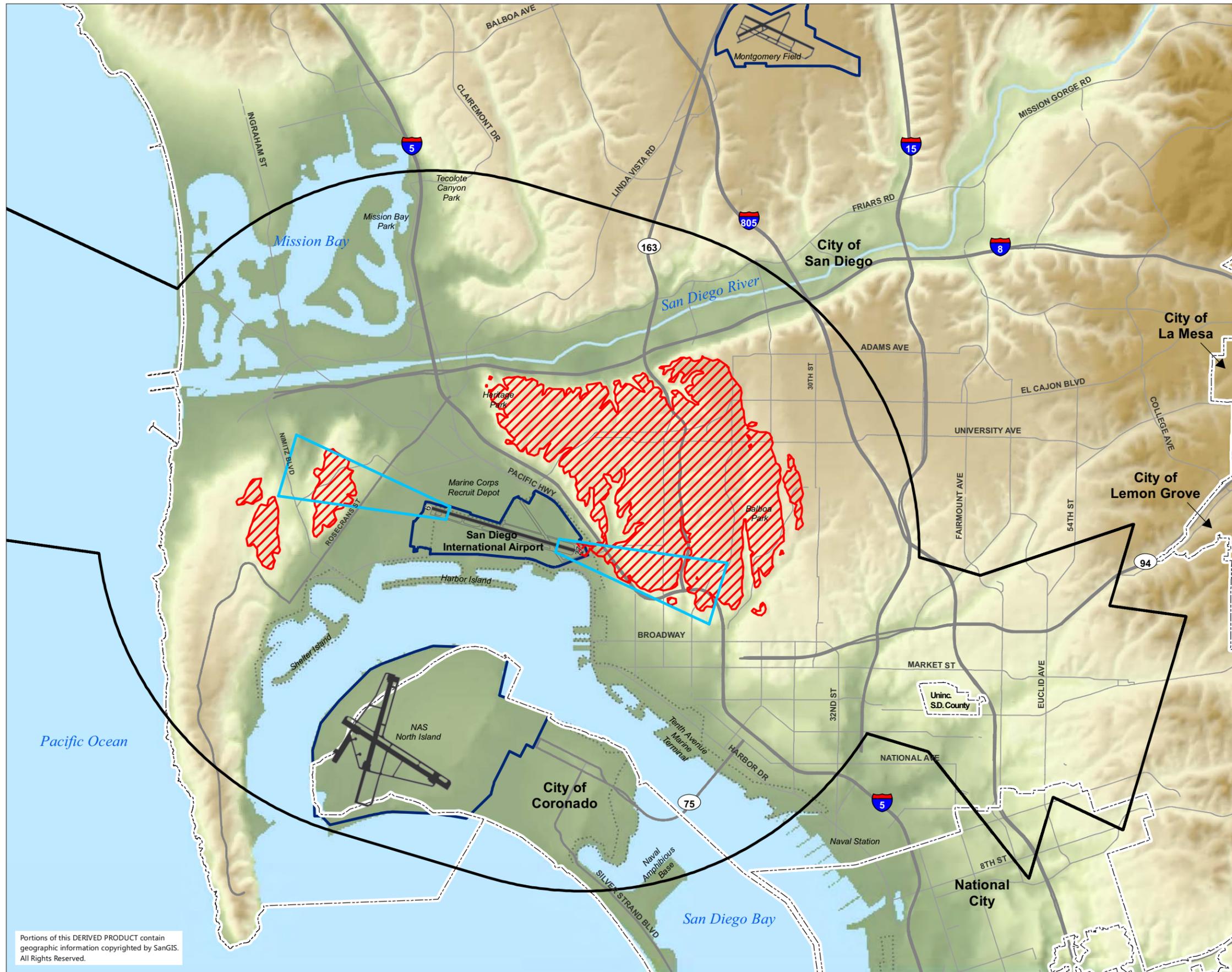
- Part 77, Subpart B, 100:1 notification surface boundary
- Part 77, Subpart C, civil airport imaginary airspace surfaces
- The approach surfaces for both runway ends defined by the TERPS criteria (FAA Order 8260.3B)

The airspace protection standards also include the Threshold Siting Surfaces (TSSs) on either end of the runway. FAA AC 150/5300-13A, *Airport Design*, provides planning standards and criteria for siting the ends of runways to ensure the safe clearance of obstacles by aircraft approaching the runway to land.³⁵ Runway thresholds are established to ensure that the TSS is free of any obstacle penetrations. If obstacles are found to penetrate the TSS, then the obstacle must be removed, the threshold must be relocated, or restrictions on the use of the approach must be established by raising the slope of the TSS. Thus, the protection of the TSS from penetrations by new structures is critical to maintain the full utility of an existing runway and approaches. The TSS standard in the proposed ALUCP would declare any new structure penetrating the TSS as incompatible. (See Policy A.4 in the proposed ALUCP.)

³³ The assertion of lower accident probability is based on an interpretation of the location patterns for large aircraft accidents, supplemented by a review of the location of general aviation accidents presented in the Caltrans *Handbook*. Refer to Appendix E, p. E-62, in the proposed ALUCP for an explanation of the rationale for the less restrictive standards in Safety Zone 3SE.

³⁴ SDCRAA planning and legal staff met with Caltrans Division of Aeronautics planning and legal staff in Sacramento to discuss this topic on January 18, 2012.

³⁵ Federal Aviation Administration, Advisory Circular 150/5300-13A, *Airport Design*, Paragraph 303, *Runway End Siting Requirements*.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ Airspace Protection Boundary¹
- ▭ Threshold Siting Surface
- ▨ Terrain Penetrations of FAR Part 77 Surfaces
- - - San Diego Unified Port District

Terrain Elevations (in feet above MSL)

- High : 847
- Low : 1



Note: 1. The Airspace Protection Boundary is defined as the outer boundary of the combined Part 77 Subpart B, Subpart C and TERPS approach surface boundaries.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP airspace protection boundary); Ricondo & Associates, Inc., April 2013, based on Figure 1 in San Diego Unified Port District Master Plan (San Diego Unified Port District planning jurisdiction boundary).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit 2-7
Airspace
Protection Boundary**

In addition to identifying the airspace protection surfaces, the proposed ALUCP contains policies and standards that would facilitate implementation of federal and state regulations. The proposed ALUCP explains the federal regulation that requires sponsors of proposed land use projects to notify the FAA of the proposed project if it meets the notification criteria defined in 14 CFR Part 77, Subpart B. The proposed ALUCP also requires that sponsors of proposed land use projects subject to FAA review comply with all findings of the FAA's aeronautical studies. Proposed projects determined by the FAA to be hazards to air navigation are declared to be incompatible with the proposed ALUCP airspace protection policies.³⁶

The proposed ALUCP also includes standards that would prevent the creation of other hazards to flight (e.g., features creating wildlife hazards, particularly bird strikes); and land use characteristics that could create turbulence off the runway ends or cause visual or electronic interference with aircraft and air traffic control navigational or communications equipment.

2.4.3.4 Overflight Compatibility Policies

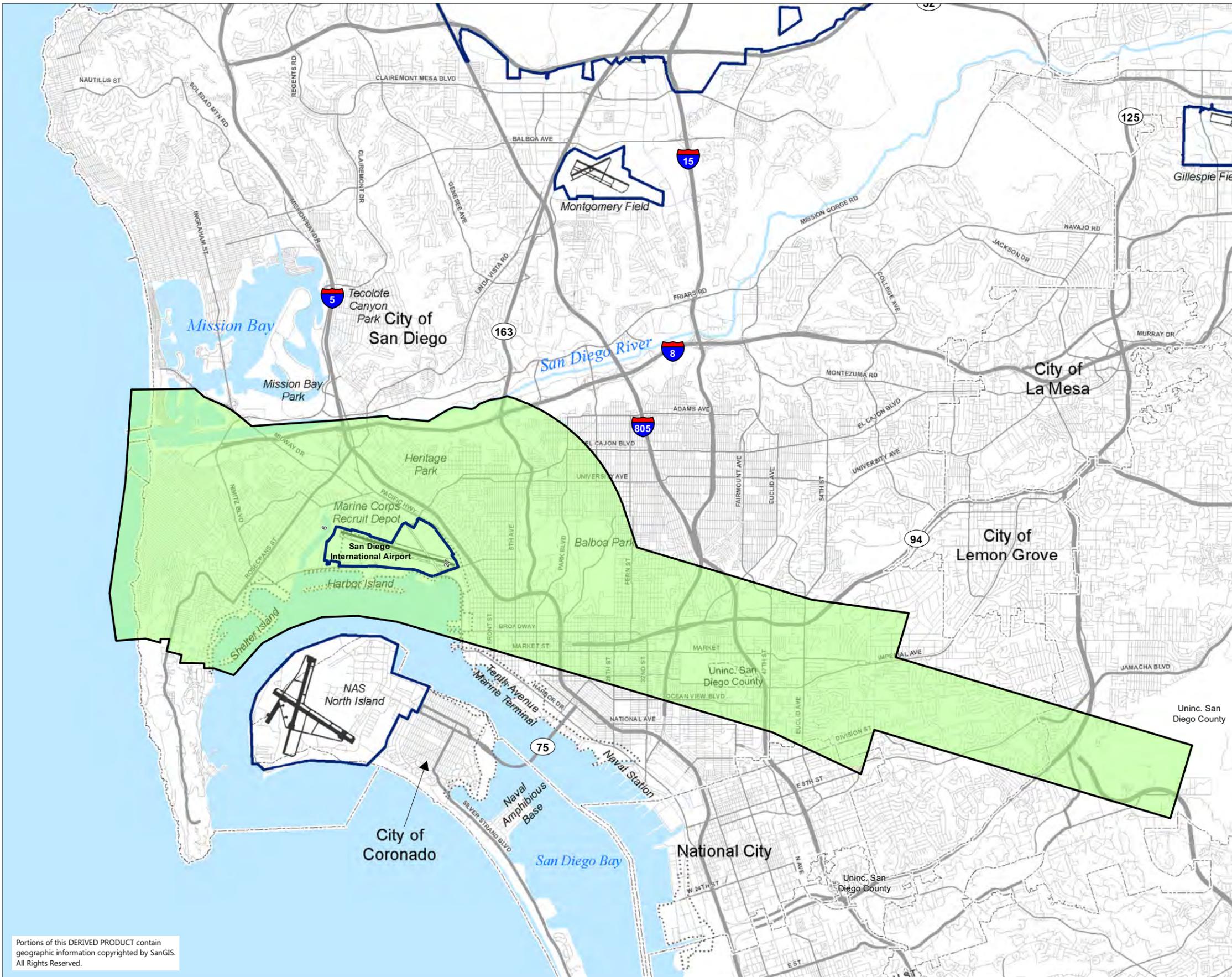
The overflight compatibility policies account for the fact that many people are sensitive to the frequent presence of aircraft over their homes and may experience annoyance, even if the noise levels are relatively low.

The proposed ALUCP would establish an overflight area boundary based on areas commonly overflown by aircraft at less than 3,000 feet above mean sea level (MSL), areas beneath low-altitude airspace surfaces, and areas within which noise complaints have been registered since 2004.³⁷ **Exhibit 2-8** depicts the overflight area boundary. The proposed ALUCP would require the recordation of an Overflight Agreement document (or equivalent) for any local agency approval of new residential development within the overflight area boundary.³⁸ (An equivalent measure would include adoption of an overlay zone with the boundaries corresponding with the overflight area or the larger AIA.) This buyer awareness measure would enable individuals to make more informed decisions when purchasing or leasing residential property within the overflight area.

³⁶ Very few land uses would be inherently hazardous within the airspace protection boundary. Sanitary landfills are one example. Electrical power generation plants could also be considered hazardous beneath the runway approaches. Typically, proposed structures determined by the FAA to be hazards can be redesigned, by lowering the building height, or altering other design features, to resolve the problems.

³⁷ Following circulation of the proposed ALUCP and the Draft EIR in July 2013, the proposed Overflight Area was modified to exclude the communities of La Jolla, Pacific Beach and the northern part of Mission Beach. Those areas were originally included in the Overflight Area based on the mapping of noise complaints for the period from 2004 through 2009. Based on comments received on the Draft EIR, the recent noise complaint record was investigated. Since April 2012, only one complaint had been filed from the Mission Beach neighborhood, five from Pacific Beach (all from the same individual), and none from La Jolla. The basis for delineation of the Overflight Area is discussed in the proposed ALUCP, Appendix E5, pp. E-104 – E-111.

³⁸ See the proposed ALUCP, Appendix B, for a copy of the proposed Airport Overflight Agreement.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- Airport Property Boundary
- · - · - San Diego Unified Port District
- Overflight Area Boundary: overflight notification is required for new residential development within the overflight area boundary.



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP overflight area boundary); Ricondo & Associates, Inc., April 2013, based on Figure 1 in San Diego Unified Port District Master Plan (San Diego Unified Port District planning jurisdiction boundary).

Prepared by: Ricondo & Associates, Inc., November 2013.

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Exhibit 2-8
Overflight Area Boundary

2.5 Intended Uses of the EIR

The ~~Draft-Final~~ EIR will be used by SDCRAA, in its role as the ALUC for San Diego County, to inform its deliberations leading to the adoption of the proposed ALUCP for SDIA. Other potential uses of this ~~Draft-Final~~ EIR are discussed in the following sections.

2.5.1 PERMITS AND APPROVALS REQUIRED TO IMPLEMENT PROPOSED PROJECT

Implementation of the ALUCP will begin with the ALUC's approval of the proposed ALUCP. After ALUC approval, local agencies are required to submit all proposed land use projects and land use plans and regulations to the ALUC for a determination of consistency with the proposed ALUCP.³⁹

Local agencies also play an important role in implementing the ALUCP. Under state law, local agencies are required to amend their general plans, specific plans and zoning ordinances to achieve consistency with the ALUCP.⁴⁰ Local agencies can implement the ALUCP in accordance with state law in the following ways:

- Incorporate ALUCP policies into General Plan Elements—Individual elements of local general plans may be amended to incorporate applicable policies from this ALUCP. For example, noise compatibility policies and standards could be added to the noise element, safety policies to the safety element, and other policies, standards and maps to the land use element;
- Adopt ALUCP as Stand-Alone Document—Local agencies may adopt this ALUCP as a local policy document or separate element of the general plan; or,
- Adopt Overlay Zone—Local agencies may incorporate the policies and standards of this ALUCP into an overlay zone to supplement the requirements of the standard land use zoning districts.

Alternatively, the governing body may overrule the ALUCP, or any part of the ALUCP, with a two-thirds vote, after making specific findings that the local agency's current land use plans and regulations fulfill the purposes of the ALUC statute.⁴¹

After amending their plans and regulations, or overruling the ALUCP, local agencies assume the responsibility for the review of all proposed land use projects for consistency with their plans and regulations. Any proposed land use plans and regulations, including amendments to those plans and regulations, must

³⁹ The proposed ALUCP defines land use plans and regulations as "any general plan, community plan, specific plan, precise plan, zoning ordinance, rezone, building regulation or any amendments to these policy and regulatory documents. [They] also include any school district, community college district or special district master plans..." A land use project is defined as "a proposed development that requires a ministerial or discretionary permit or approval from a local agency or that is sponsored by a local agency..." See p. 1-4 of the proposed ALUCP.

⁴⁰ California Public Utilities Code §21675.1(d); California Government Code §65302.3.

⁴¹ California Public Utilities Code §§21676, 21676.5.

continue to be reviewed by the ALUC for consistency with the ALUCP. Until the local agencies amend their general plans and zoning ordinances or overrule the ALUCP, the ALUC also will continue to review all proposed land use projects.

No permits are required for implementation of the proposed ALUCP.

2.5.2 AGENCIES EXPECTED TO USE THE EIR IN DECISION MAKING

In addition to the ALUC, the cities of San Diego, National City, and Coronado and the County of San Diego are expected to refer to this EIR as they prepare and consider any needed amendments to their general plans, applicable community plans, and zoning ordinances to achieve consistency with the proposed ALUCP. In addition, ~~Civic San Diego and~~ the San Diego Unified Port District, ~~must prepare amendments to their land use plans.~~ School districts, community college districts and other special districts are also subject to the requirements of the ALUC statute and will need to review their facility master plans and development plans for consistency with the proposed ALUCP.⁴²

All local agencies must comply with the requirements of CEQA before they amend their land use plans and regulations. This EIR may be a helpful reference as they prepare their own environmental compliance documentation.

Any local agencies with jurisdiction in the Coastal Zone, including the City of San Diego, ~~Civic San Diego,~~ and the San Diego Unified Port District, must submit proposed amendments to land use plans and regulations affecting their certified local coastal programs to the California Coastal Commission (CCC) for a certification of compliance with state law.⁴³ The ~~Coastal Commission~~CCC may refer to this EIR in its consideration of any amendments to community plans, specific plans, precise plans or land use regulations that are proposed by local agencies to achieve consistency with the proposed ALUCP.

The State of California Department of Transportation, Division of Aeronautics, is responsible for reviewing the proposed ALUCP and determining whether the plan meets the requirements of state law.⁴⁴ The staff of the Division of Aeronautics may refer to this EIR as they formulate their determination about compliance of the proposed ALUCP with state law.

2.5.3 RELATED ENVIRONMENTAL REVIEW AND CONSULTATION REQUIREMENTS

As explained in the preceding section, local agencies that choose to implement the updated ALUCP, rather than overrule it, must amend any affected general plans and zoning ordinances to ensure consistency with the proposed ALUCP.⁴⁵ Amendments of those plans and regulations are subject to the environmental review

⁴² California Public Utilities Code §21675.1(f).

⁴³ California Public Resources Code §30514.

⁴⁴ California Public Utilities Code §§21675(d), 21675(e).

⁴⁵ According to law, local agencies must amend their plans and ordinances to be consistent with the ALUCP within 180 days after adoption of the ALUCP. See California Government Code, §65302.3.

requirements of CEQA. If those amendments affect the local coastal programs of the agencies, then the agencies must submit the proposed amendments to the ~~Coastal Commission~~CCC for certification of compliance with the California Coastal Act.⁴⁶

⁴⁶ California Public Resources Code §§30000 et seq.

3. Environmental Setting

3.1 Introduction

Pursuant to the CEQA Guidelines Sections 15125(a) and (e), a discussion of existing physical conditions in the vicinity of the proposed project at the time the Draft EIR NOP/IS was published (March 2013) must be provided. ~~However, as an ALUCP for SDIA, the proposed project has a unique existing setting, as follows:~~

As the ALUCP for SDIA, the proposed project promotes airport land use compatibility in the Airport environs, namely, within the AIA. On-airport property is therefore not subject to the ALUCP standards and policies. Existing physical conditions at SDIA are discussed in Section 3.2 for information purposes.

The existing physical conditions in the vicinity of the proposed project would not be directly affected by the proposed project. As an ALUCP, the proposed project is a land use plan. It does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Rather, the ALUCP will regulate future development of new residential dwellings, commercial structures and other noise- or risk-sensitive land uses within the AIA. Because the implementation of the proposed ALUCP would require changes to the ~~City of San Diego General Plan, applicable community plans, and zoning ordinance~~ land use plans and regulations of local agencies within the AIA, the pattern of future development within the AIA and the surrounding area could be different than currently envisioned in the applicable land use plans and regulations.

~~The proposed ALUCP would apply to portions of the cities of San Diego, Coronado and National City; parts of unincorporated San Diego County; and the San Diego Unified Port District. As depicted in Exhibit 2-3 in Section 2 of the Final EIR, City of San Diego CPAs encompassed, in whole or part, by the proposed ALUCP AIA include: Barrio Logan, City Heights, Clairemont Mesa, Downtown, Eastern Area, Encanto Neighborhoods, Greater Golden Hill, Greater North Park, Linda Vista, Midway-Pacific Highway Corridor, Mission Beach, Mission Valley, Normal Heights, Ocean Beach, Old Town San Diego, Pacific Beach, Peninsula, Serra Mesa, Skyline-Paradise Hills, Southeastern San Diego and Uptown. The applicable plans and zoning of the above jurisdictions and planning areas would potentially need to be revised to become consistent with the proposed ALUCP.~~ It is possible that the changes in development patterns could lead to adverse environmental impacts that could be indirectly attributed to the proposed ALUCP. Any such indirect impacts, however, would be difficult to predict with any certainty and are too speculative to be considered in this ~~Draft-Final~~ EIR. Existing land use information within the AIA is discussed in Section 3.3 for information purposes.

As documented in the Initial Study, the proposed ALUCP was determined to have the potential to cause significant impacts to three environmental resource categories: Land use and Planning; Population and Housing and Public Services. Sections 3.3 and 3.4 provide discussions of existing land use characteristics (residential and nonresidential land uses), as well as existing land use plans and policies, altogether defining the existing environmental setting of the proposed project.

3.2 Existing Physical Conditions

3.2.1 SAN DIEGO INTERNATIONAL AIRPORT

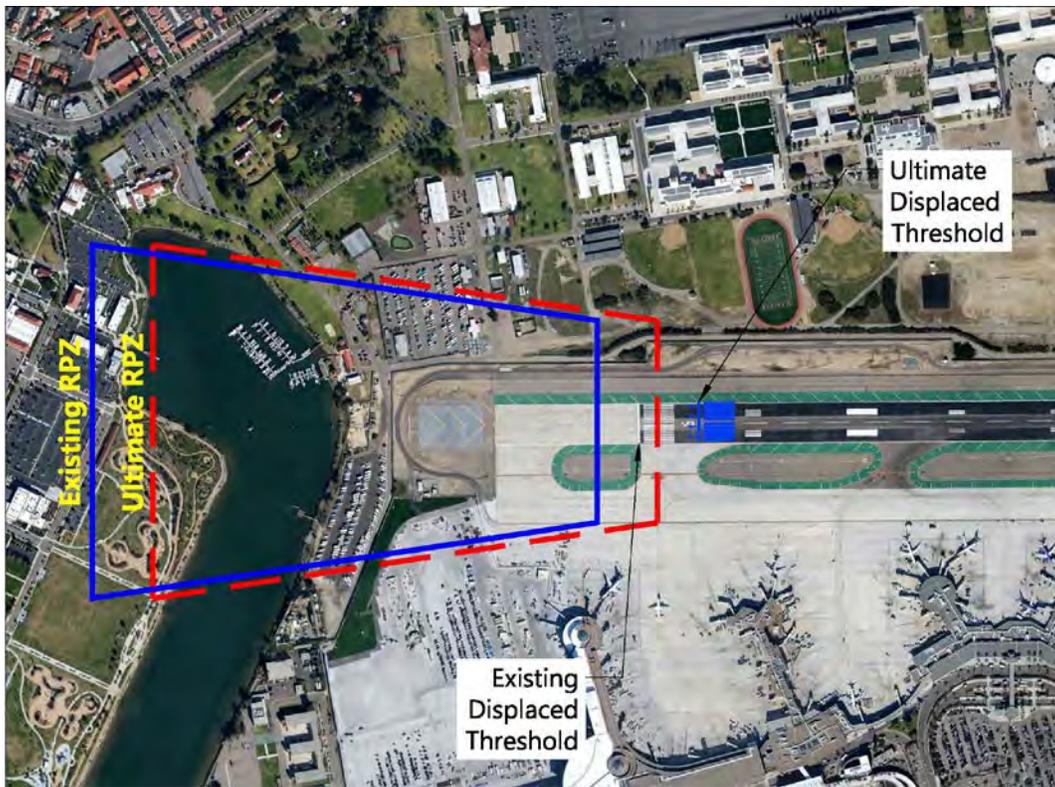
The draft ALUCP for SDIA promotes airport land use compatibility in the Airport environs, namely, within the AIA. The use of on-airport property required to serve the aeronautical functions of the airport is not subject to the ALUCP standards and policies. According to state law, however, the ALUCP must be based on the airport operator's development plans and a long-range forecast of airport operations.¹ Thus, it is informative to briefly discuss the existing physical conditions of the Airport.

The Airport has a single runway, oriented generally east-west. Because of existing surrounding development and topography, Runway 9-27 is constrained in terms of both operational length and instrument approach capabilities. High terrain, structures and other obstacles obstruct the approaches to each runway end, necessitating displacement of the landing thresholds by 1,810 feet on the east and 700 feet on the west (see Exhibit 2-2 in Section 2). As a result, the usable landing length of the runway is less than its 9,401-foot physical length. The current Airport Layout Plan (ALP), approved by the FAA in October 2012, proposes an additional 300-foot displacement of the Runway 9 landing threshold.² **Exhibit 3-1** depicts the existing Runway 9 landing threshold and associated existing Runway Protection Zone (RPZ), as well as the proposed relocated displaced threshold and future RPZ.

¹ California Public Utilities Code, §21675(a).

² After the release of the July 2013 Draft EIR, SDCRAA completed an environmental assessment (EA) of the proposed additional displacement of the Runway 9 landing threshold. The FAA issued a Finding of No Significant Impact (FONSI) for that EA on November 7, 2013.

Exhibit 3-1: Existing and Proposed Runway 9 Landing Thresholds



SOURCE: Ricondo & Associates, Inc., June 2013, based on October 5, 2012 San Diego International Airport Layout Plan.

PREPARED BY: Ricondo & Associates, Inc., [June 2013-December 2013](#).

Terrain and structures also adversely affect the instrument approach procedures available at the Airport. With prevailing winds from the west, most aircraft operations flow from east to west.³ The east end of Runway 27 has only a nonprecision approach procedure (aircraft descend to specified altitudes at fixed points along the approach path rather than following a constant glide slope), and the visibility and descent minimums are relatively high. A precision instrument approach, with lower visibility minimums, is available to Runway 9 from the west.⁴ For departures to the east on Runway 9, steeper climb requirements apply than for departures on Runway 27 to ensure the safe clearance of obstacles east of the Airport. This requires some aircraft to limit payloads to achieve the required rate of climb.

³ For reasons of safety and performance, aircraft typically land and takeoff into the wind.

⁴ It is anticipated that the proposed displacement of the Runway 9 threshold by an additional 300 feet to the east would allow for even lower visibility minimums, but that determination has not yet been made and requires detailed study by the FAA.

In addition to ten (10) commuter aircraft positions, SDIA has three passenger terminals (the Commuter Terminal and Terminals 1 and 2) with a total of fifty one (51) gates.

The Authority's plans for the Airport envision that it will remain in its current location and continue to function with a single runway, configured as it now exists. The entire Airport is surrounded by urban development, providing negligible opportunity for further development of the runway/taxiway system and constraining development of on-airport facilities. The Destination Lindbergh analyses identified the need to "prepare for long-term Airport build-out, optimizing operational capability within the given airfield and property constraints".⁵

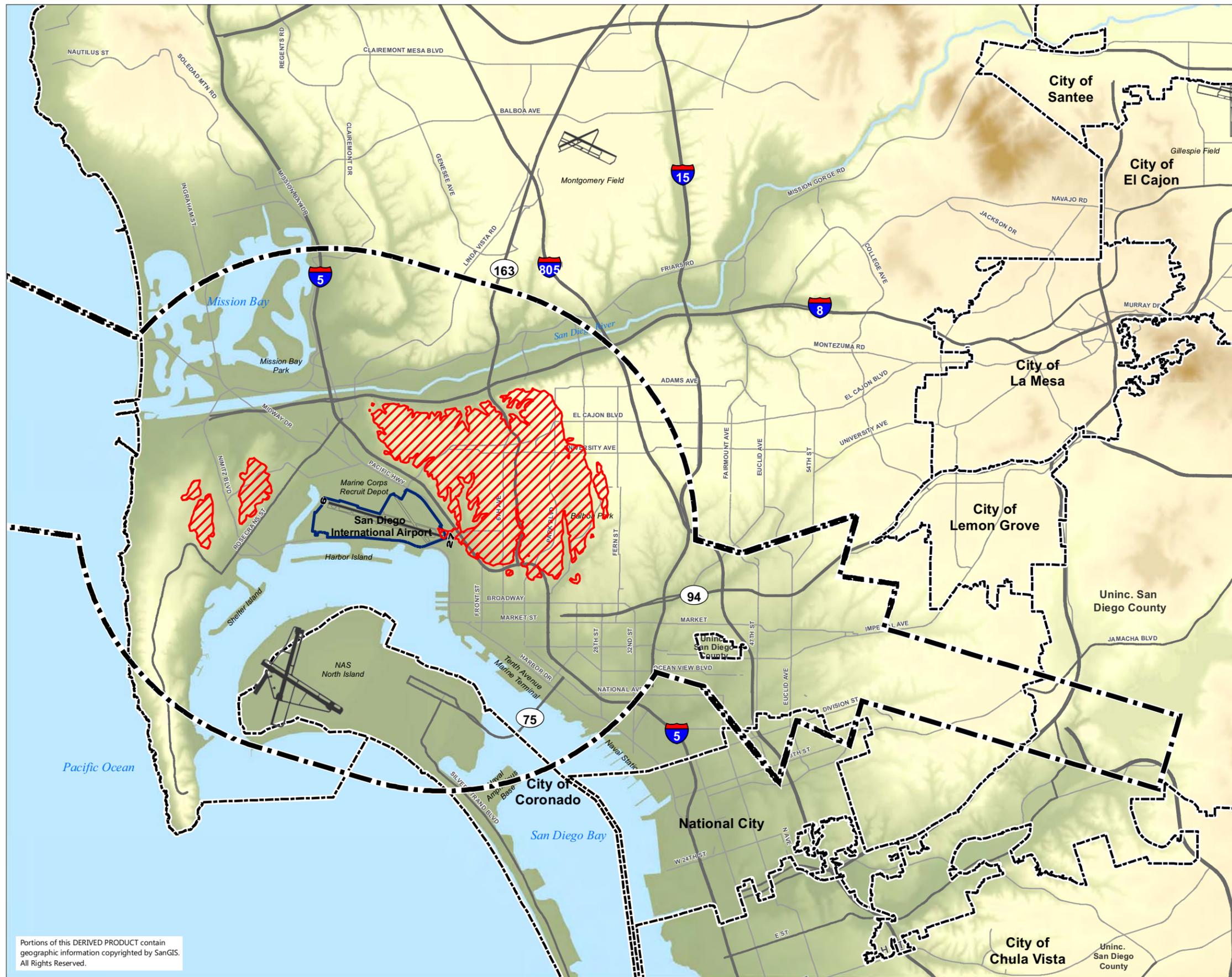
3.2.2 NATURAL FEATURES

Terrain and natural features constrain SDIA, both physically and in terms of airport operations. The Airport is situated directly north of San Diego Bay and southwest of Mission Bay. Hilly terrain is present to the northeast and southeast as indicated in **Exhibit 3-2**. The typical Airport approach is from the east-southeast over hilly terrain in and around Balboa Park. Flights depart west-northwest over low terrain before heading out over the Pacific Ocean. Jet aircraft typically depart on one of two headings – 275 degrees or 290 degrees. Turns to enroute headings generally occur over the ocean where noise and other impacts are limited.⁶

The climate in San Diego presents few problems for airport operations. The latitude and tempering effect of the Pacific Ocean result in few temperature extremes or gale winds. Prevailing west-northwesterly winds are very consistent. A few annual instances of easterly winds are typical in the autumn. Fog does occur frequently along the coast, at times reducing visibility at the Airport.

⁵ Jacobs Consultancy, *Destination Lindbergh Technical Report*, Ultimate Build Out March 2009, p. 10-4.

⁶ National Aeronautical Charting Office, Instrument Procedures, SW-3, LNSAY TWO, PEBLE THREE, and POGGI TWO departures, effective 17 December 2009 to 14 January 2010.

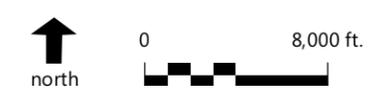


LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- - - Airport Influence Area: the AIA is the area within which real estate disclosure is required, under state law.¹
- ▨ Terrain Penetrations of FAR Part 77 Surfaces

Terrain Elevations (in feet above MSL)

- High : 1114
- Low : 1



Note:
 1. California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., January 2012, based on previous steering committee reports (review area 1 and 2 boundaries).

Prepared by: Ricondo & Associates, Inc., November 2013.

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**Exhibit 3-2
 Topography in
 Airport Environs**

3.3 Existing Land Use

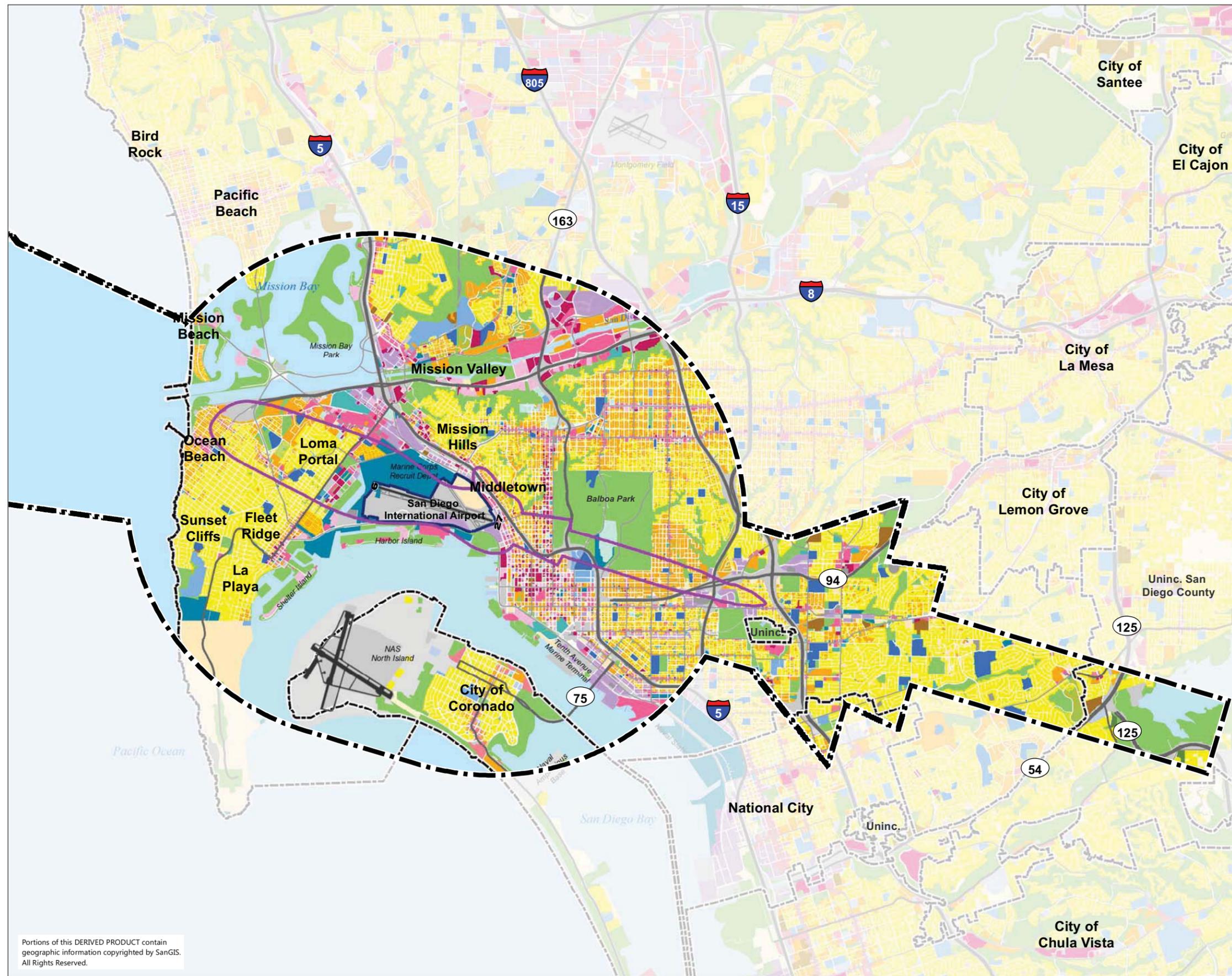
As an ALUCP, the proposed project does not propose or entail any new development, construction, or physical changes to existing land uses. However, a brief discussion of existing land uses is presented below to provide background information to the existing regulatory setting analyzed in the environmental impacts in Section 4. Several policies and standards in the proposed ALUCP were formulated in recognition of the existing land use pattern in the AIA.⁷ Refer to Section 4 for additional detailed information related to the environmental setting analyzed for each environmental resource category.

As depicted on **Exhibits 3-3** and **3-4**, existing land uses within the AIA and within the ALUCP Impact Area⁸ (corresponding to the outer boundary defined by the combination of the ~~of the forecast 2030 65 dB CNEL noise contour and the safety zones~~) are diverse, illustrative of a combination of dense urban and mixed-residential and nonresidential development.

As depicted on Exhibit 3-3, existing residential development (single- and multi-family housing and group quarters) is found throughout the AIA, ~~with large areas located to the northwest of the AIA, in the Bird Rock area, Pacific Beach and Mission Beach.~~ To the northeast of the Airport, large areas of residential land use are found in communities in the Mission Valley area, north of Interstate 8 (I-8), and south of I-8 in the neighborhoods of Mission Hills and Middletown. West of the Airport, large concentrations of ~~housing residential units~~ are found in Ocean Beach, and neighborhoods such as Loma Portal, Fleet Ridge, Sunset Cliffs and La Playa. To the south of SDIA, the City of Coronado is primarily developed with residential land use, characterized mainly by single-family housing.

⁷ Although new residential development would ideally be considered incompatible in areas exposed to noise over 70 dB CNEL or within Safety Zone 2, the proposed ALUCP would allow for new residential development in those areas, subject to specific conditions. These policies were formulated in recognition of the established neighborhoods in those areas. In addition, the limits on residential density and nonresidential intensity established through Policy S.1 were based on the existing average densities and intensities in the area.

⁸ See page 4-1 for an explanation of the ALUCP Impact Area.

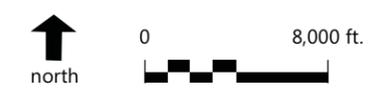


LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Impact Area
- ▭ Airport Influence Area: the AIA is the area within which real estate disclosure is required, under state law.

Existing Land Use

- ▭ Residential - Single Family
- ▭ Residential - Multi-Family
- ▭ Group Quarters
- ▭ Commercial - Guest Lodging
- ▭ Commercial
- ▭ Office
- ▭ Industrial
- ▭ Hospital and Healthcare Facilities
- ▭ Institutional - Assembly
- ▭ Institutional - Other
- ▭ School (K-12), Children's Day Care Center
- ▭ University/College/Trade School
- ▭ Open Space, Parks, Recreation
- ▭ Agriculture
- ▭ Transportation
- ▭ Utilities
- ▭ Other - Under Construction
- ▭ Vacant
- ▭ Water

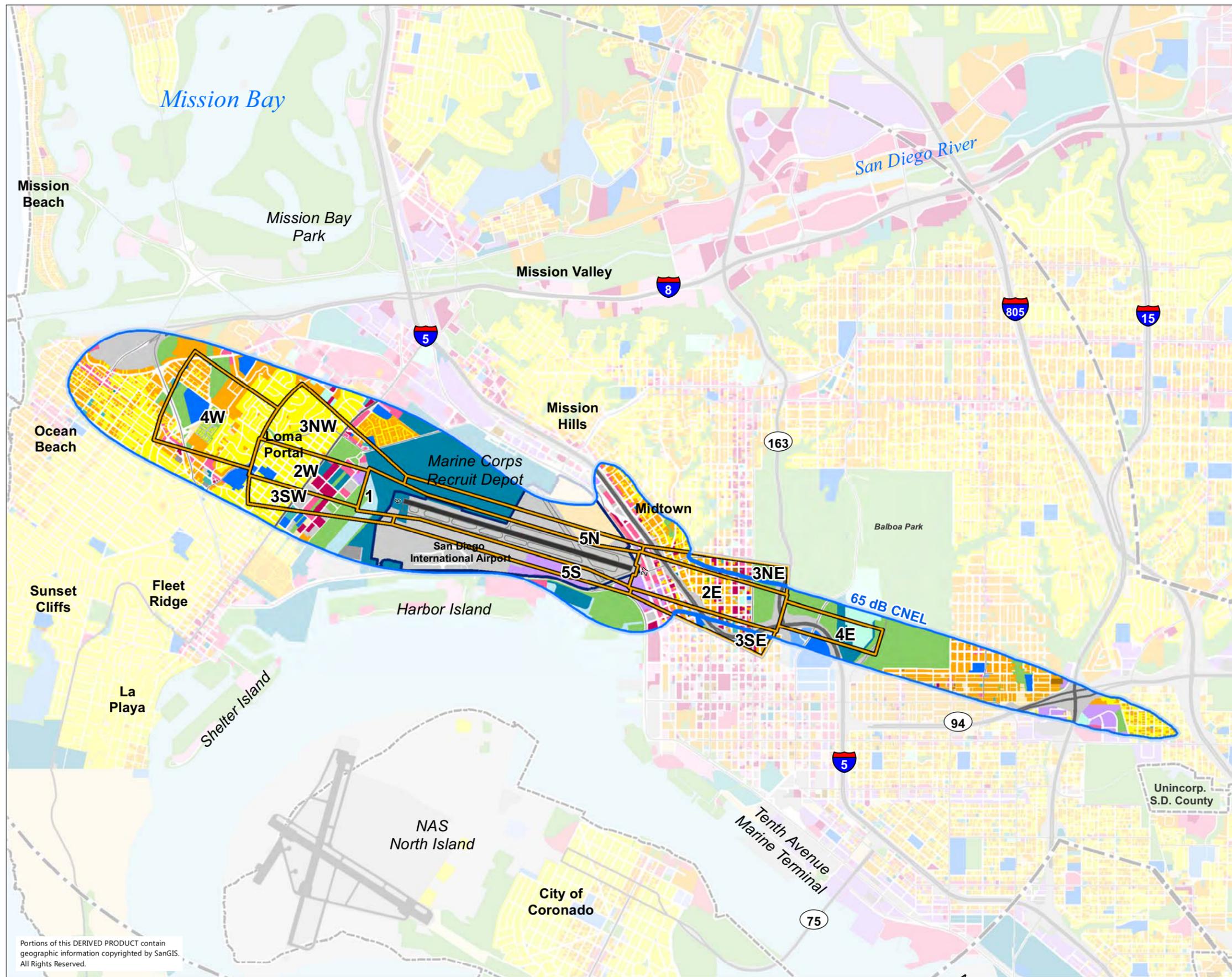


Sources: San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP impact area); Ricondo & Associates, Inc., November 2011, based on San Diego Geographic Information Source (SanGIS) database and field surveys (existing land use).

Prepared by: Ricondo & Associates, Inc., October 2013.

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Exhibit 3-3
Airport Influence Area and Existing Land Use



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Safety Zones
- ▭ Proposed ALUCP 65 dB CNEL Noise Contour
- ▭ Airport Influence Area: the AIA is the area within which real estate disclosure is required, under state law.

Existing Land Use

- Residential - Single Family
- Residential - Multi-Family
- Group Quarters
- Commercial - Guest Lodging
- Commercial
- Office
- Industrial
- Hospital and Healthcare Facilities
- Institutional - Assembly
- Institutional - Other
- School (K-12), Children's Day Care Center
- University/College/Trade School
- Open Space, Parks, Recreation
- Agriculture
- Transportation
- Utilities
- Other - Under Construction
- Vacant
- Water



Note: The ALUCP Impact Area encompasses the area within the proposed ALUCP 65 dB CNEL noise contour and the proposed ALUCP safety zones.

Sources: San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP impact area); Ricondo & Associates, Inc., November 2011, based on San Diego Geographic Information Source (SanGIS) database and field surveys (existing land use).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit 3-4
ALUCP Impact Area
and Existing Land Use**

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As depicted on Exhibit 3-3, existing nonresidential development is found throughout the AIA and is comprised of a multitude of land uses classified among the following categories:

- Commercial and Industrial, including: hotels, motels and resorts; professional services offices; retail; services (low, medium and high intensity); sport fitness facilities; theaters; manufacturing, warehousing, storage and processing facilities
- Transportation, Communication and Public Utilities, including: auto parking; transit centers, bus and rail stations; marine cargo and passenger terminals; communication facilities; electrical utilities; and water, and wastewater treatment plants
- Educational, Institutional and Public Services, including: child day care and pre-K centers; schools (kindergarten through Grade 12) and schools for adults such as colleges and universities; medical care and hospitals; public assembly facilities; libraries, museums and galleries
- Recreation, park and open space

Within the ALUCP Impact Area, depicted on Exhibit 3-4, residential land use is concentrated on the west side of the airport in Point Loma. On the east side, the land use pattern is a complex mix of commercial, industrial, public institutional and residential land uses. For other detailed depictions of existing land use within the ALUCP Impact Area (the proposed 65 dB CNEL noise contour and safety zones), refer to the following exhibits in Appendix E of the ~~draft-proposed~~ ALUCP: E2-2, E2-3, E3-8 and E3-9.

Refer to Section 4.2 of this ~~Draft-Final~~ EIR for a detailed discussion of existing conditions and the regulatory setting applying to all land use categories. Section 4.3 provides additional detail on the Population and Housing environmental resource category, and Section 4.4 provides additional detail related to the Public Services environmental resource category. Refer to Section 4.2.2 for a detailed discussion of the City of San Diego's General Plan and community plans.

3.4 Existing Land Use Plans and Policies

3.4.1 EXISTING AIRPORT LAND USE COMPATIBILITY PLANNING SETTING

A Comprehensive Land Use Plan⁹ (CLUP) for SDIA was originally adopted in 1992 by SANDAG, the agency serving as the ALUC at that time, and was subsequently amended in 1994. Following the transfer of ALUC responsibilities from SANDAG to SDCRAA in 2003, the SDIA CLUP was subject to a minor amendment in 2004 and redesignated as an ALUCP (dated October 4, 2004). This document, referred to as the 2004 ALUCP, constitutes the existing ALUCP for SDIA.

⁹ The distinction in terminology (CLUP vs. ALUCP) is one without substantive difference; CLUPs and ALUCPs are designed with the same objectives and employ the same techniques to regulate land use development in the vicinity of airports.

Notably, the 2004 amendment did not revise the compatibility criteria of the existing ALUCP (as amended in 1994). Instead, the 2004 amendment replaced SANDAG policies related to ALUC duties and responsibilities with SDCRAA policies.

The purpose of the 2004 SDIA ALUCP is "to provide for the operation of the airport and the use of the areas surrounding the airport and safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general."¹⁰ Accordingly, the 2004 ALUCP includes noise and safety compatibility criteria as well as airspace protection height limitations for the ALUC's use in evaluating the compatibility of new development.

The noise compatibility matrix in the 2004 ALUCP identifies a short list of land uses and indicates whether the land uses are compatible, conditionally compatible, or incompatible within each 5 dB CNEL range above 60 dB CNEL, based on a 1990 noise exposure map.¹¹

The 2004 ALUCP established two sets of safety zones. One set corresponds to the Runway Protection Zones (RPZ) off each runway end. The other is the "Approach Area" on the east side of the Airport. The ALUCP provides a short list of uses that are compatible within the Runway Protection Zones (RPZs), including undeveloped areas, airport storage facilities, automobile parking, streets and rights-of-way for utilities.¹² Within the east side Approach Area, certain limits on the density and intensity of new development apply.¹³

In addition, the 2004 ALUCP ~~also~~ addresses height restrictions and obstruction determinations in order to ensure that the operational capacity of the Airport is not compromised. The 2004 ALUCP requires compliance with the FAA's airspace protection regulations, promulgated in Title 14 CFR Part 77.¹⁴ The 2004 ALUCP does not discuss the overflight factor/layer or include any policies relating to Overflight Agreements or real estate disclosure documents.

3.4.2 CITY OF SAN DIEGO PLANNING FOR AIRPORT LAND USE COMPATIBILITY

State law requires that affected local agencies update their general plans and other applicable local plans (e.g., community plans, specific plans, development regulations, and zoning ordinances) to be consistent with the adopted ALUCP, or otherwise overrule the ALUC pursuant to statutorily enumerated procedures.¹⁵

¹⁰ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, October 2004, p. 7.

¹¹ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, October 2004, p. 11.

¹² San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, October 2004, pp. 13-14.

¹³ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, October 2004, p. 14.

¹⁴ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, October 2004, pp. 14 and 17.

¹⁵ California Public Utilities Code §§21676, 21676.5.

Although the City of San Diego has adopted overlay zoning to promote aspects of airport land use compatibility, it has not submitted its General Plan or zoning ordinance to the ALUC for a determination of consistency with the 2004 ALUCP (nor has it overruled the 2004 ALUCP). Rather, the City submits proposed development projects within the boundaries of the AIA for the 2004 ALUCP to the ALUC for consistency determinations. Sound insulation for new noise-sensitive development, as well as limits on both residential density and nonresidential intensity and prohibited uses, are established in the Airport Environs Overlay Zone (AEOZ). Airspace protection standards are established through the Airport Approach Overlay Zone (AAOZ). These regulations are discussed in greater detail in Section 4.2.2.5.

3.4.2.1 General Plan Land Use and Community Planning Element

On March 10, 2008, the San Diego City Council adopted the General Plan, which is the City's foundation for development. It includes ten elements of citywide policies that support the City of Villages smart growth strategy for growth and development over the next twenty years.¹⁶

The Land Use and Community Planning Element aims to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life. The Land Use and Community Planning Element provides general citywide land use policies and delegates authority for more detailed land use policy to the individual community plans, which have been prepared for each of the 55 designated Community Planning Areas in the City.

In this ~~Draft-Final~~ EIR, the General Plan and community plans, and the zoning ordinance that implements the policies of those plans, constitute the baseline existing conditions that serve as the point of reference for assessing the potential environmental impacts associated with implementation of the proposed ALUCP.

¹⁶ City of San Diego, *General Plan, City of Villages Strategy*, March 10, 2008. The City of Villages Strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. The strategy draws upon the character and strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers. The strategy is designed to sustain the long-term economic, environmental and social health of the City and its many communities. It recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the city as a whole.

4. Environmental Impacts

4.1 Environmental Setting

As a land use planning document, most of the potential impacts of the proposed ALUCP would be confined to areas where implementation of the ALUCP could result in changes to the land use plans and regulations that are currently in place. The change in land use plans and regulations would lead to different patterns of development than would otherwise occur.¹ The subject of this chapter is to determine whether those changes may result in significant environmental impacts.

The proposed ALUCP would establish land use policies and standards that, if implemented, would impose new land use policies and standards throughout the AIA. The proposed ALUCP would have the greatest effect within the proposed safety zones and in areas exposed to noise above 65 dB CNEL (based on forecast 2030 noise exposure). Numerous future land uses would be considered incompatible in these areas and many others would be compatible only if specified conditions are met. This area, depicted on **Exhibit 4-1**, is referred to in this ~~Draft-Final~~ EIR as the ALUCP Impact Area.

In the parts of the AIA outside the ALUCP Impact Area, the policies and standards of the proposed ALUCP would ~~result in have~~ very limited or negligible changes in the land use policies currently applying to effects on proposed development, as described below.

- ~~For example~~ Within the 60-65 dB CNEL range, the noise standards of the proposed ALUCP would require ~~that~~ new housing exposed to noise between 60 and 65 dB CNEL to be treated to attenuate aircraft noise to indoor levels of 45 dB CNEL or less. In practice, no special measures would be required because this level of noise attenuation can be achieved by standard construction.²

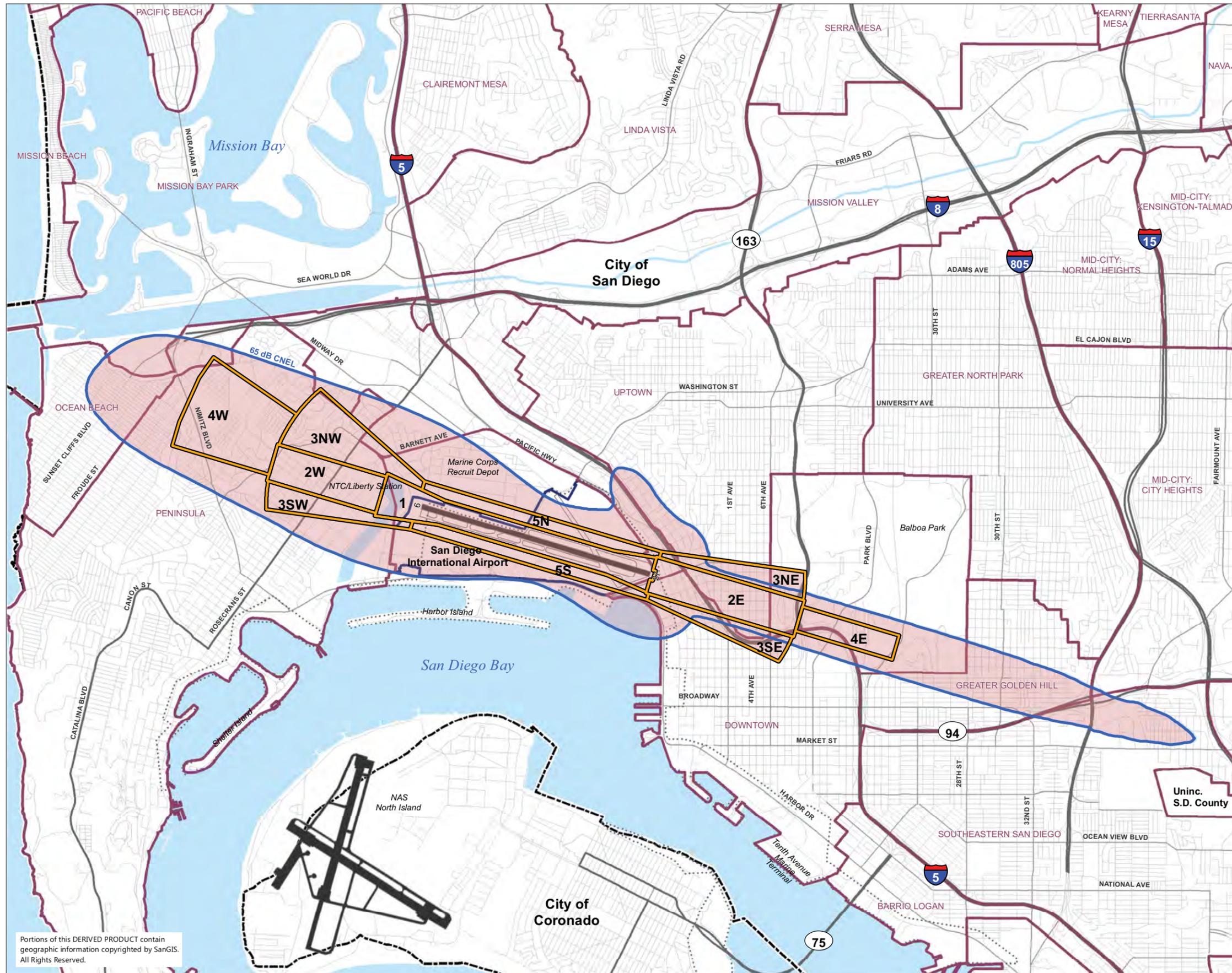
¹ It is possible that future development displaced from the ALUCP Impact Area could create environmental impacts elsewhere in the metropolitan area. Those impacts could be considered indirect impacts attributable to the proposed ALUCP. The occurrence of any such potential indirect impacts is speculative and, given the vagaries of the real estate and development markets, is impossible to predict with any certainty.

² See Appendix A, Analysis of Potentially Displaced Development, page 2-12, and Attachment A for more information on the costs and noise level reduction afforded by acoustical treatment of buildings.

-[DRAFT]

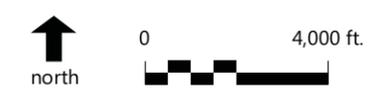
- The airspace protection standards reflect existing federal regulations and state law that are acknowledged in the 2004 ALUCP and that were also included in the 1992 and 1994 versions of the SDIA CLUP. Furthermore, the City of San Diego has been effectively administering these federal and state provisions for several years. If the City of San Diego implements the proposed ALUCP by revising its zoning regulations, the proposed airspace protection standards will replace the existing Airport Approach Overlay Zone. The one area where the proposed airspace standards differ substantially from the current AAOZ is off the east end of the runway. The proposed Threshold Siting Surface would raise the airspace surface in that area by 50 feet, reducing the degree of regulation applying in that area.
- As another example, Another aspect of the airspace protection standards would declare hazards to air navigation to be incompatible within the AIA. With few exceptions, the potential hazards cited in the proposed ALUCP are features of building or site design (such as mirrored glass exteriors, water and drainage features, and excessive building height) that can be modified if required to abate any potential hazards. The few exceptions are land uses that could be intrinsically hazardous within the AIA, notably sanitary landfills. Electrical power generation plants are another class of potentially hazardous land use, especially beneath approach corridors. Because of existing development patterns, suitable sites for these specialized land uses do not exist within the proposed AIA.
- Within the Overflight Area, the proposed ALUCP would require the recording of an overflight notification agreement (or equivalent measure, such as adoption of an overlay zone) for any new dwellings built in the area. As part of the property record, the notification could be viewed by anyone considering purchase of the property. No restrictions on development would apply to areas lying only within the Overflight Area boundary.

This section presents an assessment of the environmental impacts of the Proposed Project to ~~L~~and ~~U~~se and ~~P~~lanning, ~~P~~opulation and ~~H~~ousing and ~~P~~ublic ~~S~~ervices based on information developed during the Initial Study, and comments received at the scoping meeting, through public review and during the response period for the NOP, and through the responses to public comments received on the July 2013 Draft EIR. As required by CEQA, this ~~Draft-Final~~ EIR identifies and discusses significant environmental impacts of the Proposed Project, significant environmental impacts that cannot be avoided if the Proposed Project is implemented, significant irreversible environmental changes which would be involved in the Proposed Project should it be implemented, growth-inducing impacts of the Proposed Project, and mitigation measures proposed to minimize significant impacts.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contour
- ▭ Proposed ALUCP Safety Zones
- ▭ Community Planning Areas
- ▭ ALUCP Impact Area: area within the proposed 65 dB CNEL noise contour and proposed ALUCP safety zones.



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

Exhibit 4-1
ALUCP
Impact Area

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4.2 Land Use and Planning

This section addresses the potential impacts of the proposed ALUCP on ~~land~~ Land use ~~Use~~ and ~~planning~~ Planning. A summary of the affected existing land use plans is presented, followed by a comparison with the land uses that would be permissible after implementation of the proposed ALUCP. Conflicts between the proposed ALUCP and the existing plans and zoning are described and the potential effects on the development capacity within the ALUCP Impact Area are analyzed.

4.2.1 METHODOLOGY

The analysis is based, in part, on the report entitled *Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan*, prepared by Ricondo and Associates, Inc. for SDCRAA. A copy of the report is provided in Appendix A of this Draft-Final EIR. The effects of the proposed ALUCP on Land Use and Planning are described as the amount of land that would become unavailable for the development of new incompatible uses and the amount of nonresidential floor area that could be potentially displaced from the ALUCP Impact Area after implementation of the proposed ALUCP.³

Nearly all land within the ALUCP displacement study area is currently developed, but redevelopment in these areas is anticipated in the future. The small amounts of vacant land and the areas available for ~~of~~ potential redevelopment are described as "developable land."⁴ Within the ALUCP Impact Area, the potential amount of development and redevelopment may be reduced after implementation of the proposed ALUCP. This would occur in areas where the proposed ALUCP would establish limits on housing densities and nonresidential development intensities that are lower than allowed under the existing plans and zoning. The difference in the amount of development that can be accommodated under existing plans/zoning and under the proposed ALUCP is the amount of future development that could be "displaced" after implementation of the proposed ALUCP.⁵

In addition to establishing limits on future residential densities and nonresidential intensities, the proposed ALUCP would declare certain sensitive uses as incompatible within certain noise contour ranges and safety zones. The displacement analysis quantifies the amount of land area within the ALUCP Impact Area that would no longer be available for the development of incompatible land uses.

³ The displacement analysis also estimated the number of future dwelling units that could be potentially displaced after implementation of the proposed ALUCP. That part of the displacement analysis is discussed in Section 4.3 of this Draft-Final EIR (Population and Housing).

⁴ A total of 1,577 parcels within the ALUCP Impact Area were identified as potentially developable. These included vacant lots and underdeveloped property. The methodology for identifying developable land is discussed in Section 3.1 of Appendix A, *Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan*, July 2013.

⁵ In the displacement analysis, future development is described as the number of dwelling units and the floor area (in square feet) of nonresidential development.

4.2.2 EXISTING ~~CONDITIONS~~REGULATORY SETTING

This section describes the land use plans currently applicable to the ALUCP Impact Area.⁶ The ALUCP Impact Area is within the City of San Diego, and more specifically within the CPAs of ~~Centre City Downtown~~, Greater Golden Hill, Midway/Pacific Highway Corridor, Ocean Beach, Peninsula, Southeastern San Diego and Uptown. ~~Additional lands within the~~The Impact Area also includes parts of Balboa Park and Mission Bay Park and the San Diego Unified Port District.

The land use planning framework within the ALUCP Impact Area is comprised of the 2004 ALUCP, the City of San Diego General Plan, the Community Plans, the Port Master Plan, and the City of San Diego's zoning ordinance, including the AEOZ and AAOZ.

4.2.2.1 2004 SDIA Airport Land Use Compatibility Plan

A CLUP for SDIA was originally adopted in 1992 by the San Diego Association of Governments (SANDAG), and subsequently amended in 1994 by SANDAG. Following the transfer of ALUC responsibilities from SANDAG to SDCRAA in 2003, the SDIA CLUP was subject to minor amendment in 2004 and redesignated as an ALUCP. The 2004 ALUCP (dated October 4, 2004) constitutes the existing ALUCP for SDIA.⁷

Similar to the proposed ALUCP, the purpose of the 2004 ALUCP was to "(i) to provide for the orderly growth of SDIA and the area surrounding the Airport within the jurisdiction of the Commission; and (ii) to safeguard the general welfare of the inhabitants within the vicinity of the Airport and the public in general."⁸ The 2004 ALUCP includes noise and safety compatibility standards. The noise compatibility standards indicate whether various land uses are compatible, conditionally compatible, or incompatible within each 5 dB CNEL range from 60 dB CNEL to 75 dB CNEL and greater. The 2004 ALUCP does not include safety standards that are as comprehensive as the noise standards. Instead, it provides a short list of uses that are compatible within the RPZs.⁹ The 2004 ALUCP also defines an Approach Area on the east side of the Airport within which ~~certain the~~ following limits on the density and intensity of new development apply.¹⁰

- Proposed projects must not increase the human occupancy of the site to an extent greater than 110 percent of the average intensity of existing uses within a 1/4-mile radius of the site.

⁶ The ALUCP Impact Area, depicted on Exhibit 4-1, includes the area within the proposed 65 dB CNEL contour and the proposed safety zones. Within that area, the proposed ALUCP would establish policies and standards declaring the development of certain future land uses as incompatible and would limit the density and intensity of other future land uses.

⁷ The distinction in terminology (CLUP vs. ALUCP) is one without substantive difference; the term ALUCP is now utilized in place of CLUP in light of amendments to the State Aeronautics Act's terminology.

⁸ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), p. 3.

⁹ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 13 and 19.

¹⁰ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 16 and 19.

- As an alternative to the 110 percent density/intensity criterion, proposed uses in the portions of the Little Italy and Cortez Hill neighborhoods within the Approach Area may be limited to a Floor Area Ratio (FAR) of 2.0 and a 36-foot height limit.

The noise contours and Approach Zone for the 2004 ALUCP are depicted in **Exhibit 4-2**.

The 2004 ALUCP also addresses height restrictions and obstruction determinations to ensure that the operational capacity of the Airport is preserved. The 2004 ALUCP requires compliance with the FAA's airspace protection regulations, promulgated in Title 14 CFR Part 77.¹¹

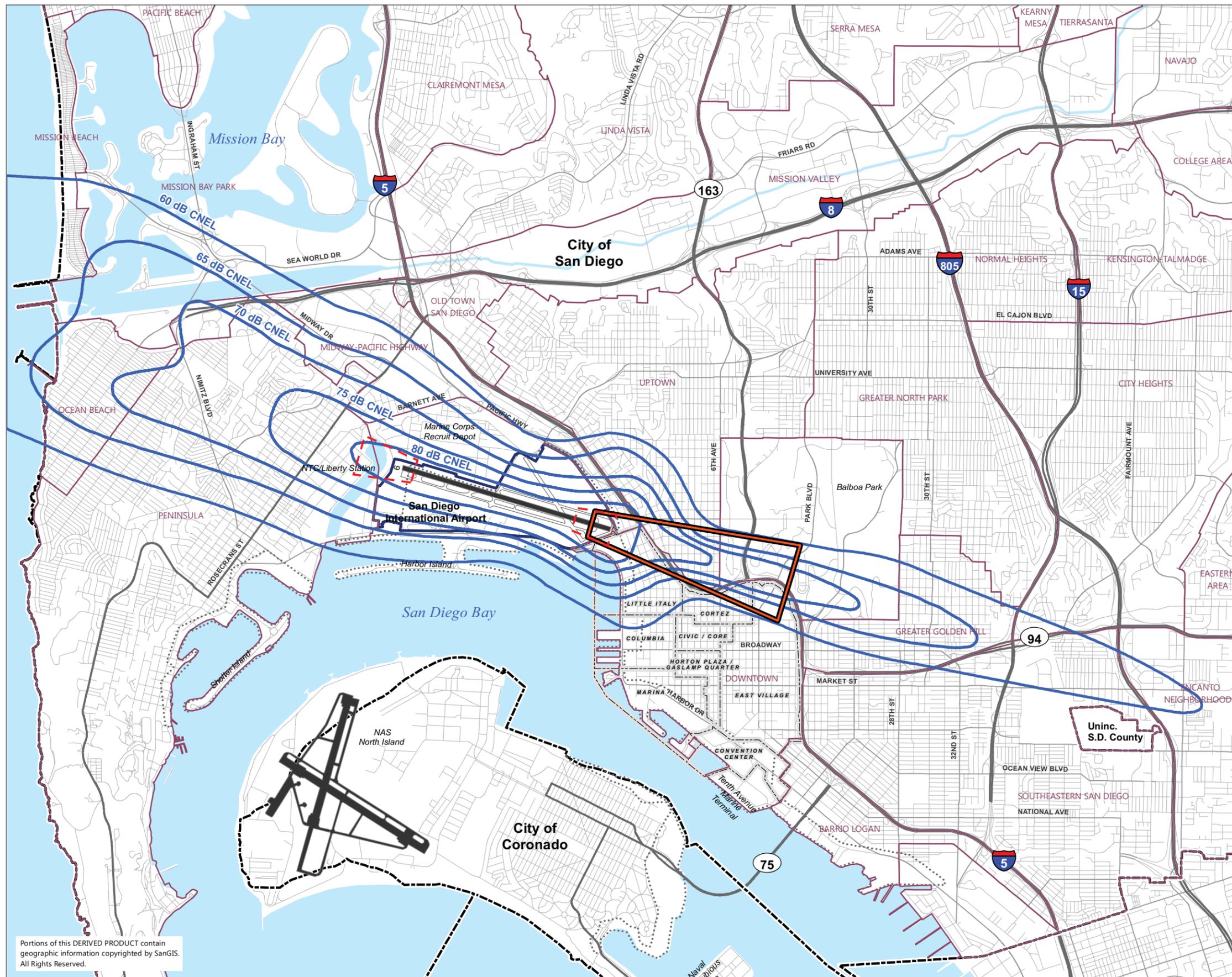
The 2004 ALUCP does not discuss the overflight factor or include any policies relating to Overflight Agreements or real estate disclosure documents. A comparison of the 2004 ALUCP with the proposed ALUCP is presented in Section 5.0, Alternatives (Subsection 5.2).

The City of San Diego has established airport compatibility measures through overlay zoning, although it has neither officially implemented nor overruled the 2004 ALUCP. Sound insulation for new noise-sensitive development, limits on residential density and nonresidential intensity, and the prohibition of certain incompatible land uses are established in the Airport Environs Overlay Zone (AEOZ). Limits on the height of structures to protect critical airspace are established in the Airport Approach Overlay Zone (AAOZ). These regulations are discussed in greater detail in Sections 4.2.2.5.34.2.2.5.2 and 4.2.2.5.44.2.2.5.3 below.

Although the City of San Diego has adopted overlay zoning to promote aspects of airport land use compatibility, it has not submitted its General Plan or zoning ordinance to the ALUC for a determination of consistency with the 2004 ALUCP (nor has it overruled the 2004 ALUCP). Therefore, the City's General Plan and zoning have not been found consistent with the 2004 ALUCP. As such, the City is required to submit all land use actions, regulations and permits to the ALUC for review.¹² Consistent with this requirement, the City submits all land use actions, regulations and permits for development projects located within the boundaries of the AIA for the 2004 ALUCP to the ALUC for consistency determinations.

¹¹ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 14 and 17.

¹² California Public Utilities Code §21676.5(a).



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ 1990 Noise Contours
- ▭ Approach Zone
- ▭ Community Planning Areas
- ▭ Neighborhood Boundary
- ▭ Runway Protection Zone



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego Geographic Information Source (SanGIS), November 2011 (basemap); City of San Diego Development Services Planning Division, 2012 (noise contours).

Prepared by: Ricondo & Associates, Inc., October 2013.

Exhibit 4-2
Noise Contours and Approach Zone
from 2004 ALUCP

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4.2.2.2 City of San Diego General Plan

On March 10, 2008, the San Diego City Council adopted the General Plan which is the City's foundation for development.¹³ It includes ten elements of citywide policies that support the City of Villages smart growth strategy for growth and development over the next twenty years. The ten elements and the fundamental goals of each are listed below.

- Conservation – To become an international model of sustainable development and conservation. To provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life
- Economic Prosperity – To increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy
- Historic Preservation – To guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City. To improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation
- Land Use and Community Planning – To guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities
- Mobility – To improve mobility through development of a balanced, multi-modal transportation network
- Noise – To protect people living and working in the City of San Diego from excessive noise
- Public Facilities- To provide the public facilities needed to serve the existing population and new growth
- Recreation – To preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users
- Services and Safety – To provide the services needed to serve the existing population and new growth
- Urban Design – To guide physical development toward a desired scale and character that is consistent with the social, economic and aesthetic values of the City

The City of Villages Strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. This "village" strategy is designed to bring people together via well-designed public parks or plazas and provide an environment that is well integrated with residential, commercial, employment and civic uses. Individual villages offer a variety of public spaces and land uses unique to the community in which they are located. The strategy is designed to sustain the long-term economic, environmental and social health of the City and its many communities and is expected to

¹³ City of San Diego, *General Plan, Executive Summary*, March 10, 2008.

connect the villages to each other via an expanded regional transit system over time. It recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy relies upon the designation or development of village sites.¹⁴

In addition, the General Plan addresses the California Coastal Act of 1976 (Coastal Act)¹⁵ which directs local governments to prepare Local Coastal Programs (LCP) to guide development in the coastal areas, to provide beach and lagoon resource management, to ensure public access to the coastal zone and to preserve low-cost visitor-serving recreational uses and conservation of the unique qualities and nature of the coast.¹⁶ An LCP includes a local government's land use plans, zoning ordinances, zoning maps, and implementing actions within coastal areas, which when taken together meet the requirements of and implement the provisions and policies of the Coastal Act at the local level. Local agencies are required to implement a LCP, and it is the responsibility of the California Coastal Commission (CCC) to certify the LCP in compliance with state law.

The City of San Diego has implemented a LCP, which includes all land use plans (general plan, community plans, specific plans, precise plans, and subarea plans), land development code regulations and corresponding zoning maps that apply within the coastal overlay zone. Each land use plan, including community plans, that apply to the coastal zone, is a part of the City's overall LCP.

~~Local planning agencies are required to implement LCPs, and it is the responsibility of the CCC to certify them as complying with state law. The City of San Diego has implemented the LCPs through its community plans, which provide more detailed goals and policies for specific geographic areas of the City of San Diego. In San Diego, the community plans provide the framework necessary to ensure the LCPs are implemented to achieve the General Plan goal of preserving and enhancing the area within the Coastal Zone and complying with the Coastal Act. Exhibit 4-3 depicts the Coastal Zone boundary and the ALUCP Impact Area. CPAs located within the Coastal Zone and the ALUCP Impact Area include; Centre City Downtown, Midway/Pacific Highway Corridor, Mission Bay Park, Ocean Beach and Peninsula. Note that the Coastal Overlay Zone boundary (discussed in subsequent sections) is identical to that of the Coastal Zone, as depicted on Exhibit 4-3.~~

Additionally, the General Plan translates the organizing principles of the Strategic Framework Element into policy direction in the ten elements of the General Plan. Because less than four percent of the City's land remains vacant and available for new development, the plan's policies represent a shift in focus from development of vacant land to reinvestment in existing communities. General Plan policies support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers, the strategy works to preserve established residential neighborhoods and open space, and to manage the City's continued growth over the long term.

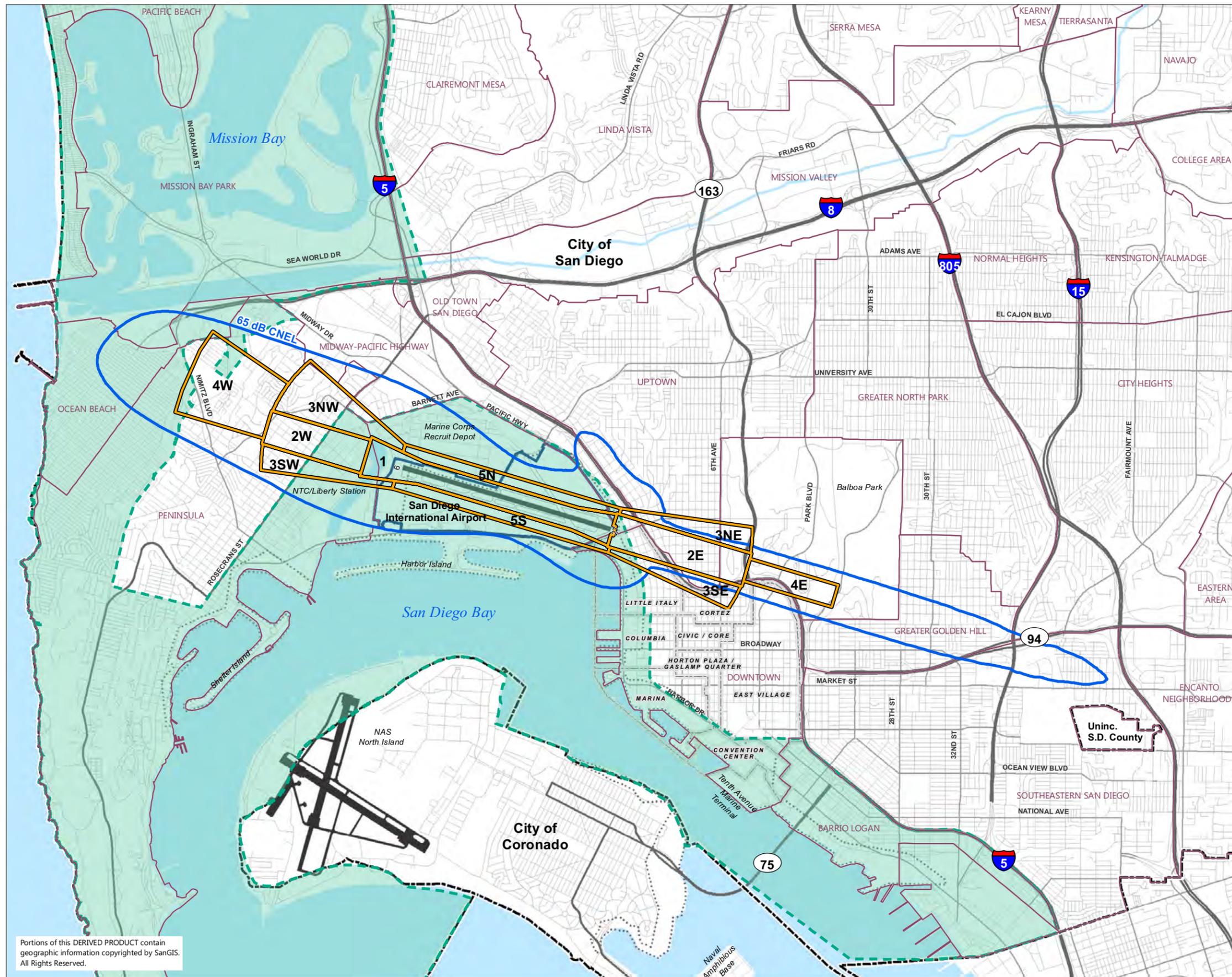
¹⁴ City of San Diego, *General Plan, City of Villages Strategy*, March 10, 2008.

¹⁵ California Public Resources Code §§30000 et seq.

¹⁶ City of San Diego, *General Plan, Conservation Element*, March 10, 2008, pp. CE-18 – CE-21.

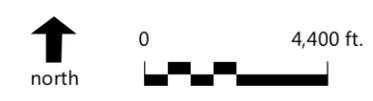
The Land Use and Community Planning Element (Land Use Element) of the General Plan provides policies to guide the City of San Diego's growth and implement the City of Villages strategy.¹⁷ The Land Use Element addresses land use issues that apply to the City as a whole. The community planning program is the mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations as needed. The element also provides policy direction relating to zoning and policy consistency, the plan amendment process, coastal planning, airport-land use planning, annexation policies, balanced communities, equitable development and environmental justice.

¹⁷ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, p. LU-3.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ⋯ San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contour
- ▭ Proposed ALUCP Safety Zones
- ▭ Community Plan Areas
- ▭ Neighborhood Boundary
- - - Coastal Zone/Coastal Overlay Zone Boundary¹



Note: 1. The Coastal Overlay Zone boundary is identical to that of the Coastal Zone boundary.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit 4-3
Coastal Zone/
Coastal Overlay Zone Boundary**

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The Land Use Element addresses 11 specific topics, each with its own goals:

- A. City of Villages Strategy Goal:
 - Mixed-use villages located throughout the City and connected by high-quality transit
- B. General Plan Land Use Categories Goal:
 - Land use categories and designations that remain consistent with the General Plan Land Use Categories as community plans are updated and/or amended
- C. Community Planning Goals:
 - Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues
 - Community plans that are structurally consistent yet diverse in their presentation and refinement of citywide policies to address specific community goals
 - Community plans that maintain or increase planned density of residential land uses in appropriate locations
 - Community plan updates that are accompanied by updated public facilities financing plans
 - Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments
- D. Plan Amendment Process Goals:
 - Approve plan amendments that better implement the General Plan and community plan goals and policies
 - Clearly define the process for amendments to community plans
 - Allow for changes that will assist in enhancing and implementing the community's vision
- E. Planning for Coastal Resources Goals:
 - Certification of community plans as the City of San Diego's LCP Land Use Plans
 - Preservation and enhancement of coastal resources
- F. Consistency Goals:
 - Zoning concurrent with community plan updates and amendments to ensure consistency with community plan land use designations
 - Zones or development regulations to better implement updated community plans
- G. Airport Land Use Compatibility Goals:
 - Protection of the health, safety, and welfare of persons within an AIA by minimizing the public's exposure to high levels of noise and risk of aircraft accidents
 - Protection of public use airports and military air installations from the encroachment of incompatible land uses within an AIA that could unduly constrain airport operations

H. Balanced Communities and Equitable Development Goals:

- Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels
- Community and neighborhood-specific strategies and implementation measures to achieve equitable development

I. Environmental Justice Goals:

- Ensure a just and equitable society by increasing public outreach and participation in the planning process
- Equitable distribution of public facilities, infrastructure and services throughout all communities
- Improve mobility operations and accessibility in every community
- Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities

J. Proposition A. - The Managed Growth Initiative (1985) Goal:

- Future growth and development that is consistent with current land use intensity or that is subject to a "phase shift" process to approve increased intensity

K. Annexations and Reorganizations Goals:

- Identification of prospective annexation areas to limit urban sprawl, avoid duplication of urban services in an efficient manner, and preserve open space
- Annexation of county islands within the City of San Diego boundaries

Specific to Goal B, General Plan Land Use Categories, the Land Use Element includes a General Plan Land Use and Street System Map, which designates areas of the City for the following uses: Residential; Commercial Employment, Retail, & Services; Multiple Use; Industrial Employment; Institutional & Public and Semi-Public Facilities; Park, Open Space, & Recreation; and, Agriculture.¹⁸

The Land Use Element also establishes the structure to respect the diversity of each community and includes policy direction to govern the preparation of community plans, which are part of the Land Use Element of the General Plan, as noted in Goal C, above. The size of the City and the distribution of land uses necessitate a community-level planning program to adequately address land use in appropriate detail. Community plans typically address community issues and work together with the General Plan to provide location-based policies and recommendations in the City's 55 CPAs. Community plans are written to refine the General Plan's citywide policies, designate land uses and housing densities and include additional site-specific recommendations as needed.

¹⁸ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-2.

4.2.2.3 City of San Diego Community Plans

As mentioned above, the City of San Diego, because of its expansive geographic size and multitude of distinct communities, utilizes community plans to create more refined plans with policies specifically suited to individual communities. The General Plan Land Use Element lists 55 CPAs.¹⁹ The community plans typically address circulation, land use, public facilities, urban design and open space/conservation. Portions of seven CPAs are within the ALUCP Impact Area:²⁰

- ~~Centre City (Downtown)~~
- Greater Golden Hill
- Midway/Pacific Highway Corridor
- Ocean Beach
- Peninsula
- Southeastern San Diego
- Uptown

In addition, parts of the San Diego Unified Port District, Balboa Park and Mission Bay Park are within the ALUCP Impact Area. Each community plan is discussed below, followed by each park master plan, with respect to its goals, objectives and policies concerning land use and planning. Note that the seven community plans were developed and adopted over a period of decades, thus, the style and organization of the plans differ. This is reflected in **Tables 4-1** through **4-7** which summarize the community plans. The differences among these tables reflect corresponding differences in the plans.

4.2.2.3.1 Downtown Community Plan

The City of San Diego delegated planning and development review authority in the ~~Centre City~~Downtown CPA to the Centre City Development Corporation (CCDC), a non-profit redevelopment agency with an independent board of directors appointed by the Mayor and City Council of San Diego. CCDC prepared the community plan for ~~Centre City~~Downtown and the redevelopment plans for ~~Centre City~~Downtown and Horton Plaza. Responsibilities for planning and development review in Downtown were assumed by Civic San Diego when the redevelopment agencies were disbanded. "Civic San Diego is a nonprofit public benefit corporation wholly owned by the City of San Diego with the mission of managing public improvement and public-private partnership projects of the City's former Redevelopment Agency. In addition, Civic San Diego has been granted land use authority to perform planning and permitting functions, administer the downtown San Diego parking district and implement its improvement projects, design and manage the construction of parks and fire stations through Development Impact Fees, and develop and execute economic development

¹⁹ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-3.

²⁰ Community Plan updates for five of the seven community plans within the ALUCP Impact Area are expected to be available for public review as follows: Greater Golden Hill in January 2014; Midway/Pacific Highway Corridor in November 2013; Ocean Beach in November 2013; Southeastern San Diego in November 2013; Uptown in January 2014.

strategies.”²¹

The *Downtown Community Plan*, prepared for the ~~Centre City~~Downtown CPA by CCDC, was adopted by the City Council in March 2006, amended in 2012.²² (However, since redevelopment agencies were disbanded, as discussed above, Civic San Diego assumed CCDC’s former responsibilities for planning and development review in Downtown.) The *Downtown Community Plan* is consistent with the Strategic Framework Element of the City’s General Plan, accommodating in an urban environment a significant portion of the growth expected in the San Diego region over the coming years.

The guiding principles of the *Downtown Community Plan* are as follows:²³

- A distinctive world-class downtown, reflecting San Diego’s unique setting
- The center of the region
- Intense yet always livable, with substantial and diverse downtown population
- A nucleus of economic activity
- A collection of unique, diverse neighborhoods with a full complement of uses
- A celebration of San Diego’s climate and waterfront location
- A place connected to its context and to San Diego Bay
- A memorable, diverse, and complex place

The *Downtown Community Plan* is organized into four parts and 13 chapters. **Table 4-1** outlines the chapters, goals and policies that may be relevant to or influenced by the proposed ALUCP.

The Land Use and Housing chapter of the *Downtown Community Plan* focuses on strategies to:²⁴

- Ensure an overall balance of uses that furthers downtown’s role as the premier regional population, commercial, civic, cultural, and visitor center
- Foster a diverse mix of uses in each neighborhood to support urban lifestyles
- Achieve building intensities that ensure efficient use of available land
- Attain an overall employment level of approximately 165,000 quality jobs to reflect downtown’s role as the premier employment center in the region
- Target a residential buildout population of approximately 90,000 people of diverse incomes to create vitality, a market for a broad array of supporting stores and services, and opportunities for living close to jobs and transit

²¹ Civic San Diego, <http://www.ccdc.com/> (accessed June 21, 2013).

²² City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012).

²³ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 1-3.

²⁴ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 3-2.

- Enhance livability through arrangement of land uses and development intensities, including development of a system of neighborhoods sized for walking

Table 4-1 (1 of 6): Downtown Community Plan Goals and Policies Relevant to or Influenced by the Proposed ALUCP

CHAPTER/TOPIC	GOAL/POLICY
Land Use and Housing	
Structure and Land Use (p. 3-13)	GOAL 3.1-G-1: Provide for an overall balance of uses—employment, residential, cultural, government, and destination—as well as a full compendium of amenities and services
	GOAL 3.1-G-2: Provide for an overall balance of uses—employment, residential, cultural, government, and destination—as well as a full compendium of amenities and services
	GOAL 3.1-G-3: Allow service and support commercial uses—such as small hospitals, produce markets that serve restaurants, and repair shops—in specific locations to ensure availability of essential services within downtown
	POLICY 3.1-P-1: Foster development of the Core into a compact but high intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours
	POLICY 3.1-P-5: Encourage a maritime-supporting and diverse mix of uses along the waterfront; allow residential uses where not prohibited by State tidelands restrictions
Development Intensities and Incentives, and Plan Buildout (p. 3-28)	GOAL 3.2-G-1: Target a residential population of approximately 90,000, and downtown employment of over 165,000 by 2030, to create vitality, a market for a broad array of supporting stores and services, opportunities for living close to jobs and transit, and support regional growth strategies
	GOAL 3.2-G-2: Maintain a range of development intensities to provide diversity, while maintaining high overall intensities to use land efficiently and permit population and employment targets to be met
	GOAL 3.2-G-3: Provide incentives to encourage development of public amenities, retail, and other active uses in Neighborhood Centers, and promote affordable housing and conservation of historical resources
	POLICY 3.2-P-3: Allow intensity bonuses for development projects in specific locations established by this plan that provide public amenities/benefits beyond those required for normal development approvals
	POLICY 3.2-P-5: Restrict building intensities underneath the approach path to Lindbergh Field consistent with the Airport Land Use Compatibility Plan (ALUCP)
Housing (p. 3-29)	GOAL 3.3-G-1: Provide a range of housing opportunities suitable for urban environments and accommodating a diverse population
	GOAL 3.3-G-2: Ensure supplies of housing for downtown employees commensurate with their means to reduce automobile trips and achieve related air quality benefits
	POLICY 3.3-P-1: Establish minimum FARs to achieve city and regional goals for making downtown a major population center.”
	POLICY 3.3-P-2: Allow residential activity in all land use classifications (with exception of tidelands pursuant to the Port Master Plan and lands classified as Industrial). Allow for higher standard of review for residential development adjacent to industrial land use districts.

Table 4-1 (2 of 6): Downtown Community Plan Goals and Policies Relevant to or Influenced by the Proposed ALUCP

CHAPTER/TOPIC	GOAL/POLICY
	POLICY 3.3-P-3: Achieve a mix of housing types and forms, consistent with FAR and urban design policies.
	POLICY 3.3-P-4: Promote construction of a supply of larger units suitable for families with children.
	POLICY 3.3-P-5: Encourage a diverse mix of housing opportunities within residential projects
Affordable Housing (p. 3-33)	GOAL 3.4-G-1: Continue to promote the production of affordable housing in all of downtown's neighborhoods and districts
	GOAL 3.4-G-3: Increase the supply of rental housing affordable to low-income persons
	GOAL 3.4-G-4: Preserve and expand the supply of single room occupancy ("SRO") and living units (small studio apartments) affordable to very low-income persons
	<p>GOAL 3.4-G-5: Support the development of projects that serve homeless and special needs populations</p> <ul style="list-style-type: none"> • Prioritize and build/rehabilitate service enriched rental apartments to meet the housing needs of the chronically homeless • Assist in the development of affordable, permanent supportive housing projects in the downtown and surrounding neighborhoods. These would serve working families identified in need of transitional housing. Apartment leases would be for a minimum of six months.
	<p>POLICY 3.4-P-1: Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels, including:</p> <ul style="list-style-type: none"> • Homebuyer assistance programs for moderate-income buyers. • Development intensity bonuses for builders creating affordable units. • Acquisition and site assembly of sites for future development. • Agreements to secure long-term affordability restrictions
	POLICY 3.4-P-2: Assist in financing the construction of for-sale housing with long-term affordability restrictions for low- and moderate-income households earning up to 120 percent of area median income. Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150 percent of area median income.
	POLICY 3.4-P-3: Assist in securing sites and financing the construction of rental housing, with emphasis on creating one- and two-bedroom units affordable to households earning up to 80 percent of area median income. Leverage [Centre City Development Corporation now Civic San Diego] resources with other public and private funds for low-income housing. Explore opportunities to develop projects in other neighborhoods outside of downtown.
	<p>POLICY 3.4-P-4: Encourage preservation and construction of [single-room occupancy units] and living units with the following actions:</p> <ul style="list-style-type: none"> • Provide funds to renovate older buildings and secure rent restrictions. • Allow construction of new SROs, living units, and other similar forms of housing in all appropriate mixed-use districts. • Allow reduced parking for projects with rent-restricted units.

Table 4-1 (3 of 6): Downtown Community Plan Goals and Policies Relevant to or Influenced by the Proposed ALUCP

CHAPTER/TOPIC	GOAL/POLICY
Neighborhoods and Centers (p. 3-37)	GOAL 3.5-G-1: Develop a system of neighborhoods sized for walking, with parks and concentrations of retail, restaurants, cultural activities, and neighborhood services in mix with residential and other commercial uses
	GOAL 3.5-G-2: Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them
	GOAL 3.5-G-3: Diversify existing single-use districts
Large Facilities (p. 3-38)	GOAL 3.6-G-1: Allow large facilities only in appropriate locations, and provided that projects do not interrupt community fabric, street grid, designated public views, or the viability of Neighborhood Centers, and that facilities are designed to be compatible in scale and texture with surrounding uses
	GOAL 3.6-G-2: Require new large projects to be designed as multi-use facilities to the extent feasible, with parking and other amenities shared between various uses and with other adjacent developments
Arts and Culture	
Facilities (p. 10-6)	GOAL 10.2-G-1: Encourage locating arts and culture facilities in downtown near activity hubs and areas accommodating highly diverse functions
	GOAL 10.2-G-2: Assist organizations in identifying potential locations and funding for facility development
	GOAL 10.2-G-3: Encourage incorporation of various arts and culture facility types in mixed-use development, especially in educational facilities
	POLICY 10.2-P-1: Provide developer incentives for incorporation of arts and culture facility space, including exemption of non-profit art facility space on the ground level of buildings from FAR calculations, with recorded agreements requiring perpetuity of the cultural use
	POLICY 10.2-P-2: Consider providing assistance in the development of major arts and culture facilities
	POLICY 10.2-P-3: Encourage the development of a public "Arts Market," a multiuse arts center designed as a major downtown attraction
Economic Development	
Economic Development Strategy (p. 12-2)	GOAL 11.3-G-1: Maintain and enhance downtown's unique and attractive climate for conducting business, including mixed-use environment, waterfront orientation, vibrant outdoor spaces, housing choices, and cultural amenities
Health and Human Services	
Human Services (p. 12-2)	GOAL 12.1-G-1: Promote future dispersion of human service facilities across downtown and throughout the City and region
	GOAL 12.1-G-2: Ensure social service facilities are located with compatible uses
	POLICY 12.1-P-1: Allow human service facilities in areas designated as Mixed Use, Core, and Mixed Commercial

Table 4-1 (4 of 6): Downtown Community Plan Goals and Policies Relevant to or Influenced by the Proposed ALUCP

CHAPTER/TOPIC	GOAL/POLICY
Facilities (p. 12-3)	GOAL 12.2-G-1: Minimize impacts to surrounding land uses and downtown-at-large, while balancing provision of services to populations in need of assistance
Homelessness Prevention Strategies (p. 12-4)	GOAL 12.3-G-2: Encourage location of human service facilities that provide assistance to people who are homeless or at risk of homelessness
Health Care (p. 12-5)	GOAL 12.4-G-1: Encourage the provision of sufficient and easily accessible health care facilities to meet needs of all sectors of the growing downtown population GOAL 12.4-G-2: Allow for the integration of new clinics or larger facilities in the downtown fabric, following established community design goals
	POLICY: 12.4-P-1: Coordinate new medical care facility development carefully with providers, addressing both practical needs and downtown development and design objectives
	POLICY: 12.4-P-2: Pursue a diversity of facilities to meet the long- and short-term medical needs of downtown residents, the poor, visitors, and employees
	POLICY: 12.4-P-3: Encourage the location of a small hospital or similar facility downtown
Health and Safety	
Hazardous Materials (p. 13-5)	GOAL 13.2-G-1: Encourage efforts to minimize hazardous material exposure
Airport Influence (p. 13-6)	GOAL 13.3-G-1: Minimize the risk of injury, life loss, and property damage; and mitigate noise impacts that are associated with aircraft activity at Lindbergh Field [SDIA] POLICY 13.3-P-1: Regulate development within the various areas affected by Lindbergh Field [SDIA] as follows: <ul style="list-style-type: none"> • Building Heights. Consistent with the SDIA ALUCP, Centre City Planned District Ordinance, and City of San Diego Municipal Code • Use and Intensity Limitations. As established by the SDIA ALUCP (and incorporated by reference in the Centre City Planned District Ordinance) • Noise-Sensitive Uses. Use the SDIA ALUCP noise contour boundaries and use regulations as provided in the Centre City Planned District Ordinance
Noise (p. 13-7)	GOAL 13.4-G-1: Maintain a pleasant, livable sound environment alongside rising levels of activity and increasing mixing of uses GOAL 13.4-G-2: Work with responsible agencies to mitigate to the extent possible severe noise impacts from un-changeable sources—such as railroad and freeways
Neighborhoods and Districts	
Buildout of Cortez (p. 6-1)	GOAL 6.6-G-1: Emphasize development of Cortez as a primarily residential neighborhood with a center of mixed-use activity, and dual character emerging between Cortez Hill and Lower Cortez GOAL 6.6-G-2: Develop connections between Cortez and Balboa Park

Table 4-1 (5 of 6): Downtown Community Plan Goals and Policies Relevant to or Influenced by the Proposed ALUCP

CHAPTER/TOPIC	GOAL/POLICY
	GOAL 6.6-G-3: Preserve and enhance views of the Bay to the west and south, and of Balboa Park and inland hills to the north and east
	GOAL 6.6-G-4: Provide increased open space and neighborhood commercial amenities
Buildout of Little Italy (p. 6-36)	GOAL 6.7-G-1: Facilitate Little Italy’s continued evolution as a cohesive, mixed use waterfront neighborhood
	GOAL 6.7-G-2: Reinforce the India Street business district as the heart of the neighborhood. Expand neighborhood-serving retail and services as well access to open spaces to serve the growing population
	GOAL 6.7-G-3: Use airport-related development constraints as opportunities for unique land use and development patterns
Transportation	
Pedestrian and Bicycle Movement (p. 7-8)	GOAL 7.2-G-2: Facilitate development of mixed-use neighborhoods, with open spaces, services, and retail within convenient walking distance of residents, to maximize opportunities for walking
Transit System (p. 7-10)	GOAL 7.3-G-1: Provide land uses to support a flexible, fast, frequent, and safe transit system that provides connections within downtown and beyond
	POLICY 7.3-P-3: Locate the highest intensity of development in or near trolley corridors to maximize adjacency of people, activity, and transit accessibility
Parking (p. 7-15)	GOAL 7.4-G-1: Promote quality of life and business viability by allowing the provision of parking to serve growing needs, while avoiding excessive supplies that discourage transit ridership and disrupt urban fabric
	GOAL 7.4-G-3: Distribute new public garages throughout downtown, in locations contributing to efficient circulation, and convenient and proximate to eventual destinations
	GOAL 7.4-G-4: Locate public parking resource(s) near each Neighborhood Center to provide short-term parking for merchants and businesses
Public Facilities and Amenities	
Educational Facilities (pp. 8-2, 8-3)	GOAL 8.1-G-1: Encourage the provision of quality and accessible educational facilities to downtown families and adult learners
	GOAL 8.1-G-2: Expand and strengthen the presence of higher education, particularly focused in East Village and Civic/Core.
	GOAL 8.1-G-3: Seek special focus schools for children and youth that build on downtown’s offerings.
	GOAL 8.1-G-4: Integrate new school buildings and improvements with downtown’s urban environment.
	POLICY 8.1-P-1: Attract additional higher learning facilities—such as professional schools, design institutes, and satellites of the major universities—and work with existing institutions to help maintain strong activity levels and meet expansion needs.
	POLICY 8.1-P-2: Coordinate with City College on new development, programming, and facilities that bolster its mission and contribute to downtown commerce, culture, and living.

Table 4-1 (6 of 6): Downtown Community Plan Goals and Policies Relevant to or Influenced by the Proposed ALUCP

CHAPTER/TOPIC	GOAL/POLICY
	<p>POLICY 8.1-P-3: Work proactively with the San Diego Unified School District and the various private educational institutes to meet the needs of downtown's growing population and to provide quality educational opportunities to the urban population.</p> <p>POLICY 8.1-P-4: Pursue charter schools with special curricula in the areas of art, music, design, leadership, science, and the performing arts and help to identify downtown organizations and institutions that could serve as partners or sponsors.</p> <p>POLICY 8.1-P-5: Anticipate school development in areas of high expected residential growth, and focus facilities around open spaces.</p> <p>POLICY 8.1-P-6: In designing and programming new educational facilities, emphasize connections with surrounding uses, relationships to neighboring structures and streets, efficient use of land, and multi-story urban models.</p> <p>POLICY 8.1-P-7: Promote shared use of facilities such as playing fields, public parks, parking, community meeting spaces, exhibit halls, and studios.</p>
Police and Fire Facilities (p. 8-4)	<p>GOAL 8.2-G-1: Maintain a safe and livable environment downtown working with the City to ensure appropriate levels of fire and police services proportionate to population and activity level.</p> <p>GOAL 8.2-G-2: Work with the City fire and life safety departments to anticipate construction and expansion of fire and police facilities</p> <p>POLICY 8.2-P-2: Work closely with Fire and Police department representatives on facility improvement and expansion projects, paying close attention to siting and accessibility requirements. Prioritize the first new fire station in the Northeast sub-district of East Village</p> <p>POLICY 8.2-P-3: Integrate new fire and police facilities into mixed-use development projects to the extent possible, to help achieve overall development intensity goals established for downtown</p>
Other Community Facilities (p. 8-5)	<p>GOAL 8.3-G-1: Encourage a diversity of community facilities in the downtown neighborhoods, including religious facilities, recreation centers, daycare, and youth centers</p>
Libraries (p. 8-7)	<p>GOAL 8.5-G-1: Encourage the completion of the Main Library as one of downtown's premier public facilities</p> <p>GOAL 8.5-G-2: Integrate the Main Library in planning for downtown connections and activity nodes</p> <p>POLICY 8.5-P-1: Locate smaller topical libraries primarily in the Civic/Core and Columbia districts, Neighborhood Centers, near City College, and around the Main Library</p> <p>POLICY 8.5-P-2: Encourage library co-location with other civic, academic, and cultural facilities for the benefit of amassing activity that draws new attention and uses.</p>

NOTES:

- 1/ The following neighborhoods and districts within the [Centre-City/Downtown](#) CPA are not within the ALUCP Impact Area and thus not affected by the proposed ALUCP: Civic/Core, Columbia, Marina, Horton Plaza/Gaslamp Quarter, East Village – Ballpark, East Village – Southeast, East Village – Northwest and the Convention Center.
- 2/ The proposed ALUCP would not conflict with the goals of the Parks, Open Space and Recreation, Urban Design and Historic Preservation Chapters. The goals of these chapters include developing a comprehensive open space system, and encouraging public art, including public art facilities and artist live/work space. Additional goals include the preservation of historic resources and focusing on the issues of public realm, identity, character and experience for residents, workers and visitors to San Diego through Urban Design.

SOURCE: City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 6-31.

PREPARED BY: Ricondo & Associates, Inc., [April-December](#) 2013.

-[DRAFT]

The land use plan for the Downtown ~~area (the Centre City Downtown CPA)~~ is presented in **Exhibit 4-4**, in relation to the ALUCP Impact Area. The portion of the ALUCP Impact Area within the ~~Centre City Downtown~~ CPA is generally located north of Cedar Street. Approximately 11 percent of the ~~Centre City Downtown~~ CPA is within the ALUCP Impact Area.

Local Coastal Program

Because part of ~~Centre City Downtown~~ is located within the coastal zone, ~~it is also subject to the Coastal Act, which directs local governments to prepare Local Coastal Programs (LCPs) in accordance with the Coastal Act policies.~~²⁵ ~~The Downtown Community Plan, along with the revised Centre City PDO, meets the Coastal Act requirements for the Downtown CPA portion of the City of San Diego LCP.~~²⁶ ~~the City has incorporated LCP provisions in the Community Plan.~~²⁷

The City's LCP guides development and improvements within the coastal zone, as required by laws administered by the California Coastal Commission (CCC). In the ~~Centre City Downtown~~ CPA, this encompasses the area roughly three blocks inland from the San Diego Bay. The overarching goals of the ~~City's~~ LCP are to protect public shoreline access, coastal resources, and views, and ensure sufficient visitor-serving and recreational uses. ~~The Community Plan, along with the applicable planned district ordinances (PDOs) for Centre City Downtown, together comprise the LCP for the Centre City Downtown CPA.~~ On July 13, 1988, the CCC certified that the Downtown Community Plan complied with the ~~California~~ Coastal Act.²⁸

4.2.2.3.2 Golden Hill Community Plan

The *Golden Hill Community Plan* was adopted by City Council on April 5, 1988 and was last amended June 19, 1990. There is an ongoing process to update the Community Plan. It is tentatively planned to be available for public review in January 2014; however, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR.²⁹

Golden Hill is an urbanized community consisting of approximately 441 acres (excluding public rights-of-way), located east of downtown San Diego.³⁰ The Community Plan identifies issues and goals related to land use, urban design, public facilities, socio-economic conditions and environmental constraints. According to the Community Plan, single-family and low-density residential land uses are to continue occupying a large area in Golden Hill. Multi-family residential development is to be concentrated along the Broadway corridor, other thoroughfares, and in adjacent neighborhoods already experiencing density increases. Hillside and open space areas are to be preserved by limiting development. Revitalization of

²⁵ City of San Diego, *General Plan, Conservation Element*, March 10, 2008, p. CE-18.

²⁶ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 2-8.

²⁷ California Public Resources Code §§30000 et seq.

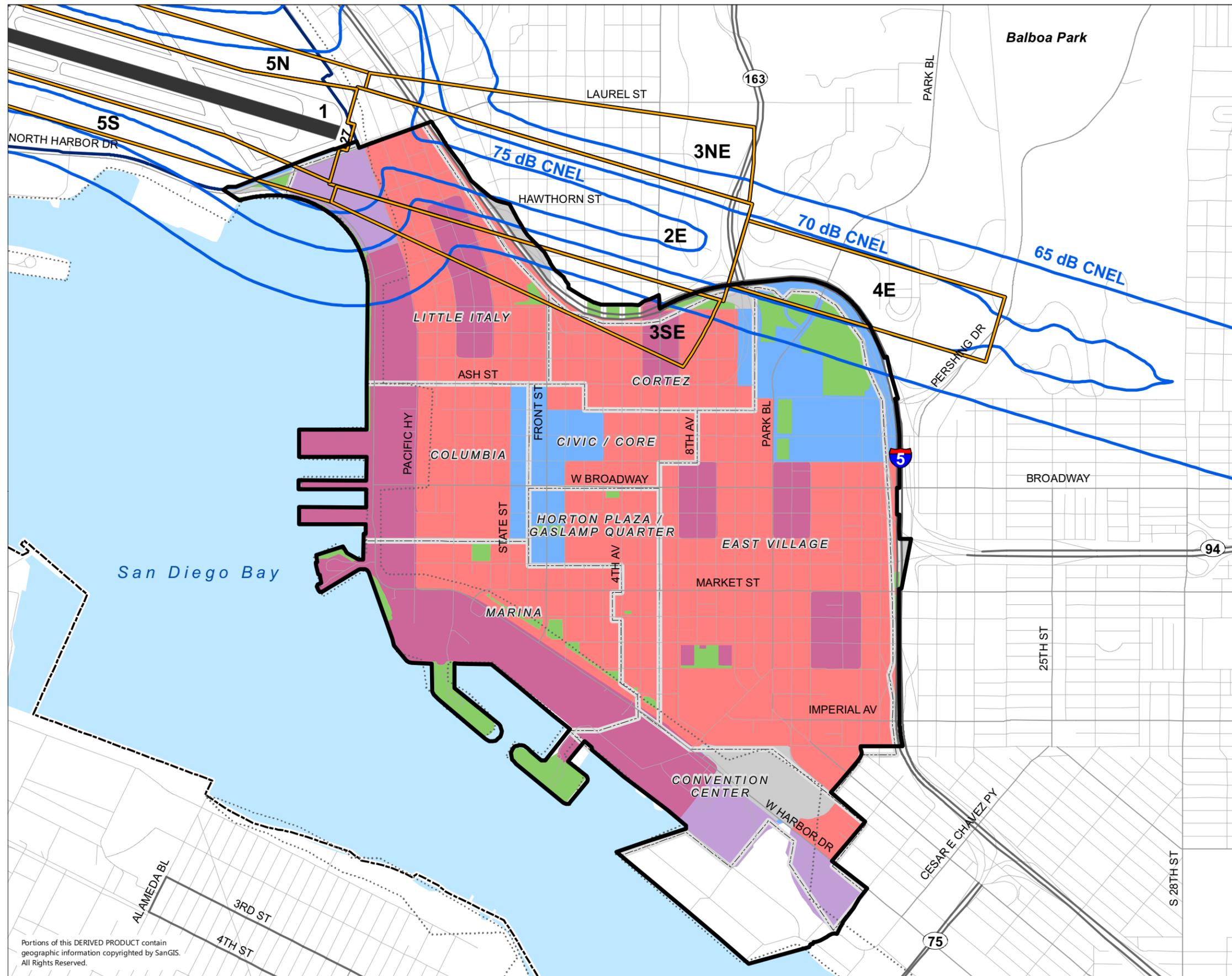
²⁸ California Coastal Commission, http://www.coastal.ca.gov/la/docs/lcp/FY11_12_SanDiegoCoast_LCPStatus_Final.pdf (accessed on March 8, 2013).

²⁹ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

³⁰ City of San Diego, *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990).

the commercial centers is intended to provide concentrations of a wide range and variety of commercial services for residents in Golden Hill.

The land use plan for the Golden Hill community is presented in **Exhibit 4-5** in relation to the ALUCP Impact Area. The portion of the ALUCP Impact area within the Golden Hill CPA is generally located in the center of the CPA south of Cedar Street and north of Broadway Street, as depicted in Exhibit 4-5. Approximately 32 percent of the Golden Hill CPA is within the ALUCP Impact Area.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contours
- ▭ Proposed ALUCP Safety Zones
- ▭ Centre City Community Planning Area (CPA)
- ▭ Neighborhood Boundary

Community Plan Land Use

- ▭ Mixed Use
- ▭ Commercial
- ▭ Institutional - Services
- ▭ Industrial
- ▭ Open Space
- ▭ Transportation
- ▭ Water

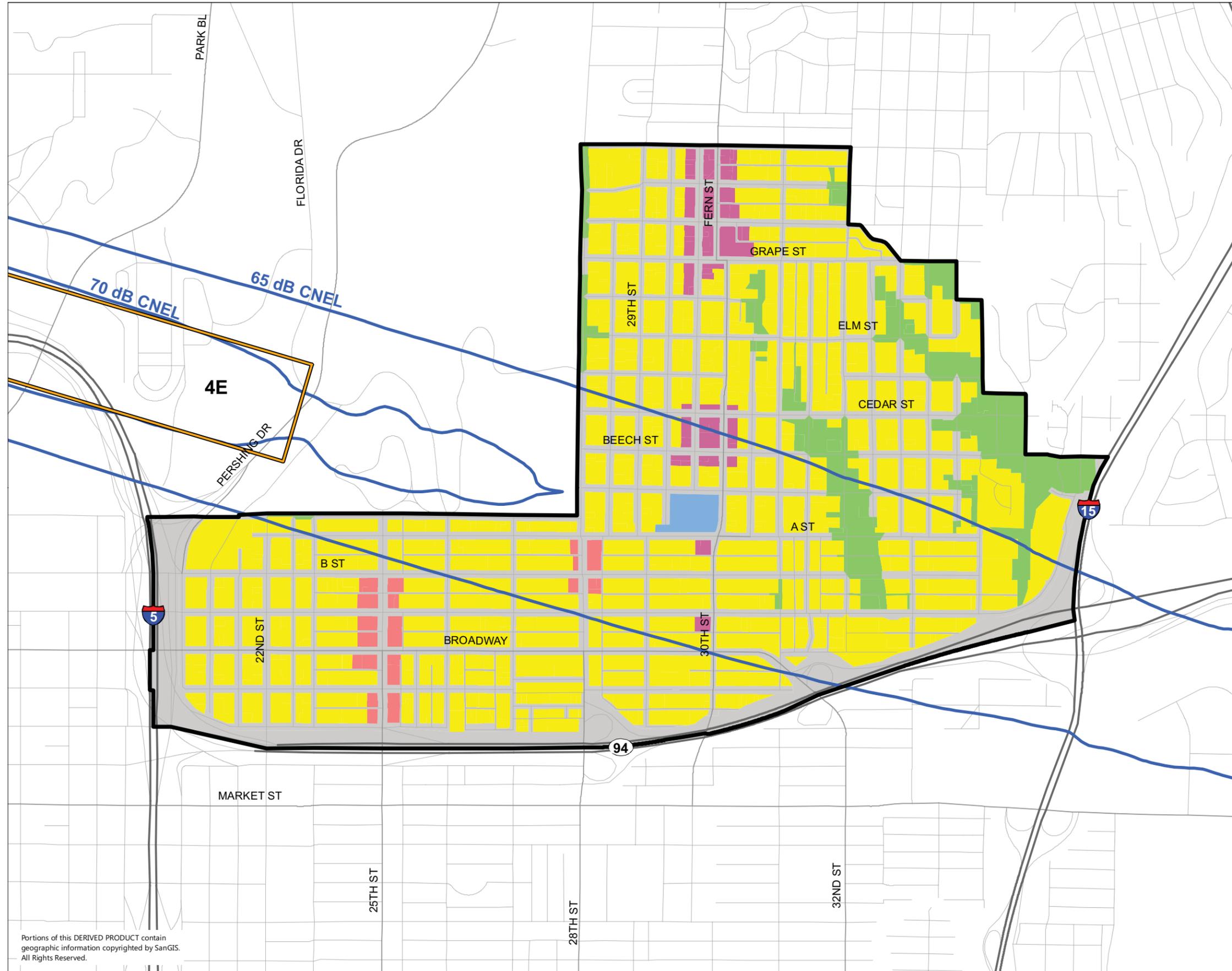


Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., April 2013.

**Exhibit 4-4
Centre City CPA and
Planned Land Use
with ALUCP Impact Area**

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LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contours
- ▭ Proposed ALUCP Safety Zones
- ▭ Greater Golden Hill Community Planning Area (CPA)

Community Plan Land Use

- ▭ Residential
- ▭ Mixed Use
- ▭ Commercial
- ▭ Institutional - Services
- ▭ Open Space
- ▭ Transportation



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., April 2013.

**Exhibit 4-5
Greater Golden Hill CPA and
Planned Land Use with
ALUCP Impact Area**

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The *Golden Hill Community Plan* includes the following specific goals for future land uses in the CPA:³¹

1. To preserve and enhance the quality of housing opportunities for all income levels and to maintain the distinctive architectural character and scale of the area
2. To maintain the heritage of Golden Hill by preserving historically and architecturally significant structures
3. Retain the character of residential neighborhoods
4. To ensure that new development is in character and scale with the community
5. To maintain and revitalize the existing retail commercial areas
6. To preserve existing open space areas
7. To improve the overall appearance of the area by adopting urban design standards for compatible housing design, streetscape improvements and commercial revitalization

This Community Plan includes the following recommendations to achieve the stated goals and objectives:³²

1. Preservation of single-family and low density areas. Single-family and low density areas presently zoned for low-medium and medium densities are recommended to be decreased to preserve the stable, well-maintained and predominantly single-family neighborhoods in Golden Hill
2. Cluster high density residential development along and adjacent to the Broadway corridor. High intensity residential development is recommended along the Broadway corridor and in adjacent areas already experiencing density increases
3. Urban design. Discretionary review of most multi-family development is recommended to ensure that larger scale residential development is compatible with the scale, character and typical lot pattern of older development in Golden Hill
4. Historical site survey. To preserve these resources a comprehensive historical site survey is recommended to identify structures that are historically and architecturally significant and worthy of preservation
5. Elimination of industrial area. Replacement of the existing industrial land use designation to medium density residential development is recommended. Although several industrial uses operate in the area, the area is not suitable for industrial use because of the steep grade and poor access from C Street to Delevan Street.

³¹ City of San Diego, *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990), p. 16.

³² City of San Diego, *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990), p. 16.

Additionally, traffic from the industrial area has a significant impact on the adjacent residential neighborhoods

6. Commercial revitalization programs. The City of San Diego has initiated two revitalization programs in Golden Hill. The purpose of the revitalization programs is to act as a catalyst for other improvements within the business districts to stimulate economic revitalization. The programs concentrate on physical improvements to the public right-of-way which include undergrounding of overhead utilities, in addition to curb, sidewalk, landscaping and street lighting improvements
7. Preservation of open space. Canyon and hillside areas designated as open space and also within the Hillside Review (HR) Overlay Zone are recommended to be rezoned to RI-40000 to preserve their natural character. This affects the 32nd and 34th Street Canyon areas which are currently zoned RI-10000, RI-5000, R-3000 and R-1500
8. Location of residential care facilities. Golden Hill has an over-concentration of residential care facilities. To stop this trend from continuing, conditional use permits for residential care facilities must require that there is a minimum of 600 feet between such facilities
9. Updating the Golden Hill Planned District Ordinance. To ensure consistency with the goals, objectives and recommendations of this Community Plan
10. Do not grant Conditional Use Permits for the non-residential use of historic structures in areas designated for low density residential use. Golden Hill has a number of homes in the low density, single-family neighborhoods that are of significant historic value, and their preservation is a primary goal, as is the maintenance of their residential character, therefore, non-residential use should not be permitted in designated historic structures in the low density neighborhoods

The *Golden Hill Community Plan* is organized into 11 elements with specific objectives for the CPA. **Table 4-2** outlines the elements, objectives and recommendations of the *Golden Hill Community Plan* that may be relevant to or influenced by the proposed ALUCP.

Table 4-2 (1 of 3): Golden Hill Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Residential (p. 24)	OBJECTIVE: Preserve the single-family and low-density areas from encroachment by incompatible higher density uses
	OBJECTIVE: Rehabilitate sound but deteriorating structures for the purpose of maintaining affordable housing and preserving the distinctive architectural character of the community
	OBJECTIVE: Create new, affordable housing units through the use of all available public and private financing programs
	OBJECTIVE: Increase percentage of homeownership
	OBJECTIVE: Encourage higher densities in those areas of the community having direct access to major transportation arteries
	OBJECTIVE: Provide guidelines to ensure that new development is compatible with the existing scale, lot pattern, and character of Golden Hill
	OBJECTIVE: Require new commercial development to be complementary to historical/architectural heritage
Urban Design (p. 33)	OBJECTIVE: Ensure that new construction and redevelopment is compatible with the existing character, scale and overall appearance of quality development in the surrounding neighborhoods, and visually reflects the 50-foot lot pattern in Golden Hill
	OBJECTIVE: Preserve and enhance significant views of the bay, ocean, open space view corridors and to Balboa Park
Planned District (p. 42)	OBJECTIVE: Preservation and enhancement of community scale, character, and historical and architectural resources
Historical/Architectural Preservation (p. 45)	OBJECTIVE: Develop a strong community commitment to rehabilitation and preservation
	OBJECTIVE: Limit future development through rezoning to reduce the economic incentive to demolish historic structures
	OBJECTIVE: Require new development and redevelopment to be complementary in scale and character to existing structures and to create continuity among architecturally and historically significant structures
	OBJECTIVE: Commercial development in Golden Hill typically consists of smaller scale strip development located in older structures. Commercial development objectives to increase the level and quality of business activity in Golden Hill by encouraging the concentration of retail commercial uses in existing commercially zoned areas may be relevant to or affected by the proposed ALUCP.
Commercial (p. 48)	OBJECTIVE: Develop a variety of neighborhood commercial facilities and services of sufficient size to induce residents to shop in Golden Hill
Transportation (pp. 60-61)	OBJECTIVE: Reduce vehicular traffic in Golden Hill by encouraging the use of alternative modes of transportation including public transit, bicycles and pedestrian travel
	OBJECTIVE: Enhance existing bus level service by increasing the frequency of service, adding express service when studies deem it feasible, and improving transit stops

Table 4-2 (2 of 3): Golden Hill Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION	
Parks and Recreation (p. 66)	OBJECTIVE: Provide a system of park and recreational facilities within the community consistent with the Progress Guide and General Plan standards	
	OBJECTIVE: Increase pedestrian and bicyclist access through the "Golden Hill Triangle" area (southeast portion of Balboa Park) by maintaining and expanding the public right-of-way	
	OBJECTIVE: Provide additional public parks throughout the community to complement the Golden Hill Triangle area	
Open Space (p. 72)	OBJECTIVE: Require the provision of private recreational facilities in conjunction with new larger scale residential projects	
	OBJECTIVE: Preserve the remaining undeveloped canyons and hillsides as important features of visual open space, community definition and environmental quality	
	OBJECTIVE: Acquire open space through open space easements, City ownership, or other mechanisms, as part of project approvals	
	OBJECTIVE: Provide new open space throughout the community by requiring usable open space areas in new residential development	
	OBJECTIVE: Utilize publicly-controlled open space for passive recreation where feasible	
Community Facilities	OBJECTIVE: Ensure that public improvements are compatible with the goals and objectives of the Golden Hill Community Plan	
	OBJECTIVE: Provide access and view corridors into canyons via unimproved street rights-of-way for fire prevention, maintenance and pedestrians	
	Schools (pp. 74-75)	OBJECTIVE: Provide educational facilities in accordance with the City's General Plan standards
	OBJECTIVE: Provide for the maximum utilization of school facilities while eliminating overcrowding	
OBJECTIVE: Construct school facilities, if necessary, to eliminate overcrowding		
RECOMMENDATION: As alternatives to the traditional methods of accommodating increases in student enrollment in schools operating at near or full capacity, the following methods should be considered/reconsidered by the School Board of Education for their feasibility as short and long term solutions to increases in student enrollment in Golden Hill:		
<ul style="list-style-type: none"> • New school construction • Multi-year, four-track scheduling • Purchasing or leasing portables or trailers to house students • Shared space with local entities • Leasing commercial or private space for school use • Transporting students to alternative school sites 		

Table 4-2 (3 of 3): Golden Hill Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Police (p. 77)	<p>OBJECTIVE: Provide a high level of police service to ensure the safety of Golden Hill residents, businesses and visitors</p> <p>RECOMMENDATION: Continue the Police Department’s involvement in the planning and development process to maximize the opportunity for individuals to live and work in a crime-free environment</p>
Fire Protection (p. 78)	<p>OBJECTIVE: Maintain and improve the existing level of fire service</p> <p>RECOMMENDATION: Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting technology improves</p>
Libraries (p. 79)	<p>RECOMMENDATION: The Fire Department should analyze either rebuilding or relocating the 25th Street Fire Station and implement the alternative which provides the highest level of service to the community. Moving the Fire Station north and east of its present site would provide better response time to the developing canyon areas</p>
Libraries (p. 79)	<p>OBJECTIVE: Provide an accessible library facility to Golden Hill residents in a manner consistent with General Plan standards</p>
Libraries (p. 79)	<p>RECOMMENDATION: Provide for community participation in all future decisions concerning the development or expansion of library facilities serving Golden Hill.</p>
Libraries (p. 79)	<p>RECOMMENDATION: Maintain a program of upgrading and volume addition to the Central Library</p>
Libraries (p. 79)	<p>RECOMMENDATION: Promote improved access via public transportation systems linking Golden Hill with the Central Library and the North Park Branch Library</p>
Libraries (p. 79)	<p>RECOMMENDATION: Provide bookmobile service on a fixed schedule at a centralized location within Golden Hill</p>
Libraries (p. 79)	<p>RECOMMENDATION: Establish of a branch library in Golden Hill</p>
Utilities (pp. 79-80)	<p>OBJECTIVE: Maintain and upgrade present level of services</p>
Social Service (p. 81)	<p>OBJECTIVE: Improve the provision of health care service for the community</p>
Environmental Quality and Conservation (pp. 82, 85)	<p>OBJECTIVE: Reduce the noise impacts from Lindbergh Field [SDIA] on residential uses in Golden Hill</p>
Environmental Quality and Conservation (pp. 82, 85)	<p>RECOMMENDATION: Conserve energy by utilizing alternative energy resources and energy efficient buildings and site design</p>

SOURCE: City of San Diego, *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990).
 PREPARED BY: Ricondo & Associates, Inc., April 2013.

4.2.2.3.3 Midway/Pacific Highway Corridor Community Plan³³

The *Midway/Pacific Highway Corridor Community Plan* was adopted on May 28, 1991 and last amended on July 12, 2010. There is an ongoing process to update the community plan. A draft of the updated Community Plan is tentatively planned to be available for public review in fall 2013.³⁴ However, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR. The Community Plan is divided into Plan Elements, each of which addresses a different land use type. The Community Plan Elements addressing the planned land use types lying within the ALUCP Impact Area are addressed below. The land use designations for the *Midway/Pacific Highway Corridor Community Plan* are presented in **Exhibit 4-6** in relation to the ALUCP Impact Area.

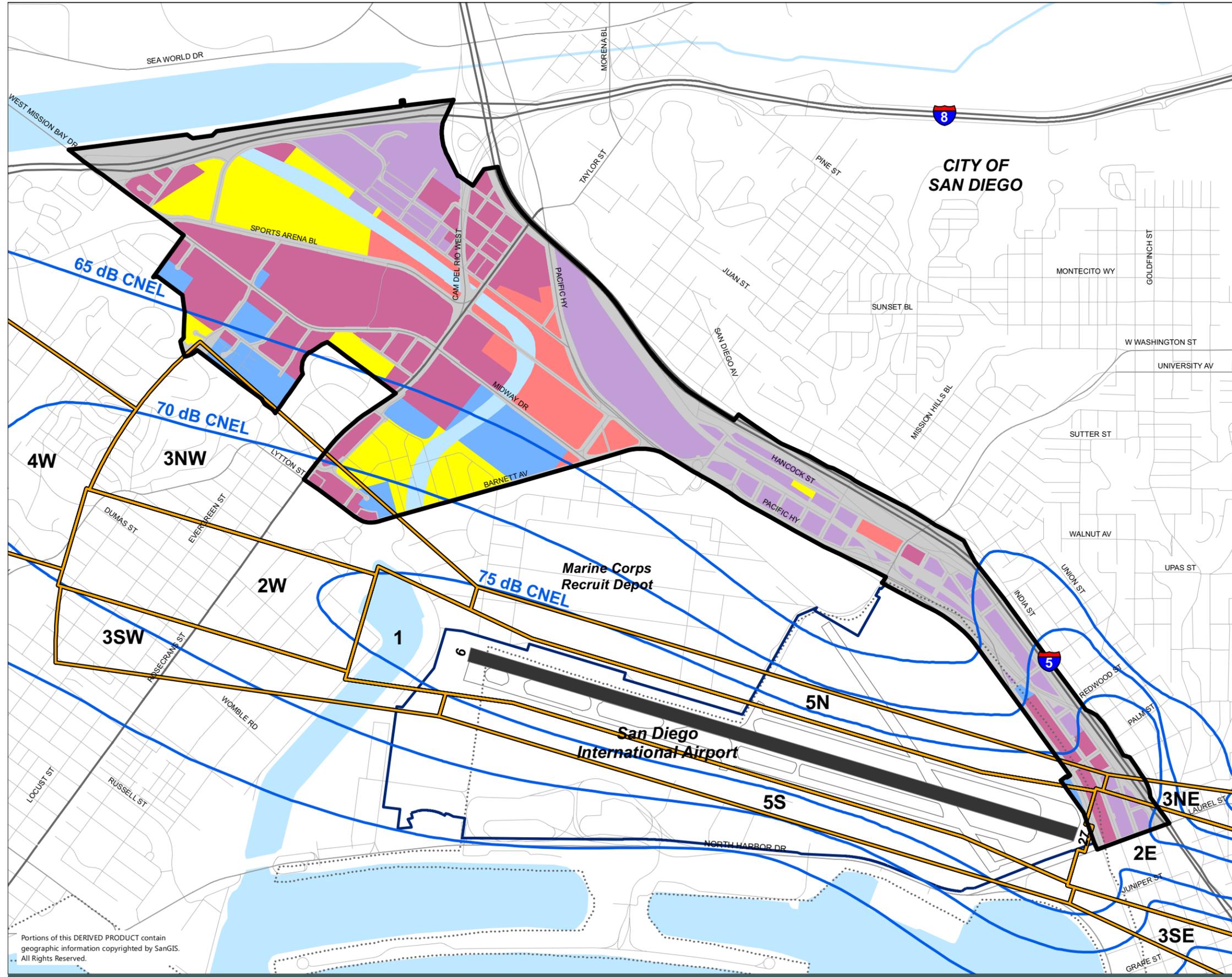
The Midway/Pacific Highway Corridor community encompasses approximately 800 acres of relatively flat land which is situated north of the ~~Centre-City Downtown~~ area between Old Town and Point Loma. The community is comprised of two basic elements: the central Midway area and the narrow, linear-shaped Pacific Highway Community Corridor. The central Midway area consists of an urbanized commercial core containing numerous shopping centers and institutional facilities which cater to the commercial needs of nearby residential and visitor populations. The Pacific Highway Corridor, located between I-5 and SDIA, contains some of the City's oldest industrial areas.

The portion of the ALUCP Impact area within the Midway/Pacific Highway Corridor CPA is generally located south of Midway Drive on the northern half of the CPA and directly west of I-5, south of Walnut Avenue on the southern half of the CPA, as depicted in Exhibit 4-6. Approximately 21 percent of the Midway/Pacific Highway Corridor CPA is within the ALUCP Impact Area.

The *Midway/Pacific Highway Corridor Community Plan* includes specific goals for future land uses in the CPA and also describes recommendations to achieve its stated goals and objectives. **Table 4-3** outlines the elements, policies and recommendations of the *Midway/Pacific Highway Corridor Community Plan* that may be relevant to or influenced by the proposed ALUCP.

³³ City of San Diego, *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan*, May 28, 1991 (Amended July 12, 2010).

³⁴ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contours
- ▭ Proposed ALUCP Safety Zones
- ▭ Midway Pacific Highway Corridor Community Planning Area (CPA)

Community Plan Land Use

- ▭ Residential
- ▭ Mixed Use
- ▭ Commercial
- ▭ Institutional - Services
- ▭ Industrial
- ▭ Transportation
- ▭ Water



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit 4-6
Midway/Pacific Highway Corridor CPA
and Planned Land Use
with ALUCP Impact Area**

Table 4-3 (1 of 3): Midway/Pacific Highway Corridor Community Plan Policies and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	POLICY/RECOMMENDATION
Bay-to-Bay Connection (p. 50)	POLICY: Complete development plans of a bay-to-bay water link through the community as an urban and recreational amenity to improve the image of the community and stimulate revitalization and development
Commercial Land Use (pp. 61,65)	POLICY: Stimulate the physical rehabilitation and economic revitalization of commercial areas within the Midway/Pacific Highway Corridor community, and promote a mixture of commercial uses within the community to meet a variety of needs for both the existing and future resident and visitor populations
	Develop comprehensively planned commercial areas on adequately sized sites rather than strip commercial development and isolated freestanding stores
	RECOMMENDATION D: Redesignate the central Rosecrans corridor to Community Commercial, with attention given to its dual role as a community commercial area and as a visitor-serving area convenient to the airport, Old Town, the beaches, Cabrillo Monument and other features
	RECOMMENDATION H: The area currently occupied by business and professional offices in the vicinity of the Sharp Cabrillo Hospital and the Kaiser Permanente clinic should be designated for Commercial Office use
Industrial Land Use (p. 73)	POLICY: Preserve the existing industrial areas for industrial use, develop additional industrial areas where appropriate, and provide for the physical rehabilitation and economic revitalization of industrial areas through both public and private efforts
	Redevelop the Pacific Highway Corridor in a manner that complements the proposed trolley extension
Multiple Use (p. 79)	POLICY: Promote a variety of uses along the alignment of the bay-to-bay connection which would be compatible with the proposed development of a canal, promote redevelopment and revitalization of the area, and support the activities of the SPAWAR redevelopment at the Navy's Old Town Campus (former Plant 19 site). Appropriate uses include retail and visitor-serving commercial uses, offices, multifamily residential and limited research and development uses. As a general guideline, with the exception of the Sports Arena site, no single type of use should represent more than 50 percent of the total available square footage of the area designated for multiple use
	Promote mixed-use projects consisting of residential and commercial development in multiple use areas which are not in conflict with the General Plan and SANDAG noise compatibility standards
	RECOMMENDATION A: Apply commercial zoning that allows a mix of community-serving commercial uses and residential uses which will accommodate development with a pedestrian orientation
Institutional Land Use (pp. 81,84-85)	POLICY: Provide for the continued operation of institutional uses and ensure that new uses on previously designated institutional sites will be compatible with the surrounding neighborhood
	RECOMMENDATION D-Dewey Elementary School: If the school relocates, this site should be considered for use as a community center and/or recreational facility
	RECOMMENDATION F-The U.S. Post Office: In the event of the relocation of the post office, this site should be developed with research and development/office uses sited along the canal with an industrial park designation as the alternative designation to institutional use
	RECOMMENDATION G-Sharp Cabrillo Hospital: Should the hospital relocate, the site should be used for commercial office or residential development at a maximum of 29 dwelling units per acre
	RECOMMENDATION I-The San Diego Unified Port District Office Building: Designate this site for transportation-related commercial, consistent with the surrounding properties

Table 4-3 (2 of 3): Midway/Pacific Highway Corridor Community Plan Policies and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	POLICY/RECOMMENDATION
Residential Land Use (p. 87)	POLICY: Provide a variety of housing opportunities for persons of all ages and income levels, and retain and enhance the physical conditions of existing neighborhoods through rehabilitation and/or redevelopment
	Preserve and upgrade existing residential areas which have developed at medium and medium-high densities
	Promote the availability of low- and moderate-income housing units within market rate residential projects
	Promote the development of housing which will help meet the special needs of people such as the elderly, the handicapped, those requiring nursing care needs, low-income persons and the homeless
	Increase home ownership opportunities
	Discourage the continuation of isolated single-family residential uses in the midst of commercial and industrial areas
	Minimize negative impacts resulting from more intensive land use activities
	Limit the intensity of residential development in those areas subject to high community noise levels
	Require new residential projects to provide adequate recreational opportunities for residents
Circulation (p. 99)	POLICY: Improve vehicular circulation and reduce traffic congestion, while promoting access, safety and ease of circulation throughout the community for autos, public transit, pedestrians and bicyclists
Public Transit (p.111)	POLICY: Increase the attractiveness and efficiency of the commuter rail and light rail service, bus and other forms of public transit as an alternative to the use of single occupant vehicles
	Establish light rail transit along the Pacific Highway Corridor and throughout the Midway area
	Provide appropriate land use and development regulations which will support and enhance regional light rail transit facilities
	RECOMMENDATION A: The San Diego Association of Governments and the Metropolitan Transit Development Board (MTDB) should continue to study the feasibility of, and potential alignments for light rail transit service through the Midway area
	RECOMMENDATION I: Bus stops should be located near major ridership demand areas such as large government facilities, hospitals, medical offices, multifamily and senior housing areas, and near major retail centers

Table 4-3 (3 of 3): Midway/Pacific Highway Corridor Community Plan Policies and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	POLICY/RECOMMENDATION
Community Facilities and Services (p. 125)	POLICY: Establish and maintain a high level of public facilities and services to meet the needs of the community
Park and Recreation Facilities (p. 126)	RECOMMENDATION A: Require the provision of private recreational facilities in conjunction with new planned residential development projects
Schools (p. 126)	RECOMMENDATION B: Establish a five-acre joint-use park site adjacent to the Dewey Elementary School, establish a two-acre park with a recreational building and a mini-park in the community, and provide additional public recreational facilities for neighborhood use where feasible RECOMMENDATION D: Construct a new elementary school in the vicinity of the current Sports Arena as the area redevelops for residential use. Improve the outdoor recreational facilities and landscaping at the Dewey Elementary school site and establish a public joint school/park use facility for the neighborhood.
Library Facilities (p. 127)	RECOMMENDATION F: Identify any areas which may be suitable for bookmobile service stops
Conservation of Environmental Quality (p. 129)	POLICY: Provide a safe, clean and healthy environment, by balancing new development intensity with considerations for the protection of life and property from geologic hazards and environmental impacts
	Reduce, when possible, the effects of community noise levels on the residents of and visitors to this community
	Preclude further non-compatible development from occurring in areas which are impacted by high noise levels
Cultural and Heritage Resources (p. 131)	POLICY: Preserve the community's historical heritage so that it may be enjoyed by future generations
Local Coastal Area (p. 133)	POLICY: Provide physical and visual access through the coastal strip to the waterfront and promote land uses which are compatible with the airport, particularly those supporting visitor-oriented uses
	RECOMMENDATION C: In order to facilitate public access, a light rail transit line and related transit station facilities, to be generally situated along the present rail alignment, should be pursued and totally incorporated into the Pacific Highway access corridor

SOURCE: City of San Diego, *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan*, May 28, 1991 (Amended July 12, 2010).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

Local Coastal Program

The Midway/Pacific Highway Corridor Land Use Plan addresses issues within the Midway/Pacific Highway CPA and is only one part of the citywide Local Coastal Program. The Midway/Pacific Highway Corridor LCP specifically addresses the Midway/Pacific Highway Corridor CPA's land use development goals to: enhance the area's economic base and physical environment; promote land uses compatible with the airport; preserve public views to the waterfront; and provide criteria for land development under the airport approach zone. Each of those recommendations has been

incorporated into the land use policies and recommendations discussed in the Midway/Pacific Highway Corridor [portion of the City of San Diego](#) LCP.

4.2.2.3.4 *Ocean Beach Precise Plan*

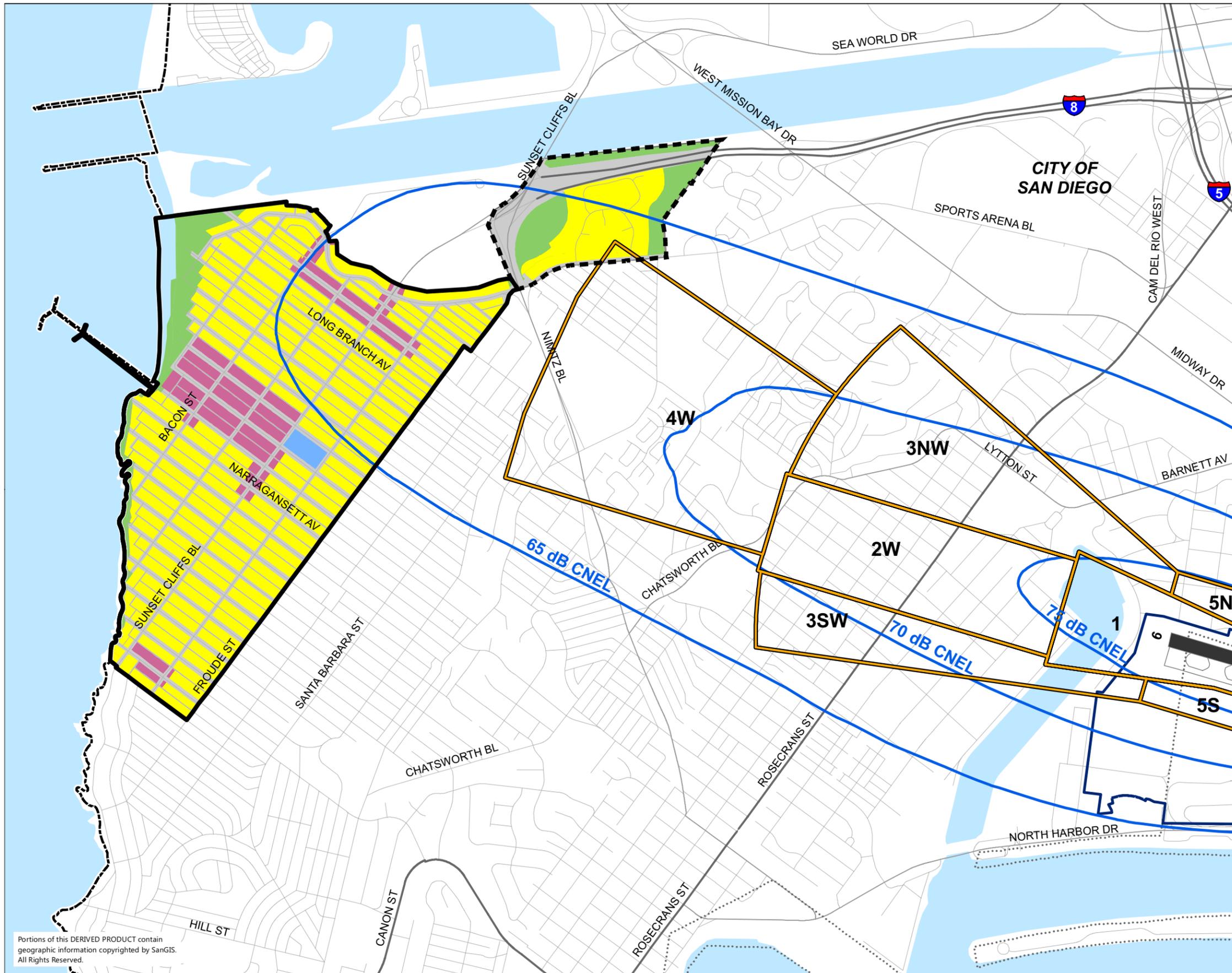
The *Ocean Beach Precise Plan* was adopted by the City of San Diego on July 3, 1975, last amended on February 15, 1991, and is currently the City's oldest community planning document. With the exception of three minor amendments, the last of which was in 1991, it has remained essentially unchanged for over a quarter of a century. There is an ongoing process to update the Community Plan, which is tentatively planned to go to the City Council for adoption in November 2013; however, the current Community Plan is referenced for purposes of this [Draft-Final](#) EIR.³⁵ The community of Ocean Beach includes 742 acres, the majority of which are developed with low and medium density residential uses. Three primary commercial areas, which contain a diverse mix of small businesses, are along Newport Avenue, Voltaire Street, and Point Loma Avenue. There is no industrial development in Ocean Beach.

The *Ocean Beach Precise Plan* designates the majority of Ocean Beach for low and medium density residential development with remaining areas for higher density residential development, public facilities, commercial use and parks. The plan is presented in **Exhibit 4-7** in relation to the ALUCP Impact Area. The portion of the ALUCP Impact area within the Ocean Beach CPA is generally located in the middle of the CPA, east of Bacon Street, north of Santa Monica Avenue and south of I-8, as depicted in Exhibit 4-7. Approximately 31 percent of the Ocean Beach CPA is within the ALUCP Impact Area. A companion document to the *Ocean Beach Precise Plan*, the *Ocean Beach Action Plan*, was designed to implement Precise Plan goals and recommendations. The *Ocean Beach Precise Plan* is currently undergoing an update with a goal of combining existing Precise Plan policies and sections of the Action Plan into one community area planning document.³⁶

The purpose of the *Ocean Beach Precise Plan* is to establish a policy framework for preserving and enhancing the community through specific guidelines and recommendations outlined in the plan. *Ocean Beach Precise Plan* elements, goals and recommendations that may be relevant to or affected by the proposed ALUCP are summarized in **Table 4-4**.

³⁵ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

³⁶ City of San Diego, <http://www.sandiego.gov/planning/community/profiles/oceanbeach/index.shtml> (accessed on January 30, 2013).



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contours
- ▭ Proposed ALUCP Safety Zones
- ▭ Ocean Beach Community Planning Area (CPA)¹

Community Plan Land Use

- ▭ Residential
- ▭ Commercial
- ▭ Institutional - Services
- ▭ Open Space
- ▭ Transportation
- ▭ Water



Note : 1. The Ocean Beach Precise Plan does not designate a future land use for the area within the dashed CPA boundary line. This exhibit reflects the existing land use in that area.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit 4-7
Ocean Beach CPA and
Planned Land Use with
ALUCP Impact Area**

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Table 4-4 (1 of 2): Ocean Beach Precise Plan Goals and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	GOAL/RECOMMENDATION
Residential Land Use and Housing (pp. 15. 23-24)	GOAL: Maintain the existing residential character of Ocean Beach as exemplified by a mixture of small scale residential building types and styles
	GOAL: Promote the continuation of an economically balanced housing market, providing for all age groups and family types
	GOAL: Enhance the opportunity for racial and ethnic minorities to live in the community
	RECOMMENDATION: That new residential construction be in the form of garden-type units, absent from excessive height and bulk and compatible in design with the existing community
	RECOMMENDATION: That special development regulations, in the form of a Planned District, be created to replace existing zoning
	RECOMMENDATION: That the density of East Ocean Beach remain at less than 15 dwelling units per acre
	RECOMMENDATION: That special development regulations include density criteria based on 1 unit for every 1750, 1150, and 800 square feet of lot area (25, 38, and 54 dwelling units/acre, respectively)
	RECOMMENDATION: That the highest density established on an area-wide basis be 25 dwelling units per acre
	RECOMMENDATION: That special criteria be established to limit the allocation of any 38 dwelling unit per acre density to appropriate locations
	RECOMMENDATION: That yards and coverage be adequate to [e]nsure provision of light and air to surrounding properties, and that those requirements be more stringent where necessary for buildings over two stories in height and for lots greater than 40 feet in width
RECOMMENDATION: That floor area ratios of about 7 for a 25 dwelling units per acre density, 1.0 for a 38 dwelling units per acre density, and 1.3 for a 54 dwelling units per acre density be developed, and that consideration be given to increasing or decreasing them for purposes of providing positive or negative incentives for development, based upon detailed criteria	
RECOMMENDATION: That a basic height limit of 2 stories and 24 feet be established for the 25 dwelling units per acre densities and 3 stories and 35 feet for the 38 and 54 dwelling units per acre densities, subject to exception under certain conditions based on detailed criteria	
RECOMMENDATION: That lower income housing be encouraged to be maintained in Ocean Beach, especially through the minor rehabilitation of existing sub-standard units	
Commercial (p. 28)	GOAL: The accommodation of retail commercial, as well as residential and office facilities to serve the entire community, as well as to provide some employment for residents of the community
	GOAL: The development of criteria and standards for all commercial districts in order to facilitate an image of continuity in each
	GOAL: The regulation of the scale and bulk of new development to reflect the smaller scale and pedestrian orientation of existing commercial development
Public Facilities Element	Parks and Recreation (p. 38)
	GOAL: Retain and expand the safe availability of Ocean Beach Park to the public while retaining and enhancing the residential character of streets and homes in Ocean Beach

Table 4-4 (2 of 2): Ocean Beach Precise Plan Goals and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	GOAL/RECOMMENDATION
	GOAL: Preserve the natural features and beauty of the coastline adjacent to Ocean Beach
	GOAL: Develop additional active and passive recreational facilities in and adjacent to the Ocean Beach community
	RECOMMENDATION: Develop new recreation facilities near the San Diego River Flood Control Channel
Community Human Services (pp. 45-47)	GOAL: Encourage a range of human services within the Ocean Beach community, which will help provide for the needs of all community residents and, in particular, to ensure the provision, as a minimum, of a basic level of well-being among residents
	RECOMMENDATION: Focus on maximizing use of existing facilities and services rather than expansion or new construction
Education (pp. 49-51)	GOAL: The provision for access to a relevant, effective and meaningful elementary, secondary and adult education to all persons in Ocean Beach
	RECOMMENDATION: That the School District should continue and expand its comprehensive long range planning effort. Those shortcomings for the three public schools serving Ocean Beach should be corrected as soon as funds are available. The problem of aircraft noise should be given immediate and strong attention.
Library (p. 52)	GOAL: The maintenance and periodic expansion of the local depository of public library resources
	RECOMMENDATION: That the present program of upgrading and volume addition be maintained
	RECOMMENDATION: That eventual expansion of the physical plans in Ocean Beach and Point Loma be based on the total needs of the Peninsula community
Fire Protection (p. 53)	GOAL: The continuation of adequate fire protection facilities and fire prevention programs in Ocean Beach
	RECOMMENDATION: That the existing fire station continue at its present location
Health Care (pp. 54-55)	GOAL: The provision for adequate medical consultation and treatment facilities for all persons living in Ocean Beach
	RECOMMENDATION: That consideration be given to establishing a Free Clinic or medical clinic branch in Ocean Beach as the need arises
Police Protection (pp. 56-57)	GOAL: The continued provision of adequate police protection to ensure the rights and well-being of citizens in Ocean Beach
	RECOMMENDATION: That the police-community relations office in Ocean Beach be maintained as such
Public Utilities (p. 58)	GOAL: The provision of adequate, efficient service from all public utilities in Ocean Beach
	GOAL: The elimination and prevention of any adverse impact of public utilities in Ocean Beach
Transportation (p. 66)	GOAL: Develop means to accommodate future increases in traffic until such a time as the automobile is de-emphasized as the major means of transportation through achievable and realistic improvements in public transportation
Community Appearance and Design (p. 81)	GOAL: To protect, preserve, and enhance the natural environment of Ocean Beach
	GOAL: To upgrade the physical character of the community

SOURCE: City of San Diego, *Ocean Beach Precise Plan and Local Coastal Program Addendum*, July 3, 1975 (Amended February 15, 1991).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

Local Coastal Program

On November 25, 1980, the San Diego City Council adopted the *Ocean Beach Precise Plan Local Coastal Program Addendum* and incorporated ~~the Addendum~~ into the *Ocean Beach Precise Plan*.³⁷ The ~~Ocean Beach portion of the City of San Diego LCP Addendum~~ addresses the following elements ~~of the Precise Plan~~: Residential Land Use and Housing, Commercial, Public Facilities, Transportation, and Community Appearance and Design.³⁸ ~~The Ocean Beach Precise Plan is the land use plan portion of the City of San Diego LCP as it applies to the Ocean Beach CPA.~~ The ~~land use plan~~LCP was ~~last~~ certified by the California Coastal Commission on July 13, 1988.³⁹

Discussion of the City of San Diego LCP in the *Ocean Beach Precise Plan* includes detailed recommendations ~~with a special focus on issues~~ related to shoreline public access, recreation and visitor-serving facilities, shoreline development, locating and planning new development and coastal visual resources.

4.2.2.3.5 *Peninsula Community Plan*

The *Peninsula Community Plan and Local Coastal Program Land Use Plan* was adopted July 14, 1987 and last amended May 31, 2011. As the name indicates, the CPA sits on a peninsula bounded by the Pacific Ocean on the west and south and San Diego Bay and Port tidelands to the east. The CPA encompasses about 4,409 acres of land and is situated immediately west of SDIA. The CPA occupies a major geographic feature of San Diego's coastline known as Point Loma. Point Loma is a large longitudinal hill projecting into the Pacific Ocean from the north end of San Diego Bay, and is a major protective feature of the harbor. Included in the CPA is the Point Loma Naval Complex on the southernmost portion of the peninsula. As the Navy facilities constitute federal land and are outside the regulatory authority of the City of San Diego, the Community Plan does not include this area in any proposals, and this ~~Draft-Final~~ EIR ~~will~~ ~~excludes~~ those areas from this analysis.

The Peninsula CPA is a highly urbanized community, comprised of several distinct residential neighborhoods. In addition to these residential areas, Peninsula contains a well-developed commercial core (Roseville), a liberal arts college (Point Loma Nazarene College) and three major regional recreational resources – Sunset Cliffs, Shelter Island and Cabrillo National Monument. The ALUCP Impact Boundary intersects six of the eleven neighborhoods in the CPA: the NTC/Liberty Station, Loma Portal, Loma Palisades, Loma Alta, Ocean Beach Highlands and Point Loma Heights. The Community Plan identifies Loma Alta as an area in transition from single to multi-family residential.

³⁷ City of San Diego, *Ocean Beach Precise Plan and Local Coastal Program Addendum*, July 3, 1975 (Amended February 15, 1991), p. 129.

³⁸ City of San Diego, *Ocean Beach Precise Plan and Local Coastal Program Addendum*, July 3, 1975 (Amended February 15, 1991), p. I-4.

³⁹ California Coastal Commission, http://www.coastal.ca.gov/la/docs/lcp/FY11_12_SanDiegoCoast_LCPStatus_Final.pdf (accessed on March 8, 2013).

The *Peninsula Community Plan* is a set of proposals designed to guide development within the Peninsula CPA through Community Plan objectives and recommendations.⁴⁰

Overall Goals for the Peninsula CPA include:⁴¹

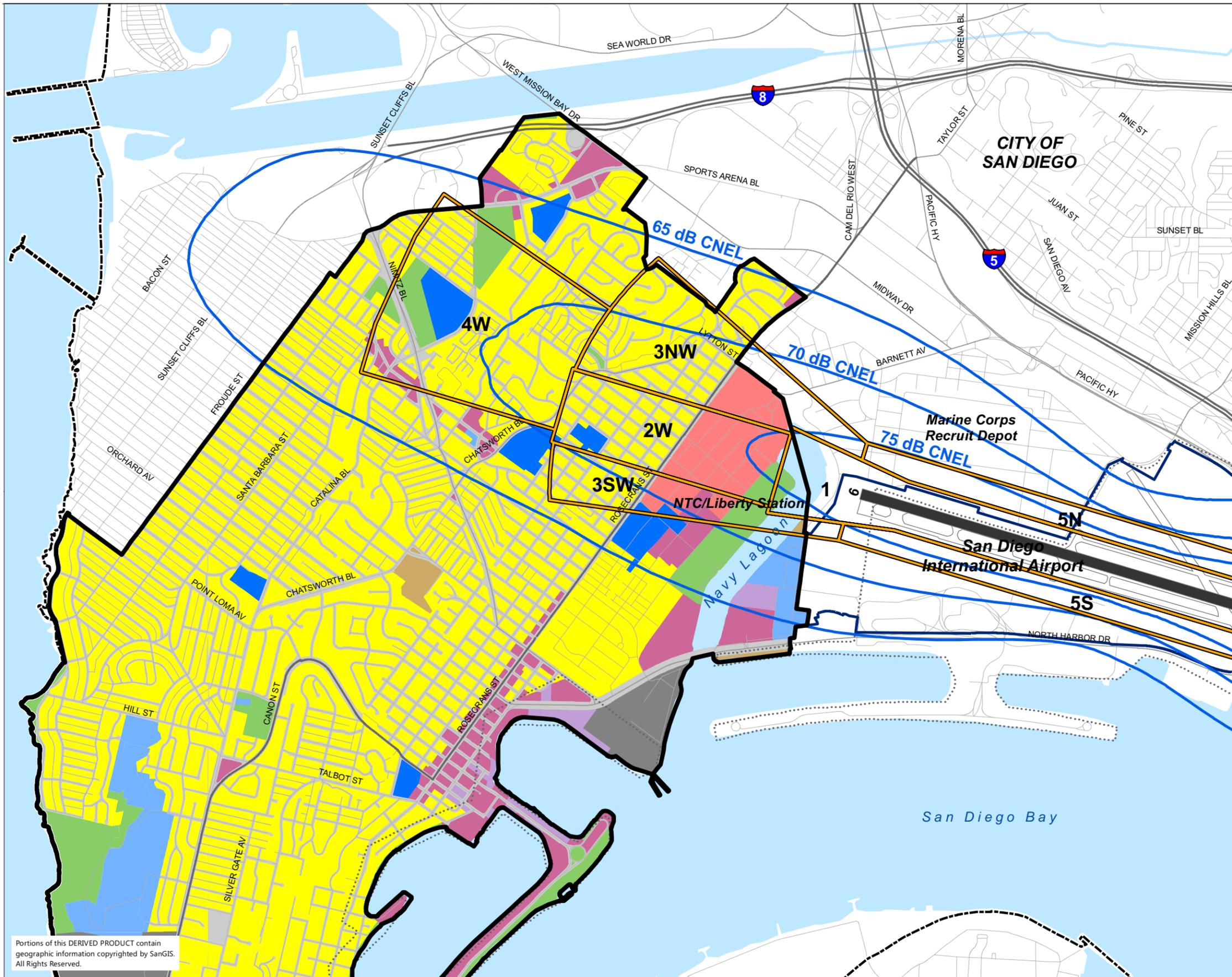
- Redevelop the former Naval Training Center with a mix of uses that complement the Peninsula community, respect the heritage of the base and provide facilities and amenities for the City as a whole
- Conserve the character of existing single-family neighborhoods including the very low-density character of certain neighborhoods
- Promote multifamily infill in areas proximate to transit lines
- Reduce traffic congestion and airport noise pollution
- Provide housing opportunities for residents of all levels and age groups
- Promote continued development and sensitive redevelopment of a mix of community, visitor and marine-related commercial land uses in the Roseville commercial district and neighborhood commercial uses in the Voltaire commercial district
- Increase coordination between federal government, Port District, City government and community groups
- Conserve existing open space including canyons, hillsides, wetlands and shorelines
- Enhance and protect physical and visual access to the bay and ocean shoreline
- Develop a balanced transportation system including alternatives to the automobile (i.e., mass transit bikeways and pedestrian paths)
- Maintain and complement the existing scale, architectural features and vegetation in Peninsula
- Provide additional park and recreation facilities

The planned land use designations in the *Peninsula Community Plan* are presented in **Exhibit 4-8** in relation to the ALUCP Impact Area. The portion of the ALUCP Impact Area within the Peninsula CPA is generally located in the north part of the CPA, south of Sports Arena Boulevard and north of Narragansett Avenue, as depicted in Exhibit 4-8. Approximately 33 percent of the Peninsula CPA is within the ALUCP Impact Area.

⁴⁰ City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), p. ii.

⁴¹ City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), p. 11.

The *Peninsula Community Plan* is organized into 12 elements that include specific objectives and recommendations to guide development within the CPA. **Table 4-5** outlines the elements, objectives and recommendations of the *Peninsula Community Plan* that may be relevant to or influenced by the proposed ALUCP.



LEGEND

- Major Roads
 - Highways
 - - - Municipal Boundaries
 - - - San Diego Unified Port District
 - ▭ Airport Property Boundary
 - ▭ Proposed ALUCP Noise Contours
 - ▭ Proposed ALUCP Safety Zones
 - ▭ Peninsula Community Planning Area (CPA)
- Community Plan Land Use**
- ▭ Residential
 - ▭ Commercial
 - ▭ Industrial
 - ▭ Mixed Use
 - ▭ Institutional - Services
 - ▭ Institutional - Military Use
 - ▭ School
 - ▭ Open Space
 - ▭ Transportation
 - ▭ Planned Development
 - ▭ Water



Note: Planned land uses in the NTC/Liberty Station neighborhood reflect the designations in the NTC Precise Plan.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit 4-8
Peninsula CPA and Planned Land Use
with ALUCP Impact Area**

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Table 4-5 (1 of 3): Peninsula Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
<p>Residential (pp. 22-24,27)</p>	<p>OBJECTIVE: Conserve character of existing stable single-family neighborhoods throughout Peninsula including the very low-density character of certain neighborhoods</p>
	<p>OBJECTIVE: Preserve existing landscaping and vegetation within established residential neighborhoods</p>
	<p>OBJECTIVE: Encourage design compatible with existing residential development in all new infill housing</p>
	<p>OBJECTIVE: Encourage mixed use development that incorporates housing with commercial and office uses within the Roseville and Voltaire commercial districts</p>
	<p>OBJECTIVE: Increase equitability in development by simplifying the multifamily zoning pattern in areas where adjacent parcels with similar conditions have a variety of zoning designations</p>
	<p>OBJECTIVE: Encourage sensitive placement of structures in steeply sloped residential areas to minimize removal of natural vegetation, grading and landform alteration</p>
	<p>OBJECTIVE: Provide housing opportunities for persons of all income levels, including both rental and ownership units, through new construction and rehabilitation of deteriorating structures</p>
	<p>OBJECTIVE: Provide low- and moderate-income housing through incentives for construction of affordable units within market rate projects and through rent subsidies for existing housing at scattered sites throughout the community</p>
	<p>OBJECTIVE: Provide housing opportunities within Peninsula for the elderly and empty nesters who desire to remain in the Peninsula community but no longer desire to maintain a single-family dwelling</p>
	<p>OBJECTIVE: Increase the opportunities for young families to purchase single-family housing within Peninsula by providing incentives for construction of housing for the elderly and empty nesters who currently occupy single-family units</p>
	<p>OBJECTIVE: Provide housing for the elderly and disabled in areas proximate to transit lines and conveniently accessible to neighborhood shopping facilities</p>
	<p>OBJECTIVE: Provide a balance of residential types, densities and prices, emphasizing new development and redevelopment at higher densities in neighborhoods able to accommodate growth without adverse impacts to the immediate area or to the community as a whole</p>
	<p>OBJECTIVE: Encourage multifamily housing development and redevelopment in areas proximate to transit lines</p>
<p>RECOMMENDATION: Maintain low densities in existing single-family neighborhoods</p>	
<p>RECOMMENDATION: Rehabilitation of existing housing should be a major priority. This should be accomplished through economic and development incentives. City, state and federal subsidy programs should be utilized when they are available</p>	
<p>RECOMMENDATION: Multifamily infill projects which provide low- and moderate-income housing should be encouraged in areas characterized by good accessibility to major public transportation routes and adequate public/private facilities and services</p>	
<p>RECOMMENDATION: Loma Alta is recommended for a maximum of 44 du/acre and reduction in base zoning from R-600 to R-1,000. Higher densities (up to 72 du/acre could be considered for Planned Residential Development (PRDs) in this area</p>	

Table 4-5 (2 of 3): Peninsula Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Commercial (pp. 34-35)	<p>OBJECTIVE: Encourage a mix of educational, office, research and development, retail, hotel and cultural and civic uses in the commercially-designated portions of the former Naval Training Center</p>
	<p>OBJECTIVE: Encourage continued development and sensitive redevelopment of a wide variety of community-, visitor- and marine-related community commercial uses in the Roseville commercial district. Residential uses may be permitted but for properties situated along or southeast of Rosecrans Street and extending to the tidelands between Hugo Street and Byron/Shelter Island Drive, residential uses should be restricted to the upper floors.</p>
	<p>OBJECTIVE: Preserve small-scale buildings and pedestrian amenities in the Roseville commercial core</p>
	<p>OBJECTIVE: Encourage the evolution of the Voltaire strip into a more concentrated and compact neighborhood commercial district</p>
	<p>OBJECTIVE: Ensure the availability of adequate commercial facilities within existing commercial areas to meet the needs of the existing and projected resident and visitor population of Peninsula</p>
	<p>OBJECTIVE: Discourage establishment of commercial development or parking to serve commercial development in areas outside the existing commercial districts</p>
	<p>OBJECTIVE: Provide community and visitor serving commercial facilities for persons of all income levels</p>
	<p>RECOMMENDATION: Emphasis should be placed on providing a balance of commercial recreation and community commercial uses, with adequate support facilities for both, through rehabilitation and redevelopment of existing commercial areas. Commercial recreation uses generally provide a wide range of services and opportunities which cater to the visitor and those pursuing leisure activities</p>
Industrial (p. 44)	<p>OBJECTIVE: Minimize undesirable naval-related impacts on the Peninsula community through increased coordination between naval, City and community groups</p>
	<p>RECOMMENDATION: Only coastal-dependent naval industrial uses should be located within the Peninsula planning area</p>
Parks and Recreation (pp. 48, 51)	<p>OBJECTIVE: Provide improved passive park amenities for the increasing middle aged and elderly population in Peninsula</p>
	<p>OBJECTIVE: Increase accessibility and usability of beaches along both the ocean and bay</p>
	<p>OBJECTIVE: Develop additional park and recreation facilities to alleviate a continuing deficiency in neighborhood parks in Roseville, Ocean Beach Highlands and Loma Portal</p>
	<p>OBJECTIVE: Encourage developers of large planned residential projects to include recreational facilities on site</p>
	<p>OBJECTIVE: Provide a modern recreation center building to serve the Peninsula community</p>
	<p>RECOMMENDATION: Feasibility studies should be undertaken for any school sites to be disposed of by the San Diego Unified School District in the future to determine the desirability of developing all or a portion of such sites for park and recreation use.</p>
Transportation and Shoreline Access (p. 55)	<p>OBJECTIVE: Provide increased access from Peninsula residential areas to major commercial areas, employment centers and regional activity centers</p>
Community Facilities	

Table 4-5 (3 of 3): Peninsula Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Schools (p. 78)	RECOMMENDATION: In instances where long range demographic studies show conclusively that there will be no present or future demand for a public school, that school site should be studied for park and recreation use. A portion of any site abandoned for school use should be preserved for park and recreation use. Portions of an abandoned school site not suitable for park and recreation use should be considered for residential use at densities not to exceed those in the surrounding residential area.
Libraries (pp. 81-82)	OBJECTIVE: Upgrade and enlarge library facilities to meet current General Plan and Library Master Plan standards for library service
	RECOMMENDATION: The overcrowded Ocean beach branch should also be doubled in size to meet contemporary standards. The feasibility of adding a second floor to this facility or building a modern facility on the existing site should be explored
	RECOMMENDATION: If feasibility studies indicate that on-site expansion or rebuilding the Ocean Beach branch library to modern standards is not practical, another library site to serve residents of western Peninsula and Ocean Beach should be sought to replace the existing Ocean Beach facility.
Fire Protection (p. 82)	OBJECTIVE: Maintain and improve the existing high level of fire service
	OBJECTIVE: Provide a level of police service adequate to ensure safety of Peninsula residents, business operators and visitors
Conservation and Environmental Quality (p. 96)	OBJECTIVE: Balance new development with resource conservation, with consideration given to the protection of life and property from geologic hazards and environmental impacts
	OBJECTIVE: Reduce the noise impact from Lindbergh Field [SDIA] on residential and other noise sensitive land uses within Peninsula
Urban Design (p. 105)	OBJECTIVE: Maintain and complement the existing scale and character of the residential areas of Peninsula
	OBJECTIVE: Preserve and enhance significant views of the bay and ocean
Cultural and Heritage Resources (p. 145)	OBJECTIVE: Archeological and historical resources in the Peninsula community which have been designated by appropriate authorities as being significant and worthy of preservation should be protected and enhanced

SOURCE: City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

~~NTC Precise Plan and Local Coastal Program~~

~~The NTC Precise Plan and Local Coastal Program was adopted July 17, 2001. The NTC Precise Plan guides the redevelopment of the former NTC site closed by the U.S. Navy in 1997 for civilian use. The approximately 360-acre NTC site is located immediately west of SDIA in the Peninsula CPA. The precise plan envisions the redeveloped site as a pedestrian-oriented mixed use district taking advantage of the history and setting to establish institutional and recreational uses to complement commercial and residential uses. At the time of this analysis the NTC Precise Plan and Local Coastal Program is considered built out for all land use and planning purposes. Additionally, the ALUC has issued blanket approvals for specified nonresidential uses that may occur in the future within existing structures.~~

Local Coastal Program

In furtherance of the requirements of state law, the City of San Diego adopted the *Peninsula Community Plan and Local Coastal Program LCP Land Use Plan*.⁴² ~~Because a portion of the Peninsula CPA is located within the Coastal Zone, it is subject to the Coastal Act. The Coastal Act directs local governments to prepare LCPs in accordance with the Act's policies.~~⁴³ ~~The Peninsula Community Plan and Local Coastal Program Land Use Plan is one land use plan that serves as a portion of the City of San Diego LCP.~~

The ~~LCP land use plan~~ encompasses most of the Peninsula area, except for a small portion on the eastern side. In the Peninsula CPA, all of the ALUCP Impact Area is within the Coastal Zone. The ~~LCP land use plan in the Peninsula Community Plan~~ includes detailed recommendations for coastal issues ~~along Sunset Cliffs~~, the shoreline area and the bayside beaches. The recommendations include ~~improving public access throughout Sunset Cliffs~~, increasing physical access to the water, the expansion of recreation and visitor serving facilities including public safety, preservation of existing housing stock; ~~and the preservation of preserving~~ water and marine resources, ~~including the Point Loma tide pools, and erosion control in the Sunset Cliffs area~~. Additional recommendations include determining effective solutions for beach erosion, dredging, and shoreline structures; reviewing facilities that service commercial fishing and recreational boating; closely monitoring environmentally sensitive habitat areas; maintaining control over hazard areas, including erosion, earthquake, and liquefaction hazards; decreasing traffic and congestion by properly locating and planning new development; conserving visual resources and special characteristics of the community; addressing various public works issues such as congestion on local streets, balanced visitor-oriented parking and visitor serving commercial uses, and evaluation of coastal resource impacts; and the close examination

⁴² City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), pp. 150-156.

⁴³ [City of San Diego, General Plan, Conservation Element, March 10, 2008, p. CE-18.](#)

of industrial and energy facilities. The CCC certified the Peninsula LCP Land Use Plan as compliant with the ~~California~~ Coastal Act in 2001.⁴⁴

NTC Precise Plan and Local Coastal Program

The NTC Precise Plan and Local Coastal Program is a separate City Council--adopted land use plan within the Peninsula CPA that is also a part of the City of San Diego LCP and existing regulatory setting. The NTC Precise Plan and Local Coastal Program was adopted July 17, 2001. The NTC Precise Plan guides the redevelopment for civilian use of the former NTC site closed by the U.S. Navy in 1997 for civilian use. The approximately 360-acre NTC site is located immediately west of SDIA in the Peninsula CPA. The precise plan envisions the redeveloped site as a pedestrian-oriented, mixed-use district taking advantage of the history and setting to establish institutional and recreational uses to complement commercial and residential uses. At the time of this analysis, the NTC Precise Plan and Local Coastal Program area is considered built out for all land use and planning purposes. Additionally, the ALUC has issued blanket approvals for specified nonresidential uses that may occur in the future within existing structures.

4.2.2.3.6 *Southeastern San Diego Community Plan*

The *Southeastern San Diego Community Plan* was adopted on July 13, 1987 and last amended on May 21, 2009. There is an ongoing process to update the Community Plan. A draft of the updated Community Plan is tentatively planned to be available for public review in November 2013; however the current Community Plan is referenced for ~~purposed purposes~~ of this ~~Draft-Final~~ EIR.⁴⁵ The purpose of the Community Plan is to guide the future development of the community by identifying key issues and goals.⁴⁶ **Table 4-6** lists the *Southeastern San Diego Community Plan* elements, objectives and recommendations that may be relevant to or affected by the proposed ALUCP. (The objectives are numbered as they are in the *Southeastern San Diego Community Plan*.)

⁴⁴ California Coastal Commission, http://www.coastal.ca.gov/la/docs/lcp/FY11_12_SanDiegoCoast_LCPStatus_Final.pdf (accessed on March 8, 2013).

⁴⁵ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

⁴⁶ City of San Diego, <http://www.sandiego.gov/planning/community/profiles/southeasternsd/plan.shtml> (accessed on April 19, 2013).

Table 4-6 (1 of 3): Southeastern San Diego Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Residential (p. 6)	OBJECTIVE 1: Respect the housing character, scale, style and density of existing residential neighborhoods
	OBJECTIVE 2: Preserve, restore and rehabilitate residences and/or neighborhoods with historical significance. (Information on historic structures and districts is detailed in the Neighborhood Element of the Plan)
	OBJECTIVE 3: Encourage and accommodate orderly new development that is consistent with community goals and objectives
	OBJECTIVE 4: Require high quality developments in accordance with the design guidelines established within the plan and as recommended by [redevelopment project
	OBJECTIVE 5: Maintain or increase the level of owner occupancy in the community to increase maintenance of properties and to increase pride in individual neighborhoods
	OBJECTIVE 6: Create a range of housing opportunities and choices to provide quality housing for people of all income levels and ages
	OBJECTIVE 7: Achieve an overall mix of different housing types to add diversity to communities and to increase the housing supply with emphasis on the following: <ul style="list-style-type: none"> a. Incorporating a variety of multi-family housing types in multi-family project areas b. Incorporating a variety of single-family housing types in single-family projects/subdivisions c. Building town homes and small lot single-family homes as a transition between higher density homes and lower density single-family neighborhoods with increased landscaping as part of a transitional buffer d. Identifying sites that are suitable for revitalization and for the development of additional housing
Commercial (p. 7)	OBJECTIVE 1: Provide attractive quality community and neighborhood commercial facilities that offer a variety of goods and services to meet community needs
	OBJECTIVE 2: Rehabilitate existing commercial centers and improve both vehicular and pedestrian access to the site
	OBJECTIVE 3: Encourage the preservation, restoration and rehabilitation of commercial buildings of historical significance or interest
	OBJECTIVE 5: Increase the opportunities within the Central Imperial Redevelopment Project Area for rehabilitation of existing commercial centers and development of new commercial areas in the community through the integration of mixed land uses and compact building design

Table 4-6 (2 of 3): Southeastern San Diego Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Village (pp. 7-8)	OBJECTIVE 1: Determine the appropriate mix of land uses within the community planning area with attention to: <ul style="list-style-type: none"> a. Surrounding neighborhood uses b. Uses that are missing from the community c. Community preferences d. Public facilities and services
	OBJECTIVE 2: Provide opportunities for people to live, work and recreate in the same areas through the integration of mixed residential, commercial and recreational uses
	OBJECTIVE 3: Increase the opportunities within the Central Imperial Redevelopment Project Area for rehabilitation of existing commercial centers and development of new commercial areas in the community through the integration of mixed land uses and compact building design
	OBJECTIVE 4: Focus more intense commercial and residential development in redevelopment areas, including the mixed-use Village Center at the Euclid & Market Pilot Village, and along transit corridors, (including but not limited to Market Street, Euclid Avenue, and Imperial Avenue) in support of the General Plan in a manner that is pedestrian-oriented and preserves the vast majority of single-family neighborhoods
Industrial (p. 8)	OBJECTIVE 5: Provide opportunities for community-specific mix of uses within the community
	OBJECTIVE 1: Decrease land use conflicts between industrial and residential or commercial development
	OBJECTIVE 3: Provide new, high quality office and industrial park development within the community
Open Space and Recreation (pp. 8, 109)	OBJECTIVE 4: Promote the redevelopment or rehabilitation of existing industrial facilities
	OBJECTIVE 2: Increase the number of parks and the size of existing parks as financing and acquisition opportunities occur
	OBJECTIVE 5: Preserve significant hillsides, canyons and drainage areas in their natural state
Open Space and Recreation (pp. 8, 109)	OBJECTIVE 6: Increase the opportunities for the public enjoyment of open space areas, including limited access to Radio Canyon and Chollas Creek
	OBJECTIVE 7: Achieve a more connected system of active and passive open space and recreation areas

Table 4-6 (3 of 3): Southeastern San Diego Community Plan Objectives and Recommendations Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	OBJECTIVE/RECOMMENDATION
Transportation (p. 9)	RECOMMENDATION: Increase the number of parks and the size of existing parks as financing and acquisition opportunities occur. If any school sites are found to be no longer needed as school facilities, the playground portion should be considered for public park purposes.
Public Transit	OBJECTIVE 5: Maintain high public transit accessibility to downtown, as is currently promoted by the existing east-west bus route structure and the San Diego Trolley
	OBJECTIVE 6: Improve the frequency and level of transit service, and the quality of transit facilities to meet the demands of the community
	OBJECTIVE 7: Fully utilize the potential of the San Diego Trolley-East Line to revitalize and redevelop land adjacent to the trolley line and to maximize the use of public transportation
Public Facilities (pp. 9-10; 137-138)	
Schools	OBJECTIVE 1: Maintain an adequate level of capacity for all public schools and a high level of maintenance of all school facilities
	OBJECTIVE 3: Maintain and enhance the availability of community college and other higher education programs in the community
	RECOMMENDATION: Consider expanding existing facilities onto adjacent parcels as land becomes available
Police/Fire	OBJECTIVE 3: Maintain and improve response times and service levels to the community
Urban Design (p. 10)	OBJECTIVE 1: Improve the visual and physical character of the community
	OBJECTIVE 2: Ensure compatibility between new structures and existing neighborhoods
	OBJECTIVE 5: Increase community vitality and character through incorporation of Smart Growth design principles in new developments including, but not limited to, a mix of land uses, compact building design, walkable neighborhoods, and a provision of a range of housing opportunities and choices
	OBJECTIVE 6: Support the General Plan through targeting growth in the Pilot Village at the Village Center at Euclid and Market and along the transit corridors including, but not limited to Market Street, Euclid Avenue and Imperial Avenue

SOURCE: City of San Diego, *Southeastern San Diego Community Plan*, July 13, 1987 (Amended May 21, 2009).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

Southeastern San Diego is an urbanized community occupying approximately 7,200 acres in the central portion of the City of San Diego.⁴⁷ The community is centrally located near major employment centers in the South Bay, ~~Centre City Downtown~~ and northern San Diego. The planned land use designations in the Southeastern San Diego CPA are presented in **Exhibit 4-9** in relation to the ALUCP Impact Area. The portion of the ALUCP Impact Area within the Southeastern San Diego CPA is generally located in the northeast part of the CPA, east of 32nd Street and north of Market Street, as depicted in Exhibit 4-9. Approximately 5 percent of the Southeastern San Diego CPA is within the ALUCP Impact Area.

4.2.2.3.7 *Uptown Community Plan*

The *Uptown Community Plan* was adopted February 2, 1988 and last amended May 7, 2002. There is an ongoing process to update the community plan. A draft of the updated Community Plan is tentatively planned to be available for public review by December 2014; however, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR.⁴⁸

The Uptown CPA is located just north of the ~~Centre City Downtown~~ CPA. It is bounded on the north by the steep hillsides of Mission Valley, on the east by Park Boulevard and Balboa Park and on the west and south by Old San Diego and I-5. The planning area comprises about 2,700 acres or approximately 4.2 square miles.⁴⁹

The planned land use designations in the Uptown CPA are presented in **Exhibit 4-10** in relation to the ALUCP Impact Area. The portion of the ALUCP Impact Area within the Uptown CPA is generally located south of Washington Street and west of Union Street until Laurel Street where the Impact Area then proceeds to include all of the area south of Laurel Street toward the southernmost tip of the Uptown CPA, as depicted in Exhibit 4-10. Approximately 8 percent of the Uptown CPA is within the ALUCP Impact Area.

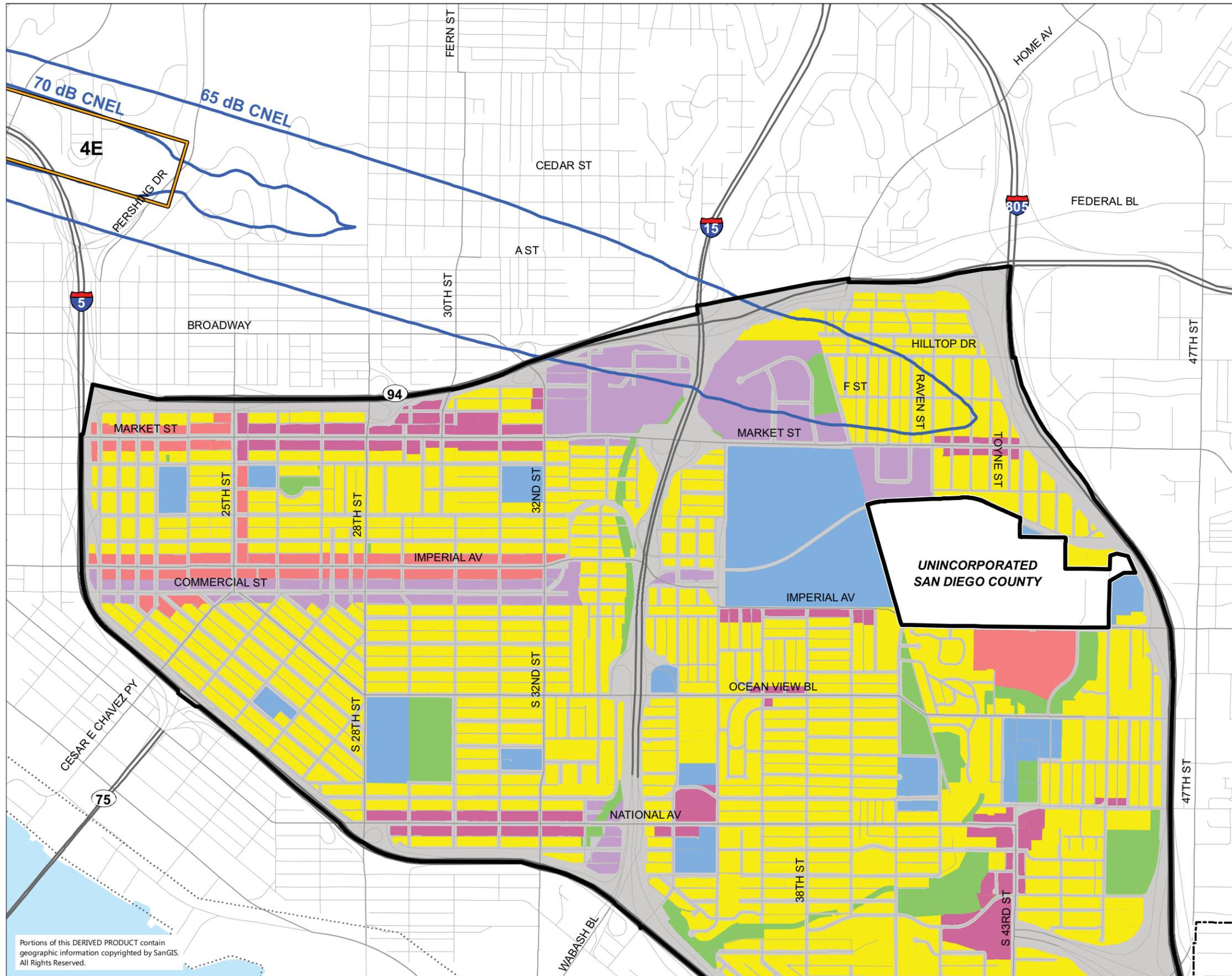
The *Uptown Community Plan* is organized into 7 elements with specific objectives to guide future development within the CPA. **Table 4-7** outlines the elements, goals and objectives of the *Uptown Community Plan* that may be relevant to or influenced by the proposed ALUCP.⁵⁰

⁴⁷ City of San Diego, *Southeastern San Diego Community Plan*, July 13, 1987 (Amended May 21, 2009), p. 3.

⁴⁸ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

⁴⁹ City of San Diego, *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002), p. iii.

⁵⁰ City of San Diego, <http://www.sandiego.gov/planning/community/profiles/uptown/plan.shtml> (accessed on April 19, 2013).



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ⋯ San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contours
- ▭ Proposed ALUCP Safety Zones
- ▭ Southeastern San Diego Community Planning Area (CPA)

Community Plan Land Use

- ▭ Residential
- ▭ Commercial
- ▭ Industrial
- ▭ Mixed Use
- ▭ Institutional - Services
- ▭ Open Space
- ▭ Transportation
- ▭ Water

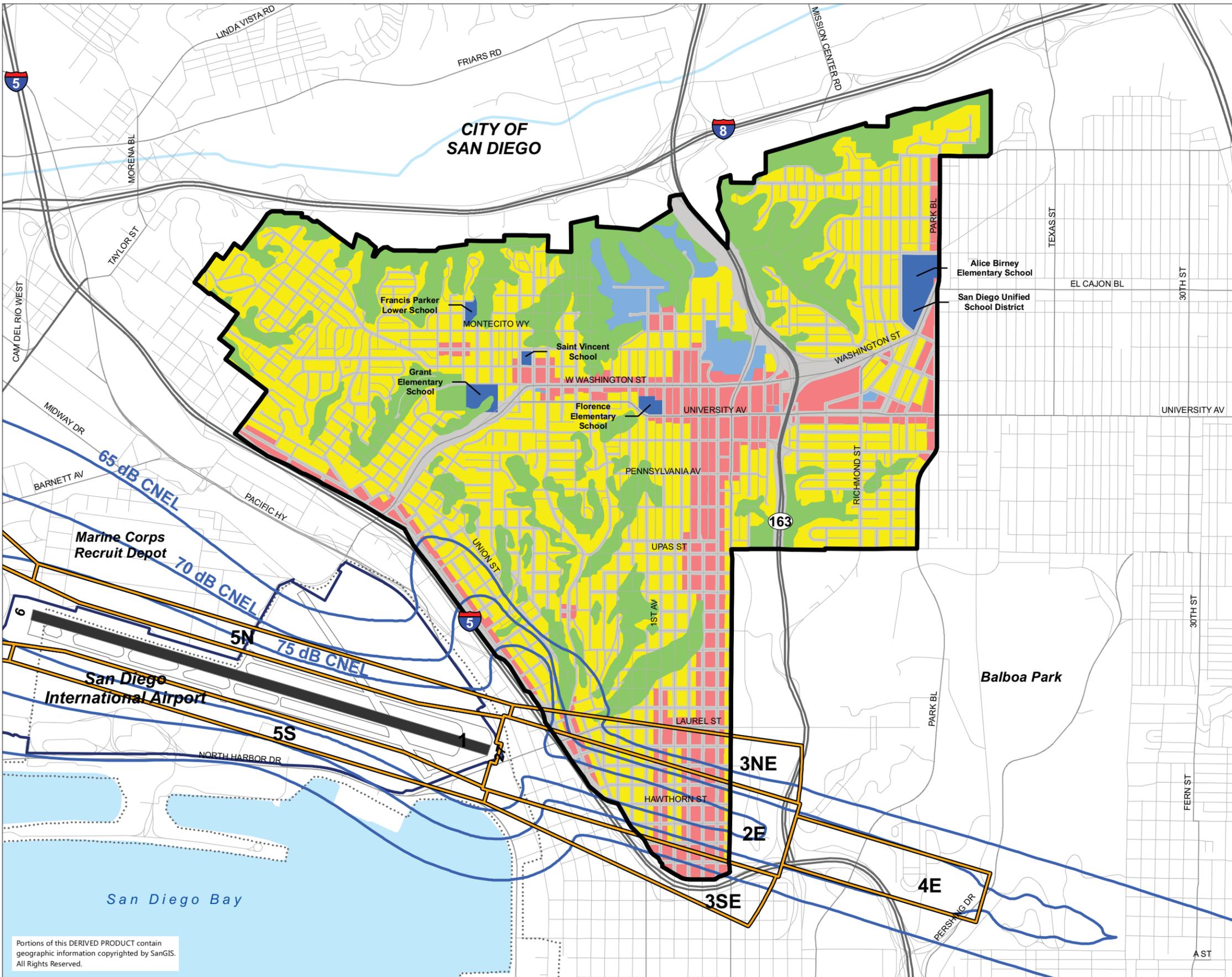


Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., April 2013.

Exhibit 4-9
Southeastern San Diego CPA and
Planned Land Use
with ALUCP Impact Area

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- LEGEND**
- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ⋯ San Diego Unified Port District
 - ▭ Airport Property Boundary
 - ▭ Proposed ALUCP Noise Contours
 - ▭ Proposed ALUCP Safety Zones
 - ▭ Uptown Community Planning Area (CPA)
- Community Plan Land Use**
- ▭ Residential
 - ▭ Mixed Use
 - ▭ Institutional - Services
 - ▭ School
 - ▭ Open Space
 - ▭ Transportation
 - ▭ Water



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones); Ricondo & Associates, Inc., August 2012, based on information received from the City of San Diego Development Services Planning Division (community plan land use).

Prepared by: Ricondo & Associates, Inc., December 2013.

Exhibit 4-10
Uptown CPA and Planned Land Use
with ALUCP Impact Area

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Table 4-7 (1 of 2): Uptown Community Plan Goals and Objectives Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	GOAL/OBJECTIVE
Residential (p. 13, 37)	GOAL: Provide a wide variety of housing types for all age, income and social groups
	GOAL: Retain the character of residential neighborhoods
	GOAL: Prevent the intrusion of incompatible uses into neighborhoods
	GOAL: Preserve structures with potential historic significance
	OBJECTIVE: Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development
	OBJECTIVE: Locate medium- and high-density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower-density development
	OBJECTIVE: Concentrate medium- and high-density housing: <ul style="list-style-type: none"> • On upper floors as part of mixed-use development in commercial areas; • Adjacent to commercial areas; • Near transit and higher volume traffic corridors.
	OBJECTIVE: Preserve and provide incentives for mixed residential/commercial development at appropriate locations
	OBJECTIVE: Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts
	OBJECTIVE: Ensure adequate transition and buffering between potentially incompatible uses
OBJECTIVE: Design and enforce stricter controls and locational criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures	
OBJECTIVE: Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low-income and homeless persons	
Commercial (p. 13)	GOAL: Revitalize commercial districts
	OBJECTIVE: Preserve and expand the development of pedestrian-oriented commercial uses, especially those which generate activity after business hours
	OBJECTIVE: Enhance the vitality of commercial strips through the stimulation of a variety of commercial and mixed-use development
	OBJECTIVE: Provide for the development of convenience shopping facilities within or adjacent to higher density residential neighborhoods
GOAL: Provide pedestrian-oriented commercial areas	

Table 4-7 (2 of 2): Uptown Community Plan Goals and Objectives Relevant to or Influenced by the Proposed ALUCP

ELEMENT/TOPIC	GOAL/OBJECTIVE
Transportation (p. 13)	GOAL: Provide for safe and efficient movement of people and goods throughout the community
	GOAL: Establish a fully integrated system of vehicular, transit, bicycle and pedestrian facilities to meet current and future needs
	GOAL: Improve traffic circulation but not at the expense of retaining and enhancing the pedestrian character of Uptown
	GOAL: Provide a high level of transit service and promote usage
	GOAL: Establish a focal point for transit services within the community
	OBJECTIVE: Provide a fixed rail transit linkage to Centre City
Community Facilities and Services (p. 13)	GOAL: Establish and maintain a high level of community facilities and services to meet the needs of the community
Schools (p. 126)	OBJECTIVE: Encourage full community use of school facilities during non-school hours for educational, recreational and cultural purposes
	OBJECTIVE: Construct school facilities if necessary to eliminate overcrowded conditions
Open Space and Recreation (p. 14)	GOAL: Preserve and enhance the historic and cultural significance, as well as recreational value of regional and resource based parks
	GOAL: Upgrade existing recreational facilities and acquire new neighborhood and community based park sites to meet the needs of the Uptown community
	GOAL: Provide opportunities for more urban-oriented plazas, parkways, mini-parks and streetscapes to alleviate the deficiency of recreational facilities in the community
	GOAL: Preserve the natural character of hillsides and canyons
Conservation, Cultural and Heritage Resources (pp. 14, 181)	GOAL: Preserve and enhance the rich and varied cultural and heritage resources of the Uptown community
	GOAL: Promote and support a cultural resources management program that maximizes, insofar as practicable, the preservation and use of historic resources
	OBJECTIVE: Preserve historic structures at their original location as well as in their historic context whenever possible
Urban Design (p. 14)	GOAL: Ensure compatibility of neighboring uses
	GOAL: Improve community amenities and quality of life
	GOAL: Encourage the design of buildings and circulation systems to be sensitive to the needs of the pedestrian

SOURCE: City of San Diego, Uptown Community Plan, February 2, 1988 (Amended May 7, 2002).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

4.2.2.3.8 *Balboa Park Master Plan*

Balboa Park is an urban cultural park that includes open space areas, gardens, museums, theatres and the San Diego Zoo. Balboa Park also consists of recreational facilities, gift shops and restaurants. The park is pedestrian friendly and is a large attraction for visitors and locals alike.

The *Balboa Park Master Plan*, which was adopted in 1989 and amended in 1997, proposes major improvements to Balboa Park, including maintaining and restoring gardens and restoring or renovating current buildings.⁵¹ These major improvements to Balboa Park would not be affected by the implementation of the proposed ALUCP.

4.2.2.3.9 *Mission Bay Park Master Plan Update*

More than half of Mission Bay Park is open water. A majority of park visitors engage in land-based recreation, i.e., walking, jogging, bicycling and picnicking. As the county population continues to rise into the 21st century, new demands on the Park's land resources can be expected.

The *Mission Bay Park Master Plan Update*, which was adopted in 1994 and amended in 2002, includes the following goals:⁵²

- Mission Bay Park should be an aquatic-oriented park which provides a diversity of public, commercial, and natural land uses for the enjoyment and benefit of all the citizens of San Diego and visitors from outside communities.
- It should be a park in which land uses are located and managed so as to maximize their recreation and environmental functions, minimize adverse impacts on adjacent areas, facilitate public access and circulation, and capture the distinctive aesthetic quality of each area of the Bay.

Local Coastal Program

Because the entire Mission Bay Park is located within the Coastal Zone, it is also subject to the Coastal Act. The Coastal Act directs local governments to prepare Local Coastal Programs (LCPs) in accordance with the Act's policies.⁵³ The Mission Bay Park Master Plan also serves as one of the land use plans in the citywide LCP. the City has incorporated LCP provisions in the Mission Bay Park Master Plan. The LCP in the Mission Bay Park Master Plan Update LCP has incorporated the The land use plan addresses coastal issues that have been identified by and for the community, and has developed policies and recommendations in the various elements.⁵⁴ These policies and recommendations call for improving public access; expanding recreational and visitor servicing facilities; increasing community

⁵¹ City of San Diego, *Balboa Park Master Plan*, 1989 (Amended 1997).

⁵² City of San Diego, *Mission Bay Park Master Plan Update and Design Guidelines*, 1994 (Amended 2002).

⁵³ City of San Diego, *General Plan, Conservation Element, March 10, 2008, p. CE-18.*

⁵⁴ City of San Diego, *Mission Bay Park Master Plan Update and Design Guidelines*, 1994 (Amended 2002), p. 19.

park and recreation areas; preparing a comprehensive water quality improvement program for Mission Bay to preserve water, marine and biological resources; preserving beach areas and all of the Park's natural bluff areas; retaining public access along the waterfront in newly dedicated lease areas facing the Bay; and preserving significant views into the Mission Bay Park. The CCC certified that the *Mission Bay Park Master Plan Update* was compliant with the ~~California~~ Coastal Act in 1996.⁵⁵

4.2.2.4 San Diego Unified Port District, Port Master Plan

The San Diego Unified Port District (Port District) published the latest amendment to the *Port Master Plan* in October of 2012. The *Port Master Plan* is intended to "provide the official planning policies, consistent with a general statewide purpose, for the physical development of the tide and submerged lands conveyed and granted in trust to the Port District."⁵⁶ The Port District's planning jurisdiction has been divided into nine subareas with specific land use policies for each one described in the *Port Master Plan*. There are two planning subareas partially within the ALUCP impact area: the Harbor Island and Centre City Embarcadero subareas, as depicted in **Exhibit 4-11**.

The Harbor Island subarea encompasses SDIA and airport-related facilities and a mix of commercial, industrial open space and public facilities uses.⁵⁷ The off-airport uses proposed in the ALUCP Impact Area fall within the 65–75 dB CNEL range and Safety Zones 1, 2E, ~~and 5N~~ and 5S. Proposed land uses in this location include an area for sediment remediation and monitoring, open space and a marine-related industrial business park.

The Centre City Embarcadero is intended to serve as an urban waterfront for Downtown San Diego. Planned land uses in the Centre City Embarcadero subarea include a mix of industrial, commercial, open space and public facilities uses.⁵⁸ The northernmost portion of this subarea is located in the ALUCP Impact Area. Safety Zones 1, 2E, 3SE and 5S converge near the intersection of Laurel Street and Pacific Highway at the existing Solar Turbines facility. The plan states that the current use is anticipated to continue, but, should it discontinue, airport-compatible uses such as parking, open space and circulation corridors should be developed in this area.⁵⁹ Other uses proposed in the ALUCP Impact Area include commercial recreation, open space and marine related industrial uses. The proposed commercial and industrial uses are located outside of the safety zones but within the 65–75 dB CNEL range. The Port Master Plan specifically states that a restaurant or other commercial recreation use should be developed on the esplanade near the intersection of Grape Street and North Harbor Drive.⁶⁰ Those uses would be compatible within the 65 dB CNEL contour. The only

⁵⁵ California Coastal Commission, http://www.coastal.ca.gov/la/docs/lcp/FY11_12_SanDiegoCoast_LCPstatus_Final.pdf (accessed on March 8, 2013).

⁵⁶ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 1.

⁵⁷ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 55.

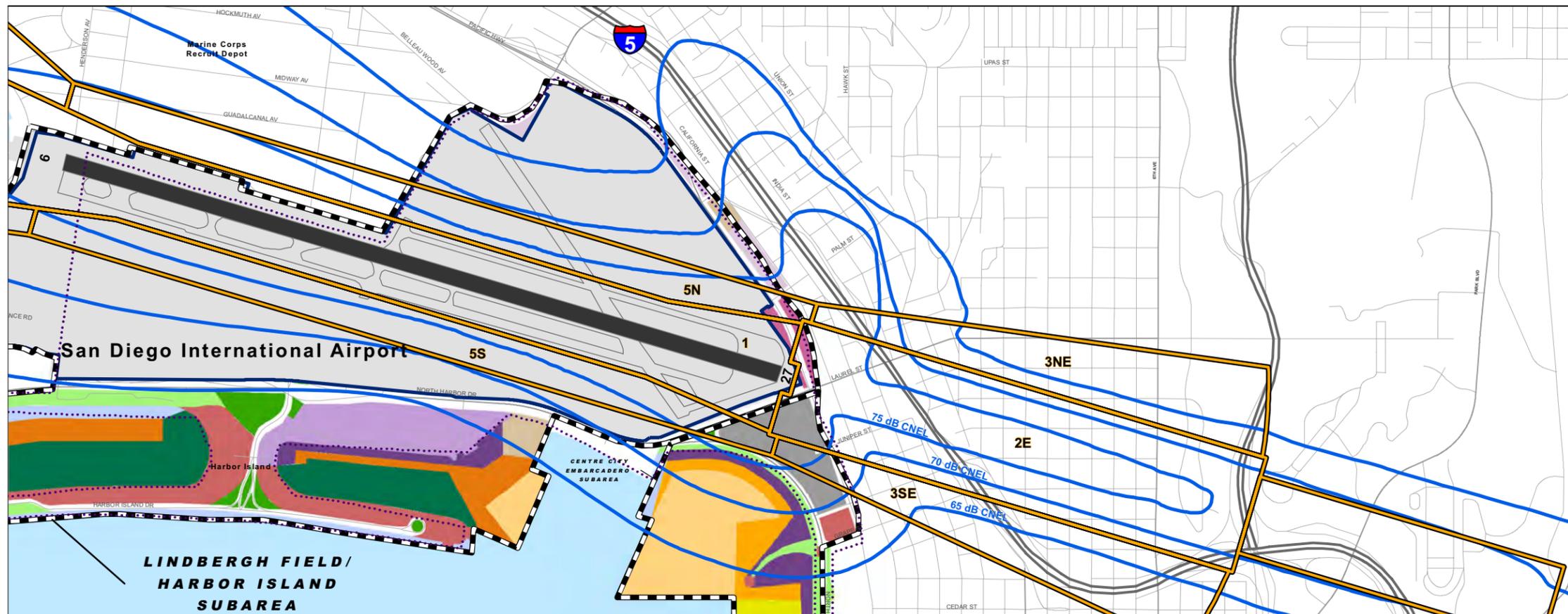
⁵⁸ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 61.

⁵⁹ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 60.

⁶⁰ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 60.

commercial use requiring sound attenuation within the 65-70 dB CNEL range would be visitor lodging.

The *Port Master Plan* does not propose any incompatible land uses in the ALUCP Impact Area.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ San Diego Unified Port District¹
- ▭ Proposed ALUCP Safety Zones
- ▭ Proposed ALUCP Noise Contours
- ▭ Planning Subareas

Land Use

- International Airport
- Aviation Related Industrial
- Airport Related Commercial
- Aviation Related
- Industrial Business Park
- Marine Terminal
- Commercial Recreation
- Commercial Fishing
- Commercial Fishing Berthing
- Specialized Berthing
- Terminal Berthing
- Boat Anchorage
- Boat Navigation
- Boat Navigation Corridor
- Ship Anchorage
- Ship Navigation Corridor
- Harbor Services
- Open Space
- Park/Plaza
- Recreation Boat Berthing
- Open Bay



Note: 1. The San Diego Unified Port District Master Plan defines the Port District's planning jurisdiction as tidelands conveyed by the State of California Legislature to the Port District to act as trustee for administration, upon which the Port District has regulatory duties and proprietary rights (see p. 1 of the Port Master Plan).

Sources: San Diego County Regional Airport Authority, February 2013 Draft Airport Land Use Compatibility Plan (proposed ALUCP noise contours and safety zones). Ricondo & Associates, Inc., April 2013, based on San Diego Unified Port District Master Plan, October 2012, Figure 1 "The Port's Planning Jurisdiction".

Prepared by: Ricondo & Associates, Inc., December 2013.

Exhibit 4-11
San Diego Unified Port District
Master Plan and ALUCP Impact Area

4.2.2.5 Regulatory Setting City of San Diego Municipal Code

4.2.2.5.1 City of San Diego Municipal Code Base Zones

The City of San Diego's zoning designations are set forth in Chapter 13 (Zones) of the San Diego Municipal Code (Municipal Code). The primary zoning designations in the Municipal Code are the "base zones," which "help ensure that land uses within the City are properly located and that adequate space is provided for each type of development identified."⁶¹ In addition to specifying the land uses that are permitted in each base zone, the standards in each base zone are intended to:

- (i) Regulate land uses;
- (ii) Minimize the adverse impacts of permitted land uses;
- (iii) Regulate the land use density and intensity within each base zone;
- (iv) Regulate the size of buildings; and
- (v) Classify, regulate, and address the relationships of uses of land and buildings.

Chapter 13 of the City of San Diego Municipal Code introduces the standard base zones for implementation of the land use framework identified in the general plan and community plans.⁶² The zone designations of the municipal code regulate residential and nonresidential uses. Section 4.3.2.5.1 of this Final EIR provides a detailed discussion of zoning as it applies to residential development, while this section discusses zoning as it applies to nonresidential development. Base zone designations in the ALUCP Impact Area accommodating nonresidential development include:

- Agricultural-Residential (AR1-1)
- Commercial-Community (CC-1-3, CC-3-5, CC-4-2, CC-4-5, CC-5-4, CC-5-5)
- Commercial-Neighborhood (CN 1-2)
- Commercial-Office (CO 1-2)
- Commercial Parking (CP 1-1)
- Commercial-Regional (CR 1-1)
- Commercial Visitor (CV 1-2)
- Industrial-Park (IP 2-1)
- Industrial-Small Lot (IS -1-1)
- Open Space-Park (OP 1-1)

⁶¹ City of San Diego Municipal Code §131.0101.

⁶² City of San Diego Municipal Code, Chapter 13, Zones.

Base zone designations identify the uses allowed and the development regulations that apply to properties in the City. This includes the maximum permitted FARs, which vary for each of the base zone designations listed above.

4.2.2.5.2 Planned District Ordinances

Planned districts are geographic areas regulated through special planned district ordinances (PDOs) adopted by the City Council.⁶³ Each PDO establishes a set of zoning regulations and base zones that are unique to each PDO. The following text provides a description of each applicable PDO within the ALUCP Impact Area.

Centre City Planned District

The Centre City PDO establishes land development and design guidelines for the Downtown CPA.⁶⁴ Zone designations established in the Centre City PDO allowing for nonresidential development within the ALUCP Impact Area include:

- Employment/Residential Mixed-Use (ER)
- Mixed Commercial (MC)
- Neighborhood Mixed-Use Center (NC)
- Park/Open Space (OS)
- Public/Civic (PC)

These five zoning designations allow for the development of residential and nonresidential uses including but not limited to retail, office, civic, educational, recreational, and open space uses. The intensity of development allowed in each zone designation is regulated primarily by the FAR. Allowable FARs in areas with these zone designations range from 3.0 to 8.0. Other building height and bulk limitations apply in the PDO, so these maximum floor area ratios may not be achievable on every potential building site.⁶⁵ Development bonus incentives are also available for developers who provide certain site amenities. If all bonus incentives are met, some floor area ratios may be higher than the nominal maximum FAR.

Golden Hill Planned District

The Golden Hill PDO establishes regulations intended to ensure that development of commercial and multi-family residential neighborhoods is accomplished without detracting from the existing character of the community. The only two nonresidential zone designations in the ALUCP Impact Area are commercial: GH-CN and GH-CC. The maximum permitted FAR for commercial development is 0.75 in

⁶³ City of San Diego Municipal Code, Chapter 15, Planned Districts.

⁶⁴ City of San Diego Municipal Code §156.0301.

⁶⁵

GH-CN and 1.00 in GH-CC. The maximum permitted FAR for mixed commercial/residential development is 1.75 in GH-CN and 2.00 in GH-CC.⁶⁶

Mid-City Communities Planned District

The Mid-City Communities PDO governs land development in the Uptown CPA. The PDO intends to ensure a pattern of commercial development that is in scale with the existing community. The seven nonresidential zone designations within the ALUCP Impact Area are commercial designations where the permitted FAR ranges from 0.75 to 2.0. The zoning designations within the portion of the Mid-Cities PDO in the ALUCP Impact Area include:

- MCCPD-CL-6
- MCCPD-CN-1A
- MCCPD-CN-4
- MCCPD-CV-4
- MCCPD-NP-1
- MCCPD-NP-2
- MCCPD-NP-3

The two-letter abbreviations in each zoning designation are defined as follows: CL -- Commercial Linear, CN -- Commercial Node; CV -- Commercial Village and NP -- Neighborhood Professional.

Southeastern San Diego Planned District

The Southeastern San Diego PDO provides development regulations intended to implement the recommendations of the Southeastern San Diego Community Plan.⁶⁷ The Southeastern San Diego PDO lists three nonresidential zone designations within the ALUCP Impact Area.

- SESDPD-CSF-3
- SESDPD-I-1
- SESDPD-I-2

The CSF Zone is intended to allow for commercial strip development and to accommodate existing development patterns or encourage patterns that are deemed to be appropriate because of the urban design features anticipated for the area. Both industrial zones, I-1 and I-2, are intended to provide quality development, decrease land use conflicts and provide maximum employment opportunities. The maximum permitted FAR for nonresidential development is 0.5 in CSF-3, 1.5 in I-1, and 2.0 in I-2.

⁶⁶ City of San Diego Municipal Code §158.0302(c)(6)(a).

⁶⁷ City of San Diego Municipal Code §1519.0101.

4.2.2.5-24.2.2.5.3 Airport Environs Overlay Zone

San Diego Municipal Code Article 2, Division 3, establishes an Airport Environs Overlay Zone (AEOZ). The AEOZ boundary for SDIA is defined by the combination of the 1999 forecast 60 dB CNEL contour and the Approach Area defined in the 2004 ALUCP. The RPZs for both runways are within the AEOZ boundary. The purpose of the AEOZ is to provide supplemental regulations for property surrounding SDIA.⁶⁸ The intent of the regulations is:

- a) To ensure that land uses are compatible with the operation of airports by implementing the ALUCP for SDIA adopted by the ALUC for the San Diego region
- b) To provide a mechanism whereby property owners receive information regarding the noise impacts and safety hazards associated with their property's proximity to aircraft operations
- c) To ensure that provisions of the California Administrative Code Title 21 [the Airport Noise Law] for incompatible uses are satisfied

In addition, the AEOZ ~~refers notes that the~~ to the land use compatibility table in the 2004 ALUCP ~~provides a land use compatibility table~~, which specifies the types of land uses that are incompatible within specified noise contours. Project applicants for residential development within the 60 dB CNEL contour must demonstrate that the indoor noise levels do not exceed 45 dB CNEL.⁶⁹ Although the land use compatibility standards of the 2004 ALUCP are referenced, the ordinance requires the use of 1999 noise contours, rather than the larger 1990 noise contours included in the 2004 ALUCP.

The AEOZ also provides that development proposals shall comply with the standards of the RPZs and the airport approach zone as established in the 2004 ALUCP. Those standards are as follows:

- Inside the RPZs, no new residential is permitted
- Within the airport approach zone underlying the approach to Runway 27, as identified in the 2004 ALUCP Figure 6, new ~~nonresidential~~ development is limited to 110 percent of the average residential density or nonresidential intensity occurring within a one-quarter mile radius of the proposed site
- As an alternative to the 110 percent density/intensity criterion, proposed uses in the portions of the Little Italy and Cortez Hill neighborhoods within the Approach Area may be limited to a Floor Area Ratio (FAR) of 2.0 and a 36-foot height limit.⁷⁰

⁶⁸ City of San Diego Municipal Code §132.0301.

⁶⁹ City of San Diego Municipal Code §132.0306(a).

⁷⁰ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 16, 19.

In addition, the AEOZ requires dedication of an aviation easement when development located within the 60 dB or greater CNEL contour results in an increase in the number of dwelling units within the AEOZ.⁷¹

The AEOZ provides that the property owner may file a petition to the City Council to override the City Manager's determination of noncompliance with the land use recommendations of the adopted ALUCP.⁷² The City Council may, by a two-thirds vote, override the City Manager's decision and determine that the proposed use meets the intent of the ALUCP if the City Council concludes that all three of the following conditions are met:⁷³

1. The proposed development will not be detrimental to the public health, safety, and welfare
2. The proposed development will minimize the public's exposure to excessive noise and safety hazards to the extent feasible
3. The proposed development will meet the purpose and intent of the California Public Utilities Code Section 21670

Exhibit 4-12 depicts the boundaries of the AEOZ for SDIA.

~~4.2.2.5.34~~ 4.2.2.5.4 *Airport Approach Overlay Zone*

The City of San Diego's Airport Approach Overlay Zone (AAOZ) provides supplemental development regulations for lands underlying the approach paths to SDIA. Per the City of San Diego Municipal Code:⁷⁴

The purpose of the AAOZ is to provide supplemental regulations for the property surrounding the approach path for SDIA, Lindbergh Field. The intent of these regulations is to help ensure the following:

- a) That the provisions of the Federal Aviation Act of 1958, as implemented through the FAA obstruction evaluation programs, are satisfied
- b) That the applicable provisions of California Public Utilities Code Section 21659, as administered by the Caltrans, are satisfied
- c) That the Authority, as the proprietor of SDIA, Lindbergh Field, is provided the opportunity to participate in the evaluation process conducted by the FAA and Caltrans

⁷¹ City of San Diego Municipal Code §132.0309 (a).

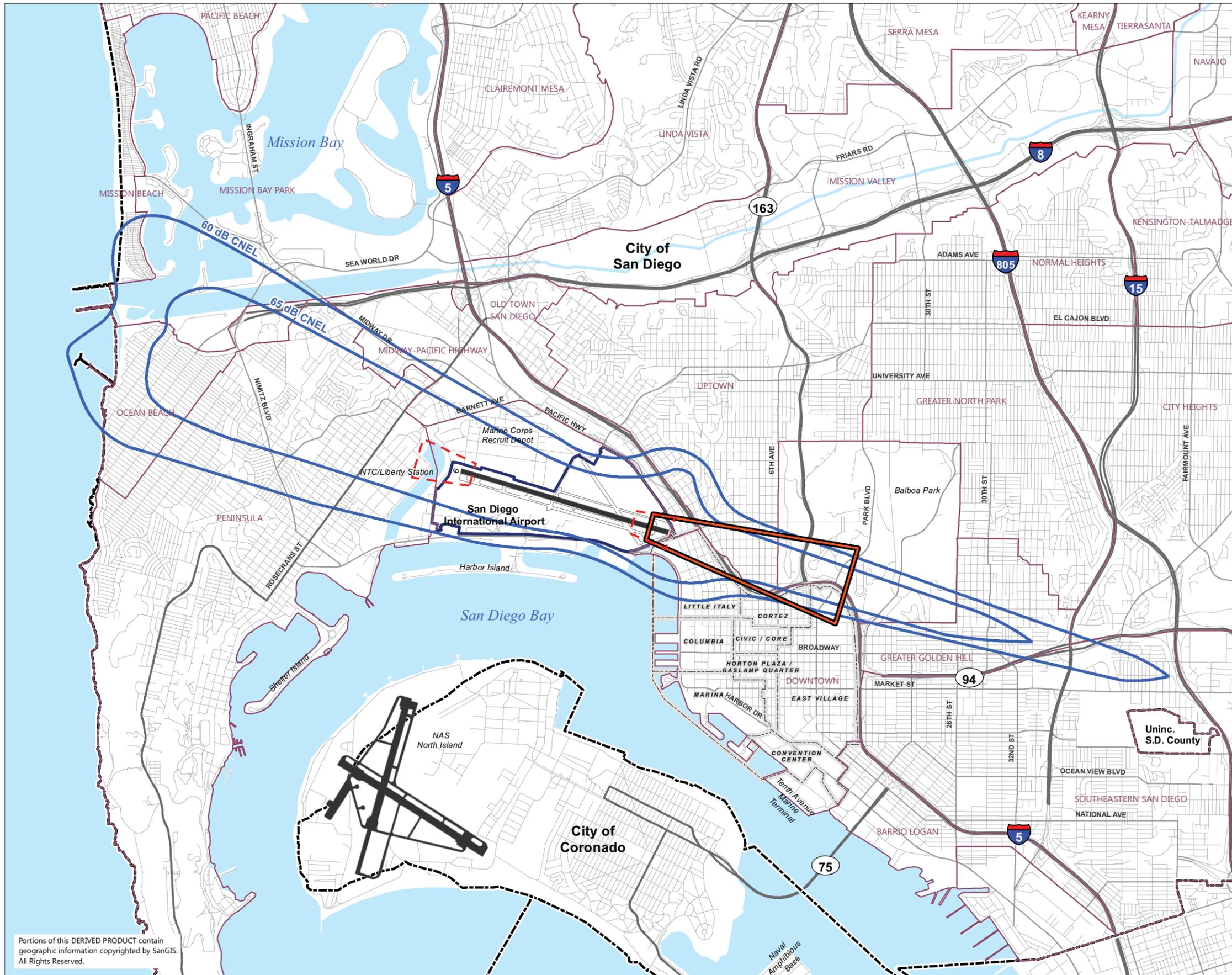
⁷² City of San Diego Municipal Code §132.0310 (a).

⁷³ City of San Diego Municipal Code §132.0310(b).

⁷⁴ City of San Diego Municipal Code §132.0201.

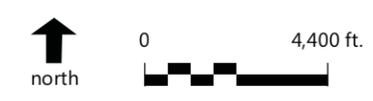
- d) That minimum vertical buffers are provided between the FAA-established approach paths as identified on Map No. C-926 and structures constructed within the AAOZ

The AAOZ is primarily a means by which the City of San Diego enforces FAA guidance on prevention of hazards to air navigation, thus protecting the critical airspace required to maintain the viability of continued operations at SDIA. The boundaries of the AAOZ are depicted on **Exhibit 4-13**.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ AEOZ Noise Contours (1999)
- ▭ AEOZ Approach Zone
- ▭ Community Planning Areas
- ▭ Neighborhood Boundary
- ▭ Runway Protection Zone



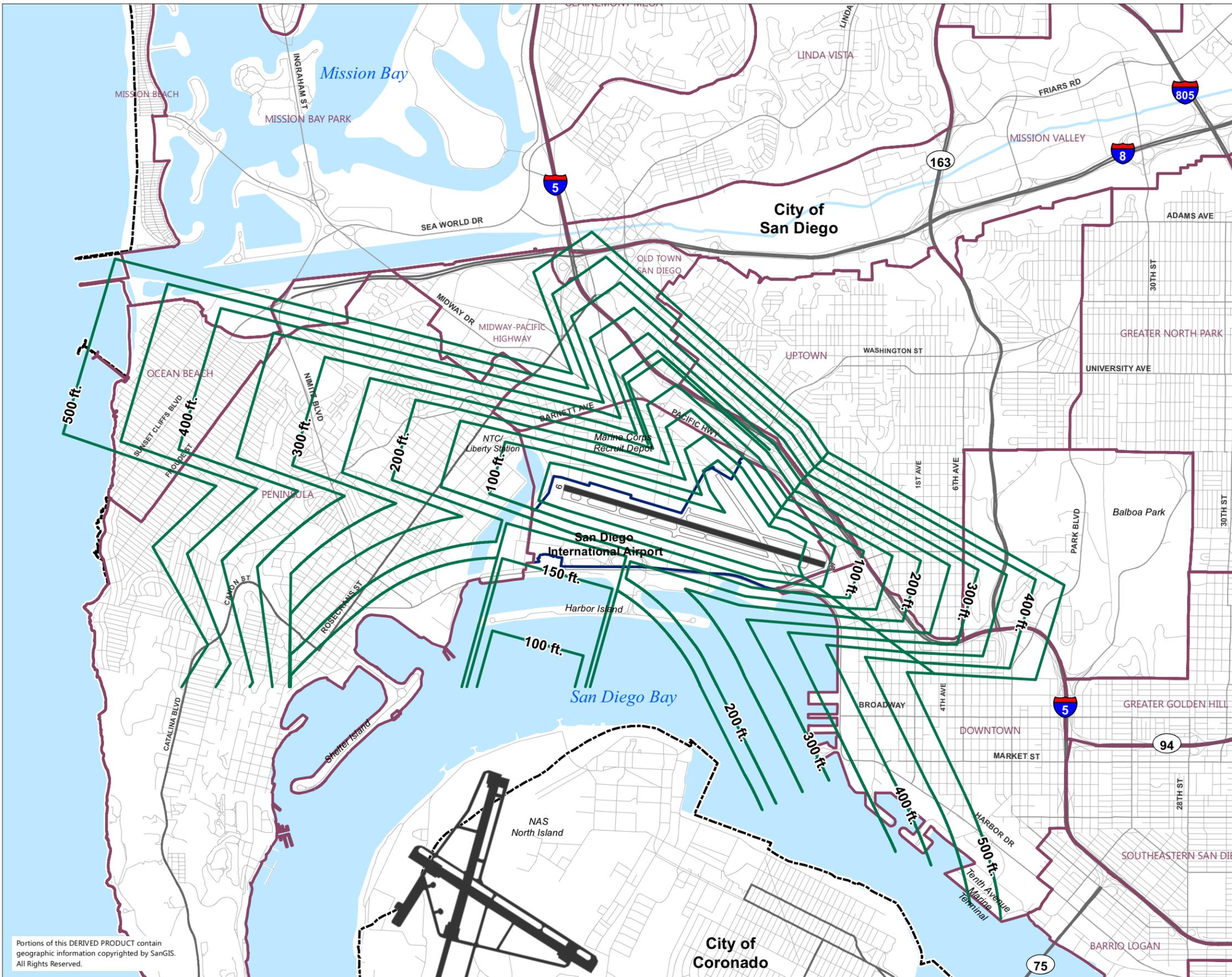
Notes: AEOZ = Airport Environs Overlay Zone

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego Geographic Information Source (SanGIS), November 2011 (basemap); City of San Diego Development Services Planning Division, 2012 (noise contours).

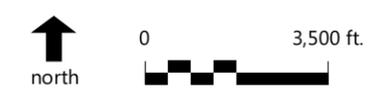
Prepared by: Ricondo & Associates, Inc., November 2013.

Exhibit 4-12
Airport Environs Overlay Zone

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- LEGEND**
- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ▭ Airport Property Boundary
 - ▭ Community Planning Areas
 - ▭ Neighborhood Boundary
 - ▭ Airport Approach Overlay Zone Boundaries



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones).

Prepared by: Ricondo & Associates, Inc., October 2013.

Exhibit 4-13
Airport Approach Overlay Zone
Boundaries

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Specific requirements of the AAOZ include:

1. Airport Approach Path Buffer – No structures that would encroach within 50 feet (vertically) of the AAOZ surface are allowed, provided that structures of 40 feet in height from the grade of the property are permitted⁷⁵
2. Notification Requirements – The City must notify the FAA and Airport Authority whenever a building or development permit application subject to AAOZ requirements is received
3. FAA Determination of No Hazard and Airport Authority Concurrence – No permits can be issued until:⁷⁶
 - a) The project applicant presents at least one of the following:
 - 1) a letter from the FAA stating that the proposed development does not require notice to the FAA
 - 2) a Determination of No Hazard from the FAA, stating that the proposed development has been determined not to be a hazard to air navigation
 - b) The Authority agrees with the FAA determination in one of the following ways:
 - 1) The Authority receives a copy of the FAA determination and agrees with the findings
 - 2) The Authority does not respond within 40 calendar days of receiving the forwarded FAA determination. In this case, Airport Authority concurrence with FAA findings will be assumed⁷⁷
4. If the Authority disagrees with FAA findings and files an appeal with the FAA, the City will issue no permits for construction until:
 - The FAA issues a final determination that the proposed development would not be a hazard to air navigation
 - 60 calendar days have elapsed since the FAA's determination became final
 - The proposed development does not encroach within 50 feet of FAA-established approach paths⁷⁸
5. Should the FAA issue a Determination of Hazard, the project applicant is prohibited by state law from building the proposed structure without ~~e~~a permit from Caltrans. If Caltrans issues a permit, then the City Council will review the project application and hold a public hearing. The City Manager will notify the Authority of the public hearing to review the application⁷⁹

⁷⁵ City of San Diego Municipal Code §132.0205.

⁷⁶ City of San Diego Municipal Code §132.0206.

⁷⁷ City of San Diego Municipal Code §132.0207.

⁷⁸ City of San Diego Municipal Code §132.0208.

⁷⁹ City of San Diego Municipal Code §132.0209.

4.2.2.5.5 Coastal Overlay Zone

San Diego Municipal Code Article 3, Division 15, establishes the Coastal Overlay Zone. This overlay zone applies to all properties within the boundary depicted on Exhibit 4-3 in Section 4.2.2.2. The Coastal Overlay Zone is intended to protect and enhance the quality of public access and coastal resources.⁸⁰ Specific requirements of the Coastal Overlay Zone include:

- Preserve, enhance, or restore public views designated to be protected;
- Maintain or enhance critical public views to the ocean and shoreline;
- Preserve visual corridors through deed restrictions and conditions on Coastal Development Permit approval whenever the following conditions exist:
 - The proposed development lies between the shoreline and the first public roadway;
 - A visual corridor is feasible and will serve to preserve, enhance, or restore public views of ocean or shoreline;
- Preserve, enhance, or restore an existing or potential view between the ocean and the first public roadway by side yard setback areas required by a deed; and,
- Preserve existing views of remodeling sites if the site is legally required to be preserved.⁸¹

4.2.2.5.4 4.2.2.5.6 Coastal Height Limit Overlay Zone

The Coastal Height Limit Overlay Zone (CHLOZ) was implemented in response to a voter-approved initiative and provides supplemental height regulations for development occurring within the City of San Diego Coastal Zone.⁸² The term "Coastal Zone" refers to the area generally within the city limits west of I-5 extending to the Pacific Ocean. While intended to protect views of the ocean and the bay, the CHLOZ also indirectly provides an extra layer of airspace protection around SDIA by limiting the heights of new buildings. The boundaries of the CHLOZ are depicted on **Exhibit 4-14**.

Within the CHLOZ, new structures cannot exceed 30 feet in height from the base of the building. Within the ALUCP Impact Area, however, there is one exception. Properties south of Laurel Street extending to the city limit bordering National City are not subject to this 30-foot height limit. This includes the highly urbanized Centre-City Downtown CPA.

4.2.2.5.7 Airport Land Use Compatibility Overlay Zone

San Diego Municipal Code Article 2, Division 15, establishes the Airport Land Use Compatibility Overlay Zone (ALUCOZ). The purpose of the ALUCOZ is to implement adopted ALUCPs, in accordance with state

⁸⁰ City of San Diego Municipal Code §132.0401.

⁸¹ City of San Diego Municipal Code §132.0403.

⁸² City of San Diego Municipal Code §132.0501.

law, as applicable to property within the City.⁸³ The ALUCOZ currently applies to the MCAS Miramar, Montgomery Field, Gillespie Field, and Brown Field AIAs. The intent of the ALUCOZ, if it is adopted by the City to apply to SDIA, would be to ensure that new development located within the SDIA AIA is developed in a manner consistent with the airport compatibility policies and standards of the SDIA ALUCP.

4.2.3 THRESHOLDS OF SIGNIFICANT ENVIRONMENTAL IMPACT

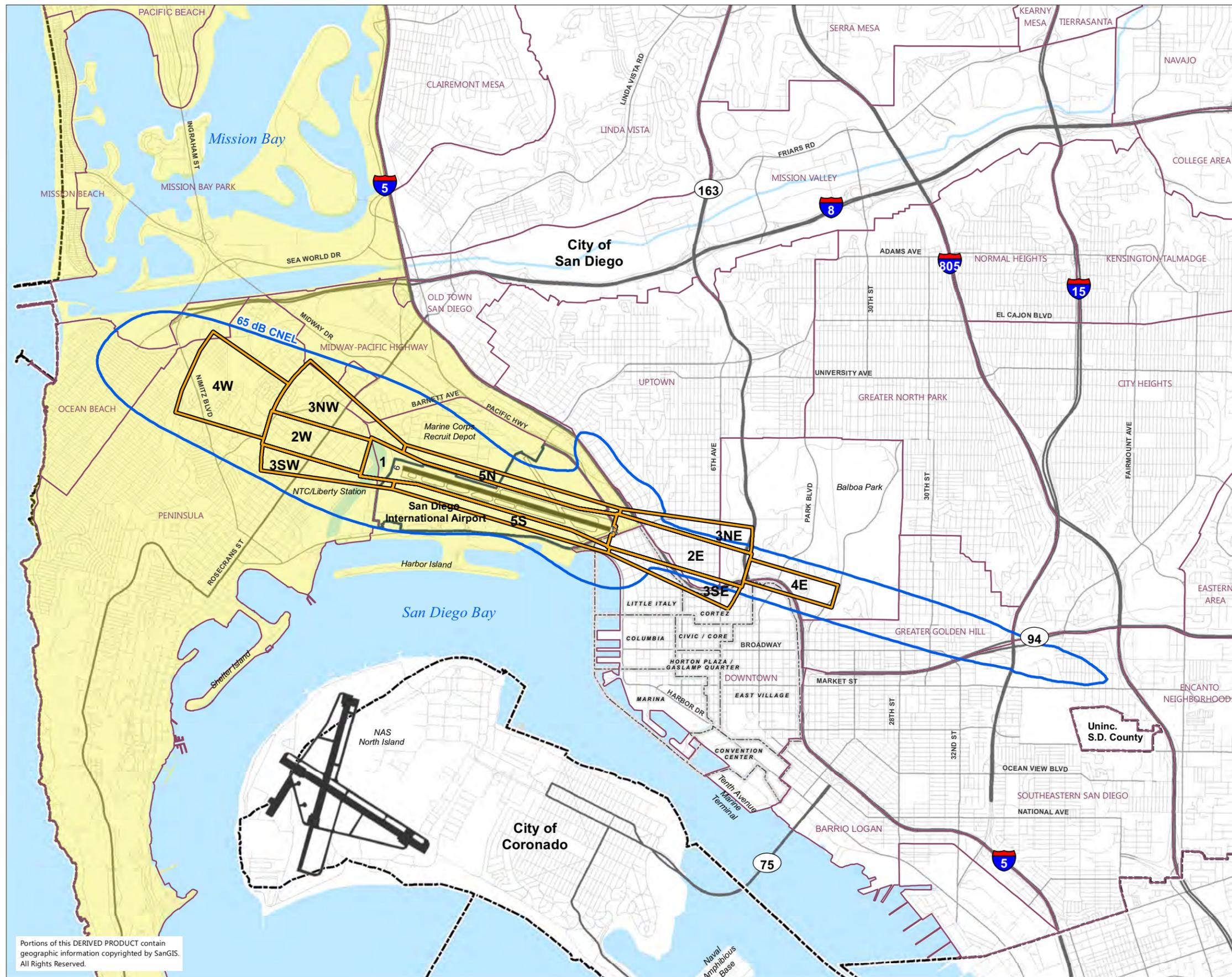
Under CEQA Guidelines, Appendix G, a project would result in potentially significant impacts relative to land use and planning if the project would:

- a) Physically divide an established community; or
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The proposed ALUCP does not entail any new development, construction, or changes to existing land uses or the environment. Therefore, the proposed ALUCP would not directly or indirectly physically divide an established community. Consequently, the proposed ALUCP does not conflict with threshold (a). In addition, no habitat conservation plan or natural community conservation plan applies within the ALUCP Impact Area; therefore there are no conflicts with threshold (c).

With respect to threshold (b), the proposed ALUCP is unlikely to conflict with any land use plans "adopted for the purpose of avoiding or mitigating an environmental effect," because it would establish limits on the density and intensity of development. Although the policies and standards of the proposed ALUCP are designed to ensure public health and safety, they may conflict or be inconsistent with certain provisions of community plans applying within the ALUCP Impact Area.

⁸³ City of San Diego Municipal Code 131.1501



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- ▭ Proposed ALUCP Noise Contour
- ▭ Proposed ALUCP Safety Zones
- ▭ Community Planning Areas
- ▭ Neighborhood Boundary
- ▭ Coastal Height Limit Overlay Zone (CHLOZ) *



Note: * Within the CHLOZ building heights cannot exceed 30 feet from the base of the building.

Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, February 2013 (proposed ALUCP noise contours and safety zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit 4-14
Coastal Height Limit Overlay Zone**

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In addition to the CEQA Appendix G thresholds, the City of San Diego Development Services Department has prepared CEQA Significance Determination Thresholds to be used together with the Appendix G thresholds. The thresholds are intended to assist City staff, project proponents and the public in determining whether a project may have a significant effect on the environment. While SDCRAA is not subject to the City's significance thresholds, this ~~Draft-Final~~ EIR considers those thresholds because the ALUCP Impact Area encompasses property within the San Diego city limits.

Specific to Land Use and Planning, the City thresholds provide that consistency with the Strategic Framework Element (City of Villages) should be discussed and evaluated as appropriate in environmental documents. In addition, consistency with the adopted community and specific/precise plans, as well as the Multiple Species Conservation Program (MSCP) Subarea Plans, should be considered. The City's thresholds note that inconsistency with a plan is not by itself a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA.⁸⁴ The City of San Diego's significance thresholds provide that the following may be considered significant land use impacts:

1. Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan
2. Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (for example, development of a designated school or park site with a more intensive land use could result in traffic impacts)
3. Substantial incompatibility with an adopted plan. For example: rock crusher in a residential area would result in land use conflicts related to environmental consequences (i.e. noise), and environmental impacts would result. As a general rule, projects that are consistent with the zoning and compatible with surrounding uses should not result in land use impacts
4. Development or conversion of general plan or community plan designated open space or prime farmland to more intensive land use
5. Incompatible uses as defined in an airport land use plan or inconsistency with an airport's Comprehensive Land Use Plan (CLUP) [ALUCP] as adopted by the Airport Land Use Commission (ALUC) to the extent that the inconsistency is based on valid data. CEQA, Section 21096 and 15154 requires this land use/health and safety analysis. For additional information, consult the *California Airport Land Use Planning Handbook*⁸⁵, or the applicable Comprehensive Land Use Plan (CLUP) [ALUCP].

⁸⁴ City of San Diego, Development Services Department, *California Environmental Quality Act Significance Determination Thresholds*, January 2011, p. 46.

⁸⁵ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011.

6. Inconsistency/conflict with adopted environmental plans for an area. For example, a use incompatible with MSCP [Multiple Species Conservation Program] for development within the MHPA [Multiple Habitat Planning Area] would fall into this category
7. Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone

The proposed ALUCP does not entail any new development, construction, or changes to existing land uses or the environment. Additionally, neither the City's MSCP Subarea Plan nor any other approved local, regional or state habitat conservation plans apply within the ALUCP Impact Area. Therefore, the proposed ALUCP would not result in impacts relating to the City's Thresholds 4, 5, 6, or 7.

The impact analysis in the next section considers the potential effects of the proposed ALUCP on City Thresholds 1, 2, and 3 and CEQA Threshold (b).

4.2.4 PROJECT-SPECIFIC IMPACTS

The policies and standards of the proposed ALUCP would limit future development within the ALUCP Impact Area in three ways: by limiting the density of new residential development; by limiting the intensity of new nonresidential development; and by designating the new development of certain land uses as incompatible within parts of the ALUCP Impact Area (which would effectively prohibit development of those uses, should they be proposed in the future). This section analyzes how implementation of those ALUCP policies would change the potential future development pattern in the ALUCP Impact Area compared with current land use plans and regulations. Specifically, the impact of the ALUCP policies and standards relating to incompatible uses and nonresidential intensity limits are assessed in this section. The effects of the residential density limits are assessed in Section 4.3.

The proposed ALUCP is fully consistent with the citywide goals and objectives defined in the Land Use Element of the City of San Diego General Plan. As summarized in Section 4.2.2.2, the General Plan promotes a City of Villages development concept, with growth focused around mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. The policies and standards of the proposed ALUCP would not conflict with this generalized vision of future development in the area.

The City's LCP, which is set forth in the land use plans for the CPAs within the coastal zone, would also be unaffected by the proposed ALUCP. The policies and standards of the proposed ALUCP, which would limit the density and intensity of future development and effectively prohibit the development of a limited set of sensitive land uses in high-noise areas and safety zones, would not conflict with any LCP goals, objectives, or policies. In addition, the Land Use Element of the General Plan specifically addresses the need for airport land use compatibility and includes the following two goals with which the proposed ALUCP would be fully consistent:

- Protection of the health, safety, and welfare of persons within an AIA by minimizing the public's exposure to high levels of noise and risk of aircraft accidents
- Protection of public use airports and military air installations from the encroachment of incompatible land uses within an AIA that could unduly constrain airport operations⁸⁶

The policies and standards of the proposed ALUCP are quite specific and target relatively small geographical areas within the City. ~~Individual community plans constitute a critical part of the Land Use Element of the City's General Plan, incorporating a finer level of detail than the overall framework plan. However, the policies of the community plans are implemented through prescriptive zoning standards found in the municipal code, and it is inconsistencies between the proposed ALUCP and the zoning regulations, rather than the community plans, which would potentially result in land use impacts. Because the individual community plans constitute a critical part of the Land Use Element of the City's General Plan, incorporating a finer level of detail than the overall framework plan, the impact of the proposed ALUCP on those plans must be considered. The relationship of the proposed ALUCP to the zoning provisions within the ALUCP Impact Area, which implement the policies of the community plans, must also be assessed.~~ The balance of this analysis focuses on the potential impacts of the proposed ALUCP in each affected CPA.

Exhibits 4-15 and **4-16** depict properties unavailable for at least one incompatible land use and properties subject to potential displacement of nonresidential floor area, respectively, under the proposed ALUCP.

4.2.4.1 Potential Impacts in ~~Centre City~~Downtown CPA

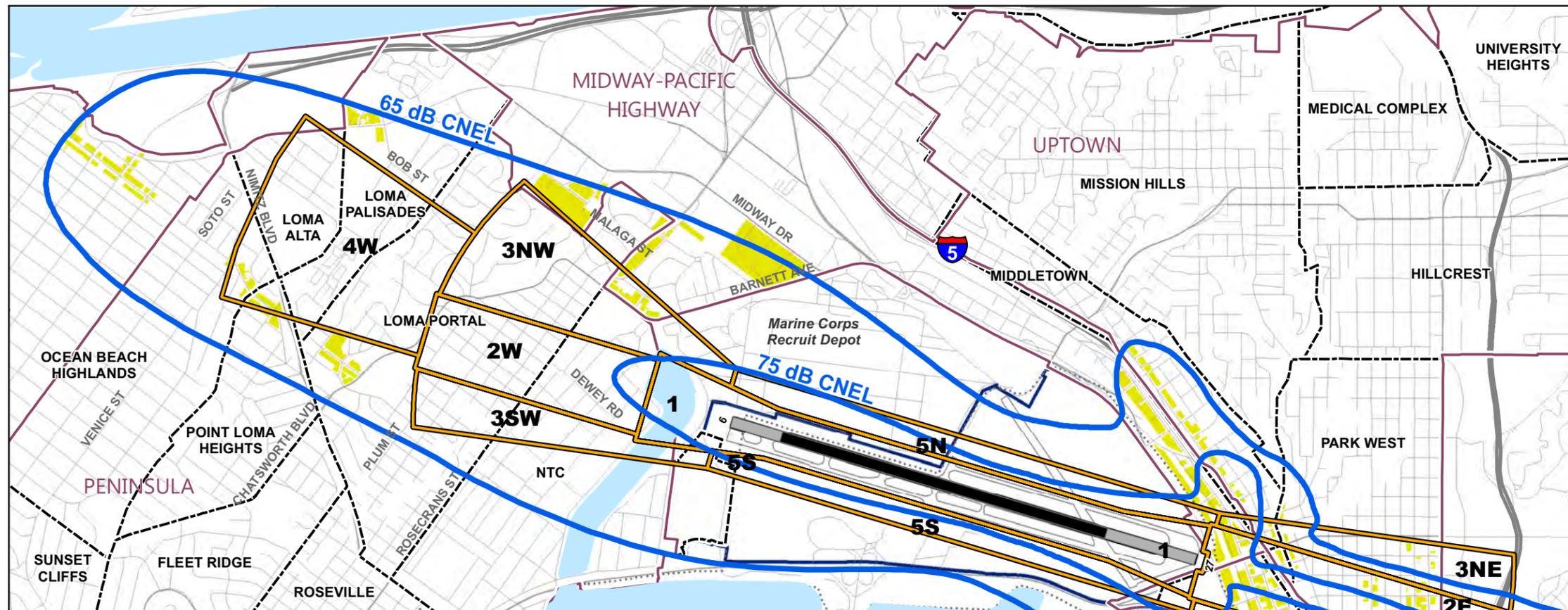
The portion of the ALUCP Impact Area within the ~~Centre City~~Downtown CPA includes parts of three neighborhoods, East Village, Cortez and Little Italy. The portion of East Village within the ALUCP Impact Area is a recreation field on the grounds of a school and is not developable property. Thus, only the Cortez and Little Italy neighborhoods are anticipated to be impacted by the proposed ALUCP. The ALUCP Impact Area within ~~Centre City~~Downtown is generally located north of Beech Street, bounded by I-5, as depicted in Exhibit 4-4 in Section 4.2.2.3.1.

The goals and objectives for ~~Centre City~~Downtown, as established in the *Downtown Community Plan* and summarized in Section 4.2.2.3.1, generally encourage the continuation of current mixed land use patterns, although the plan also promotes an increase in development intensities.

⁸⁶ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, pp. LU-31,35.

The portion of the ~~Centre City~~Downtown CPA impacted by the ALUCP Impact Area has the following land use designations:

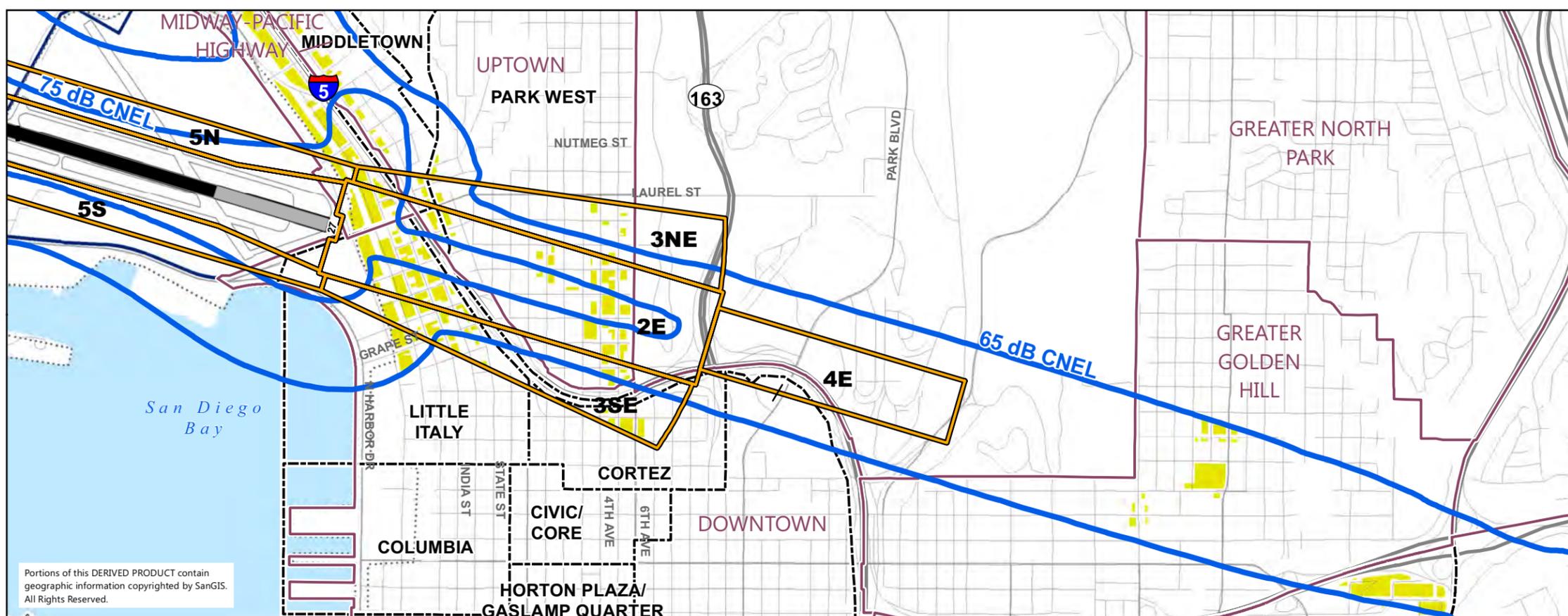
- Commercial
- Industrial
- Institutional-Services
- Mixed Uses
- Open Space
- Transportation



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Community Planning Areas
- - - Neighborhood Boundaries
- ▭ Displaced Thresholds
- ⋯ San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Safety Compatibility Zone
- ▭ Noise Contour (65 dB & 75 dB CNEL)
- ▭ Properties Unavailable for at Least One Incompatible Land Use

The results of the Displacement Analysis discussed in Appendix A of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.

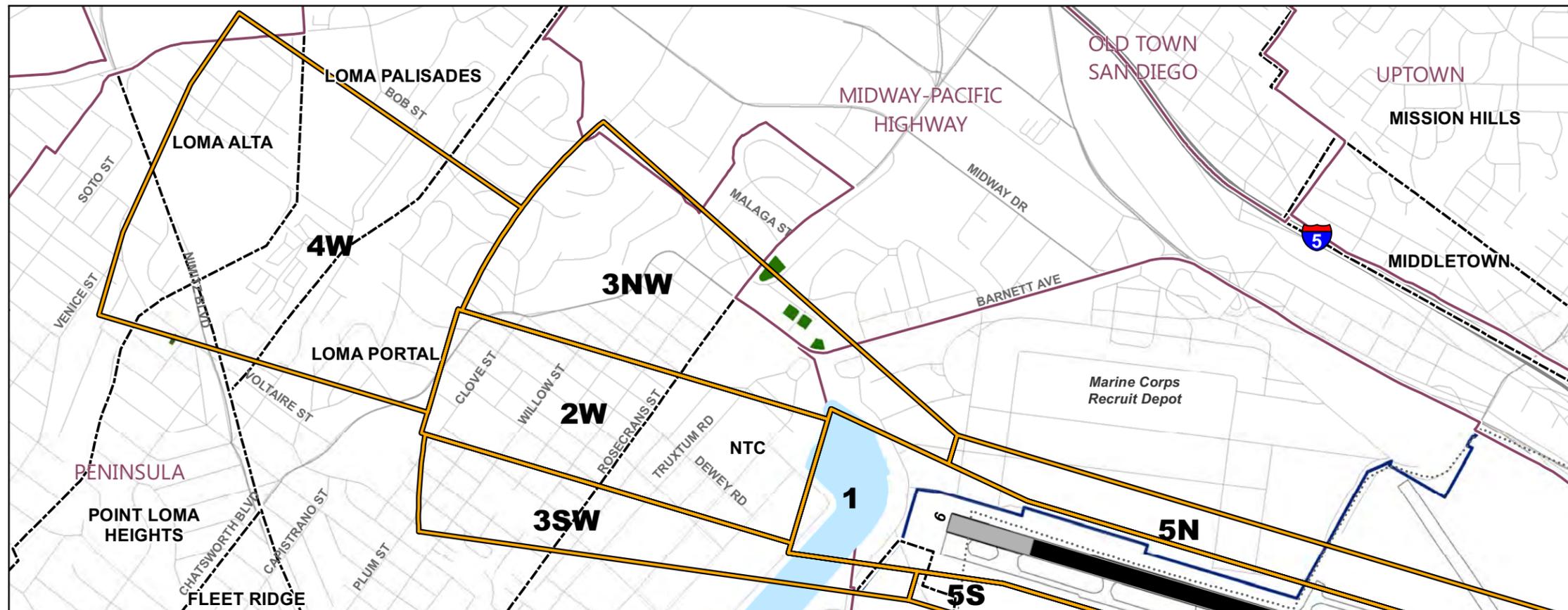


Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on draft SDIA ALUCP (safety compatibility zones and noise contours).

Prepared by: Ricondo & Associates, Inc., December 2013.

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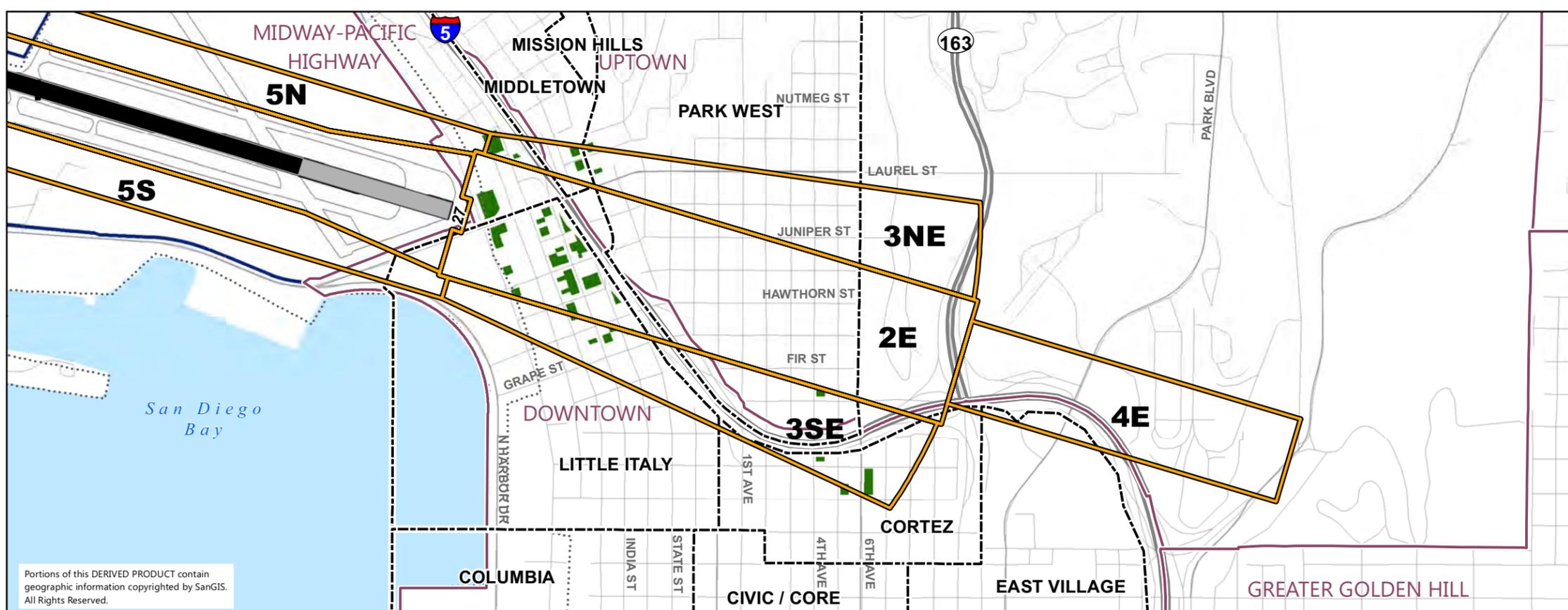
Exhibit 4-15
Properties Unavailable for at Least One Incompatible Land Use



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Community Planning Areas
- - - Neighborhood Boundaries
- ▭ Displaced Thresholds
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Safety Compatibility Zone
- ▭ Potential Displacement of Future Nonresidential Development

The results of the Displacement Analysis discussed in Appendix A of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.



Note: Implementation of the ALUCP would reduce the allowable nonresidential floor area on the indicated properties by would not prohibit nonresidential development.

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit 4-16
Properties Subject to the Potential
Displacement of Future Nonresidential
Development**

These designations are quite general, with the titles tending to describe the dominant uses that would be encouraged in each area. In fact, however, a mix of specific land use types are allowed within the commercial, industrial, and mixed uses designations. In assessing the potential impact of the proposed ALUCP in the ~~Centre-City~~Downtown CPA, it was necessary to understand the full range of uses that would be allowed within each community plan land use designation. This was done by reviewing the zoning provisions applicable to the area. The analysis considered the uses permitted in the applicable base zones and any special regulations that would be imposed by the applicable overlay zones – the AAOZ, AEOZ, and CHLOZ, described in Sections ~~4.2.2.4.2 to 4.2.2.4.4~~4.2.2.5.3 to 4.2.2.5.5.

Within the Little Italy and Cortez neighborhoods of the ~~Centre-City~~Downtown CPA, the proposed ALUCP would conflict with the ~~Community Plan~~applicable zoning by designating certain future land uses as incompatible that otherwise would be allowed ~~by the Community Plan~~. The proposed ALUCP would also conflict with the maximum density limits and floor area ratios ~~in the Community Plan and~~ set by zoning because the proposed ALUCP would set more restrictive limits.

4.2.4.1.1 *Impacts on Incompatible Land Uses*

~~With the proposed ALUCP, s~~Several land use types would be incompatible within the ~~proposed~~ CNEL noise contours and ~~proposed~~ Safety Zones 1, 2E, 3SE and 4E. The displacement analysis (in Appendix A) determined that within ~~Centre-City~~Downtown, 29.3 acres, spread among 128 parcels, would be rendered unavailable for the development of at least one type of incompatible land use under the proposed ALUCP.

Table 4-8 presents the amount of developable land that would become unavailable for the development of incompatible land uses in ~~Centre-City~~Downtown CPA under the proposed ALUCP. The affected properties are depicted on Exhibit 4-15. Most of the affected incompatible uses are educational, institutional and public service uses. The impacts on those uses are discussed in Section 4.4, Public Services. The other affected land uses are group quarters, for which 12.8 acres would become unavailable, sports and fitness facilities for which 12.9 acres would become unavailable, and emergency communications facilities and transit centers, for which 11.0 acres would become unavailable. (The *Downtown Community Plan* does not specifically propose new group quarters, sport and fitness facilities, emergency communications facilities or transit centers in any location where they would be considered incompatible under the proposed ALUCP.)

Table 4-8: Developable Land Rendered Unavailable for Incompatible Uses with Proposed ALUCP in Centre City/Downtown CPA by Land Use Type

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Residential		
Group Quarters	12.8	63
Commercial, Office, Service, Transient, Lodging		
Sport/Fitness Facility	12.9	64
Educational, Institutional, Public Services		
Assembly – Children (Instructional Studios, Cultural Heritage Schools, Religious, Other)	30.8	181
Child Day Care Center/Pre-K	42.7	206
Jail, Prison	14.3	63
Medical Care – Congregate Care Facility	42.7	206
Medical Care – Hospital	6.2	4
Medical Care – Outpatient Surgery Centers	42.3	204
School for Adults	12.0	26
School – K-12	29.5	81
Transportation, Communication, Utilities		
Emergency Communications Facilities	11.0	50
Transit Center, Bus/Rail Station	11.0	50

NOTE: The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in in multiple rows of the table. This is because the zoning that currently applies in Centre City/Downtown allows many of these uses in the same zoning districts.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April-December 2013.

4.2.4.1.2 *Impacts on Conditionally Compatible Nonresidential Land Uses*

Under the proposed ALUCP, Conditional uses are defined as land uses that are permitted if the noise standards specified in Table 2-1 and safety standards in Table 2-2 are met.

The noise compatibility standards of the proposed ALUCP (presented in Table 2-1) require sound attenuation and, in some cases, the dedication of avigation easements for conditional uses. Those conditions would not prevent the development of those uses in the ALUCP Impact Area. As discussed in Appendix A, the Analysis of Displaced Development, the incorporation of sound attenuation features in

new construction adds little to the overall cost of construction.⁸⁷ Furthermore, standard construction measures are often capable of sufficient outdoor-to-indoor noise level reduction to achieve the required interior noise levels of 45 dB CNEL and, for certain nonresidential uses, 50 dB CNEL.⁸⁸

The safety policies and standards of the proposed ALUCP would limit the density of new residential uses and the intensity of new nonresidential uses, as shown in Table 2-2. Those limits vary by safety zone and CPA. Potential impacts on nonresidential uses are considered in this section (potential impacts on residential uses are presented in Section 4.3, Population and Housing). In most of the affected area, the proposed limits on the intensity of new nonresidential development would reduce the potential floor area that could be developed compared with the amount of development allowed under current land use plans and regulations. This potential reduction in the amount of development is referred to as “displaced” development.⁸⁹

Table 4-9 compares the potential additional nonresidential floor area that could be built in the Centre City Downtown portion of the ALUCP Impact Area based on current land use plans and zoning regulations with the additional floor area that could be developed based on the proposed ALUCP. Under the current plans and zoning regulations, Centre City Downtown could accommodate an additional 1,118,308 square feet of nonresidential floor area. Under the proposed ALUCP, it could accommodate 789,426 square feet, a potential reduction of 398,883 square feet. The amount of displacement would be almost evenly split between the Cortez neighborhood (179,783 square feet) and Little Italy (219,099 square feet).

While the amount of potential nonresidential displacement in the impacted portion of Centre City Downtown is a sizeable proportion of the additional development capacity that would be available under current zoning land use plans and regulations (34 percent), it must be recognized that a substantial amount of additional development would remain possible after implementation of the proposed ALUCP.

The displacement analysis (in Appendix A) provided one possible scenario about the apportionment of the displaced floor area among different land uses, as presented in **Table 4-10**. This apportionment essentially assumes the continuation of the current mix of land uses in the affected parts of Centre City Downtown. It is estimated that 149,305 square feet of Office space would be subject to displacement, followed by 84,279 of Commercial – Retail space, 80,626 square feet of Commercial – Lodging space, and 51,810 square feet of Industrial space. An estimated 13,948 square feet of Institutional space, 12,771 square feet of Commercial – Eating, Drinking, Entertainment space, and 6,143 square feet of Commercial – Services space would also be subject to displacement.

⁸⁷ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A.

⁸⁸ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12.

⁸⁹ The proposed ALUCP would not apply to existing development and would not require the relocation or displacement of any existing development.

Table 4-9: Potential Displacement of Nonresidential Floor Area in Centre-CityDowntown CPA with the Implementation of the Proposed ALUCP by Neighborhood

NEIGHBORHOOD	ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQUARE FEET)		DISPLACEMENT WITH PROPOSED ALUCP ^{1/}	
	WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	FLOOR AREA (SQUARE FEET)	PERCENTAGE ^{1/}
Cortez	412,567	232,784	179,783	44%
Little Italy	775,741	556,642	219,099	28%
Total – <u>Centre-CityDowntown</u> CPA	1,118,308	789,426	398,883	34%

NOTES: ^{1/} Displaced floor area as a percentage of the additional floor area that could be built under current regulations

^{2/} Sums may not add up due to rounding.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., May-December 2013.

Table 4-10: Potential Nonresidential Displacement in Centre-CityDowntown CPA by Land Use Type

LAND USE TYPE	DISPLACED FLOOR AREA (SQUARE FEET)		
	CORTEZ	LITTLE ITALY	TOTAL
Commercial-Eating, Drinking, Entertainment	225	12,546	12,771
Commercial-Lodging	65,503	15,123	80,626
Commercial-Retail	3,871	80,408	84,279
Commercial-Services	0	6,143	6,143
Industrial	0	51,810	51,810
Institutional	13,948	0	13,948
Office	96,236	53,069	149,305
Totals:	179,783	219,099	398,883

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., May-December 2013.

To put the potential displacement attributable to the proposed ALUCP in a broader perspective, it is useful to compare it with the total development capacity in the entire CPA. **Table 4-11** presents estimates of the additional nonresidential buildout capacity for all of Centre City Downtown as provided in the *Downtown Community Plan*. As of August 2004, 23,372,000 square feet of additional nonresidential development was projected. The maximum amount of potentially displaced floor area with the implementation of the ALUCP, 398,883 square feet (see Table 4-10), is 1.7 percent of the potential additional development in Centre City Downtown.

Table 4-11: Estimated Buildout Capacity in Centre City Downtown as of August 2004

	EXISTING (AUGUST 2004)	PIPELINE (AUGUST 2004)	ADDITIONAL CAPACITY	TOTAL ^{1/}
Office (s.f.)	9,473,000	932,000	11,623,000	22,028,000
Civic Office (s.f.)	3,671,000	1,279,000	2,843,000	7,793,000
Culture and Education (s.f.)	1,508,000	519,000	533,000	2,560,000
Retail (s.f.)	2,658,000	679,000	2,733,000	6,070,000
Hotels (s.f.) ^{2/}	4,860,000	2,099,000	5,040,000	12,000,000
Other (s.f.) ^{3/}	2,180,000	0	600,000	2,780,000
Total non-residential (s.f.)	24,350,000	5,508,000	23,372,000	53,230,000

NOTES:

s.f. = Square Feet

Existing square foot totals include only building area to remain after proposed changes, not total existing square footage. The exception to this is on parcels currently used for civic purposes, where total existing square footage is shown. Numbers are rounded.

1/ Figures displayed may not total precisely due to rounding.

2/ Existing, pipeline and additional capacity for floor area for hotels calculated by consultant based on existing total square feet of nonresidential floor area. Total floor area for hotels is based on 600 square feet of floor area per 20,000 hotel rooms anticipated at buildout.

3/ Composed of convention center and ballpark square feet.

SOURCE: *Downtown Community Plan*, Table 3-2 Estimated Buildout as of August 2004, CCDC GIS Database, page 3-27.

PREPARED BY: Ricondo & Associates, Inc., ~~June-December~~ 2013.

The proposed ALUCP would conflict with the applicable zoning in the Downtown CPADowntown Community Plan by designating certain land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. The proposed ALUCP would also reduce the allowable residential densities and nonresidential intensities within the safety zones. Zoning Aa amendments ~~to the Community Plan~~ would be required to achieve consistency with the proposed ALUCP. When the impacts in other CPAs in the ALUCP Impact Area are accounted for, theseThe conflicts and the potential changes that are required to the zoning codeCommunity Plan are considered to be significant impacts. (Refer to Section 4.2.7.)

4.2.4.2 Potential Impacts in Greater Golden Hill CPA

The ALUCP Impact Area is generally located in the center of the Greater Golden Hill CPA, south of Cedar Street and north of Broadway Street, as depicted in Exhibit 4-5 in Section 4.2.2.3.2. The only portion of the ALUCP Impact Area within the Greater Golden Hill CPA is the 65-70 dB CNEL noise contour range.

The goals and objectives for Greater Golden Hill, as summarized in Section 4.2.2.3.2, encourage the continuation of current land use patterns. The portion of the Greater Golden Hill CPA impacted by the ALUCP Impact Area has the following land use designations:

- Commercial
- Institutional - Services
- Mixed Use
- Open Space
- Residential
- Transportation

These designations are quite general. The land use designations describe the predominant uses that would be encouraged in each area, although a broad range of specific land use types are allowed within each designation. To understand the extent of the impacts, the full range of uses allowed in each community plan land use designation and the zoning provisions implementing the community plan were reviewed. The analysis considered the uses permitted in the applicable base zones and any special regulations that would be imposed by the applicable overlay zones – the AAOZ, AEOZ and CHLOZ, described in Sections ~~4.2.2.4.2 to 4.2.2.4.4~~4.2.2.5.3 to 4.2.2.5.5.

Part of the Golden Hill CPA is within the 65 to 70 dB CNEL range, where the proposed ALUCP would designate certain future land uses as incompatible and others as conditionally compatible, subject to the granting of avigation easements and sound attenuation measures.

4.2.4.2.1 Impacts on Incompatible Land Uses

A number of developable properties in Greater Golden Hill would become unavailable to incompatible uses after implementation of the proposed ALUCP, including 7.2 acres on 23 parcels for ~~assemblies of~~ children's assembly facilities and day care centers; and 4.4 acres on one parcel for congregate care facilities, nursing and convalescent homes, hospitals, out-patient surgery centers and K-12 schools.

The land uses that could be potentially affected are all public service and institutional uses. The effects of the proposed ALUCP on these uses are discussed in Section 4.4, Public Services. Exhibit 4-15 depicts the properties that would become unavailable to incompatible uses with the proposed ALUCP.

4.2.4.2.2 Impacts on Conditionally Compatible Nonresidential Land Uses

Conditionally compatible land uses within the 65-70 dB CNEL noise contour range include hotels, motels, resorts, jails, prisons, theaters, libraries, museums, galleries, places of assembly for adults (religious, fraternal, other) and schools for adults including colleges, universities and vocational/trade schools. These uses would require sound attenuation to ensure that interior sound levels attributable to outdoor sources do not exceed 45 dB CNEL, as noted in Table 2-1 in Section 2. As explained in Appendix A, it is likely that standard construction measures would achieve the required level of outdoor-to-indoor noise level reduction.⁹⁰ If additional acoustical treatment would be required, the costs would be a small fraction of the overall construction costs.⁹¹ Thus, the proposed ALUCP is expected to have a less than significant impact on the potential construction of these conditional uses in the Greater Golden Hill CPA.

The proposed ALUCP would conflict with the applicable zoning in the Greater Golden Hill CPA~~Golden Hill Community Plan~~ by designating certain land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. Zoning A~~amendments to the Community Plan~~ would be required to achieve consistency with the proposed ALUCP. When the impacts in other CPAs in the ALUCP Impact Area are accounted for, these~~The~~ conflicts and the potential changes that are required to the zoning code~~Community Plan~~ are considered to be significant impacts. (Refer to Section 4.2.7.)

4.2.4.3 Potential Impacts in Midway/Pacific Highway Corridor CPA

The portion of the ALUCP Impact area within the Midway/Pacific Highway Corridor CPA is generally located south of Midway Drive and directly west of I-5, south of Walnut Avenue, as depicted in Exhibit 4-6, in Section 4.2.2.3.3.

The proposed ALUCP allows for a certain amount of nonresidential development that would be consistent with the goals and objectives of the *Midway/Pacific Highway Corridor Community Plan*. The portion of the Midway/Pacific Highway Corridor CPA impacted by the ALUCP Impact Area has the following land use designations:

- Commercial
- Industrial
- Institutional – Services
- Mixed use
- Residential

⁹⁰ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12.

⁹¹ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A.

- Transportation

The land use designations describe the predominant uses that would be encouraged in each area. In fact, a broad range of specific land use types are allowed within each designation. To understand the full range of uses allowed in each community plan land use designation, the zoning provisions implementing the community plan were reviewed. The analysis considered the uses permitted in the applicable base zones and any special regulations that would be imposed by the applicable overlay zones – the AAOZ, AEOZ and CHLOZ, described in Sections ~~4.2.2.4.2 to 4.2.2.4.4~~ 4.2.2.5.3 to 4.2.2.5.5.

The proposed ALUCP would conflict with the applicable zoning in the Midway/Pacific Highway Corridor CPA by designating certain uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. In addition, the proposed ALUCP would establish residential density and nonresidential density limits that are somewhat more restrictive than the maximum densities and intensities authorized by the ~~Community Plan and~~ applicable zoning.

4.2.4.3.1 *Impacts on Incompatible Land Uses*

With the proposed ALUCP, the future development of several types of land uses would be incompatible within the 65 dB CNEL and higher noise contour ranges and in Safety Zones 1, 2E, 2W, 3NE, 3NW, and 5N. The incompatible uses are indicated in Tables 2-1 and 2-2 in Section 2. The amount of developable land rendered unavailable to incompatible uses in the Midway/Pacific Highway Corridor CPA is presented in **Table 4-12**. The table indicates that the incompatible uses most affected by the proposed ALUCP are educational, institutional, and public service uses. The effects of the proposed ALUCP on those uses are discussed in Section 4.4, Public Services.

Other incompatible uses that would be affected include sport and fitness facilities, electrical substations, emergency communications facilities and marine passenger terminals, all of which would be unable to be developed on 6.8 acres and 16 parcels. Marinas would be unable to be developed on 5.8 acres and 15 parcels. Manufacturing and processing of hazardous materials would be unable to be developed on 5.2 acres and 11 parcels. Transit centers would be unable to be developed on 3.8 acres and 8 parcels. Group quarters would be unable to be developed on 3.0 acres and 8 parcels. A variety of other uses would be unable to be developed on one or two parcels.

Exhibits 4-15 and 4-16 depict the properties that would become unavailable to at least one incompatible use and the properties that would be subject to the potential displacement of nonresidential floor area, respectively, under the proposed ALUCP.

Table 4-12: Developable Land Rendered Unavailable for Incompatible Uses with Proposed ALUCP in Midway/Pacific Highway Corridor CPA by Land Use Type

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Residential		
Single Room Occupancy (SRO) Facility	1.1	1
Group Quarters	3.0	8
Commercial, Office, Service, Transient, Lodging		
Hotel, Motel, Resort	1.1	1
Sport/Fitness Facility	6.8	16
Theater – Movie/Live Performance/Dinner	1.1	1
Educational, Institutional, Public Services		
Assembly – Adults (religious, fraternal, other)	1.1	1
Assembly – Children (instructional studios, cultural heritage schools, religious, other)	61.1	122
Child Day Care Center/Pre-K	89.6	129
Fire and Police Stations	5.8	15
Jail, Prison	8.3	19
Library, Museum, Gallery	1.1	1
Medical Care – Congregate Care Facility	89.6	129
Medical Care – Hospital	62.7	20
Medical Care – Outpatient Surgery Centers	77.4	87
School for Adults	15.7	23
School – K-12	83.5	70
Industrial		
Manufacturing/Processing of Hazardous Materials	5.2	11
Transportation, Communication, Utilities		
Electrical Substation	6.8	16
Emergency Communications Facilities	6.8	16
Marine Passenger Terminal	6.8	16
Transit Center, Bus/Rail Station	3.8	8
Recreation, Parks, Open Space		
Marina	5.8	15

NOTE:

The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in in multiple rows of the table. This is because the zoning that currently applies in [Centre Citythe Midway/Pacific Highway Corridor](#) allows many of these uses in the same zoning districts.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., [April-December](#) 2013.

All of the residential, commercial, industrial, transportation and utilities, recreation and agriculture uses listed in Table 4-12, in addition to libraries, museums, galleries and assembly facilities for adults would be incompatible in only parts of the ALUCP Impact Area, as indicated in Tables 2-1 and 2-2, which list the noise and safety compatibility standards. They could be developed in other parts of the ALUCP Impact Area as long as applicable density and intensity standards were met.⁹² They could also be developed elsewhere in the Midway/Pacific Highway Corridor CPA outside the ALUCP Impact Area.

The *Midway/Pacific Highway Corridor Community Plan* does not have specific goals or objectives relating to the incompatible uses listed in Table 4-12, nor does the future land use map indicate planned sites for any of those uses. Although no specific community plan goals and objectives relate to those uses, and the amount of land which would become unavailable to these incompatible uses is relatively small, the Community Plan-applicable zoning would still need to be amended to be in compliance with the proposed ALUCP.

4.2.4.3.2 Impacts on Conditionally Compatible Nonresidential Land Uses

Conditional uses are defined as land uses that are permitted if the noise and safety standards specified in Tables 2-1 and 2-2, respectively, are met.

As described in Table 2-1, uses that are conditionally compatible with noise require sound attenuation and, in some cases, the dedication of an aviation easement. As explained in Appendix A, it is likely that standard construction measures would achieve the required level of outdoor-to-indoor noise level reduction for any structures impacted by noise up to 70 dB CNEL and, in some cases, up to 75 dB CNEL.⁹³ If additional acoustical treatment would be required, the costs would be a small fraction of the overall construction costs.⁹⁴ Thus, the proposed ALUCP is not expected to have any impact on the potential construction of these conditional uses in the Midway/Pacific Highway Corridor CPA.

The safety standards presented in Table 2-2 limit the density of new residential uses and the intensity of new nonresidential uses. Those limits vary by safety zone and CPA. Potential impacts on nonresidential uses are considered in this section. (Potential impacts on residential uses are presented in Section 4.3, Population and Housing.) In most of the affected area, the proposed limits on the intensity of new nonresidential development would reduce the potential floor area that could be developed under the

⁹² Several educational, institutional, and public services uses listed in Table 4-12 would be incompatible throughout the ALUCP Impact Area – assembly facilities for children, child day care centers and pre-K schools, medical care facilities and K-12 schools. The impact of the proposed ALUCP on these uses is discussed in Section 4.4, Public Services.

⁹³ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12.

⁹⁴ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A.

current community plan and zoning. This reduction in the potential amount of development is referred to as "displaced" development.⁹⁵

Table 4-13 compares the potential additional nonresidential floor area capacity in the Midway/Pacific Highway Corridor CPA based on current ~~land use plans and regulations~~ zoning with the potential additional floor area under the proposed ALUCP. Under the current ~~zoning regulations~~, the Midway/Pacific Highway Corridor CPA could accommodate an additional 491,532 square feet of nonresidential floor area. Under the proposed ALUCP, the CPA could accommodate up to 428,999 square feet, a reduction of 62,532 square feet (13 percent).

Table 4-13: Potential Displacement of Nonresidential Floor Area with the Proposed ALUCP —Midway/Pacific Highway Corridor CPA

ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQUARE FEET)		DISPLACEMENT WITH PROPOSED ALUCP ^{1/}	
WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	FLOOR AREA (SQUARE FEET)	PERCENTAGE ^{1/}
491,532	428,999	62,532	13%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., May 2013.

The displacement analysis provided one possible scenario about the apportionment of the displaced floor area among different land uses, as presented in **Table 4-14**. This apportionment essentially assumes the continuation of the current mix of land uses in the affected parts of the Midway/Pacific Highway Corridor CPA. It is estimated that 22,611 square feet of Industrial space would be subject to potential displacement, followed by 14,890 of Commercial – Services space, 12,555 square feet of Commercial – Retail space, and 9,049 square feet of Office space. An estimated 3,428 square feet of Commercial – Eating, Drinking, Entertainment space, would also be subject to displacement.

⁹⁵ The proposed ALUCP would not apply to existing development and would not require the relocation or displacement of any existing development.

Table 4-14: Potential Nonresidential Displacement in Midway/Pacific Highway Corridor CPA by Land Use Type

LAND USE TYPE	POTENTIAL NONRESIDENTIAL DISPLACEMENT (SQUARE FEET)
Commercial-Eating, Drinking, Entertainment	3,428
Commercial-Lodging	0
Commercial-Retail	12,555
Commercial-Services	14,890
Industrial	22,611
Institutional	0
Office	9,049
Totals:	62,532

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., May 2013.

The proposed ALUCP would conflict with the [applicable zoning in the Midway/Pacific Highway Corridor CPA Community Plan](#) by designating certain future land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. Amendments to the [Community Plan applicable zoning](#) would be required to achieve consistency with the proposed ALUCP. [When the impacts in other CPAs in the ALUCP Impact Area are accounted for, these](#)The conflicts and the potential changes that are required to the [Community Plan zoning code](#) are considered to be significant impacts. [\(Refer to Section 4.2.7.\)](#)

4.2.4.4 Potential Impacts in Ocean Beach CPA

The ALUCP Impact Area is located in the northeastern part of the Ocean Beach CPA east of Bacon Street and north of Santa Monica Street, as depicted in Exhibit 4-7, Section 4.2.2.3.4. The goals and objectives of the *Ocean Beach Precise Plan*, as summarized in Section 4.2.2.3.4, encourage the continuation of current land use patterns and conserving the existing character of Ocean Beach. The proposed ALUCP is consistent with those goals and objectives.

The following land use designations from the *Ocean Beach Precise Plan* apply within the ALUCP Impact Area:

- Mixed Use
- Residential
- Open Space
- Transportation

The titles of the land use designations describe the predominant uses that would be encouraged in each area, although a broad range of land use types are allowed in the Mixed-Use designation. To understand the full range of uses allowed in those land use designations, the zoning provisions implementing the community plan were reviewed. The analysis considered the uses permitted in the applicable base zones and any special regulation that would be imposed by the applicable overlay zones – the AAOZ, AEOZ and CHLOZ, as described in Sections ~~4.2.2.4.2 to 4.3.3.4.4~~ 4.2.2.5.3 to 4.2.2.5.5.

The proposed ALUCP would conflict with the applicable zoning in the Ocean Beach CPA ~~Precise Plan~~ by designating certain future land uses as incompatible within Safety Zone 4W and in the 65 to 70 dB CNEL noise range.

4.2.4.4.1 Impacts on Incompatible Land Uses

The future development of several land use types would be incompatible within the proposed 65 dB CNEL contour and in Safety Zone 4W, as indicated in Tables 2-1 and 2-2 in Section 2 of this Final EIR. **Table 4-15** describes the amount of developable land that would become unavailable for the development of incompatible uses after implementation of the proposed ALUCP. Exhibit 4-15 depicts the location of these lands.

Table 4-15 indicates that 9.2 acres on 74 parcels would be unavailable for the development of new children’s ~~assembly facilities~~ ies for children, child day care centers, congregate care facilities (including nursing and convalescent homes) and outpatient surgery centers. The table indicates that 2.2 acres on 9 parcels would be unavailable for new K-12 schools. The significance of the impacts on these educational, institutional and public service uses is assessed in Section 4.4, Public Services.

Table 4-15: Developable Land Rendered Unavailable for Incompatible Uses with Proposed ALUCP in Ocean Beach CPA by Land Use Type

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Educational, Institutional, Public Services		
Assembly – Children (instructional studios, cultural heritage schools, religious, other)	9.2	74
Child Day Care Center/Pre-K	9.2	74
Medical Care – Congregate Care Facility	9.2	74
Medical Care – Outpatient Surgery Centers	9.2	74
School – K-12	2.2	9

NOTE:

The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in in multiple rows of the table. This is because the zoning that currently applies in Centre-City/Ocean Beach allows many of these uses in the same zoning districts.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April-December 2013.

4.2.4.4.2 Impacts on Conditionally Compatible Nonresidential Land Uses

In Ocean Beach, certain noise-sensitive, nonresidential land uses would be conditionally compatible within the 65-70 dB CNEL contour range under the proposed noise compatibility standards presented in Table 2-1. Uses that are conditionally compatible with noise require sound attenuation and, in some cases, the dedication of avigation easements. As explained in Appendix A, it is likely that standard construction measures would achieve the required level of outdoor-to-indoor noise level reduction of any structures impacted by noise up to 70 dB CNEL.⁹⁶ If additional acoustical treatment would be required, the costs would be a small fraction of the overall construction costs.⁹⁷ Thus, the proposed ALUCP is not expected to have any significant impact on the potential construction of these conditional uses in the Ocean Beach CPA.

The proposed ALUCP would conflict with the applicable zoning in the Ocean Beach CPA~~Precise Plan~~ by designating certain future land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. Amendments to the applicable zoning~~Community Plan~~ would be required to achieve consistency with the proposed ALUCP. When the impacts in other CPAs in the ALUCP Impact Area are accounted for, these~~The~~ conflicts and the potential zoning changes that are required ~~to the Community Plan~~ are considered to be significant impacts. (Refer to Section 4.2.7.)

4.2.4.5 Potential Impacts in Peninsula CPA

The ALUCP Impact Area is located in the north part of the Peninsula CPA, south of Sports Arena Boulevard and north of Narragansett Avenue, as depicted in Exhibit 4-8, in Section 4.2.2.3.5. The goals and objectives of the *Peninsula Community Plan*, as summarized in Section 4.2.2.3.5, encourage the continuation of current land use patterns and conserving the existing character of Peninsula. The proposed ALUCP is consistent with those goals and objectives.

The following land use designations from the Peninsula Community Plan apply within the ALUCP Impact Area:

- Commercial
- Institutional – Services
- Mixed Use
- Open Space
- Residential
- Schools

⁹⁶ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12.

⁹⁷ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A.

The titles of the land use designations describe the predominant uses that would be encouraged in each area, although a broad range of land use types are allowed in the Commercial and Mixed Use designations. To understand the full range of uses allowed in those land use designations, the zoning provisions implementing the community plan were reviewed. The analysis considered the uses permitted in the applicable base zones and any special regulations that would be imposed by the applicable overlay zones – the AAOZ, AEOZ and CHLOZ, described in Sections ~~4.2.2.4.2 to 4.2.2.4.4~~ 4.2.2.5.3 to 4.2.2.5.5.

The proposed ALUCP would conflict with the applicable zoning in the Peninsula CPA ~~Community Plan~~ within the ALUCP Impact Area where certain land uses allowed under the Community Plan would be designated as incompatible. In addition, the proposed ALUCP would establish more restrictive residential density and nonresidential intensity limits than are provided for in the applicable zoning ~~Community Plan~~.

4.2.4.5.1 Impacts on Incompatible Land Uses

The future development of several land use types would be incompatible within the proposed 65 dB CNEL contours and in Safety Zones 1, 2W, 3NW, 3SW and 4W, as indicated in Tables 2-1 and 2-2 in Section 2. **Table 4-16** describes the amount of developable land that would become unavailable for the development of incompatible uses after implementation of the proposed ALUCP. Exhibit 4-15 depicts the location of these lands.

Table 4-16: Developable Land Rendered Unavailable for Incompatible Uses with Proposed ALUCP in Peninsula CPA by Land Use Type

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Educational, Institutional, Public Services		
Assembly – Children (instructional studios, cultural heritage schools, religious, other)	23.5	93
Child Day Care Center/Pre-K	23.5	93
Jail, Prison	4.4	26
Medical Care – Congregate Care Facility	23.5	93
Medical Care – Hospital	6.9	4
Medical Care – Outpatient Surgery Centers	22.5	91
School – K-12	18.3	42

NOTE:

The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in in multiple rows of the table. This is because the zoning that currently applies in ~~Centre City~~ the Peninsula CPA allows many of these uses in the same zoning districts.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., ~~April~~ December 2013.

Table 4-16 indicates that 23.5 acres on 93 parcels would be unavailable for the development of new ~~assemblies for~~ children's assembly facilities, child day care centers and congregate care facilities (including nursing and convalescent homes). The table indicates that 22.5 acres on 91 parcels would be unavailable for new outpatient surgery centers, 18.3 acres on 42 parcels would be unavailable for new K-12 schools, 6.9 acres on 4 parcels would be unavailable for new hospitals and 4.4 acres on 26 parcels would be unavailable for jails and prisons. The significance of the impacts on these educational, institutional and public service uses is assessed in Section 4.4, Public Services.

4.2.4.5.2 Impacts on Conditional Land Uses

Conditional uses are defined as land uses that are permitted if the noise and safety standards specified in Tables 2-1 and 2-2, respectively, are met. As described in Table 2-1, uses that are conditionally compatible with noise require sound attenuation and, in some cases, the dedication of aviation easements. As explained in Appendix A, it is likely that standard construction measures would achieve the required level of outdoor-to-indoor noise level reduction for any structures impacted by noise up to 70 dB CNEL and, in some cases, up to 75 dB CNEL.⁹⁸ If additional acoustical treatment would be required, the costs would be a small fraction of the overall construction costs.⁹⁹ Thus, the proposed ALUCP is not expected to have any impact on the potential construction of these conditional uses in the Peninsula CPA.

Table 4-17 compares the potential additional nonresidential floor area capacity in the portion of the Peninsula CPA within the ALUCP Impact Area based on ~~the current zoning plans and regulations~~ with the floor area that could be developed under the proposed ALUCP.¹⁰⁰ Under the current ~~zoning and use plans and regulations~~, the CPA could accommodate an additional 52,904 square feet of nonresidential floor area. Under the proposed ALUCP, the potential amount of additional floor area would be 51,318 square feet, a reduction of 1,586 square feet (3 percent).

The displacement analysis provided one possible scenario about the apportionment of the displaced floor area among different land uses, as presented in **Table 4-18**. This apportionment essentially assumes the continuation of the current mix of land uses in the affected parts of the Peninsula CPA. It is estimated that 1,295 square feet of Commercial – Retail would be subject to displacement, followed by 204 square feet of Office space and 87 square feet of Commercial – Eating, Drinking, and Entertainment space.

⁹⁸ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12.

⁹⁹ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A.

¹⁰⁰ All of the potentially displaced development in the Peninsula CPA would occur outside the NTC/Liberty Station Precise Plan area. The ALUC has issued blanket approvals for specified land uses that may occur in the future within existing structures.

Table 4-17: Potential Displacement of Nonresidential Floor Area with the Proposed ALUCP – Peninsula CPA

ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQARE FEET)		DISPLACEMENT WITH PROPOSED ALUCP ^{1/}	
WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	FLOOR AREA (SQARE FEET)	PERCENTAGE ^{1/}
52,904	51,318	1,586	3%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013 (analysis of potential nonresidential use displacement).

PREPARED BY: Ricondo & Associates, Inc., March 2013.

Table 4-18: Potential Nonresidential Displacement in Peninsula CPA by Land Use Type

LAND USE TYPE	DISPLACED FLOOR AREA (SQARE FEET)
Commercial-Eating, Drinking, Entertainment	87
Commercial-Lodging	0
Commercial-Retail	1,295
Commercial-Services	0
Industrial	0
Institutional	0
Office	204
Totals:	1,586

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

The proposed ALUCP would conflict with the applicable zoning in the Peninsula CPA ~~Community Plan~~ by designating certain future land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. In addition, the proposed ALUCP would establish more restrictive limits on residential density and nonresidential intensity than the ~~Community Plan~~ applicable zoning. Zoning Aa amendments to the Community Plan would be required to achieve consistency with the proposed ALUCP. When the impacts in other CPAs in the ALUCP Impact Area are accounted for, these ~~The~~ conflicts and the potential changes that are required to the ~~zoning code~~ Community Plan are considered to be significant impacts. (Refer to Section 4.2.7.)

4.2.4.6 Potential Impacts in Southeastern San Diego CPA

The portion of the ALUCP Impact Area within the Southeastern San Diego CPA is generally located in the northeastern part of the CPA east of 32nd Street and north of Market Street, as depicted in Exhibit 4-9, in Section 4.2.2.3.6. The only part of the ALUCP Impact Area within the Southeastern San Diego CPA is the 65-70 dB CNEL noise contour range.

The goals and objectives for the Southeastern San Diego CPA, as summarized in Section 4.2.2.3.6, encourage the maintenance of the current land use patterns. The proposed ALUCP is consistent with this general vision for the CPA.

The following land use designations are established in the *Southeastern San Diego Community Plan* within the ALUCP Impact Area:

- Industrial
- Open space
- Residential
- Transportation

The titles of these land use designations describe the predominant uses that would be encouraged in each area. In fact, a broad range of specific land use types are allowed within each designation. To understand the full range of uses allowed in each land use designation, the zoning provisions implementing the community plan were reviewed. The analysis considered the uses permitted in the applicable base zones and any special regulations that would be imposed by the applicable overlay zones – the AAOZ, AEOZ and CHLOZ, described in Sections ~~4.2.2.4.2 to 4.2.2.4.4~~4.2.2.5.3 to 4.2.2.5.5.

The proposed ALUCP would conflict with the *Southeastern San Diego Community Plan* by designating certain future land uses as incompatible that would otherwise be allowed under the Community Plan.

4.2.4.6.1 Impacts on Incompatible Land Uses

New uses that are incompatible within the 65-70 dB CNEL range are described in Table 2-1. Based on the current ~~land use plans and~~ zoning, the only incompatible uses that would be affected by the proposed ALUCP are ~~assemblies for~~ children's assembly facilities and hospitals. The displacement analysis found that 46 parcels on 9.8 acres would become unavailable for future children's assembly facilities, and one developable parcel of 2.5 acres would become unavailable for future hospital development with the proposed ALUCP. The location of these parcels is depicted on Exhibit 4-15. Section 4.4, Public Services, considers the potential significance of this impact.

4.2.4.6.2 Impacts on Conditionally Compatible Nonresidential Land Uses

Conditionally compatible uses are those that would be allowed if the conditions described in Tables 2-1 and Table 2-2 are met. In Southeastern San Diego, the only compatibility standards that would apply with the proposed ALUCP are the noise compatibility standards within the 65-70 dB CNEL range. As described in Table 2-1, uses that are conditionally compatible with noise require sound attenuation and, in some cases, the dedication of avigation easements. As explained in Appendix A, it is likely that standard construction measures would achieve the required level of outdoor-to-indoor noise level reduction of any structures impacted by noise up to 70 dB CNEL.¹⁰¹ If additional acoustical treatment would be required, the costs would be a small fraction of the overall construction costs.¹⁰² Thus, the proposed ALUCP is expected to have less significant impact on the potential construction of these conditional uses in the Southeastern San Diego CPA.

The proposed ALUCP would conflict with the applicable zoning in the Southeastern San Diego CPA Community Plan by designating certain future land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. In addition, the proposed ALUCP would establish sound insulation and easement dedication requirements for certain uses within the 65 to 70 range. Amendments to the Community Plan applicable zoning would be required to achieve consistency with the proposed ALUCP. When the impacts in other CPAs in the ALUCP Impact Area are accounted for, theseThe conflicts and the potential changes that are required to the zoning code Community Plan are considered to be significant impacts. (Refer to Section 4.2.7.)

4.2.4.7 Potential Impacts in Uptown CPA

The portion of the ALUCP Impact Area in the Uptown CPA is generally located south of Washington Street and west of Union Street until Laurel Street where the ALUCP Impact Area boundary extends eastward to include all of the CPA south of Laurel, as depicted in Exhibit 4-10, in Section 4.2.2.3.7. The ALUCP Impact Area within Uptown includes the 65, 70 and 75 dB CNEL noise contours and proposed Safety Zones 2E, 3NE and 3SE.

The goals and objectives of the *Uptown Community Plan*, summarized in Section 4.2.2.3.7, generally encourage the maintenance of the current land use pattern and the preservation of the existing community character. The proposed ALUCP is consistent with these general goals and objectives.

The following land use designations apply in the portion of the Uptown CPA within the ALUCP Impact Area:

- Mixed Use

¹⁰¹ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12.

¹⁰² San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A.

- Open space
- Residential

To understand the full range of uses allowed in the “mixed use” community plan land use designation, the zoning provisions implementing the community plan were reviewed. The analysis considered the uses permitted in the applicable base zones and any special regulations that would be imposed by the applicable overlay zones – the AAOZ, AEOZ and CHLOZ, described in Sections ~~4.2.2.4.2 to 4.2.2.4.4~~ 4.2.2.5.3 to 4.2.2.5.5.

Within the Uptown CPA, the proposed ALUCP would conflict with the applicable zoning Community Plan because designated incompatible land uses by the proposed ALUCP would otherwise be allowed ~~under the Community Plan~~. In addition, residential density limits and maximum floor area ratios reflecting maximum density and intensity limits are set by zoning ~~and reflected in the Community Plan~~. The proposed ALUCP would also conflict with these limits where the density and intensity limits set by the proposed ALUCP for under the conditionally compatible land uses are more restrictive than otherwise allowed by zoning.

4.2.4.7.1 *Impacts on Incompatible Land Uses*

The future development of several land use types would be incompatible with the proposed ALUCP. The incompatible land uses are indicated in Tables 2-1 and 2-2 in Section 2.

Table 4-19 describes the amount of developable land that would become unavailable for the development of incompatible uses after implementation of the proposed ALUCP. Exhibit 4-15 depicts the location of these lands. The displacement analysis determined that, 35.6 acres on 176 parcels would be unavailable for the development of children assemblies, and 15.1 acres on 77 parcels would be unavailable for the development of industrial uses involving hazardous materials and biomedical agents. Approximately 11.5 acres on 53 parcels would be unavailable for sport and fitness facilities, and 11.1 acres and 51 parcels would be unavailable for electrical substations and transit centers. One parcel totaling 0.3 acres would be unavailable for the development of group quarters; four parcels totaling 0.7 acres for child day care centers; and three parcels totaling 0.7 acres would be unavailable for K-12 schools. These properties are depicted on Exhibit 4-15.

The *Uptown Community Plan* does not have specific goals or objectives relating to the incompatible uses listed in Table 4-19, nor does the future land use map indicate planned sites for any of those uses. Although no specific community plan goals and objectives relate to those uses, and the amount of land which would become unavailable to these incompatible uses is relatively small, the applicable zoning Community Plan would still need to be amended to be in compliance with the proposed ALUCP. ~~Thus, this is considered would result in~~ a significant impact. (Section 4.4, Public Services, discusses the significance of the impacts on child day care centers and schools.)

4.2.4.7.2 *Impacts on Conditionally Compatible Nonresidential Land Uses*

Conditional uses are defined as land uses that are permitted if the noise and safety standards specified in Tables 2-1 and 2-2, respectively, are met. In Uptown, the proposed ALUCP would make the development of several nonresidential land uses conditionally compatible within the noise contours and within the safety zones.

Table 4-19: Developable Land Rendered Unavailable for Incompatible Uses with Proposed ALUCP in Uptown CPA by Land Use Type

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS ^{1/}
Residential		
Group Quarters	0.3	2
Commercial, Office Service, Transient Lodging		
Sport/Fitness Facility	11.5	53
Educational, Institutional, Public Services		
Assembly – Children (instructional studios, cultural heritage schools, religious, other)	35.6	176
Child Day Care Center/Pre-K	0.7	4
School – K-12	0.7	3
Industrial		
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3	15.1	77
Manufacturing/Processing of Hazardous Materials	15.1	77
Transportation, Communication, Utilities		
Electrical Substation	11.1	51
Transit Center, Bus/Rail Station	11.1	51

NOTES:

The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in in multiple rows of the table. This is because the zoning that currently applies in [Centre City/Uptown](#) allows many of these uses in the same zoning districts. Source: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc. April 2013.

1/ This is the total number of parcels that are rendered as unavailable for any new development of the incompatible land use shown. There are 77 developable parcels that are rendered unavailable for the manufacturing/processing of biomedical agents, biosafety levels 3. Most of the 77 parcels are less than 0.5 acres each. Similarly, there are 51 developable parcels that are rendered unavailable for electrical substations and transit centers or bus/rail stations. Most of the 51 parcels are less than 0.5 acres each.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., [April-December](#) 2013.

As described in Table 2-1, uses that are conditionally compatible with noise require sound attenuation and, in some cases, the dedication of avigation easements. As explained in Appendix A, it is likely that standard construction measures would achieve the required level of outdoor-to-indoor noise level reduction of any structures impacted by noise up to 70 dB CNEL and, in some cases, up to 75 dB CNEL.¹⁰³ If additional acoustical treatment would be required, the costs would be a small fraction of the overall construction costs.¹⁰⁴ Thus, the proposed ALUCP is not expected to have any significant impact on the potential construction of these conditional uses in the Uptown CPA.

Table 4-20 compares the potential additional nonresidential floor area capacity in Uptown ~~within the ALUCP Impact Area~~, based on ~~existing zoning the 2004 ALUCP regulations with and amount~~ the amount of additional floor area ~~that can be developed displaced~~ with the proposed ALUCP. Under the current regulations, Uptown could accommodate an additional 487,935 square feet of nonresidential floor area. Under the proposed ALUCP, the potential amount of additional floor area would be reduced by 22,792 square feet, a five percent reduction. ~~Thus the data shows that the potential nonresidential displacement is small, and not a concern for the Uptown CPA. In fact, t~~he Uptown CPA would still be able to ~~accommodate develop~~ up to 465,143 square feet of nonresidential building floor area.

Table 4-20: Potential Displacement of Nonresidential Floor Area with the Proposed ALUCP – Uptown CPA

ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQUARE FEET)		DISPLACEMENT WITH PROPOSED ALUCP ^{1/}	
WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	FLOOR AREA (SQUARE FEET)	PERCENTAGE ^{1/}
487,935	465,143	22,792	5%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013 (analysis of potential nonresidential use displacement).

PREPARED BY: Ricondo & Associates, Inc., March 2013.

The displacement analysis provided one possible scenario about the apportionment of the displaced floor area among different land uses, as presented in **Table 4-21**. This apportionment essentially assumes the continuation of the current mix of land uses in the affected parts of the Uptown CPA. It is estimated that 15,472 square feet of Office uses would be potentially displaced, followed by 3,085 square feet of Commercial – Retail, and 2,162 square feet of Commercial – Lodging uses. Commercial – Eating, Drinking,

¹⁰³ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, July 2013, pp. 2-11 – 2-12.

¹⁰⁴ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, July 2013, Attachment A.

Entertainment, Services, Industrial and Institutional uses would be subject to 2,072 square feet of displacement.

Table 4-21: Potential Nonresidential Displacement in Uptown CPA by Land Use Type

LAND USE TYPE	DISPLACED FLOOR AREA (SQURE FEET)
Commercial-Eating, Drinking, Entertainment	888
Commercial-Lodging	2,162
Commercial-Retail	3,085
Commercial-Services	324
Industrial	765
Institutional	95
Office	15,472
Totals:	22,792

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

The proposed ALUCP would conflict with the applicable zoning in the Uptown CPA Community Plan by designating certain future land uses as incompatible within the ALUCP Impact Area that would otherwise be allowed. In addition, the proposed ALUCP would establish more restrictive limits on residential density and nonresidential intensity than the Community Plan applicable zoning. Amendments to the zoning code Community Plan would be required to achieve consistency with the proposed ALUCP. When the impacts in other CPAs in the ALUCP Impact Area are accounted for, theseThe conflicts and the potential changes that are required to the Community Plan zoning code are considered to be significant impacts. (Refer to Section 4.2.7.)

4.2.4.8 Potential Impacts in the San Diego Unified Port District

Lands within the Port District's jurisdiction lie within the 65, 70 and 75 dB CNEL noise contours and proposed Safety Zones 1, 2E, 3SE, 5N and 5S, as depicted in Exhibit 4-11, in Section 4.2.2.4, Impacts on Incompatible Land Uses.

The *Port District Master Plan* proposes the following land uses within its area of jurisdiction, none of which would be considered incompatible under the proposed ALUCP.¹⁰⁵

- Airport Related Commercial
- Aviation Related
- Aviation Related Industrial
- Boat Anchorage
- Boat Navigation
- Commercial Recreation
- Harbor Services
- Industrial Business
- International Airport
- Open Bay
- Open Space
- Park/Plaza
- Specialized Berthing

~~Based on the City's current zoning of the Port District lands some incompatible uses would be permissible in these areas, but it is unlikely that those uses would be allowed by the Port District, since they are inconsistent with its Master Plan.¹⁰⁶~~

4.2.4.8.1 *Impacts on Conditionally Compatible Nonresidential Land Uses*

Conditional uses are defined as land uses that are permitted if the noise standards in Table 2-1 and the safety standards in Table 2-2 are met. As described in Table 2-1, uses that are conditionally compatible with noise require sound attenuation and, in some cases, the dedication of an aviation easement. Those conditions are not anticipated to impede the development of the affected land uses.¹⁰⁷

The safety standards presented in Table 2-2 limit the intensity of new nonresidential uses. Those limits vary by safety zone and CPA. Within the Port District's jurisdiction, the proposed limits on the intensity of new nonresidential development would reduce the potential floor area that could be developed under the

¹⁰⁵ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 55.

¹⁰⁶ ~~Those uses include child day care centers and pre-kindergartens, jails and prisons, medical care facilities, and K-12 schools.~~

¹⁰⁷ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, pp. 2-11 – 2-12, Attachment A

current ~~(2004) ALUCP¹⁰⁸ and use plans and regulations.~~ This reduction in the potential amount of development is referred to as “displaced” development.¹⁰⁹

Table 4-22 compares the potential additional nonresidential floor area capacity in the Port District within the ALUCP Impact Area, based ~~on the 2004 ALUCP current regulations,~~ and the amount of potential additional floor area with the proposed ALUCP. Under the ~~2004 ALUCP current regulations,~~ the Port District could accommodate an additional 35,127 square feet of nonresidential floor area. Under the proposed ALUCP, the potential amount of additional floor area would be reduced by 1,181 square feet. This affected land includes two parcels that are specifically planned for airport-related commercial uses per the *Port Master Plan*.¹¹⁰ This results in a three percent potential reduction of nonresidential floor area capacity with the implementation of the ALUCP. However, the Port District would still be able to develop up to 33,945 square feet worth of nonresidential building floor area.

Table 4-22: Potential Displacement of Nonresidential Floor Area with the Proposed ALUCP – Port District

ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQUARE FEET)		DISPLACEMENT WITH PROPOSED ALUCP ^{1/}	
WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	FLOOR AREA (SQUARE FEET)	PERCENTAGE ^{1/}
35,127	33,945	1,181	3%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under ~~the current (2004) ALUCP regulations~~

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013 (analysis of potential nonresidential use displacement).

PREPARED BY: Ricondo & Associates, Inc., May 2013.

In summary, the proposed ALUCP would ~~render no planned land uses on Port District lands incompatible, but it would reduce the potential development capacity on Port District lands, compared with the 2004 ALUCP. conflict with the Port Master Plan by reducing the allowable nonresidential development intensities in the safety zones. The Port Master Plan would have to be amended to achieve consistency with the proposed ALUCP. This is considered to be a significant impact. The Port Master Plan is consistent with the proposed ALUCP. If the Port District considers it necessary to compensate for the potential displacement of 1,181 square feet of development with the proposed ALUCP, it has the latitude~~

¹⁰⁸ ~~The San Diego Unified Port District is not subject to the City of San Diego’s zoning, but it is obligated by state law to comply with the applicable ALUCP, unless it takes specific action to overrule the ALUCP. See California Public Utilities Code, §§21670(f), 21675.1(d), 21676.5(a).~~

¹⁰⁹ The proposed ALUCP would not apply to existing development and would not require the relocation or displacement of any existing development.

¹¹⁰ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 55.

to allow an equivalent amount of nonresidential floor area on Port District lands outside the ALUCP safety zones. Thus, the impacts on the *Port Master Plan* are considered less than significant.

4.2.4.9 Potential Project-Specific Impacts in Balboa Park

The ALUCP Impact Area is generally located in the southern half of Balboa Park, south of El Prado. The ALUCP Impact Area within Balboa Park currently includes various museums, and other amenities such as the Starlight Bowl, Municipal Gym, Veterans Museum and Memorial Center, Golden Hill Park, Balboa Park Golf Course, Golden Hill Recreation Center, and the southern half of the U.S. Naval Hospital. The ALUCP Impact Area within Balboa Park includes the 65 and 70 dB CNEL contours and proposed Safety Zones 2E, 3NE, 3SE, and 4E.

The Balboa Park Master Plan proposes improvements involving major maintenance and restoration of numerous park features. It does not, however, include major development proposals or the development of new land uses. Thus, Balboa Park would not be significantly impacted by the proposed ALUCP.

4.2.4.10 Potential Project-Specific Impacts in Mission Bay Park

The ALUCP Impact Area is south of the San Diego River and consists of the Ocean Beach Athletic Area (Robb Field) and Dusty Rhodes Park. The only portion of the ALUCP Impact Area within Mission Bay Park is within the 65-70 dB CNEL noise contour range. The proposed Safety Zones are outside of Mission Bay Park.

The goals of the *Mission Bay Park Master Plan Update* are focused on providing a diversity of land uses for the enjoyment and benefit of the community while managing and maximizing their recreational and environmental functions. The Master Plan Update envisions the preservation of recreational uses within the 65-70 dB CNEL range. These goals would not be affected by the implementation of the proposed ALUCP. Therefore, there would not be a significant impact with the implementation of the ALUCP.

4.2.4.11 Potential Project-Specific Impacts on Local Coastal Program

As explained in Sections 4.2.2.2 and 4.2.2.3, the City of San Diego's Local Coastal Program (LCP) includes all land use plans (general plan, community plans, specific plans, precise plans, and subarea plans), land development code regulations, and the corresponding zoning maps that apply within the coastal overlay zone. The overarching goals of the City of San Diego LCP are to protect the public shoreline access, coastal resources, and views, and ensure sufficient visitor-serving and recreational uses.

Within the ALUCP Impact Area, four community plans and one precise plan include LCP provisions: the *Downtown Community Plan*; the *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan*; the *Ocean Beach Precise Plan* (which serves as the community plan for the Ocean Beach CPA); the *Peninsula Community Plan and Local Coastal Program Land Use Plan*; and the *NTC Precise Plan and Local Coastal Program*. The LCP policies call for the provision of visitor-serving commercial and

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recreational uses, the protection of scenic view corridors, the preservation and enhancement of beach access, landscaping improvements, sign control in selected areas, erosion control measures, habitat preservation, and the preservation and enhancement of marine resources.¹¹¹

The noise compatibility policies and standards of the proposed ALUCP would not significantly conflict with the provisions of the City's LCP. There are noise-sensitive institutional uses (such as schools, hospitals, nursing homes, and places of worship) that are not specifically provided for in the LCP. Other sensitive land uses would require sound attenuation measures in areas exposed to noise above 65 dB CNEL (housing) and above 70 dB CNEL (offices and selected commercial uses). The sound attenuation requirements would not conflict with any provisions of the LCP.

The safety compatibility standards of the SDIA ALUCP would render the development of certain land uses incompatible within the safety zones. Those uses include those serving people with limited effective mobility (such as nursing homes, hospitals and schools), uses involving very large concentrations of people (such as stadiums and arenas), and uses that involve intrinsically hazardous materials (such as facilities for the processing and storage of highly flammable, caustic, explosive or toxic materials). Other safety compatibility standards would set limits on the maximum density of residential uses and the intensity of nonresidential uses. None of these safety compatibility standards conflict with the provisions of the City's LCP nor would they impede achievement of the LCP goals and policies.

4.2.5 SUMMARY OF PROJECT-SPECIFIC IMPACTS

The implementation of the proposed ALUCP would result in the incompatibility of select nonresidential land uses, thus conflicting with the applicable zoning in the City of San Diego. community plans. It would also result in the displacement of future nonresidential development because of the nonresidential intensity limits established within the proposed ALUCP safety zones.

Table 4-23 summarizes the potential Land Use and Planning impacts of the proposed ALUCP in the City of San Diego by CPA. This includes whether the CPA would have land rendered unavailable to at least one incompatible land use or would be subject to experience the potential displacement of nonresidential floor area because of the intensity limits of the proposed ALUCP safety standards. A total of 485,793 square feet could be potentially displaced under the proposed ALUCP. This amounts to 23 percent of the 2.15 million square feet of additional nonresidential floor area that could be built in the ALUCP Impact Area under current zoning. Note, however, that over 1.7 million square feet of nonresidential development could still be developed within the ALUCP Impact Area under the proposed ALUCP.

¹¹¹ City of San Diego, *General Plan, Conservation Element*, March 10, 2008, pp. CE-18 – CE-21; City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 2-8; City of San Diego, *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan*, p. 44; City of San Diego, *Ocean Beach Precise Plan and Local Coastal Program Addendum*, July 3, 1975 (Amended February 15, 1991), p. 129; City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), pp. 153-154.

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Most of the displacement, 398,883 square feet, would occur in the ~~Centre-City~~Downtown CPA, the CPA with the greatest amount of redevelopment potential. Based on the nonresidential buildout estimates in the *Downtown Community Plan* for all of ~~Centre-City~~Downtown, the implementation of the proposed ALUCP results in a 1.7 percent potential decrease in the total amount of additional nonresidential floor area that could be accommodated ~~in Centre-City~~Downtown.

Substantially lesser amounts of displacement would occur in the other CPAs – 62,532 square feet in the Midway/Pacific Highway Corridor, 22,792 square feet in Uptown and 1,586 square feet in Peninsula.

In conclusion, the proposed ALUCP would conflict with the applicable zoning in each affected CPA~~several community plans, including the *Downtown Community Plan* and the *Port Master Plan*~~, thus requiring the City of San Diego, ~~Civic San Diego, and the San Diego Unified Port District~~ to amend its~~their~~ zoning plans as appropriate. The scope of such revisions is great enough to deem this as a significant impact.

Table 4-23: Potential Land Use and Planning Impacts of Proposed ALUCP in the City of San Diego by CPA

CPA/NEIGHBORHOOD	LAND AREA RENDERED UNAVAILABLE TO AT LEAST ONE INCOMPATIBLE USE (ACRES)	DISPLACEMENT ATTRIBUTABLE TO THE PROPOSED ALUCP INTENSITY LIMITS (S.F.)			ZONING AMENDMENTS NEEDED FOR CONSISTENCY WITH ALUCP?
		Additional Nonresidential Floor Area Capacity with Current Zoning (s.f.)	Displacement Attributable to the Proposed ALUCP Intensity Limits (s.f.)	Percentage Reduction with ALUCP	
Balboa Park	0	0	0	0%	No
Downtown	24.9	1,118,308	398,883	34%	Yes
Golden Hill	7.2	n.a.	0	0	Yes
Midway/Pacific Highway Corridor	77.3	491,532	62,532	13%	Yes
Mission Bay Park	0	0	0	0	No
Ocean Beach	9.2	n.a.	0	0	Yes
Peninsula	19.1	52,904	1,586	3%	Yes
Southeast San Diego	9.8	n.a.	0	0	Yes
Uptown	22.4	487,935	22,792	5%	Yes
Total	169.8	2,150,679	485,793	23%	--

NOTES:

Columns may not sum to totals shown because of rounding.

n.a. – Not applicable. The potential development capacity was not calculated because it will not be affected by the proposed ALUCP. No developable land within the CPA is within a proposed safety zone, thus it is not affected by the proposed ALUCP intensity limits.

* An estimated 1,181 square feet of displacement could occur on Port District lands. This is included in the total displacement in the Midway/Pacific Highway Corridor CPA.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., July 2013.

PREPARED BY: Ricondo & Associates, Inc., January 2014.

Table 4-23: Potential Land Use and Planning Impacts of Proposed ALUCP by CPA

CPA/NEIGHBORHOOD	LAND AREA RENDERED UNAVAILABLE TO AT LEAST ONE INCOMPATIBLE USE (ACRES)	DISPLACEMENT ATTRIBUTABLE TO THE PROPOSED ALUCP INTENSITY LIMITS (S.F.)	PLAN AMENDMENTS NEEDED FOR CONSISTENCY WITH ALUCP?
Balboa Park	0	0	No
Centre City/Downtown	24.9	398,883	Yes
Golden Hill	7.2	0	Yes
Midway/Pacific Highway Corridor	77.3	62,532	Yes
Mission Bay Park	0	0	No
Ocean Beach	9.2	0	Yes

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Peninsula	19.1	1,586	Yes
Port District	0	*	Yes
Southeast San Diego	9.8	0	Yes
Uptown	22.4	22,792	Yes
Total	169.8	485,793	--

NOTE:

Columns may not sum to totals shown because of rounding.

*—An estimated 1,181 square feet of displacement could occur on Port District lands. This is included in the total displacement in the Midway/Pacific Highway Corridor CPA.

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., July 2013.

PREPARED BY: Ricondo & Associates, Inc., July-December 2013.

4.2.6 MITIGATION MEASURES

Two mitigation measures to reduce the potential impacts on Land Use and Planning have been identified. They would require action by the City of San Diego.

4.2.6.1 LUP-1 City Adoption of ALUCOZ to Apply within AIA

Following adoption of the SDIA ALUCP, the City of San Diego can and should prepare and adopt the Airport Land Use Compatibility Overlay Zone (ALUCOZ) to apply within the SDIA AIA.

By law, affected cities and counties are required to make their land use plans and zoning regulations consistent with new or amended ALUCPs.¹¹² Adoption of the ALUCP policies and standards by the City of San Diego would be accomplished through adoption of the ALUCOZ for the SDIA AIA. By resolving the inconsistencies between the proposed ALUCP and the City's zoning regulations, this would, in a sense, eliminate any nonresidential development displacement.

Under the law, the City of San Diego also can overrule the proposed ALUCP, rather than implement it through amendments to zoning regulations.¹¹³ Thus, implementation of the proposed ALUCP cannot be guaranteed at this time. If the City chooses to overrule the proposed ALUCP, no adverse environmental impacts would be sustained.

Because this mitigation measure is under the control of the City of San Diego, SDCRAA cannot commit to its implementation.

¹¹² California Public Utilities Code §§21675.1(d), 21676, 21676.5.

¹¹³ To overrule the ALUCP, a local governing body must make specific findings that its current land use plans and regulations are consistent with the purposes of the state's airport land use compatibility law and approve the overrule resolution by a two-thirds majority vote. See California Public Utilities Code, §21675.1(d).

4.2.6.2 LUP-2 City Amendment of Community Plans or Base Zoning to Increase Allowable Nonresidential Intensity

Following adoption of the SDIA ALUCP, the City of San Diego can and should prepare and adopt amendments to community plans or applicable base zones outside the ALUCP Safety Zones to increase prescribed nonresidential intensities or floor area ratios (FARs) to compensate for the future development displaced from the safety zones and to maintain current buildout targets.

This mitigation measure could be undertaken by the City if it considers it necessary to offset the development potentially displaced from the safety zones. This would probably take the form of an increase in allowable FARs. Whether this is a realistic option is unclear. The land use plans for the CPAs are prepared through an extensive technical and consultative process involving the full participation of community planning groups and local residents. The *Downtown Community Plan* has a unique process that requires Civic San Diego to consult with its independent board of directors appointed by the Mayor and City Council of San Diego. The process also involves consulting with Civic San Diego's committees and local residents. Changes in allowable FARs can create impacts on community character, traffic and demands on local public services. These concerns must be considered by the City of San Diego before determining whether community plan and zoning amendments are feasible.

Because the ALUCP Impact Area and the amount of potentially displaced nonresidential floor area are small, relatively small increases in prescribed intensities, distributed among several CPAs, may be feasible. This could enable the recovery of the potentially displaced nonresidential floor area without imposing a significant impact in any one CPA. Small increases in planned intensities near transit stops and in other nodes of high village propensity¹¹⁴ outside of proposed safety zones would be consistent with the City of Villages strategy of the City of San Diego General Plan and community plans.

Because this mitigation measure is under the control of the City of San Diego, SDCRAA cannot commit to its implementation.

Three possible measures to reduce the potential impacts have been identified. They would require action by the City of San Diego, Civic San Diego and the San Diego Unified Port District.

1. Following adoption of the SDIA ALUCP, Civic San Diego would prepare and the City of San Diego would adopt amendments to the *Downtown Community Plan* to make it consistent with the policies and standards of the proposed ALUCP. They could potentially adopt amendments to increase prescribed maximum floor area ratios (FARs) outside the safety zones, to compensate for the future development displaced from the safety zones and to maintain current buildout targets.
2. Following adoption of the SDIA ALUCP, the City of San Diego would prepare and adopt amendments to the community plans within the ALUCP Impact Area to make them consistent with the ALUCP. The City could potentially adopt amendments to increase prescribed

¹¹⁴ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-1.

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~~nonresidential intensities or floor area ratios (FARs) outside the safety zones, to compensate for the future development displaced from the safety zones and to maintain current buildout targets.~~

- ~~3. Following adoption of the SDIA ALUCP, the San Diego Unified Port District would amend the *Port Master Plan* to reflect the intensity limits on nonresidential development within the proposed safety zones.~~

~~By law, affected cities and counties are required to make their land use plans and zoning regulations consistent with new or amended ALUCPs.¹¹⁵ In addition, Civic San Diego and the San Diego Unified Port District are also required to make the *Downtown Community Plan* and *Port Master Plan* consistent with new or amended ALUCPs. Adoption of the ALUCP policies and standards by the City of San Diego would require amendments to community plans, the General Plan, and zoning regulations in the City of San Diego Municipal Code. By resolving the inconsistencies between the proposed ALUCP and the City's land use plans and regulations, this would, in a sense, eliminate any nonresidential development displacement. At the same time, however, the future nonresidential floor area within the ALUCP Impact Area would be reduced compared with existing conditions. If the potential development of those nonresidential land uses is to be fully offset, then additional nonresidential development must be allowed elsewhere.~~

~~Under the law, the City of San Diego and the Unified Port District also can overrule the proposed ALUCP, rather than implement it through amendments to local land use plans and zoning regulations.¹¹⁶ Thus, implementation of the proposed ALUCP cannot be guaranteed at this time. If the City chooses to overrule the proposed ALUCP, no adverse environmental impacts would be sustained.~~

~~Because this mitigation alternative is under the control of the City of San Diego and the San Diego Unified Port District, SDCRAA cannot commit to its implementation.~~

~~The City of San Diego could conceivably increase the allowable nonresidential intensities in portions of the CPAs outside the ALUCP Impact Area to compensate for the reduction in future nonresidential floor area caused by implementation of the proposed ALUCP. This would probably take the form of an increase in allowable FARs. Whether this is a realistic option is unclear. The land use plans for the CPAs are prepared through an extensive technical and consultative process involving the full participation of community planning groups and local residents. The *Downtown Community Plan* has a unique process that requires Civic San Diego to consult with its independent board of directors appointed by the Mayor and City Council of San Diego. The process also involves consulting with Civic San Diego's committees and local residents. Similarly the San Diego Unified Port District also has a unique process regarding any amendments to their *Port Master Plan*. Changes in allowable FARs can create impacts on community character, traffic and demands on local public services. These concerns must be considered by the City of~~

¹¹⁵—California Public Utilities Code §§21675.1(d), 21676, 21676.5.

¹¹⁶—To overrule the ALUCP, a local governing body must make specific findings that its current land use plans and regulations are consistent with the purposes of the state's airport land use compatibility law and approve the overrule resolution by a two-thirds majority vote. See California Public Utilities Code, §21675.1(d).

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~~San Diego, Civic San Diego and the Port District before determining whether community plan and zoning amendments are feasible.~~

~~Because the ALUCP Impact Area and the amount of potentially displaced nonresidential floor area are small, relatively small increases in prescribed intensities, distributed among several CPAs, may be feasible. This could enable the recovery of the 486,974 square feet of potentially displaced nonresidential development without imposing a significant impact in any one CPA. Small increases in planned intensities near transit stops and in other nodes of high village propensity¹¹⁷ outside of proposed safety zones would be consistent with the City of Villages strategy of the City of San Diego General Plan and community plans.~~

~~Because this mitigation alternative is under the control of the City of San Diego, Civic San Diego and the Port District, SDCRAA cannot commit to its implementation.~~

4.2.7 SIGNIFICANCE OF IMPACTS

The proposed ALUCP would be generally consistent with the strategic vision of the City's General Plan and with the affected community plans. Those plans are intended to foster a village concept, with an intensification of development focused on mixed-use activity centers that can support transit service. The proposed ALUCP would, however, conflict with the applicable zoning in all CPAs~~all community plans~~ in the ALUCP Impact Area ~~and with the Port District Master Plan~~ by establishing greater restrictions on the density and intensity of development and by declaring specific future land use types incompatible within certain safety zones or noise contours. The conflicts would not jeopardize any environmental resources and are unlikely to create a stream of adverse secondary impacts. Nonetheless, the conflicts are considered to cause significant impacts on Land Use and Planning because of the scope of the revisions that are needed to local ~~plans and~~ zoning.

Table 4-24 summarizes the assessment of impacts on Land Use and Planning. The table includes the four applicable impact thresholds described in Section 4.2.3 and summary comments addressing each.

4.2.7.1 Significant Impacts Remaining After Mitigation

If ~~Civic San Diego~~, the City of San Diego ~~and the San Diego Unified Port District are~~ able to adopt ~~the proposed~~ ~~mitigation~~ ~~measures~~ LUP-1 (Establishment of ALUCOZ), the significant impacts on Land Use and Planning can be reduced to less than significant. Adoption of Mitigation Measure LUP-2 (Community Plan or Zoning Changes to Increase Development Intensities Outside Safety Zones) would further reduce the impacts of the ALUCP on the City, but this measure is considered optional and is not required to reduce Land Use and Planning impacts to less than significant if Measure LUP-1 is adopted. The required mitigation actions are the responsibility of the City ~~and the Port District~~ and are outside the control of SDCRAA.

¹¹⁷—City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-1.

4.2.7.2 Significant Impacts that Cannot be Avoided if Proposed Project is Implemented

As discussed in the previous section, the impacts on Land Use and Planning can be reduced to less than significant if ~~Civic San Diego, the City of San Diego, and the San Diego Unified Port District are~~ able to adopt the proposed ~~mitigation measures~~ Mitigation Measure LUP-1. (Adoption of Measure LUP-2 would further reduce the impacts of the proposed ALUCP.) As the mitigation measures are under the jurisdiction of the City of San Diego ~~and the Unified Port District~~, SDCRAA cannot provide assurances that any mitigation measures would be implemented.

Table 4-24: Summary Assessment of Significance of Impacts - SDIA ALUCP

IMPACT THRESHOLD		COMMENTS	DEGREE OF IMPACT
CEQA (b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect	Proposed ALUCP conflicts with community plans and zoning in setting lower intensity limits in safety zones. Conflicts would not interfere with plan policies or regulations intended to mitigate or avoid an environmental effect.	Less than significant
City of San Diego 31	Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan	Proposed ALUCP would not conflict with environmental goals, objectives or guidelines of a community or general plan.	No impact
City of San Diego 42	Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur	Proposed ALUCP would be inconsistent with some adopted zoning land use designations. Some land uses allowed by community plans and zoning would be declared incompatible within certain noise contour ranges and safety zones. Indirect or secondary environmental impacts are unlikely because the proposed ALUCP would reduce the intensity of development.	Less than significant
City of San Diego 53	Substantial incompatibility with an adopted plan.	Proposed ALUCP is broadly consistent with the City of San Diego General Plan, including applicable community plans . The proposed ALUCP is inconsistent with applicable community plans, including the Downtown Community Plan zoning and the Port Master Plan , primarily because it would set lower intensity limits and, in some cases, would declare certain allowable land uses as incompatible. The differences are great enough to be considered "substantial" because of the scope of the required amendments, although the differences would not change the intent of the community plans, in terms of broad land use policy or the character of proposed development.	Significant Impact

SOURCE: Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan, Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., ~~April~~ December 2013.

4.3 Population and Housing

This section addresses the potential impacts of the proposed ALUCP relative to ~~p~~Population and ~~H~~Housing. The analysis is based, in part, on the report entitled *Analysis of Potentially Displaced Development* for the draft SDIA ALUCP, prepared by Ricondo and Associates, Inc. for SDCRAA. A copy of the report was provided in Appendix A of the Initial Study. An updated copy of the Displacement Analysis is included as Appendix A of this ~~Draft-Final~~ EIR.

4.3.1 METHODOLOGY

A development displacement analysis was undertaken to determine what impacts, if any, could potentially occur upon implementation of the policies and standards of the proposed ALUCP. As part of the displacement analysis, potential displacement of future dwelling units was examined. Residential dwelling unit build-out projections for the City of San Diego were used as a baseline condition. Build-out capacity under the compatibility policies and standards of the proposed ALUCP was calculated for those parcels identified as having additional capacity. The development capacity allowable per the proposed ALUCP was then subtracted from the baseline capacity to determine the amount of future dwelling units which might potentially be displaced. A more thorough discussion of the development displacement analysis methodology and results can be found in Appendix A of this ~~Draft-Final~~ EIR.

4.3.2 EXISTING ~~CONDITIONS~~REGULATORY SETTING

This section describes the land use plans currently applicable to the ALUCP Impact Area.¹¹⁸ The ALUCP Impact Area is within the City of San Diego, and more specifically within the CPAs of ~~Centre City~~Downtown, Greater Golden Hill, Midway/Pacific Highway Corridor, Ocean Beach, Peninsula, Southeastern San Diego and Uptown. Additional lands within the Impact Area include parts of Balboa Park and Mission Bay Park and the San Diego Unified Port District.

The land use planning framework within the ALUCP Impact Area is comprised of the 2004 ALUCP, the City of San Diego General Plan, the Community Plans, the Port Master Plan and the City of San Diego's zoning ordinance, including the AEOZ and AAOZ.

4.3.2.1 2004 SDIA Airport Land Use Compatibility Plan

A CLUP for SDIA was originally adopted in 1992 by the San Diego Association of Governments (SANDAG), and subsequently amended in 1994 by SANDAG. Following the transfer of ALUC responsibilities from

¹¹⁸ The ALUCP Impact Area, depicted on Exhibit 4-1, includes the area within the proposed 65 dB CNEL contour and the proposed safety zones. Within that area, the proposed ALUCP would establish policies and standards declaring the development of certain land uses incompatible and would limit the density and intensity of other land uses.

SANDAG to SDCRAA in 2003, the SDIA CLUP was subject to minor amendment in 2004 and redesignated as an ALUCP. The 2004 ALUCP (dated October 4, 2004) constitutes the existing ALUCP for SDIA.¹¹⁹

Similar to the proposed ALUCP, the purpose of the 2004 ALUCP was to "(i) to provide for the orderly growth of SDIA and the area surrounding the Airport within the jurisdiction of the Commission; and (ii) to safeguard the general welfare of the inhabitants within the vicinity of the Airport and the public in general."¹²⁰ The 2004 ALUCP includes noise and safety compatibility standards. The noise compatibility standards indicate whether various land uses are compatible, conditionally compatible, or incompatible within each 5 dB CNEL range from 60 dB CNEL to 75 dB CNEL and greater. The 2004 ALUCP does not include safety standards that are as comprehensive as the noise standards. Instead, it provides a short list of uses that are compatible within the RPZs.¹²¹ The 2004 ALUCP also defines an Approach Area on the east side of the Airport within which ~~certain the following~~ limits on the density and intensity of new development apply:¹²²

- Proposed projects must not increase the human occupancy of the site to an extent greater than 110 percent of the average intensity of existing uses within a 1/4-mile radius of the site.
- As an alternative to the 110 percent density/intensity criterion, proposed uses in the portions of the Little Italy and Cortez Hill neighborhoods within the Approach Area may be limited to a Floor Area Ratio (FAR) of 2.0 and a 36-foot height limit.

The noise contours and Approach Zone for the 2004 ALUCP are depicted in Exhibit 4-2.

The 2004 ALUCP also addresses height restrictions and obstruction determinations to ensure that the operational capacity of the Airport is preserved. The 2004 ALUCP requires compliance with the FAA's airspace protection regulations, promulgated in Title 14 CFR Part 77.¹²³

The 2004 ALUCP does not discuss the overflight factor or include any policies relating to Overflight Agreements or real estate disclosure documents.

¹¹⁹ The distinction in terminology (CLUP vs. ALUCP) is one without substantive difference; the term ALUCP is now utilized in place of CLUP in light of amendments to the State Aeronautics Act's terminology.

¹²⁰ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), p. 3.

¹²¹ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 13 and 19.

¹²² San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 16 and 19.

¹²³ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 14 and 17.

The City of San Diego has established airport compatibility measures through overlay zoning, although it has neither officially implemented nor overruled the 2004 ALUCP. Sound insulation for new noise-sensitive development, limits on residential density, nonresidential intensity, and the prohibition of certain incompatible land uses are established in the Airport Environs Overlay Zone (AEOZ). Limits on the height of structures to protect critical airspace are established in the Airport Approach Overlay Zone (AAOZ). These regulations are discussed in greater detail in Sections [4.2.2.5.2](#) and [4.2.2.5.3](#), [4.3.2.5.3](#) and [4.3.2.5.4](#) below.

Although the City of San Diego has adopted overlay zoning to promote aspects of airport land use compatibility, it has not submitted its General Plan or zoning ordinance to the ALUC for a determination of consistency with the 2004 ALUCP (nor has it overruled the 2004 ALUCP). Therefore, the City's General Plan and zoning have not been found consistent with the 2004 ALUCP. As such, the City is required to submit all land use actions, regulations and permits to the ALUC for review.¹²⁴ Consistent with this requirement, the City submits all land use actions, regulations and permits for development projects located within the boundaries of the AIA for the 2004 ALUCP to the ALUC for consistency determinations.

4.3.2.2 City of San Diego General Plan

The City of San Diego General Plan was adopted by the City Council on March 10, 2008. The General Plan is described as "the foundation upon which all land use decisions in the City are based."¹²⁵ The General Plan implements a strategy referred to as the City of Villages. The City of Villages strategy is an attempt to take advantage of the City's many distinct communities and neighborhoods to provide for orderly and efficient growth without expanding into open lands over the following 20 years. The strategy is to focus urban development into mixed-use nodes linked together by a regional transportation system.

The General Plan meets state requirements for plan content¹²⁶ by including ten elements addressing the following areas of concern:

- Conservation
- Economic Prosperity
- Historic Preservation
- Land Use and Community Planning
- Mobility
- Noise
- Public Facilities

¹²⁴ California Public Utilities Code §21676.5(a).

¹²⁵ City of San Diego, *General Plan, Executive Summary*, March 10, 2008.

¹²⁶ California Government Code §65302.

- Recreation
- Services and Safety
- Urban Design

The City also publishes a Housing Element under a separate cover which is updated more regularly than the General Plan.

4.3.2.2.1 *City of San Diego General Plan Housing Element 2013 – 2020*

The General Plan Housing Element is a mandatory element as required by state law, but it is published under a separate cover as a standalone document due to state reporting requirements.¹²⁷ The Housing Element is required to be updated every five years while the General Plan itself has a longer-term focus of 20 – 50 years. The purpose of the Housing Element is to identify citywide housing needs and promulgate goals, objectives and policies focused on meeting those needs within a five-year time horizon. The Housing Element is intended to be consistent with the City of Villages strategy of the General Plan. The Housing Element has five main goals.¹²⁸

1. Ensure the provision of sufficient housing for all income groups to accommodate San Diego’s anticipated share of regional growth over the next housing element cycle, 2013 - 2020, in a manner consistent with the development pattern of the sustainable communities strategy (SCS), that will help meet regional [greenhouse gas] targets by improving transportation and land use coordination and jobs/housing balance, creating more transit-oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas
2. Maintain at a high level and upgrade, where necessary, the quality, safety and livability of San Diego’s housing stock, with emphasis on preservation of San Diego’s affordable housing stock
3. Streamline the entitlement and permitting process for new residential development by minimizing governmental constraints in the development, improvement, and maintenance of housing without compromising the quality of governmental review or the city’s responsibility to ensure development takes place in a sustainable manner
4. Provide affordable housing opportunities consistent with a land use pattern which promotes infill development and socioeconomic equity; and facilitate compliance with all applicable federal, state, and local laws
5. Cultivate the city as a sustainable model of development

¹²⁷ California Government Code §65588.

¹²⁸ City of San Diego, *General Plan, Housing Element 2013 – 2020*, March 4, 2013.

The first goal is a reference to the Adequate Sites Inventory, an inventory of developable and redevelopable land upon which new dwelling units could be accommodated. The inventory is supposed to identify ample sites for the City to reach its goal of the regional share of needed housing as determined by the San Diego Association of Governments (SANDAG) in the Regional Housing Needs Statement. The City of San Diego's obligation for this period was 88,096 additional dwelling units. The Housing Element notes much of San Diego has been developed with little remaining vacant land. In recognition of this circumstance, community plans will begin to shift focus from developing housing on vacant land to redeveloping properties in existing urban areas to create pedestrian friendly, mixed-use villages. The Housing Element has identified several sites for potential redevelopment as mixed-use projects. The proposed ALUCP has the potential to conflict with aspects of this Housing Element goal by limiting the density of new residential development within the ALUCP Impact Area.

The second goal focuses on maintaining and rehabilitating existing housing. The City intends to accomplish this through programs aimed at promoting upkeep of rental and owner-occupied units and neighborhood cleanup efforts as well as some periodic inspection of certain housing types. The ALUCP is not anticipated to interfere with any of the Housing Element policies supporting this goal.

The third goal is to minimize governmental constraints to the development, upkeep and renovation of housing in the City of San Diego. The City intends to achieve this goal through eliminating inefficiencies from the development permitting process while continuing to comply with state mandates and protect the public health, safety and welfare. As the proposed ALUCP would result in revised development standards within the ALUCP Impact Area, there could be some potential conflict with this goal.

The fourth goal is to provide affordable housing opportunities. The Housing Element acknowledges housing in the City of San Diego has become unaffordable for low to moderate income households. To ensure low to moderate income households can still afford housing in San Diego, the City has resolved to take several measures. The City of San Diego intends to increase housing affordability through rental subsidies, home loan assistance, home buying workshops for low-income individuals and families, inclusionary housing policies and density bonuses for developers. The Housing Element does not propose any increases in existing density bonuses; the policy regarding density bonuses is to enforce existing federal, state and local regulations concerning density bonuses and other incentive programs. The standards of the proposed ALUCP establish maximum housing densities in all safety zones, including any density bonuses that may be sought by developers and granted by the City. By establishing relatively strict limits on housing densities in the ALUCP Impact Area, the proposed ALUCP is not entirely consistent with this goal of the City's Housing Element.

The fifth goal pertains to commitments to sustainability and reduction of greenhouse gas emissions. Policies geared toward achieving this goal include creating incentives for mixed-use, transit oriented development in order to boost jobs-housing balance and encouraging use of sustainable development practices and energy efficient design. The proposed ALUCP is not expected to significantly impact this goal as its policies will not interfere with the development of a variety of housing types or with improving access to jobs and transit.

4.3.2.2.2 City of San Diego General Plan, Land Use and Community Planning Element

The General Plan Land Use and Community Planning Element provides general citywide land use policies and delegates authority for more detailed land use policy to the individual community plans.¹²⁹ The General Plan identifies seven general land use categories and 26 detailed categories for use in the community plans.¹³⁰ The "Residential" General Plan land use category refers to areas dedicated primarily for residential use at a full range of densities, and the "Multiple Use" category refers to areas where medium- to high-density residential use intermingled with other use types is encouraged as part of mixed-use districts. The following land use designations and associated residential density ranges comprise the scope of the residential use designations recommended for use in the community plans.

- Residential – Very Low: 0 – 4 dwelling units per acre
- Residential – Low: 5 – 9 dwelling units per acre
- Residential – Low Medium: 10 – 14 dwelling units per acre
- Residential – Medium: 15 – 29 dwelling units per acre
- Residential – Medium High: 30 – 44 dwelling units per acre
- Residential – High: 45 – 74 dwelling units per acre
- Residential – Very High: 75+ dwelling units per acre

The Multiple Use categories recommended for use in the community plans are Neighborhood Village, Community Village, Urban Village and Downtown. The Neighborhood Village designation refers to mixed-use areas with residential densities ranging from medium to medium high (15 to 44 dwelling units per acre). The Community Village designation refers to mixed-use districts with residential densities ranging from medium high to high (30 to 74 dwelling units per acre). The Urban Village designation refers to mixed-use districts with commercial uses serving the region and residential densities no lower than 30 dwelling units per acre. The Downtown designation refers to the ~~Centre-City~~Downtown Community Planning Area~~CPA~~ and leaves the permitted residential density range to the discretion of the community plan.

4.3.2.3 City of San Diego Community Plans

As mentioned above, the City of San Diego, because of its expansive geographic size and multitude of distinct communities, utilizes community plans to create more refined plans with policies specifically suited to individual communities. The General Plan Land Use Element lists 55 Community Planning Areas.¹³¹ The community plans typically address circulation, land use, public facilities, urban design and

¹²⁹ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, p. LU-3.

¹³⁰ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Table LU-4.

¹³¹ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-3.

open space/conservation. Portions of seven community planning areas are within the ALUCP Impact Area:¹³²

- ~~Centre City (Downtown)~~
- Greater Golden Hill
- Midway/Pacific Highway Corridor
- Ocean Beach
- Peninsula
- Southeastern San Diego
- Uptown

In addition, the San Diego Unified Port District, Balboa Park and Mission Bay Park are within the ALUCP Impact Area. Balboa Park and Mission Bay Park are not included in this analysis as they do not have plans prescribing residential uses. Each community plan followed by the Port Master Plan is discussed below with respect to its goals, objectives and policies concerning housing and population. Note that the seven community plans were developed and adopted over a period of decades, thus, the style and organization of the plans differ. This is reflected in Tables 4-25 through 4-31 which summarize the community plans. The differences among these tables reflect corresponding differences in the community plans.

4.3.2.3.1 *Downtown Community Plan*

The City of San Diego delegated planning and development review authority in the ~~Centre City Downtown~~ CPA to the Centre City Development Corporation (CCDC), a non-profit redevelopment agency with an independent board of directors appointed by the Mayor and City Council of San Diego. CCDC prepared the community plan for ~~Centre City Downtown~~ and the redevelopment plans for ~~Centre City Downtown~~ and Horton Plaza. Responsibilities for planning and development review in Downtown were assumed by Civic San Diego when the redevelopment agencies were disbanded. "Civic San Diego is a nonprofit public benefit corporation wholly owned by the City of San Diego with the mission of managing public improvement and public-private partnership projects of the City's former Redevelopment Agency. In addition, Civic San Diego has been granted land use authority to perform planning and permitting functions, administer the downtown San Diego parking district and implement its improvement projects, design and manage the construction of parks and fire stations through Development Impact Fees, and develop and execute economic development strategies."¹³³

¹³² Community Plan updates for five of the seven community plans within the ALUCP Impact Area are expected to be available for public review as follows: Greater Golden Hill in January 2014; Midway/Pacific Highway Corridor in November 2013; Ocean Beach in November 2013; Southeastern San Diego in November 2013; Uptown in January 2014.

¹³³ Civic San Diego, <http://www.ccdc.com/> (accessed June 21, 2013)

The *San Diego Downtown Community Plan* which was adopted in March of 2006 and last amended in May of 2012 was prepared by CCDC. However since redevelopment agencies were disbanded, as discussed above, Civic San Diego assumed CCDC's former responsibilities for planning and development review in Downtown.

The *Downtown Community Plan* envisions ~~Centre City~~ Downtown as a regional mixed-use center blending commercial, office, industrial, open space and residential uses.¹³⁴ The overarching goal of the community plan is an intensely developed downtown that retains an atmosphere of livability. The City of San Diego has adopted several strategies concerning land use and housing to accomplish this goal. These include the following:

- Ensure an overall balance of uses that furthers downtown's role as the premier regional population, commercial, civic, cultural, and visitor center
- Foster a diverse mix of uses in each neighborhood to support urban lifestyles
- Achieve building intensities that ensure efficient use of available land
- Attain an overall employment level of approximately 165,000 quality jobs to reflect downtown's role as the premier employment center in the region
- Target a residential buildout population of approximately 90,000 people of diverse incomes to create vitality, a market for a broad array of supporting stores and services, and opportunities for living close to jobs and transit
- Enhance livability through arrangement of land uses and development intensities, including development of a system of neighborhoods sized for walking

The *Downtown Community Plan* establishes several sets of goals and related policies regarding population and housing in the Land Use and Housing chapter. Categories of goals and policies are organized by topic. Categories with goals and objectives addressing housing and population include Structure and Land Use; Development Intensity and Incentives, and Plan Buildout; Housing; Affordable Housing and Neighborhoods and Centers.

The *Downtown Community Plan* goals and policies regarding housing and population, which could potentially be impacted by the policies of the ALUCP, are listed in **Table 4-25**.

Development Intensities and Incentives, and Plan Buildout

Concerning development intensity and buildout of Downtown, the community plan acknowledges planned intensities may be restricted by the current policies relating to the 2004 ALUCP and associated AAOZ enforced by the City of San Diego. Taking this and other considerations into account, the community plan presents a population estimate based on a total buildout scenario in which there is a 95

¹³⁴ City of San Diego, *Downtown Community Plan*, March 2006, (Amended May 22, 2012).

percent occupancy rate and 1.6 persons per household. The community plan estimate anticipates a total population of 89,100 individuals and 53,100 dwelling units in Downtown. The community plan stresses that this is simply an estimate for an ultimate buildout of Downtown and does not constitute official community plan policy.

Housing

The *Downtown Community Plan* seeks to encourage residential uses in Downtown in order to maintain an enlivened atmosphere in the evening hours when most shops and offices are closed. A variety of housing types are also desired in order to provide a range of options to residents of varying economic means.

Affordable Housing

As with the General Plan Housing Element, the *Downtown Community Plan* emphasizes development of opportunities for affordable housing. Among the structural solutions considered are construction of below market rate units, single-room occupancy hotels as well as shelters and transitional housing for the homeless.

Table 4-25 (1 of 2): Downtown Community Plan Goals and Policies Relevant to Population and Housing

CHAPTER/TOPIC	GOAL/POLICY
Land Use and Housing	
Structure and Land Use (pp. 3-13 – 3-15)	GOAL 3.1-G-1: Provide for an overall balance of uses—employment, residential, cultural, government, and destination—as well as a full compendium of amenities and services
	GOAL 3.1-G-2: Provide for an overall balance of uses—employment, residential, cultural, government, and destination—as well as a full compendium of amenities and services
	POLICY 3.1-P-1: Foster development of the Core into a compact but high intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours
	POLICY 3.1-P-5: Encourage a maritime-supporting and diverse mix of uses along the waterfront; allow residential uses where not prohibited by State tidelands restrictions
Development Intensities and Incentives, and Plan Buildout (p. 3-28)	GOAL 3.2-G-1: Target a residential population of approximately 90,000, and downtown employment of over 165,000 by 2030, to create vitality, a market for a broad array of supporting stores and services, opportunities for living close to jobs and transit, and support regional growth strategies
	GOAL 3.2-G-2: Maintain a range of development intensities to provide diversity, while maintaining high overall intensities to use land efficiently and permit population and employment targets to be met
	GOAL 3.2-G-3: Provide incentives to encourage development of public amenities, retail, and other active uses in Neighborhood Centers, and promote affordable housing and conservation of historical resources
	POLICY 3.2-P-3: Allow intensity bonuses for development projects in specific locations established by this plan that provide public amenities/benefits beyond those required for normal development approvals
	POLICY 3.2-P-5: Restrict building intensities underneath the approach path to Lindbergh Field consistent with the Airport Land Use Compatibility Plan (ALUCP)
Housing (p. 3-29)	GOAL 3.3-G-1: Provide a range of housing opportunities suitable for urban environments and accommodating a diverse population
	GOAL 3.3-G-2: Ensure supplies of housing for downtown employees commensurate with their means to reduce automobile trips and achieve related air quality benefits
	POLICY 3.3-P-1: Establish minimum FARs to achieve city and regional goals for making downtown a major population center.”
	POLICY 3.3-P-2: Allow residential activity in all land use classifications (with exception of tidelands pursuant to the Port Master Plan and lands classified as Industrial). Allow for higher standard of review for residential development adjacent to industrial land use districts.
	POLICY 3.3-P-3: Achieve a mix of housing types and forms, consistent with FAR and urban design policies.
	POLICY 3.3-P-4: Promote construction of a supply of larger units suitable for families and children
	POLICY 3.3-P-5: Encourage a diverse mix of housing opportunities within residential projects

Table 4-25 (2 of 2): Downtown Community Plan Goals and Policies Relevant to Population and Housing

CHAPTER/TOPIC	GOAL/POLICY
Affordable Housing (p. 3-33, 3-34)	GOAL 3.4-G-1: Continue to promote the production of affordable housing in all of downtown's neighborhoods and districts
	GOAL 3.4-G-3: Increase the supply of rental housing affordable to low-income persons
	GOAL 3.4-G-4: Preserve and expand the supply of single room occupancy ("SRO") and living units (small studio apartments) affordable to very low-income persons
	GOAL 3.4-G-5: Support the development of projects that serve homeless and special needs populations: <ul style="list-style-type: none"> • Prioritize and build/rehabilitate service enriched rental apartments to meet the housing needs of the chronically homeless • Assist in the development of affordable, permanent supportive housing projects in the downtown and surrounding neighborhoods. These would serve working families identified in need of transitional housing. Apartment leases would be for a minimum of six months.
	POLICY 3.4-P-1: Utilize land-use, regulatory and financial tools to facilitate the development of housing affordable to all income levels, including: <ul style="list-style-type: none"> • Homebuyer assistance programs for moderate-income buyers. • Development intensity bonuses for builders creating affordable units. • Acquisition and site assembly of sites for future development. • Agreements to secure long-term affordability restrictions
	POLICY 3.4-P-2: Assist in financing the construction of for-sale housing with long-term affordability restrictions for low- and moderate-income households earning up to 120 percent of area median income. Encourage the development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150 percent of area median income.
Neighborhoods and Centers (p. 3-37)	POLICY 3.4-P-3: Assist in securing sites and financing the construction of rental housing, with emphasis on creating one- and two-bedroom units affordable to households earning up to 80 percent of area median income. Leverage [Centre City Development Corporation now Civic San Diego] resources with other public and private funds for low-income housing. Explore opportunities to develop projects in other neighborhoods outside of downtown.
	POLICY 3.4-P-4: Encourage preservation and construction of [single-room occupancy units] and living units with the following actions: <ul style="list-style-type: none"> • Provide funds to renovate older buildings and secure rent restrictions. • Allow construction of new SROs, living units, and other similar forms of housing in all appropriate mixed-use districts. • Allow reduced parking for projects with rent-restricted units.
	GOAL 3.5-G-1: Develop a system of neighborhoods sized for walking, with parks and concentrations of retail, restaurants, cultural activities, and neighborhood services in mix with residential and other commercial uses
	GOAL 3.5-G-2: Foster a rich mix of uses in all neighborhoods, while allowing differences in emphasis on uses to distinguish between them

SOURCE: City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 6-31.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

Neighborhoods and Centers

Eight distinct neighborhoods comprise the ~~Centre City community planning area~~ Downtown CPA. Three of these neighborhoods (Cortez, East Village and Little Italy) are intersected by the ALUCP Impact Area boundary. The small portion of East Village within the Airport Impact Area is a recreation area on the grounds of an existing school. Thus, East Village is not expected to be affected by the proposed ALUCP.¹³⁵ Significant portions of Little Italy and Cortez are within the area. The *Downtown Community Plan* describes each of the two neighborhoods in the following terms.¹³⁶

- **Cortez:** Located adjacent to Balboa Park, this neighborhood includes Cortez Hill, home of the historic El Cortez and both older and more recent residential development, and "Lower Cortez", which also contains residential along with a mix of office, civic, and institutional uses. A "main street" Neighborhood Center will focus on 6th Avenue. Open space character will be expanded by a new full-block park across from St. Joseph's church and "lids" over I-5 connecting to Balboa Park.
- **Little Italy:** The historic, waterfront Italian neighborhood—dating back to the early 1900s fishing industry—still retains strong ethnic ties, as expressed in the series of cafes, restaurants, and shops lining India Street. Little Italy has experienced strong mid-rise residential development in recent years. Future development will be similar in scale and height, due to restrictions associated with airport operations and sun access protection goals. The Community Plan accommodates the mix of light industry, artists' studios, and services in northern Little Italy, which contribute to neighborhood synergies.

In addition to the specific land use and housing goals and objectives associated with each neighborhood in ~~Centre City~~ Downtown, the *Downtown Community Plan* includes a chapter on Neighborhoods and Districts which outlines the vision and goals for the buildout of each neighborhood.¹³⁷ The planning focus for both Cortez and Little Italy are discussed in detail. The Cortez neighborhood is estimated to have a buildout population of approximately 10,000 individuals, and a stated goal for the neighborhood's focus of development is "primarily residential". Little Italy is expected to have a buildout population of approximately 10,000 residents and is noted to be experiencing an influx of residential development.

The land use designations in the community plan include several mixed-use land use categories to promote the mix of uses appropriate to achieve the desired level of intensity and livability. The mixed-use designations in the Cortez and Little Italy neighborhoods include:

¹³⁵ Only a small portion of East Village, encompassing open space associated with San Diego Senior High School, is within the ALUCP Impact Area.

¹³⁶ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 3-37.

¹³⁷ City of San Diego, *Downtown Community Plan*, March 2006, (Amended May 22, 2012).

- Employment/Residential Mixed-Use: This classification provides synergies between educational institutions and residential neighborhoods, or transition between the Core and residential neighborhoods. It also encompasses Horton Plaza. The classification permits a variety of uses, including office, residential, hotel, research and development, and educational and medical facilities.
- Mixed Commercial: This classification is intended to accommodate a diverse array of uses, including residential, artists' studios and live/work spaces, hotels, offices, research and development, and retail, and allow continuing operation of existing service and industrial uses – including light industrial and repair, warehousing and distribution, transportation, and communication services. Any new industrial and service use will be required to demonstrate that air quality in surrounding residential uses and neighborhoods (such as Barrio Logan) is not adversely impacted.
- Neighborhood Mixed-Use Center: This classification is intended to ensure development of distinctive centers around plazas or 'main streets' that provide a focus to the neighborhoods. It supports mixed-use (residential/non-residential) projects that contain active ground-floor uses. A broad array of compatible uses, including retail, restaurants and cafes, residential, office, cultural, educational, and indoor recreation are permitted, with active ground floor uses. Building volume restrictions apply to allow sunlight to reach streets and public spaces, and design standards seek to establish highly pedestrian oriented development.
- Residential Emphasis: The Residential Emphasis areas will accommodate primarily residential development. Small-scale businesses, offices, and services, and ground floor commercial uses (such as cafés and dry cleaners) are also allowed, provided they do not exceed 20 percent of the overall building area¹³⁸.

4.3.2.3.2 Golden Hill Community Plan

The Greater Golden Hill CPA lies east of Centre City Downtown, south and east of Balboa Park and north of Southeastern San Diego. The *Golden Hill Community Plan* was adopted April 5, 1988 and last amended June 19, 1990. There is an ongoing process to update the Community Plan. It is tentatively planned to be available for public review in January 2014; however, the current Community Plan is referenced for purposes of this Draft-Final EIR.¹³⁹ The focus of the community plan is preservation of existing neighborhoods and architectural styles. Overall community goals related to housing and population include the following:

- To preserve and enhance the quality of housing opportunities for all income levels and to maintain the distinctive architectural character and scale of the area

¹³⁸ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), pp. 3-7-3-12.

¹³⁹ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

- Retain the character of residential neighborhoods
- To ensure that new development is in character and scale with the community¹⁴⁰

Plan recommendations affecting housing and population include preserving single-family neighborhoods and cultivating high-density residential development along major transportation corridors.

Table 4-26 outlines the Community Plan Residential Element objectives regarding housing and population, which could potentially be impacted by the policies of the ALUCP.

The community plan states the buildout capacity under the densities prescribed by the plan would be 7,096 dwelling units. This represents only a small increase from the 6,742 dwelling units existing at the time of community plan publication.

Table 4-26: Golden Hill Community Plan Objectives Relevant to Population and Housing

ELEMENT	OBJECTIVE
Residential (p. 24)	Preserve the single-family and low-density areas from encroachment by incompatible higher density uses
	Rehabilitate sound but deteriorating structures for the purpose of maintaining affordable housing and preserving the distinctive architectural character of the community
	Create new, affordable housing units through the use of all available public and private financing programs
	Increase percentage of homeownership
	Encourage higher densities in those areas of the community having direct access to major transportation arteries
	Provide guidelines to ensure that new development is compatible with the existing scale, lot pattern, and character of Golden Hill

SOURCE: City of San Diego, *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990).
 PREPARED BY: Ricondo & Associates, Inc., April 2013.

4.3.2.3.3 Midway/Pacific Highway Corridor Community Plan

The *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan* was adopted May 28, 1991 and last amended July 12, 2010. There is an ongoing process to update the community plan. A draft of the updated Community Plan is tentatively planned to be available for public review in fall 2013.¹⁴¹ However, the current Community Plan is referenced for purposes of this ~~Draft-Final~~

¹⁴⁰ City of San Diego, *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990), p. 16.

¹⁴¹ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

EIR. The Midway/Pacific Highway Corridor CPA is comprised of two sub-areas: the central Midway area and the Pacific Highway Corridor. The linear Pacific Highway Corridor runs from the southeast at Laurel Street to the northwest where it joins the central Midway area. The central Midway area is a commercial core situated northwest of SDIA.

The community plan identifies issues concerning several land use types. Issues regarding residential land uses include residential units inappropriately located adjacent to industrial uses, blighted residential units, lack of open space amenities for community residents and potential compatibility issues with SDIA-related noise. The community plan also discusses the possibility of a bay-to-bay canal linking Mission Bay to San Diego Bay. According to the community plan, mixed-use development featuring multi-family housing would have been focused along the canal. However, upon further study the canal project was determined to be infeasible.¹⁴²

Concerning residential land uses, the Community Plan lists a single guiding policy statement which functions as a goal for residential development in the community. **Table 4-27** outlines the policy statement regarding population and housing, which could potentially be impacted by the policies of the ALUCP.

Table 4-27: Midway/Pacific Highway Corridor Community Plan Policy Relevant to Population and Housing

ELEMENT	POLICY
Residential Land Use (p. 87)	Provide a variety of housing opportunities for persons of all ages and income levels, and retain and enhance the physical conditions of existing neighborhoods through rehabilitation and/or redevelopment
	Preserve and upgrade existing residential areas which have developed at medium and medium-high densities
	Promote the availability of low- and moderate-income housing units within market rate residential projects
	Promote the development of housing which will help meet the special needs of people such as the elderly, the handicapped, those requiring nursing care needs, low-income persons and the homeless
	Increase home ownership opportunities
	Discourage the continuation of isolated single-family residential uses in the midst of commercial and industrial areas
	Minimize negative impacts resulting from more intensive land use activities
ELEMENT	POLICY
	Limit the intensity of residential development in those areas subject to high community noise levels
ELEMENT	POLICY
	Require new residential projects to provide adequate recreational opportunities for residents

SOURCE: City of San Diego, *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan*, May 28, 1991 (Amended July 12, 2010).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

¹⁴² City of San Diego, <http://www.sandiego.gov/planning/community/cpu/oldtownmidway/pdf/midwaycpulanduseurbdsnextcond1.pdf> (accessed February 27, 2013).

Specific recommendations include rezoning several areas to allow for medium-density (29 dwelling units per acre) and medium–high-density (43 dwelling units per acre) residential development. One location is specifically recommended to allow very high-density (74+ dwelling units per acre).¹⁴³

As mentioned above, a central element of the current Community Plan was the completion of the bay-to-bay canal. This was to create desirable locations for waterfront homes of varying densities. Because the canal is no longer a viable project, residential development as envisioned in the community plan is unlikely to occur in the Midway/Pacific Highway Corridor community planning area.

4.3.2.3.4 *Ocean Beach Precise Plan*

The *Ocean Beach Precise Plan* was adopted by the City of San Diego on July 3, 1975, last amended on February 15, 1991, and is currently the City's oldest community planning document. With the exception of three minor amendments, the last of which was in 1991, it has remained essentially unchanged for over a quarter of a century. There is an ongoing process to update the Community Plan, which is tentatively planned to go to the City Council for adoption in November 2013; however, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR.¹⁴⁴ Although Ocean Beach is a relatively small community planning area with no distinctly separate neighborhoods, the community plan does describe three areas with uniquely suited residential density patterns: East OB, North OB and South OB. East OB consists of residential development east of Sunset Cliffs Boulevard and south of West Point Loma Boulevard. North OB consists mostly of residential areas north of Newport Avenue and West of Sunset Cliffs Boulevard with some areas east of Sunset Cliffs Boulevard and north of West Point Loma Avenue. South OB includes residential areas west of Sunset Cliffs Boulevard and south of Newport Avenue.¹⁴⁵

The Residential Land Use and Housing Element of the community plan lists goals and general recommendations for how the community should physically develop. General recommendations for development focus on encouraging new residential development compatible in scale with existing residential uses while still meeting demand and achieving more affordability in the community housing market. Specific recommendations and goals of the Residential Land Use and Housing Element from the Community Plan that may be relevant to or influenced by the proposed ALUCP are listed in **Table 4-28**.

¹⁴³ City of San Diego, *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan*, May 28, 1991 (Amended July 12, 2010), pp. 89–93.

¹⁴⁴ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

¹⁴⁵ City of San Diego, *Ocean Beach Precise Plan and Local Coastal Program Addendum*, July 3, 1975 (Amended February 15, 1991), p. 14.

Table 4-28: Ocean Beach Precise Plan Goals and Recommendations Relevant to Population and Housing

ELEMENT	GOAL/RECOMMENDATION
Residential Land Use and Housing (pp. 15,23-24)	GOAL: Maintain the existing residential character of Ocean Beach as exemplified by a mixture of small scale residential building types and styles
	GOAL: Promote the continuation of an economically balanced housing market, providing for all age groups and family types
	GOAL: Enhance the opportunity for racial and ethnic minorities to live in the community
	RECOMMENDATION: That new residential construction be in the form of garden-type units, absent from excessive height and bulk and compatible in design with the existing community
	RECOMMENDATION: That special development regulations, in the form of a Planned District, be created to replace existing zoning
	RECOMMENDATION: That the density of East Ocean Beach remain at less than 15 dwelling units per acre
	RECOMMENDATION: That special development regulations include density criteria based on 1 unit for every 1750, 1150, and 800 square feet of lot area (25, 38, and 54 dwelling units/acre, respectively)
	RECOMMENDATION: That the highest density established on an area-wide basis be 25 dwelling units per acre
	RECOMMENDATION: That special criteria be established to limit the allocation of any 38 dwelling unit per acre density to appropriate locations
	RECOMMENDATION: That yards and coverage be adequate to [e]nsure provision of light and air to surrounding properties, and that those requirements be more stringent where necessary for buildings over two stories in height and for lots greater than 40 feet in width
	RECOMMENDATION: That floor area ratios of about 7 for a 25 dwelling units per acre density, 1.0 for a 38 dwelling units per acre density, and 1.3 for a 54 dwelling units per acre density be developed, and that consideration be given to increasing or decreasing them for purposes of providing positive or negative incentives for development, based upon detailed criteria
	RECOMMENDATION: That a basic height limit of 2 stories and 24 feet be established for the 25 dwelling units per acre densities and 3 stories and 35 feet for the 38 and 54 dwelling units per acre densities, subject to exception under certain conditions based on detailed criteria
	RECOMMENDATION: That lower income housing be encouraged to be maintained in Ocean Beach, especially through the minor rehabilitation of existing sub-standard units

SOURCE: City of San Diego, *Ocean Beach Precise Plan and Local Coastal Program Addendum*, July 3, 1975 (Amended February 15, 1991).
 PREPARED BY: Ricondo & Associates, Inc., April 2013.

4.3.2.3.5 Peninsula Community Plan

The *Peninsula Community Plan and Local Coastal Program Land Use Plan* was adopted July 14, 1987 and last amended May 31, 2011. As the name indicates, the community planning area sits on a peninsula bounded by the Pacific Ocean on the west and south and San Diego Bay and Port tidelands to the east. The Peninsula community planning area is situated immediately west of SDIA. Included in the community planning area is the Point Loma Naval Complex on the southernmost portion of the peninsula. As the

Navy facilities constitute federal land and are outside the regulatory authority of the City of San Diego, the community plan does not include this area in any proposals and this ~~Draft-Final~~ EIR will exclude those areas from this analysis.

The Peninsula CPA is divided into eleven neighborhoods. The ALUCP impact boundary intersects six of the neighborhoods: the Naval Training Center (NTC)/Liberty Station area, Loma Portal, Loma Palisades, Loma Alta, Ocean Beach Highlands and Point Loma Heights. The community plan identifies Loma Alta as an area in transition from single to multi-family residential. At the time of this analysis, the former NTC area is essentially fully built out according to the Liberty Station Precise Plan.

The Community Plan states the guiding concept for future residential development is to maintain the character of existing neighborhoods. Overall community goals concerning housing and population include the following:

- Redevelop the former Naval Training Center with a mix of uses that complement the Peninsula community, respect the heritage of the base and provide facilities and amenities for the City as a whole
- Conserve character of existing single-family neighborhood including the very low-density character of certain neighborhoods
- Promote multifamily infill in areas proximate to transit lines
- Provide housing opportunities for residents of all levels and age groups¹⁴⁶

The residential element of the Community Plan includes objectives and recommendations related to housing and population that may be relevant to or affected by the proposed ALUCP as listed in **Table 4-29**.

NTC Precise Plan and Local Coastal Program

The NTC Precise Plan and Local Coastal Program is a separate City Council-adopted land use plan within the Peninsula CPA that is also a part of the City of San Diego LCP and existing regulatory setting. The NTC Precise Plan and Local Coastal Program was adopted July 17, 2001. The NTC Precise Plan guides the redevelopment of the former Naval Training Center site closed by the U.S. Navy in 1997 for civilian use. The approximately 360-acre NTC site is located immediately west of SDIA in the Peninsula CPA. The precise plan envisions the redeveloped site as a pedestrian-oriented mixed-use district taking advantage of the history and setting to establish institutional and recreational uses to complement commercial and residential uses.

¹⁴⁶ City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), p. 11.

In regard to population and housing, the plan proposes approximately 37 acres of residential use and 107 acres of mixed-use. The area of residential emphasis is sited on the southern portion of the development farther from the areas most impacted by airport noise. The precise plan proposes both single- and multi-family units in the area intended for residential use. The area of mixed-use emphasis is located north of the residential area and is primarily a mix of commercial, institutional and recreational uses. Live/work units associated with artist studios are also planned in some areas of this site.

At the time of this analysis the NTC Precise Plan and Local Coastal Program is considered built out for all residential purposes.

Table 4-29: Peninsula Community Plan Objectives and Recommendations Relevant to Population and Housing

ELEMENT	OBJECTIVE/RECOMMENDATION
Residential (pp. 22-24)	OBJECTIVE: Conserve character of existing stable single-family neighborhoods throughout Peninsula including the very low-density character of certain neighborhoods
	OBJECTIVE: Preserve existing landscaping and vegetation within established residential neighborhoods
	OBJECTIVE: Encourage design compatible with existing residential development in all new infill housing
	OBJECTIVE: Encourage mixed use development that incorporates housing with commercial and office uses within the Roseville and Voltaire commercial districts
	OBJECTIVE: Increase equitability in development by simplifying the multifamily zoning pattern in areas where adjacent parcels with similar conditions have a variety of zoning designations
	OBJECTIVE: Encourage sensitive placement of structures in steeply sloped residential areas to minimize removal of natural vegetation, grading and landform alteration
	OBJECTIVE: Provide housing opportunities for persons of all income levels, including both rental and ownership units, through new construction and rehabilitation of deteriorating structures
	OBJECTIVE: Provide low- and moderate-income housing through incentives for construction of affordable units within market rate projects and through rent subsidies for existing housing at scattered sites throughout the community
	OBJECTIVE: Provide housing opportunities within Peninsula for the elderly and empty nesters who desire to remain in the Peninsula community but no longer desire to maintain a single-family dwelling
OBJECTIVE: Increase the opportunities for young families to purchase single-family housing within Peninsula by providing incentives for construction of housing for the elderly and empty nesters who currently occupy single-family units	
OBJECTIVE: Provide housing for the elderly and disabled in areas proximate to transit lines and conveniently accessible to neighborhood shopping facilities	

ELEMENT	OBJECTIVE/RECOMMENDATION
	OBJECTIVE: Provide a balance of residential types, densities and prices, emphasizing new development and redevelopment at higher densities in neighborhoods able to accommodate growth without adverse impacts to the immediate area or to the community as a whole
	OBJECTIVE: Encourage multifamily housing development and redevelopment in areas proximate to transit lines
	RECOMMENDATION: Maintain low densities in existing single-family neighborhoods
	RECOMMENDATION: Multifamily infill projects which provide low- and moderate-income housing should be encouraged in areas characterized by good accessibility to major public transportation routes and adequate public/private facilities and services
	RECOMMENDATION: Loma Alta is recommended for a maximum of 44 du/acre and reduction in base zoning from R-600 to R-1,000. Higher densities (up to 72 du/acre could be considered for Planned Residential Development (PRDs) in this area

SOURCE: City of San Diego, *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

4.3.2.3.6 *Southeastern San Diego Community Plan*

The *Southeastern San Diego Community Plan* was adopted on July 13, 1987 and last amended on May 21, 2009. There is an ongoing process to update the Community Plan. A draft of the updated Community Plan is tentatively planned to be available for public review in November 2013; however the current Community Plan is referenced for ~~purposed purposes~~ of this ~~Draft-Final~~ EIR.¹⁴⁷ The current community plan also guides development for the Encanto community planning area which is situated immediately to the east of the current Southeastern San Diego CPA boundary and has formed a separate community since plan adoption. Encanto is not intersected by the impact boundary and is not included in this analysis.

Community Plan objectives addressing residential development that may be relevant to or affected by the proposed ALUCP are listed in **Table 4-30**.

4.3.2.3.7 *Uptown Community Plan*

The *Uptown Community Plan* was adopted February 2, 1988 and last amended May 7, 2002. There is an ongoing process to update the community plan which is tentatively planned to be finalized by December 2014; however, the current plan is referenced for purposes of this ~~Draft-Final~~ EIR.¹⁴⁸

The goals of the *Uptown Community Plan* regarding residential land uses focus on preserving the existing housing stock and fostering new opportunities for mixed-use and a variety of housing types. The *Uptown*

¹⁴⁷ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

¹⁴⁸ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

Community Plan features a residential element which describes specific objectives for reaching the community's goals. The goals and objectives of the Community Plan regarding housing and population that may be relevant to or affected by the proposed ALUCP are summarized in **Table 4-31**.

Table 4-30: Southeastern San Diego Community Plan Objectives Relevant to Population and Housing

ELEMENT	OBJECTIVE
Residential (pp. 6-7)	<p>1: Respect the housing character, scale, style and density of existing residential neighborhoods</p> <p>2: Preserve, restore and rehabilitate residences and/or neighborhoods with historical significance. (Information on historic structures and districts is detailed in the Neighborhood Element of the Plan)</p> <p>3: Encourage and accommodate orderly new development that is consistent with community goals and objectives</p> <p>4: Require high quality developments in accordance with the design guidelines established within the plan and as recommended by [redevelopment project</p> <p>5: Maintain or increase the level of owner occupancy in the community to increase maintenance of properties and to increase pride in individual neighborhoods</p> <p>6: Create a range of housing opportunities and choices to provide quality housing for people of all income levels and ages</p> <p>7: Achieve an overall mix of different housing types to add diversity to communities and to increase the housing supply with emphasis on the following:</p> <ul style="list-style-type: none"> a. Incorporating a variety of multi-family housing types in multi-family project areas b. Incorporating a variety of single-family housing types in single-family projects/subdivisions c. Building town homes and small lot single-family homes as a transition between higher density homes and lower density single-family neighborhoods with increased landscaping as part of a transitional buffer d. Identifying sites that are suitable for revitalization and for the development of additional housing
Village (pp. 7-8)	<p>2: Provide opportunities for people to live, work and recreate in the same areas through the integration of mixed residential, commercial and recreational uses</p> <p>4: Focus more intense commercial and residential development in redevelopment areas, including the mixed-use Village Center at the Euclid & Market Pilot Village, and along transit corridors, (including but not limited to Market Street, Euclid Avenue, and Imperial Avenue) in support of the General Plan in a manner that is pedestrian-oriented and preserves the vast majority of single-family neighborhoods</p>

SOURCE: City of San Diego, *Southeastern San Diego Community Plan*, July 13, 1987 (Amended May 21, 2009).

PREPARED BY: Ricondo & Associates, Inc., April 2013.

Table 4-31: Uptown Community Plan Goals and Objectives Relevant to Housing and Population

ELEMENT	GOAL/OBJECTIVE
Residential (p. 13)	GOALS: Provide a wide variety of housing types for all age, income and social groups
	GOALS: Retain the character of residential neighborhoods
	GOALS: Prevent the intrusion of incompatible uses into neighborhoods
	GOALS: Preserve structures with potential historic significance
	OBJECTIVE: Preserve and enhance the special character of specific, well-defined, low-density neighborhoods from encroachment by incompatible, higher density residential or commercial development
	OBJECTIVE: Locate medium- and high-density residential development in selected areas with adequate design controls provided to ensure compatibility with existing lower-density development
	OBJECTIVE: Concentrate medium- and high-density housing: <ul style="list-style-type: none"> • On upper floors as part of mixed-use development in commercial areas; • Adjacent to commercial areas; • Near transit and higher volume traffic corridors.
	OBJECTIVE: Preserve and provide incentives for mixed residential/commercial development at appropriate locations
	OBJECTIVE: Locate higher density residential development in appropriate areas that are situated to promote safer and livelier commercial districts
	OBJECTIVE: Ensure adequate transition and buffering between potentially incompatible uses
OBJECTIVE: Design and enforce stricter controls and locational criteria on Conditional Use Permits in residential neighborhoods to minimize nuisances generated by nonresidential uses, such as offices in historic structures	
OBJECTIVE: Develop adequate housing for those with special needs such as the elderly, handicapped persons, those who need nursing care, low-income and homeless persons	

SOURCE: City of San Diego, *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002).
 PREPARED BY: Ricondo & Associates, Inc., April 2013.

The *Uptown Community Plan* Residential Element establishes several land use designations with residential densities ranging from low (5-10 dwelling units per acre) to very high (73-109 dwelling units per acre). Housing types to be preserved and encouraged range from single-family detached homes along the canyon ridges, to high-rise multi-family residential towers along 6th Avenue. The *Uptown Community Plan* describes its residential land use designations in the following terms.

- Low-Density Residential (5-10 dwelling units per acre) - This designation is intended to accommodate detached single-family units under R1 zoning standards. It is applied to existing single-family neighborhoods, which are generally more isolated from public facilities and commercial uses than areas designated for multifamily residential use. All areas designated for low-density residential should also be designated as 'single-family protected' neighborhoods, in which only one detached dwelling unit per lot is permitted.
- Low-Medium-Density (10-15 dwelling units per acre) - This land use designation is generally applied closer to transportation corridors, often acting as a buffer between single-family neighborhoods and higher density development. It corresponds to R-3000 zoning, the lowest density multifamily zone, permitting one dwelling unit per 3,000 square feet of lot area.
- Medium-Density (15-29 dwelling units per acre) - This designation corresponds to R-1500 zoning, which permits three to five dwelling units on typical parcels (one dwelling unit per 1,500 square feet of lot area). This density usually results in two-story development, consistent with the existing character of lower density neighborhoods. This type of development can also protect views from the hillside areas.
- Medium-High-Density (29-44 dwelling units per acre) - This land use density usually abuts major streets or commercial areas. Small-lot development under the corresponding R-1000 zoning often takes the form of a two-story structure with surface parking, though large-lot developments may rise three stories over first level or underground parking. This designation is limited to areas with vehicular circulation systems capable of supporting traffic generated by this density with minimal impact upon adjacent neighborhoods.
- High-Density (44-73 dwelling units per acre) - The density for larger sites is that of the R-600 zoning, in which development may range from two stories to four stories with parking below. Smaller sites are limited to the R-800 density. This zoning is applied to the core of the community, generally surrounding the Hillcrest commercial area.
- Very-High-Density (73-109 dwelling units per acre) - This designation permits a density as high as that permitted in the R-400 zone for large and/or corner sites. Smaller sites should be limited to the R-600 zone density. This designation is limited to Sixth Avenue fronting on Balboa Park.

- Commercial/Residential and Office/Residential Designations - These designations permit either residential or commercial use. Residential projects may be developed at densities ranging from medium- to very-high-density, as described in the Commercial Element of this plan.
- Mixed-Use Designations - The mixed-use designations are applied to nodes of commercial use where residential or office use above street level commercial use is appropriate. As redevelopment occurs, new mixed-use development will strengthen and reinforce the qualities of a lively urban commercial and residential activity area. Permitted residential densities vary from medium-high permitted on a portion of India Street to very high in the Hillcrest commercial core. Medium-high- to high-density is permitted along Washington Street and University Avenue.
- The Uptown Community Plan Urban Design Element further specifies very high-density developments should be concentrated along 6th Avenue from Upas Street to Laurel Street. The southern limit of this proposed high-density area is situated along Laurel Street which is just outside of the safety compatibility zones where ALUCP density criteria would apply. The Urban Design Element also lists encouraging development compatible with SDIA operations as an objective.¹⁴⁹

4.3.2.4 San Diego Unified Port District, Port Master Plan

The San Diego Unified Port District published the latest amendment to the *Port Master Plan* in October of 2012. The *Port Master Plan* is intended to "provide the official planning policies, consistent with a general statewide purpose, for the physical development of the tide and submerged lands conveyed and granted in trust to the San Diego Unified Port District."¹⁵⁰

The *Port Master Plan* does not permit any residential development or propose any incompatible public services facilities in the proposed ALUCP impact area.

4.3.2.5 ~~Regulatory Setting~~ City of San Diego Municipal Code

4.3.2.5.1 ~~City of San Diego Municipal Code~~ Base Zones

The City of San Diego's zoning designations are set forth in Chapter 13 (Zones) of the San Diego Municipal Code. The primary zoning designation contained within the Municipal Code is the "base zone, which "help[s] ensure that land uses within the City are properly located and that adequate space is provided for each type of development identified."¹⁵¹ Accordingly, the base zone designations:

- (i) Regulate land uses;

¹⁴⁹ City of San Diego, *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002), pp. 38–39.

¹⁵⁰ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 1.

¹⁵¹ City of San Diego Municipal Code, §131.0101.

- (ii) Minimize the adverse impacts of such land uses
- (iii) Regulate the land use density and intensity within each base zone
- (iv) Regulate the size of buildings
- (v) Classify, regulate, and address the relationships of uses of land and buildings

Base Zones

Chapter 13 of the City of San Diego Municipal Code introduces the standard base zones for implementation of the land use framework identified in the general plan and community plans.¹⁵² The zone designations of the municipal code regulate residential density by establishing maximum allowances of dwelling units per acre, minimum amounts of square feet of land area per dwelling unit and maximum dwelling units per lot. Base zone designations in the City of San Diego accommodating low-density residential development include:

- Residential Estate (RE)
- Residential-Single Unit (RS)
- Agricultural-Residential (AR)
- Agricultural-General (AG)

Medium- to high-density residential development can be accommodated by the following base zone designations:

- Residential-Small Lot (RX)
- Residential-Townhouse (RT)
- Residential-Multiple Unit (RM)
- Commercial-Neighborhood (CN)
- Commercial-Regional (CR)
- Commercial-Office (CO)
- Commercial-Visitor (CV)
- Commercial-Community (CC)

¹⁵² City of San Diego Municipal Code, Chapter 13, Zones.

4.3.2.5.2 *Planned District Ordinances*

~~In addition to base zones permitting residential uses, there are additional zone designations established in planned district ordinances (PDO)¹⁵³ for certain areas targeted for development requiring zoning tailored to the unique characteristics of each setting. Planned districts are geographic areas which have been designated by the City Council.¹⁵⁴ Each planned district has a planned district ordinance (PDO). Each PDO has applied the base zones from Chapter 13 of the City of San Diego Municipal Code to the property located within its planned district. The following text provides a description of each applicable PDO.~~

Centre City Planned District

The Centre City PDO establishes land development and design guidelines for the ~~Centre City community planning area~~Downtown CPA.¹⁵⁵ Zone designations established in the Centre City PDO allowing for residential development include the Core (C), Neighborhood Mixed-Use Center (NC), Employment/Residential Mixed-Use (ER), Ballpark Mixed-Use (BP), Mixed Commercial (MC), Residential Emphasis (RE), Public/Civic (PC) and Public Facilities (PF) zones. The Centre City PDO does not set specific density limits. The number of dwelling units which can be developed in ~~Centre City~~Downtown is limited only by restrictions on allowable floor-area ratios (FAR) and building heights.

Golden Hill Planned District

The Golden Hill PDO establishes development regulations intended to ensure that development of commercial and multi-family residential neighborhoods is accomplished without detracting from the existing character of the community. There are six residential zone designations listed in the Golden Hill PDO ranging in maximum density from 3,000 square feet of lot area per unit to 600 square feet of lot area per dwelling unit.

There are also two commercial zone designations: GH-CN and GH-CC, both of which allow for a maximum of 14 residential dwelling units per lot.¹⁵⁶

Mid-City Communities Planned District

The Mid-City Communities PDO governs land development in the Uptown community planning area. The PDO intends to ensure a pattern of commercial development that is in scale with the existing community. The PDO lists ten residential zone designations.

- MR-400
- MR-800B

¹⁵³ ~~City of San Diego Municipal Code, Chapter 15, Planned Districts.~~

¹⁵⁴ ~~City of San Diego Municipal Code, Chapter 15, Planned Districts.~~

¹⁵⁵ City of San Diego Municipal Code §156.0301.

¹⁵⁶ City of San Diego Municipal Code §158.0303(b).

- MR-1000B
- MR-1000
- MR-1250B
- MR-1500B
- MR-1500
- MR-1750
- MR-2500
- MR-3000

The number in each zoning designation is indicative of the prescribed minimum amount of lot area in square feet per dwelling unit. In addition to the residential zone designations, residential dwellings up to one unit per 600 square feet of lot area are allowed in commercial zones. Commercial designations listed in the Mid-Cities PDO include Commercial Node (CN), Commercial Linear (CL), Commercial Village (CV) and Neighborhood Professional (NP).

Mount Hope Planned District

The Mount Hope PDO provides development regulations intended to guide the neighborhood revitalization efforts of the Mount Hope Redevelopment Project.¹⁵⁷ The PDO lists 3 zone designations or subdistricts (Subdistricts I, II, and III). Single- and multi-family residential units are allowed in Subdistrict I, and multi-family residential units are conditionally allowed in Subdistricts II and III.

Southeastern San Diego Planned District

The Southeastern San Diego PDO provides development regulations intended to implement the recommendations of the Southeastern San Diego Community Plan.¹⁵⁸ The Southeastern San Diego PDO lists seven single-family residential zone designations.

- SF-5,000
- SF-6,000
- SF-8,000
- SF-10,000
- SF-15,000
- SF-20,000

¹⁵⁷ City of San Diego Municipal Code §1515.0101.

¹⁵⁸ City of San Diego Municipal Code §1519.0101.

- SF-40,000

The numbers featured in the zone designation indicate the minimum lot size required for development of a single family residence.

There are also five multi-family residential zone designations.

- MF-1500
- MF-1750
- MF-2000
- MF-2500
- MF-3000

The numbers featured in the zone designations indicate the minimum amount of lot area in square feet required per dwelling unit. Residential development in commercially designated zones is only permitted where the commercial zone designation includes an "R" as indicated on the zoning map.

4.3.2.5.3 *Airport Environs Overlay Zone*

San Diego Municipal Code Article 2, Division 3, establishes an AEOZ. The AEOZ boundary for SDIA is defined by the combination of the 1999 forecast 60 dB CNEL contour and the Approach Area defined in the 2004 ALUCP. The RPZs for both runways are within the AEOZ boundary. The purpose of the AEOZ is to provide supplemental regulations for property surrounding SDIA.¹⁵⁹ The intent of the regulations is:

- a) To ensure that land uses are compatible with the operation of airports by implementing the Airport Land Use Compatibility Plan for SDIA adopted by the Airport Land Use Commission for the San Diego region
- b) To provide a mechanism whereby property owners receive information regarding the noise impacts and safety hazards associated with their property's proximity to aircraft operations
- c) To ensure that provisions of the California Administrative Code Title 21 [the Airport Noise Law] for incompatible uses are satisfied

In addition, the AEOZ notes that the 2004 ALUCP provides a land use compatibility table, which specifies the types of land uses that are incompatible within specified noise contours. Project applicants for residential development within the 60 dB CNEL contour must demonstrate that the indoor noise levels do not exceed 45 dB CNEL.¹⁶⁰ Although the land use compatibility standards of the 2004 ALUCP are

¹⁵⁹ City of San Diego Municipal Code §132.0301.

¹⁶⁰ City of San Diego Municipal Code §132.0306(a).

referenced, the ordinance requires the use of 1999 noise contours, rather than the larger 1990 noise contours included in the 2004 ALUCP.

The AEOZ also provides that development proposals shall comply with the standards of the RPZs and the airport approach zone as described by the 2004 ALUCP. Those standards require that:

- Inside the RPZs, no new residential development is permitted
- Within the airport approach zone, underlying the approach path to SDIA as identified in the ALUCP Figure 6,¹⁶¹ new ~~residential~~ development is limited to 110% of the average residential density or nonresidential intensity occurring within a one quarter mile radius of the proposed site
- As an alternative to the 110 percent density/intensity criterion, proposed uses in the portions of the Little Italy and Cortez Hill neighborhoods within the Approach Area may be limited to a Floor Area Ratio (FAR) of 2.0 and a 36-foot height limit.¹⁶²

In addition, the AEOZ requires dedication of an avigation easement when development located within the 60 dB or greater CNEL contour results in an increase in the number of dwelling units within the AEOZ.¹⁶³

Lastly, the AEOZ ordinance provides that the subject property owner may file a petition to the City Council to override the City Manager's determination of noncompliance with the land use recommendations of the adopted ALUCP.¹⁶⁴ The City Council may, by a two-thirds vote, override the City Manager's decision and determine that the proposed use meets the intent of the ALUCP if the City Council concludes that all three of the following conditions are met:¹⁶⁵

1. The proposed development will not be detrimental to public health, safety, and welfare
2. The proposed development will minimize the public's exposure to excessive noise and safety hazards to the extent feasible
3. The proposed development will meet the purpose and intent of the California Public Utilities Code Section 21670

¹⁶¹ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), p. 16.

¹⁶² San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), p. 19.

¹⁶³ City of San Diego Municipal Code §132.0309 (a).

¹⁶⁴ City of San Diego Municipal Code §132.0310 (a).

¹⁶⁵ City of San Diego Municipal Code §132.0310(b).

Exhibit ~~4-114-12~~ in Section 4.2 depicts the boundaries of the AEOZ for SDIA.

4.3.2.5.4 *Airport Approach Overlay Zone*

The City of San Diego's AAOZ provides supplemental development regulations for lands underlying the approach paths to SDIA. Per the City of San Diego Municipal Code:¹⁶⁶

The purpose of the AAOZ is to provide supplemental regulations for the property surrounding the approach path for San Diego International Airport, Lindbergh Field. The intent of these regulations is to help ensure the following:

- a) That the provisions of the Federal Aviation Act of 1958, as implemented through the Federal Aviation Administration (FAA) obstruction evaluation programs, are satisfied
- b) That the applicable provisions of California Public Utilities Code Section 21659, as administered by the California Department of Transportation (Caltrans), are satisfied
- c) That the San Diego County Regional Airport Authority (Airport Authority), as the proprietor of San Diego International Airport, Lindbergh Field, is provided the opportunity to participate in the evaluation process conducted by the FAA and Caltrans
- d) That minimum vertical buffers are provided between the FAA-established approach paths as identified on Map No. C-926 and structures constructed within the AAOZ

The AAOZ is primarily a means by which the City of San Diego enforces FAA guidance on prevention of hazards to air navigation, thus protecting the critical airspace required to maintain the viability of continued operations at SDIA. The boundaries of the AAOZ are depicted on Exhibit 4-13 in Section 4.2.

Specific requirements of the AAOZ include:

1. Airport Approach Path Buffer – No structures that would encroach within 50 feet (vertically) of the AAOZ surface are allowed, provided that structures of 40 feet in height from the grade of the property are permitted¹⁶⁷
2. Notification Requirements – The City must notify the FAA and Airport Authority whenever a building or development permit application subject to AAOZ requirements is received
3. FAA Determination of No Hazard and Airport Authority Concurrence – No permits can be issued until:¹⁶⁸

¹⁶⁶ City of San Diego Municipal Code §132.0201.

¹⁶⁷ City of San Diego Municipal Code §132.0205.

¹⁶⁸ City of San Diego Municipal Code §132.0206.

- a) The project applicant presents at least one of the following:
 - 1) a letter from the FAA stating that the proposed development does not require notice to the FAA
 - 2) a Determination of No Hazard from the FAA, stating that the proposed development has been determined not to be a hazard to air navigation
 - b) The Airport Authority agrees with the FAA determination in one of the following ways:
 - 1) The Airport Authority receives a copy of the FAA determination and agrees with the findings
 - 2) The Airport Authority does not respond within 40 calendar days of receiving the forwarded FAA determination. In this case, Airport Authority concurrence with FAA findings will be assumed¹⁶⁹
4. If the Airport Authority disagrees with FAA findings and files an appeal with the FAA, the City will issue no permits for construction until:
- The FAA issues a final determination that the proposed development would not be a hazard to air navigation
 - 60 calendar days have elapsed since the FAA's determination became final
 - The proposed development does not encroach within 50 feet of FAA-established approach paths¹⁷⁰
5. Should the FAA issue a Determination of Hazard, the project applicant is prohibited by state law from building the proposed structure without e-a permit from Caltrans. If Caltrans issues a permit, then the City Council will review the project application and hold a public hearing. The City Manager will notify the Airport Authority of the public hearing to review the application¹⁷¹

4.3.2.5.5 Coastal Overlay Zone

San Diego Municipal Code Article 3, Division 15, establishes the Coastal Overlay Zone. This overlay zone applies to all properties within the boundary depicted on Exhibit 4-3 in Section 4.2.2.2. The Coastal Overlay Zone is intended to protect and enhance the quality of public access and costal resources.¹⁷² Specific requirements of the Coastal Overlay Zone include:

- Preserve, enhance, or restore public views designated to be protected

¹⁶⁹ City of San Diego Municipal Code §132.0207.

¹⁷⁰ City of San Diego Municipal Code §132.0208.

¹⁷¹ City of San Diego Municipal Code §132.0209.

¹⁷² City of San Diego Municipal Code §132.0401.

- Maintain or enhance critical public views to the ocean and shoreline
- Preserve visual corridors through deed restrictions and conditions on Coastal Development Permit approval whenever the following conditions exist:
 - The proposed development lies between the shoreline and the first public roadway
 - A visual corridor is feasible and will serve to preserve, enhance, or restore public views of ocean or shoreline
- Preserve, enhance, or restore an existing or potential view between the ocean and the first public roadway by side yard setback areas required by a deed
- Preserve existing views of remodeling sites if the site is legally required to be preserved¹⁷³

4.3.2.5.5/4.3.2.5.6 Coastal Height Limit Overlay Zone

The Coastal Height Limit Overlay Zone (CHLOZ) was implemented in response to a voter-approved initiative and provides supplemental height regulations for development occurring within the City of San Diego Coastal Zone.¹⁷⁴ The term “Coastal Zone” refers to the area generally within the city limits west of I-5 extending to the Pacific Ocean. While intended to protect views of the ocean and the bay, the CHLOZ also indirectly provides an extra layer of airspace protection around SDIA by limiting the heights of new buildings. The boundaries of the CHLOZ are depicted on Exhibit 4-14 in Section 4.2.

Within the CHLOZ new structures cannot exceed 30 feet in height from the base of the building. Within the ALUCP Impact Area, however, there is one exception. Properties south of Laurel Street extending to the city limit bordering National City are not subject to this 30-foot height limit. This includes the highly urbanized Centre City/Downtown CPA.

4.3.2.5.7 Airport Land Use Compatibility Overlay Zone

San Diego Municipal Code Article 2, Division 15, establishes the Airport Land Use Compatibility Overlay Zone (ALUCOZ). The purpose of the ALUCOZ is to implement adopted ALUCPs, in accordance with state law, as applicable to property within the City.¹⁷⁵ The ALUCOZ currently applies to the MCAS Miramar, Montgomery Field, Gillespie Field, and Brown Field AIAs. The intent of the ALUCOZ, if it is adopted by the City to apply to SDIA, would be to ensure that new development located within the SDIA AIA is rezoned by the City of San Diego and compatible in respect to the four airport related factors: noise, safety, airspace protection and overflight with the adoption of the ALUCP.

¹⁷³ City of San Diego Municipal Code §132.0403.

¹⁷⁴ City of San Diego Municipal Code §132.0501.

¹⁷⁵ City of San Diego Municipal Code 131.1501

4.3.2.6 Housing Density Bonuses

The City of San Diego Municipal Code features a density bonus option that allows proposed project sponsors to exceed the base allowances for dwelling units that may be constructed on a parcel. Residential developments may exceed the base dwelling unit allowance for a site by 20 to 35 percent depending on whether the extra units are designated for very low-income, low-income, moderate-income or senior households.¹⁷⁶ Although this option is available for all residential development projects, City of San Diego staff has indicated the density bonus is not commonly pursued.¹⁷⁷

4.3.3 THRESHOLDS OF SIGNIFICANT ENVIRONMENTAL IMPACT

Under CEQA Guidelines Appendix G, a project potentially would result in significant impacts on Population and Housing if the project would:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

In addition, the City of San Diego Development Services Department has prepared Significance Determination Thresholds (January 2011). While SDCRAA is not subject to the City's significance thresholds, this ~~Draft-Final~~ EIR considers those thresholds because the ALUCP Impact Area encompasses property within the San Diego city limits. The City thresholds document does not include a category for ~~P~~Population and ~~H~~Housing. The most closely related category is Growth Inducement.¹⁷⁸ While no specific thresholds are described, the document poses the following questions that are to be considered for any proposed projects:

Would the proposal:

1. Induce substantial population growth in an area (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the community plan)?
2. Substantially alter the planned location, distribution, density, or growth rate of the population of an area?

¹⁷⁶ City of San Diego Municipal Code, §143.0710

¹⁷⁷ Tait Galloway, Senior Planner, City of San Diego, Development Services Department, Conversation with Mark R. Johnson, June 12, 2013.

¹⁷⁸ City of San Diego Development Services Department, *California Environmental Quality Act Significance Determination Thresholds*, January 2011, p. 29.

3. Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvements Project list, when such infrastructure exceeds the needs of the project and could accommodate future development?

Only the second of the three questions is applicable to any potential effects on Population and Housing resulting from implementation of the proposed ALUCP. The City's second threshold addresses the potential impact of ALUCP policies and standards on future population density and distribution. The proposed ALUCP has the potential to "alter the planned location, distribution, density, or growth rate of the population" in the ALUCP Impact Area by applying residential density limitations in the safety zones that are, in many cases, lower than the densities currently prescribed by the current community plans and zoning.

Furthermore, the City of San Diego has published, as part of its General Plan Housing Element, a discussion of the Adequate Housing Sites Inventory. The inventory identifies the potential dwelling unit yield for lands suitable for residential development throughout the City of San Diego. The total dwelling unit yield for the City must meet or exceed the housing allocation required by state law and identified in the Regional Housing Needs Assessment (RHNA). The ALUCP density limitations will, in some instances, lower the potential dwelling unit yields for some properties identified in the Adequate Housing Sites Inventory.

4.3.4 PROJECT-SPECIFIC IMPACTS

Concerning the development of new dwelling units, the proposed ALUCP would place conditions and restrictions in some areas relating to noise and safety compatibility policies. New residential use is permitted above the 70 dB CNEL contour only if the land use designation in the General/Community Plan in effect at the time of the ALUCP adoption allows for residential use. General/Community Plan amendments from nonresidential to residential designations within the 70 dB CNEL contour would be incompatible with the proposed ALUCP.~~The proposed noise compatibility policies would allow the construction of new dwelling units within the 70 dB CNEL contour in all areas designated in the applicable community plan for residential development.~~ Additionally, the proposed policies would require new dwelling units to be sound-attenuated to achieve an interior sound level of 45 dB CNEL (from exterior noise sources) in any areas exposed to noise of 60 dB CNEL or higher. The ALUCP safety compatibility policies would declare all development of new dwelling units in Safety Zones 1, 5N and 5S as incompatible. In the remaining safety zones, new dwelling units may be constructed on lots specifically designated for residential use in the applicable community plan. The number of new dwelling units which could be constructed would be limited by caps on density associated with each zone and community planning area.

4.3.4.1 Potential Impacts of Noise Compatibility Policies

The requirements for sound attenuation could increase construction costs for new housing within the noise contours. The question of whether these costs would be high enough to limit the development of new housing was considered in the Initial Study.¹⁷⁹ The analysis concluded that the sound attenuation

¹⁷⁹ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13 2013, Attachment A.

requirements would increase housing construction costs by only a small amount, and probably only within the 70 dB CNEL contour. The modest costs would not, by themselves, be enough to limit the development of new housing. The reasons for this conclusion are briefly discussed in the remainder of this subsection.

The City of San Diego's current airport land use compatibility development criteria require new residential units within the 60 dB CNEL contour (as defined by the AEOZ) to be sound-attenuated to achieve an interior sound level of 45 dB CNEL. The forecast 60 dB CNEL noise contour associated with the proposed ALUCP also requires sound attenuation to the same interior level and is larger than the contour defining the boundary of the AEOZ. As a practical matter, however, standard construction methods in California often achieve an outdoor-to-indoor noise level reduction of 25 dB to 30 dB. This means that an interior level of 45 dB CNEL can often be achieved by standard construction methods in areas exposed to noise up to 70 to 75 dB CNEL.¹⁸⁰

It is widely recognized in the acoustical treatment industry that the costs of sound attenuation in new construction is a small fraction of the cost of retrofitting existing structures with sound attenuation features. The higher costs of retrofitting existing construction are attributable to the greater amount of time, and higher resulting labor costs, associated with removal of existing materials, daily clean-up, and installing new materials in a finished building. In contrast, the additional costs of acoustical treatment in new construction are almost solely attributable to the cost of materials. Labor costs are nearly identical to standard construction.

The relatively modest cost of sound attenuation for new construction is indicated in a report prepared by the Naval Facilities Engineering Command.¹⁸¹ That report provides information on sound attenuation materials and costs for housing exposed to varying aircraft noise levels. Recognizing the great variety in housing construction types around the country, the report developed acoustical design guidance and cost estimates for a wide variety of prototype housing styles. Key findings of the report are summarized in Attachment A of Appendix A in this ~~Draft-Final~~ EIR. Seven prototype homes, described in Table AA-1 in Attachment A of Appendix A, were selected for the SDIA analysis because they were the most similar to typical housing styles within the SDIA study area.

Table AA-2 in Attachment A of Appendix A describes the sound attenuation features required for each prototype housing style within noise contour ranges from 60 dB DNL to 80 dB DNL.¹⁸² Note that no noise

¹⁸⁰ San Diego County Regional Airport Authority, *Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development*, March 13, 2013, Attachment A, Table AA-2.

¹⁸¹ Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, prepared for the Department of the Navy, Naval Facilities Engineering Command, April 2005. The report applies to acoustical treatment required to attenuate noise from military jet aircraft. The findings are generally applicable to noise from civil jet aircraft. The guidance in this report, however, does not reflect the actual experience in California, where standard construction often can achieve the indoor sound level target of 45 dB CNEL in areas exposed to aircraft noise of up to 70 dB CNEL and higher. Thus, this report may overstate the potential cost impact of acoustical treatment measures on housing costs in California.

¹⁸² DNL, yearly day-night sound level, is a time-weighted cumulative noise metric similar to CNEL. It differs from CNEL only in excluding the extra 4.8 dB weight for evening noise. DNL and CNEL values computed from the same sets of data rarely vary by more than one decibel.

attenuation is needed for any of the housing units in the 60 to 65 dB DNL range. The report indicates that standard construction provides adequate noise attenuation in that noise range. At higher noise levels, various modifications are specified to ensure adequate interior sound levels. Within the 65 to 70 dB DNL range, where an outdoor-to-indoor noise level reduction (NLR) of 20 to 25 dB is required to meet the 45 dB DNL interior noise level goal, acoustical windows are specified. Within the 70 to 75 dB DNL range, where an NLR of 25 to 30 dB is required, acoustical windows and doors are specified. In some housing prototypes, the installation of resilient channels in walls and ceilings are specified to dampen vibration and reduce sound transmission. Within the 75 to 80 dB DNL range, where an NLR of 30 to 35 dB is required, acoustical windows and doors are required as are resilient channels. In most of the prototypes, other measures are also required to reduce the sound transmission through walls.

The costs of the acoustical treatment are relatively modest. At noise levels below 75 dB DNL, the additional costs for acoustical windows range from \$22 to \$124 per window, depending on the Sound Transmission Class (STC) rating. The additional costs of acoustical doors range from \$220 to \$661. (For a home with 15 to 20 windows and two doors, this would increase the cost of construction by approximately \$770 to \$3,700.) For construction within the 75 dB DNL range, the costs increase considerably, but are still a small share of total construction costs. At that level, the additional cost of acoustical windows ranges up to \$276 and acoustical doors up to \$1,784. The additional costs of wall treatments, including resilient channels, staggered wall studs, and doubled sheet rock, range from \$0.95 to \$2.28 per square foot.

4.3.4.2 Potential Impacts of Safety Compatibility Policies

The proposed ALUCP safety compatibility policies would render new residential development in Safety Zones 1, 5N and 5S incompatible (effectively prohibiting new housing development). ~~(This has negligible practical impact, however, as most of the land within those safety zones is on Airport property.)~~ Residential development would be allowed in the other safety zones only if the areas are designated for residential use in the applicable community plans when the ALUCP is adopted. In those safety zones, the density of new residential development would be limited, by community planning area/neighborhood, based on the existing average density occurring in those specific geographic areas. Safety Zone 3SE, where the limit is twice the average existing density, is the only exception.

Table 4-32 summarizes the results of the residential development displacement analysis for the proposed ALUCP. A total of ~~9,638~~10,570 existing dwelling units are currently within the proposed safety zones. Based on current land use plans and regulations, 3,645 additional dwelling units could be built within the safety zones.¹⁸³ With the proposed ALUCP, the number of potential additional dwellings within the proposed safety zones would decrease to 2,866, a reduction of 779 units (a 21 percent decrease).

¹⁸³ The capacity for additional dwelling units is based on buildout estimates provided by the City of San Diego, Development Services Department. The buildout estimates are based on current land use plans and regulations, but do not include any new dwelling units attainable with a density bonus. A developer's decision to use the density bonus program is driven by specific market conditions and is not possible to predict. The consultant has estimated that 165 to 290 additional units could be built within the ALUCP Impact Area, based

Table 4-32: Additional Capacity and Potential Displacement of Future Dwelling Units within Safety Zones With and Without Proposed ALUCP by Community Planning Area/Neighborhood

CPA/NEIGHBORHOOD	EXISTING DWELLING UNITS WITHIN SAFETY ZONES	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH PROPOSED ALUCP	
		WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DWELLING UNITS	PERCENTAGE ¹
Centre City Downtown	1,364,199	2,150	1,454	696	32%
Cortez	810,196	244	244	0	0%
Little Italy	554,827	1,906	1,210	696	37%
Midway/Pacific Highway Corridor	486	51	50	1	2%
Ocean Beach	648	0	0	0	0%
Peninsula	3,990	431	389	42	10%
Uptown	3,150,453	1,013	973	40	4%
Total	9,638,10,570	3,645	2,866	779	21%

NOTE:

CPA = Community Planning Area.

1/ Displaced dwelling units as a percentage of the additional units that could be built within the proposed safety zones under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., ~~October 2012~~ December 2013.

Table 4-33 presents results of the displacement analysis in a different way. The table presents the total number of future dwelling units (existing dwellings plus all potential additional dwellings) after buildout of all developable residential properties based on two future conditions: (1) continuation of current land use regulations and (2) implementation of the proposed ALUCP. Implementation of the proposed ALUCP would reduce the total number of future dwelling units within the safety zones by ~~65~~%, compared with the number that could be developed under current land use regulations. The ~~Centre City Downtown~~ CPA, and the Little Italy neighborhood in particular, is where the greatest difference would occur, with the total number of future dwelling units being reduced by ~~20-17~~ percent and ~~28-25~~ percent, respectively. The percentage decrease in each of the other CPAs would be 1 percent or less.

on existing conditions, if ~~the program was density bonuses were~~ used for all properties having suitable characteristics to make the program attractive to a developer. Under the proposed ALUCP, it is estimated that approximately 15 of these bonus units could be built. A more thorough explanation of new dwelling unit capacity and density bonus policy is discussed in Appendix A, Section 5.1.

Table 4-33: Future Dwelling Units within Safety Zones after Full Buildout With and Without Proposed ALUCP by Community Planning Area/Neighborhood

CPA/NEIGHBORHOOD	TOTAL FUTURE DWELLING <u>UNITS</u> AFTER BUILDOUT		POTENTIAL DISPLACEMENT	
	WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DISPLACED DWELLING UNITS	PERCENTAGE ¹
Centre City Downtown	3,5144,143	2,8183,447	696	2017%
Cortez	1,0541,410	1,0541,410	0	0%
Little Italy	2,4502,733	17642,037	696	2825%
Midway/Pacific Highway Corridor	537	536	1	0.2%
Ocean Beach	648	648	0	0%
Peninsula	4,421	4,379	42	1%
Uptown	4,1634,466	4,1234,426	40	1%
Total	13,28314,215	12,50413,436	779	65%

NOTE:

CPA = Community Planning Area.

1/ Displaced dwelling units as a percentage of the total units after buildout under current plans and regulations.

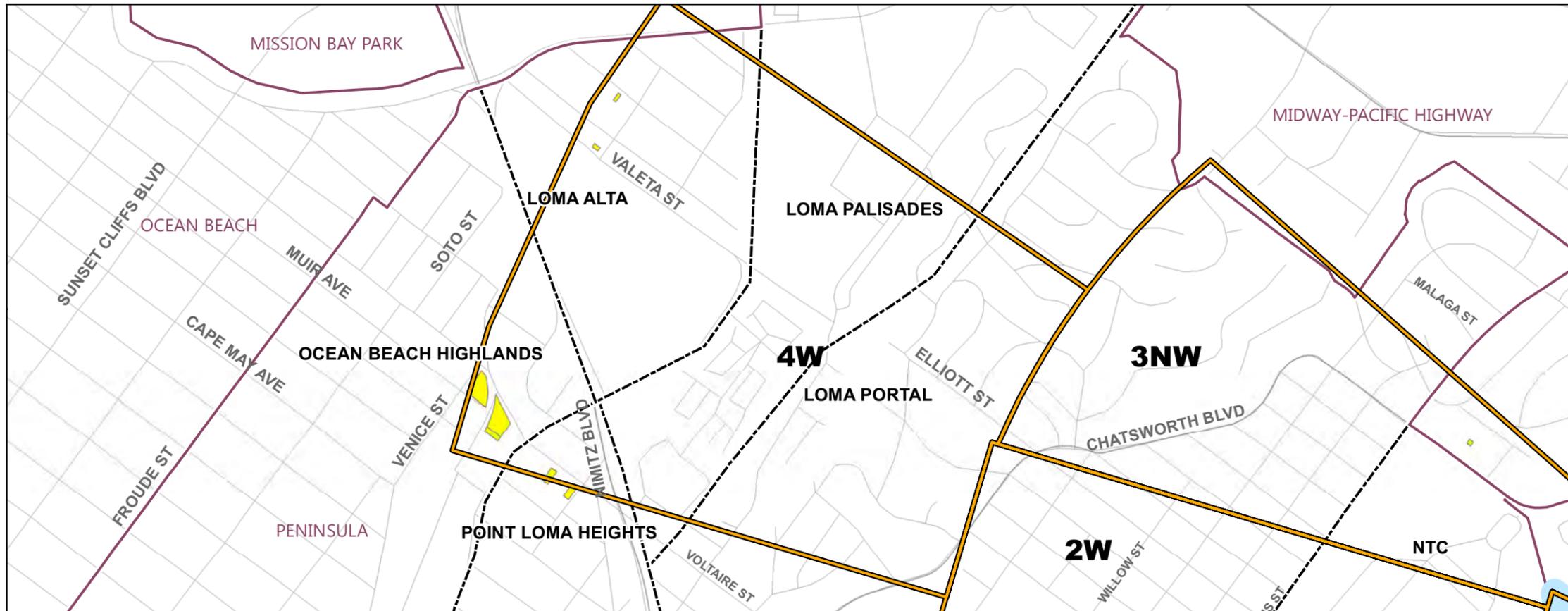
SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., ~~October 2012~~December 2013.

The location of properties potentially affected by the residential density limits of the proposed ALUCP is indicated on **Exhibit 4-17**.

Table 4-34 presents the results of the residential displacement analysis in a broader context. The table notes the capacity for additional housing, based on current land use plans and zoning, in the entirety of each CPA that has any land within the proposed safety zones. The table also presents the estimated dwelling unit capacity and population after implementation of the proposed ALUCP. A total of 42,293 additional dwelling units can be built within the affected CPAs based on current land use plans and regulations. Implementation of the proposed ALUCP would reduce the potential number of new housing units by 1.8 percent (779 units).

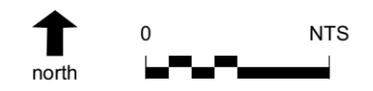
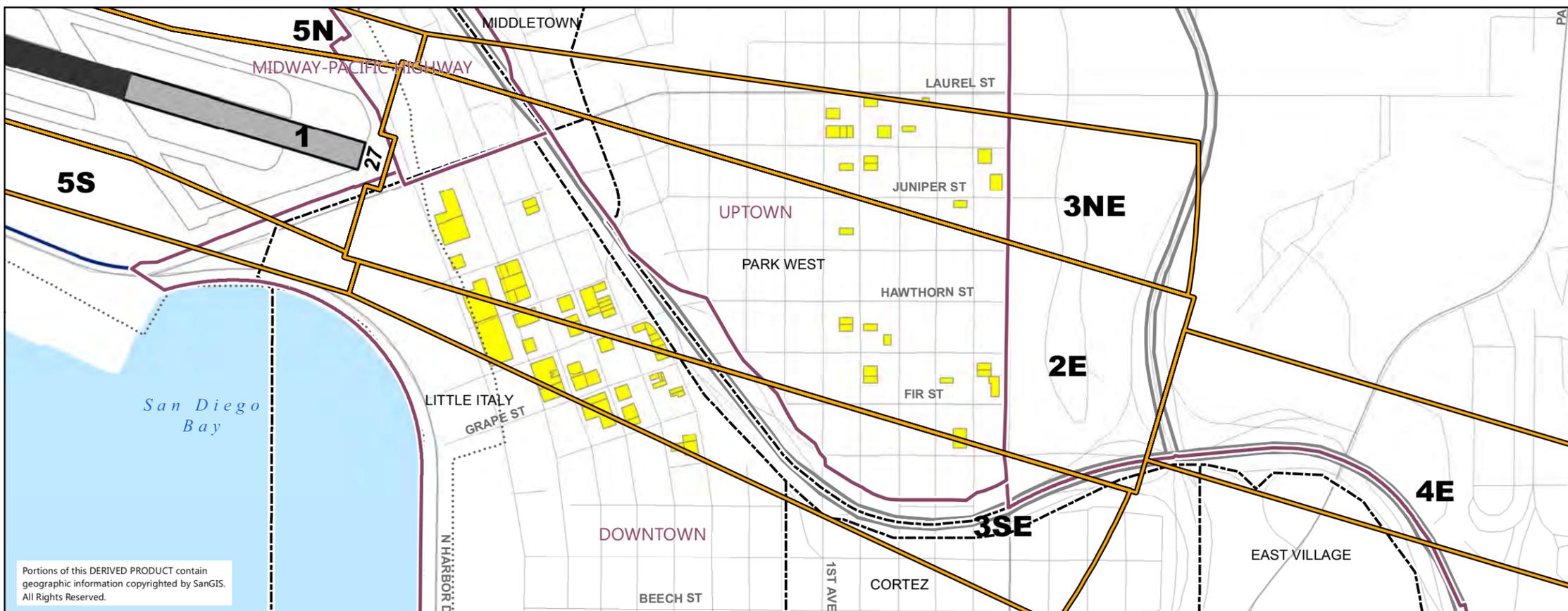
Exhibit ~~4-164-17~~ and Tables 4-32 through 4-34 indicate that the effects of the proposed ALUCP vary considerably among the CPAs. The residential displacement effects on each CPA are discussed in the following subsections.



LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Community Planning Areas
- Neighborhood Boundaries
- Displaced Thresholds
- San Diego Unified Port District
- Airport Property Boundary
- Safety Compatibility Zone
- Properties Subject to Potential Displacement of Future Residential Development (Single and Multi-family)

The results of the Displacement Analysis discussed in Appendix A of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.



Note: Implementation of the ALUCP would reduce the number of allowable dwelling units on the indicated properties but would not prohibit housing development.

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit 4-17
Properties Subject to the Potential
Displacement of Future Residential
Development**

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Table 4-34: Additional Dwelling Unit Capacity in Entirety of CPAs Affected by Proposed Safety Zones With and Without Proposed ALUCP

CPA/NEIGHBORHOOD	BASELINE - WITH CURRENT PLANS		WITH PROPOSED ALUCP		POTENTIAL DISPLACEMENT		
	ADDITIONAL DWELLING UNIT CAPACITY	ASSOCIATED POPULATION ^{1/}	ADDITIONAL DWELLING UNIT CAPACITY	ASSOCIATED POPULATION ^{1/}	UNITS DISPLACED	POPULATION DISPLACED ^{1/}	PERCENTAGE OF BASELINE
<u>CENTRE-CITY DOWNTOWN</u>	30,562	46,454	29,866	45,396	696	1,058	2.3%
Cortez	3,140	4,773	3,140	4,773	0	0	0.0%
East Village	19,106	29,041	19,106	29,041	0	0	0.0%
Little Italy	4,250	6,460	3,554	5,402	696	1,058	16.4%
Other Neighborhoods	4,066	6,180	4,066	6,180	0	0	0.0%
MIDWAY/PACIFIC HIGHWAY CORRIDOR	1,760	3,837	1,759	3,835	1	2	0.1%
OCEAN BEACH	1,230	2,681	1,230	2,681	0	0	0.0%
PENINSULA	1,737	3,787	1,695	3,695	42	92	2.4%
NTC	0	0	0	0	0	0	0.0%
Other Neighborhoods	1,737	3,787	1,695	3,695	42	92	2.4%
UPTOWN	7,004	10,646	6,964	10,585	40	61	0.6%
Grand Totals^{2/}	42,293	67,405	41,514	66,193	779	1,212	1.8%

NOTES:

1/ Population estimates are based on data provided to SDCRAA by SANDAG. As of January 1, 2012, SANDAG estimated average persons per household in the west side safety zones to be 2.18, in the east side safety zones, 1.52. The west side average was used to calculate population in the Midway/Pacific Highway Corridor, Ocean Beach, and Peninsula CPAs. The east side average was used to calculate population in the Centre City Downtown and Uptown CPAs.

2/ Sums may not total due to rounding

SOURCES: Ricondo & Associates, Inc., April 2013, based on San Diego County Regional Airport Authority, Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development, March 13, 2013 (displaced dwelling unit capacity) and Custom report prepared by SANDAG for SDCRAA from January 1, 2012 Population Estimates, October 2012 (population data).

PREPARED BY: Ricondo & Associates, Inc., April-December 2013.

4.3.4.2.1 Potential Impacts in ~~Centre City~~Downtown CPA

The Downtown Community Plan, which is the primary land use planning document for the ~~Centre City~~Downtown CPA, envisions a high-density mixed-use environment. Residential use is permitted in all but a few areas, such as San Diego Unified Port District tidelands and areas designated for parking, industrial uses or open space. Furthermore, the Centre City PDO does not prescribe any limitations on residential density so long as guidance on floor area ratios, setback requirements and building heights are observed. Therefore all potential residential development, where allowed in ~~Centre City~~Downtown, could be high-density in character.¹⁸⁴

Approximately 17.5 acres of land on 85 parcels is available for additional residential dwelling units. The number of dwelling units that could be built on these properties was derived from housing buildout capacity estimates provided by the City.¹⁸⁵ The density standards of the proposed ALUCP would reduce the potential number of units that could be built in ~~Centre City~~Downtown by 696 dwelling units, all in Little Italy. This would correspond to a population of approximately 1,058. This is the largest potential displacement reported for any of the affected CPAs.

As indicated in Table 4-34, the displacement of 696 future dwelling units would represent only 2.3 percent of the remaining dwelling unit capacity in ~~Centre City~~Downtown. Implementation of the Draft ALUCP would still allow for approximately 29,866 additional dwelling units in ~~Centre City~~Downtown, which would meet the residential buildout expectations of 29,400 additional dwelling units published in the *Downtown Community Plan*.¹⁸⁶

Within the Little Italy neighborhood, the potential displacement of 696 future dwelling units represents 16.4 percent of the remaining housing capacity under current conditions, as indicated in Table 4-34. Under the proposed ALUCP, 3,554 additional dwelling units could potentially still be developed in Little Italy. Therefore, even after implementation of the proposed ALUCP, the Little Italy neighborhood would be able to accommodate considerably more housing than currently exists.

The proposed ALUCP would reduce the allowable residential densities and nonresidential intensities within the safety zones. The displacement of these potential dwelling units is considered to be a significant impact.

4.3.4.2.2 Potential Impacts in Midway/Pacific Highway Corridor CPA

The Midway/Pacific Highway Corridor CPA consists of the commercially oriented Midway area and the predominantly industrial and commercial Pacific Highway Corridor. The current community plan proposes multi-family residential uses in the Midway area when opportunities for redevelopment arise, but the Pacific Highway corridor is intended to remain largely industrial and commercial. The current base zone designations

¹⁸⁴ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 3-17.

¹⁸⁵ City of San Diego, ALUCP_SDIA_Displacement_Housing_Capacity.shp, Transmitted July 26, 2012 by the City of San Diego Planning Division.

¹⁸⁶ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), Table 3-2.

for the portion of the Midway/Pacific Highway Corridor CPA within the safety zones allow for medium and high residential densities.

According to the preceding tables, only one potential future dwelling unit would be displaced from the Midway/Pacific Highway Corridor CPA under the proposed ALUCP¹⁸⁷. Table 4-34 indicates that this represents only 0.1 percent of the potential 1,760 new units that could be built based on the current land use plan and regulations. This represents a less than significant impact in the Midway/Pacific Highway Corridor CPA.

4.3.4.2.3 *Potential Impacts in Ocean Beach CPA*

In the Ocean Beach CPA, 1.24 acres of area zoned to allow medium-density residential use is within Safety Zone 4W. The maximum housing density standard within Safety Zone 4W allows up to 31 dwellings per acre in Ocean Beach. This standard is consistent with the densities allowed in the current community plan. Furthermore, no parcels having capacity for residential development in the Ocean Beach CPA are intersected by any safety zones. Thus, no future residential displacement is expected in Ocean Beach.

4.3.4.2.4 *Potential Impacts in Peninsula CPA*

Parts of the Peninsula CPA are within Safety Zones 1, 2W, 3NW, 3SW, 4W and 5S. In various areas throughout the CPA, current zoning allows residential uses at low, medium and high densities.

Tables 4-32, 4-33, and 4-34 indicate that up to 42 future dwelling units could be potentially displaced from the Peninsula CPA. Table 4-33 indicates that potentially displaced dwelling units would account for roughly one percent of the total future dwellings within the portion of the Peninsula CPA in the safety zones. Table 4-34 indicates that this would represent 2.4 percent of the 1,737 additional dwelling units that could be developed throughout the Peninsula CPA based on current plans and regulations. A reduction of 42 residential units from the ultimate buildout capacity of the Peninsula CPA would not substantially impede the achievement of community goals and objectives set out in the Peninsula Community Plan.

4.3.4.2.5 *Potential Impacts in Uptown CPA*

The Uptown CPA is intersected by proposed Safety Zones 2E, 3NE and 3SE at locations where current zoning allows for medium- and high-density residential development. Tables 4-32, 4-33, and 4-34 indicate that 40 potential dwelling units, with an estimated population of 61, could be potentially displaced from the Uptown CPA. This would be a 4 percent reduction of future dwellings that could be developed within the Uptown portion of the safety zones under current land use plans and regulations (Table 4-32), a one percent reduction of total future housing units within the Uptown portion of the safety zones (Table 4-33), and only an 0.6 percent reduction in the number of additional dwellings that could be built within the entire CPA (Table 4-34).

¹⁸⁷ See the Initial Study for the San Diego International Airport Land Use Compatibility Plan, Appendix A, Analysis of Potentially Displaced Development, March 13, 2013.

4.3.5 MITIGATION MEASURES

~~Two~~One possible measures to reduce the adverse impacts of the proposed ALUCP on ~~p~~Population and ~~H~~Housing ~~has~~have been identified. The measures would require action by the City of San Diego ~~and Civic San Diego~~:

~~PH-1 Following adoption of the SDIA ALUCP, the City of San Diego can and should prepare and adopt amendments to the existing zoning outside the ALUCP Safety Zones to increase prescribed residential densities to compensate for the future development displaced from the safety zones and to maintain current buildout targets.~~

- ~~1. Following adoption of the SDIA ALUCP, the City of San Diego would prepare and adopt amendments to the existing community plans and zoning within the ALUCP Impact Area to increase prescribed residential densities outside the safety zones to compensate for the future development displaced from the safety zones and to maintain current buildout targets. Either concurrent with or following adoption of the amendments the City would adopt zoning amendments to implement the amended community plans.~~
- ~~2. Following adoption of the SDIA ALUCP, Civic San Diego would prepare and the City of San Diego would adopt amendments to the *Downtown Community Plan* to increase prescribed residential densities outside the safety zones to compensate for the future dwelling units displaced from the safety zones and to maintain current buildout targets. Either concurrent with or following adoption of the amendments, the City would adopt zoning amendments to implement the amended *Downtown Community Plan*.~~

The City of San Diego has the authority to increase the allowable residential densities through zoning amendments in portions of the CPAs outside the ALUCP safety zones~~Impact Area~~ to compensate for the reduction in future housing development caused by implementation of the proposed ALUCP. Whether this is a realistic option is unclear. The land use plans for the CPAs, and the related zoning regulations, are prepared through an extensive technical and consultative process involving the full participation of CPA planning boards and committees and local residents. The *Downtown Community Plan* has a unique process that requires Civic San Diego to consult with its independent board of directors appointed by the Mayor and City Council of San Diego. The process also involves consulting with Civic San Diego's committees and local residents. Changes in allowable housing densities can create impacts on community character, road traffic, and demands on local public services. These concerns must be considered by the City of San Diego ~~and Civic San Diego~~ before determining whether community plan and zoning revisions are feasible.

Because the impact area and the number of potentially displaced dwelling units are relatively small compared to the entirety of the City of San Diego, relatively small increases in prescribed densities, distributed among several CPAs, may be feasible, enabling the City to recover the 779 potentially displaced dwelling units without imposing a significant impact in any one CPA. Small increases in planned densities near transit stops

and in other nodes of high village propensity¹⁸⁸ outside safety zones would be consistent with the City of Villages strategy of the City of San Diego General Plan and community plans.

Because this mitigation alternative is under the exclusive control of the City of San Diego ~~and Civic San Diego~~, SDCRAA cannot commit to its implementation.

4.3.6 SIGNIFICANCE OF IMPACTS

Table 4-35 summarizes the assessment of impacts on population and housing. The table includes the six applicable impact thresholds described in Section 4.3.3 and summary comments addressing each.

The primary impact of the proposed ALUCP on ~~population~~ Population and ~~h~~ Housing would be the reduction of potential future housing development.¹⁸⁹ The total housing capacity within the proposed safety zones would be reduced by 779 potential dwelling units after implementation of the proposed ALUCP. At the same time, the capacity for 2,866 additional dwelling units would remain within the proposed safety zones after implementation of the proposed ALUCP.

Table 4-33 indicates that the potentially displaced dwellings would represent a small proportion (~~6-5~~ percent) of the total number of future dwelling units in the safety zones after all available property is developed. Table 4-34 indicates that the potentially displaced dwellings would be an even smaller percentage (1.8 percent) of the potential additional housing that could be built within the entirety of the CPAs affected by the proposed safety zones.

The *City of San Diego General Plan*, Housing Element, indicates the City of San Diego is responsible for identifying and accommodating residential development capacity for 88,096 additional dwelling units from January 2010 thru December 2020. According to the Housing Element, the City has identified sufficient sites to provide capacity for 126,259 additional dwelling units within the same timeframe – approximately 43% greater than the need through 2020.¹⁹⁰ The displacement of 779 potential dwelling units would reduce the excess capacity to 42 percent of the identified need through 2020. This indicates that ample capacity for residential development exceeding regional needs until 2020 would remain after implementation of the proposed ALUCP. However, because of the relatively limited amount of developable land in the City, the impact on Population and Housing is considered significant.

¹⁸⁸ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-1.

¹⁸⁹ The proposed ALUCP would displace no existing dwelling units and would not require the relocation of existing residents.

¹⁹⁰ City of San Diego, *General Plan, Housing Element 2013 – 2020*, March 4, 2013, p. HE-148.

Table 4-35: SDIA ALUCP - Summary Assessment of Significance of Impacts on Population and Housing

	IMPACT THRESHOLD	COMMENTS	DEGREE OF IMPACT
CEQA(a)	Induce substantial population growth in an area, either directly or indirectly	Proposed ALUCP does not involve construction of any development and would not directly induce population growth. If future displaced housing is developed in locations outside the ALUCP Impact Area, there is the potential for indirectly induced population growth in the affected area.	Less than significant
CEQA(b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere	Proposed ALUCP does not involve construction or removal of any development, and would have no effect on existing housing.	No impact
CEQA(c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	Proposed ALUCP does not involve construction or removal of any development and would not induce population growth, either directly or indirectly.	Less than significant
City of San Diego	Induce substantial population growth in an area (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the community plan)?	Proposed ALUCP does not involve construction of any development and does not propose increased densities or intensities of development. It would not directly induce population growth. If future displaced housing is developed in locations outside the ALUCP Impact Area, there is the potential for indirectly induced population growth in the affected area.	Less than significant
City of San Diego	Substantially alter the planned location, distribution, density, or growth rate of the population of an area?	Proposed ALUCP would reduce allowable residential densities in the ALUCP Impact Areas <u>safety zones</u> , resulting in the potential displacement of 779 future housing units. Given the level of anticipated future housing needs and the relatively limited amount of land in the City, the displacement is potentially significant, even though it would represent only 1.8 percent of the potential additional housing that could be built in the entirety of the four CPAs affected by the proposed safety zones.	Significant
City of San Diego	Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvements Project list, when such infrastructure exceeds the needs of the project and could accommodate future development?	Proposed ALUCP does not involve construction or removal, or any proposed policies relating to, the future extension of infrastructure.	No impact

SOURCE: Ricondo & Associates, Inc., April 2013

PREPARED BY: Ricondo & Associates, Inc., April-December 2013

4.3.6.1 Significant Impacts Remaining After Mitigation

It is unclear that mitigation of the impact on Population and Housing discussed in Section 4.3.5 is possible, and the required mitigation actions are outside the control of SDCRAA. They would depend on action by the City of San Diego ~~and Civic San Diego~~. Thus, it is assumed that the significant impacts cannot be fully mitigated.

4.3.6.2 Significant Impacts that Cannot be Avoided if Proposed Project is Implemented

Because SDCRAA cannot guarantee that the necessary mitigation actions can be taken, it is assumed that the significant impacts on Population and Housing cannot be avoided if the proposed ALUCP is adopted and implemented.

4.4 Public Services

This section addresses the potential impacts of the proposed ALUCP relative to Public Services. The analysis is based, in part, on the report entitled Analysis of Potentially Displaced Development for the July 2013 Draft SDIA ALUCP, prepared by Ricondo and Associates, Inc. for SDCRAA. A copy of the report was provided in Appendix A of the Initial Study. An updated copy of the Analysis is included as Appendix A of this ~~Draft-Final~~ EIR.

4.4.1 METHODOLOGY

The proposed ALUCP noise and safety compatibility standards (presented in Tables 2-1 and 2-2 in Section 2) would limit future development that otherwise would be permissible under current ~~zoningland use regulations~~. The purpose of this section is to evaluate the effect of the proposed ALUCP standards on the development of future public service facilities in the ALUCP Impact Area.

Current community plans were reviewed to determine the proposed policies relating to additional public services facilities. This information was compared to the areas where proposed ALUCP noise and safety standards would consider new public services facilities incompatible. The results of the displacement analysis were used to determine where and how much land potentially available for the potential development of public services facilities would be made unavailable by implementation of the proposed ALUCP.

4.4.2 EXISTING ~~CONDITIONS~~REGULATORY SETTING

This section describes the land use plans currently applicable to the ALUCP Impact Area.¹⁹¹ The ALUCP Impact Area is within the City of San Diego, and more specifically within the CPAs of ~~Centre City Downtown~~, Greater Golden Hill, Midway/Pacific Highway Corridor, Ocean Beach, Peninsula, Southeastern San Diego and Uptown.

¹⁹¹ The ALUCP Impact Area, depicted on Exhibit 4-1, includes the area within the proposed 65 dB CNEL contour and the proposed safety zones. Within that area, the proposed ALUCP would establish policies and standards declaring the development of certain land uses incompatible and would limit the density and intensity of other land uses.

Additional lands within the Impact Area include parts of Balboa Park and Mission Bay Park and the San Diego Unified Port District.

The land use planning framework within the ALUCP Impact Area is comprised of the 2004 ALUCP, the City of San Diego General Plan, the Community Plans, the Port Master Plan, and the City of San Diego's zoning ordinance, including the AEOZ and AAOZ.

4.4.2.1 2004 SDIA Airport Land Use Compatibility Plan

A CLUP for SDIA was originally adopted in 1992 by the San Diego Association of Governments (SANDAG), and subsequently amended in 1994 by SANDAG. Following the transfer of ALUC responsibilities from SANDAG to SDCRAA in 2003, the SDIA CLUP was subject to minor amendment in 2004 and redesignated as an ALUCP. The 2004 ALUCP (dated October 4, 2004) constitutes the existing ALUCP for SDIA.¹⁹²

Similar to the proposed ALUCP, the purpose of the 2004 ALUCP was to "(i) to provide for the orderly growth of SDIA and the area surrounding the Airport within the jurisdiction of the Commission; and (ii) to safeguard the general welfare of the inhabitants within the vicinity of the Airport and the public in general."¹⁹³ The 2004 ALUCP includes noise and safety compatibility standards. The noise compatibility standards indicate whether various land uses are compatible, conditionally compatible, or incompatible within each 5 dB CNEL range from 60 dB CNEL to 75 dB CNEL and greater. The 2004 ALUCP does not include safety standards that are as comprehensive as the noise standards. Instead, it provides a short list of uses that are compatible within the RPZs.¹⁹⁴ The 2004 ALUCP also defines an Approach Area on the east side of the Airport within which certains the following limits on the density and intensity of new development apply:¹⁹⁵

- Proposed projects must not increase the human occupancy of the site to an extent greater than 110 percent of the average intensity of existing uses within a 1/4-mile radius of the site.
- As an alternative to the 110 percent density/intensity criterion, proposed uses in the portions of the Little Italy and Cortez Hill neighborhoods within the Approach Area may be limited to a Floor Area Ratio (FAR) of 2.0 and a 36-foot height limit.

The noise contours and Approach Zone for the 2004 ALUCP are depicted in Exhibit 4-2.

¹⁹² The distinction in terminology (CLUP vs. ALUCP) is one without substantive difference; the term ALUCP is now utilized in place of CLUP in light of amendments to the State Aeronautics Act's terminology.

¹⁹³ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), p. 3.

¹⁹⁴ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 13 and 19.

¹⁹⁵ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 16 and 19.

The 2004 ALUCP also addresses height restrictions and obstruction determinations to ensure that the operational capacity of the Airport is preserved. The 2004 ALUCP requires compliance with the FAA's airspace protection regulations, promulgated in Title 14 CFR Part 77.¹⁹⁶

The 2004 ALUCP does not discuss the overflight factor or include any policies relating to Overflight Agreements or real estate disclosure documents.

The City of San Diego has established airport compatibility measures through overlay zoning, although it has neither officially implemented nor overruled the 2004 ALUCP. Sound insulation for new noise-sensitive development, limits on residential density, nonresidential intensity, and the prohibition of certain incompatible land uses are established in the Airport Environs Overlay Zone (AEOZ). Limits on the height of structures to protect critical airspace are established in the Airport Approach Overlay Zone (AAOZ). These regulations are discussed in greater detail in Sections ~~4.2.2.5.2 and 4.2.2.5.3~~ 4.4.2.5.3 and 4.4.2.5.4 below.

Although the City of San Diego has adopted overlay zoning to promote aspects of airport land use compatibility, it has not submitted its General Plan or zoning ordinance to the ALUC for a determination of consistency with the 2004 ALUCP (nor has it overruled the 2004 ALUCP). Therefore, the City's General Plan and zoning have not been found consistent with the 2004 ALUCP. As such, the City is required to submit all land use actions, regulations and permits to the ALUC for review.¹⁹⁷ Consistent with this requirement, the City submits all land use actions, regulations and permits for development projects located within the boundaries of the AIA for the 2004 ALUCP to the ALUC for consistency determinations.

4.4.2.2 City of San Diego General Plan

On March 10, 2008, the San Diego City Council adopted the General Plan, which is the City's foundation for development.¹⁹⁸ It includes ten elements of citywide policies that support the City of Villages smart growth strategy for growth and development over the next twenty years. The ten elements and the fundamental goals of each are listed in **Table 4-36**.

The City of Villages Strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. This "village" strategy is designed to bring people together via well-designed public parks or plazas and provide an environment that is well integrated with residential, commercial, employment and civic uses. Individual villages offer a variety of public spaces and land uses unique to the community in which they are located. The strategy is designed to sustain the long-term economic, environmental and social health of the City and its many communities and is expected to connect the villages to each other via an expanded regional transit system over time. It recognizes the value

¹⁹⁶ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 14 and 17.

¹⁹⁷ California Public Utilities Code §21676.5(a).

¹⁹⁸ City of San Diego, *General Plan, Executive Summary*, March 10, 2008.

of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy relies upon the designation or development of village sites.¹⁹⁹

Table 4-36: City of San Diego General Plan Elements and Goals

ELEMENTS	GOALS
Conservation	To become an international model of sustainable development and conservation. To provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life.
Economic Prosperity	To increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy.
Historic Preservation	To guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City. To improve the quality of the built environment, encourage appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation.
Land Use and Community Planning	To guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities.
Mobility	To improve mobility through development of a balanced, multi-modal transportation network.
Noise	To protect people living and working in the City of San Diego from excessive noise.
Public Facilities	To provide the public facilities needed to serve the existing population and new growth.
Recreation	To preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users.
Services and Safety	To provide the services needed to serve the existing population and new growth.
Urban Design	To guide physical development toward a desired scale and character that is consistent with the social, economic and aesthetic values of the City.

SOURCE: City of San Diego, *General Plan*, 2008.

PREPARED BY: Ricondo & Associates, Inc., June 2013.

Additionally, the General Plan translates the organizing principles of the Strategic Framework Element into policy direction in the ten elements of the General Plan. Because less than four percent of the City's land remains vacant and available for new development, the plan's policies represent a shift in focus from development of vacant land to reinvestment in existing communities. General Plan policies support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers, the strategy works to preserve established residential neighborhoods and open space, and to manage the City's continued growth over the long term.

The Public Facilities Element of the General Plan provides citywide goals and policies to provide the public facilities and services needed to serve the existing population and new growth.

¹⁹⁹ City of San Diego, *General Plan, City of Villages Strategy*, March 10, 2008.

The Public Facilities Element addresses 17 specific topics, each with its own defined goals. The 17 topics and associated goals are listed in **Table 4-37**.

Table 4-37 (1 of 2): City of San Diego General Plan - Public Facilities Element Goals

FACILITIES AND SERVICES	GOALS
A. Public Facilities Financing	Implementation of financing strategies to address existing and future public facility needs citywide
B. Public Facilities and Services Prioritization	<ul style="list-style-type: none"> • Public facilities and services that are equitably and effectively provided through application of prioritization guidelines • Maximum efficiency in the annual allocation of capital resources for the Capital Improvements Program (CIP) • Public facilities expenditures that are linked to implementation of the General Plan
C. Evaluation of Growth, Facilities, and Services	<ul style="list-style-type: none"> • Adequate public facilities available at the time of need • Public facilities exactions that mitigate the facilities impacts attributable to new development • Improvement of quality of life in communities through the evaluation of private development and the determination of appropriate exactions
D. Fire-Rescue Goal	Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education
E. Police	<ul style="list-style-type: none"> • Safe, peaceful, and orderly communities • Police services that respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service
F. Wastewater	<ul style="list-style-type: none"> • Environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater • Increased use of reclaimed water to supplement the region's limited water supply
G. Storm Water Infrastructure	<ul style="list-style-type: none"> • Protection of beneficial water resources through pollution prevention and interception efforts • A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable
H. Water Infrastructure	<ul style="list-style-type: none"> • A safe, reliable, and cost-effective water supply for San Diego • Water supply infrastructure that provides for the efficient and sustainable distribution of water
I. Waste Management	<ul style="list-style-type: none"> • Efficient, economical, environmentally-sound waste collection, management, and disposal • Maximum diversion of materials from disposal through the reduction, reuse and recycling of wastes to the highest and best use
J. Libraries	<ul style="list-style-type: none"> • A library system that contributes to the quality of life through quality library collections, technologically improved services, and welcoming environments • A library system that is responsive to the specialized needs and desires of individual communities

Table 4-37 (2 of 2): City of San Diego General Plan - Public Facilities Element Goals

FACILITIES AND SERVICES	GOALS
K. Schools	<ul style="list-style-type: none"> • A multi-level public and private schools system that enables all students to realize their highest potential as individuals and members of society • Educational facilities that are equitable, safe, healthy, technologically equipped, aesthetically pleasing, sustainable, and supportive of optimal teaching and learning for all students, and welcoming to parents and community members • A public schools system that provides opportunities for students to attend schools within their residential neighborhoods as well as choices in educational settings outside their neighborhoods
L. Information Infrastructure	<ul style="list-style-type: none"> • Increased opportunities for connectivity in the information infrastructure system • An information infrastructure system that meets existing and future communication, access, and technology needs • An integrated information infrastructure system that enhancing economic viability, governmental efficiency, and equitable universal access • A city that regulates and coordinates telecommunications to ensure and safeguard the public interest
M. Public Utilities	<ul style="list-style-type: none"> • Public utility services provided in the most cost-effective and environmentally sensitive way • Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient, and well-integrated into the natural and urban landscape
N. Regional Facilities	Regional facilities that promote and support smart growth and improve quality of life
O. Healthcare Services and Facilities	Public and Private healthcare services and facilities that are easily accessible and meet the needs of all residents
P. Disaster Preparedness	<ul style="list-style-type: none"> • A city and region that, through diligent planning, organizing and training is able to prevent, respond to, and recover from man-made and natural disasters • Reduced disruptions in the delivery of vital public and private services during and following a disaster • Prompt and efficient restoration of normal City functions and activities following a disaster
Q. Seismic Safety	<ul style="list-style-type: none"> • Protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions • Development that avoids inappropriate land uses in identified seismic risk areas

SOURCE: City of San Diego, General Plan, Public Facilities, Services and Safety Element, March 2008.

PREPARED BY: Ricondo & Associates, Inc., June 2013.

4.4.2.3 City of San Diego Community Plans

As mentioned above, the City of San Diego, because of its expansive geographic size and multitude of distinct communities, utilizes community plans to create more refined plans with policies specifically

suiting to individual communities. The General Plan Land Use Element lists 55 CPAs.²⁰⁰ The community plans typically address circulation, land use, public facilities, urban design and open space/conservation. Portions of seven CPAs are within the ALUCP Impact Area:²⁰¹

- ~~Centre City~~ (Downtown)
- Greater Golden Hill
- Midway/Pacific Highway Corridor
- Ocean Beach
- Peninsula
- Southeastern San Diego
- Uptown

In addition, parts of the San Diego Unified Port District, Balboa Park and Mission Bay Park are within the ALUCP Impact Area. Each community plan along with the Port Master Plan is discussed below, followed by each park master plan, with respect to its goals, objectives and policies concerning public facilities.

4.4.2.3.1 *Downtown Community Plan*

The City of San Diego delegated planning and development review authority in the ~~Centre City~~Downtown CPA to the Centre City Development Corporation (CCDC), a non-profit redevelopment agency with an independent board of directors appointed by the Mayor and City Council of San Diego. CCDC prepared the community plan for ~~Centre City~~Downtown and the redevelopment plans for ~~Centre City~~Downtown and Horton Plaza. Responsibilities for planning and development review in Downtown were assumed by Civic San Diego when the redevelopment agencies were disbanded. "Civic San Diego is a nonprofit public benefit corporation wholly owned by the City of San Diego with the mission of managing public improvement and public-private partnership projects of the City's former Redevelopment Agency. In addition, Civic San Diego has been granted land use authority to perform planning and permitting functions, administer the downtown San Diego parking district and implement its improvement projects, design and manage the construction of parks and fire stations through Development Impact Fees, and develop and execute economic development strategies."²⁰²

The *San Diego Downtown Community Plan* which was adopted in March of 2006 and last amended in May of 2012 was prepared by CCDC. However since the redevelopment agencies were disbanded, as discussed above, Civic San Diego assumed CCDC's former responsibilities for planning and development review in

²⁰⁰ City of San Diego, *General Plan, Land Use and Community Planning Element*, March 10, 2008, Figure LU-3.

²⁰¹ Community Plan updates for five of the seven community plans within the ALUCP Impact Area are expected to be available for public review as follows: Greater Golden Hill in January 2014; Midway/Pacific Highway Corridor in November 2013; Ocean Beach in November 2013; Southeastern San Diego in November 2013; Uptown in January 2014.

²⁰² Civic San Diego, <http://www.ccdc.com/> (accessed June 21, 2013)

Downtown. The *Downtown Community Plan* discusses public services in the Parks, Open Space, and Recreation and Public Facilities and Amenities chapters of the plan. A summary of the *Downtown Community Plan* with respect to each public service area is presented below.

Libraries

The *Downtown Community Plan* addresses expansion of libraries in Chapter 8: Public Facilities and Amenities. The completion of the Main Library in the southern portion of the East Village neighborhood is a cornerstone of the ~~Centre City~~Downtown CPA for providing expanded library services. Although the new facility is expected to meet the needs of the entire ~~Centre City~~Downtown CPA, the *Downtown Community Plan* also notes the possibility for new satellite libraries throughout the CPA. The satellite libraries would serve specialized topics such as architecture and design as well as law and government. The *Downtown Community Plan* has two specific policies concerning new satellite library facilities.

8.5-P-1 Locate smaller topical libraries primarily in the Civic/Core and Columbia districts, Neighborhood Centers, near City College, and around the Main Library.

8.5-P-2 Encourage library co-location with other civic, academic, and cultural facilities for the benefit of amassing activity that draws new attention and uses.²⁰³

Parks

The *Downtown Community Plan* addresses expansion of public parks in Chapter 4: Parks, Open Space, and Recreation. The community plan goals and policies focus on creating a network of open space parks and plazas throughout ~~Centre City~~Downtown that would not be expected to present airport land use compatibility issues.²⁰⁴

Police and Fire Protection

The *Downtown Community Plan* addresses police and fire protection concerns in Chapter 8: Public Facilities and Amenities. The discussion of police and fire facilities notes the planned increase in residents in ~~Centre City~~Downtown will require additional police, fire and other emergency services facilities. The plan lists two goals relevant to development of additional fire and police facilities.

8.2-G-1 Maintain a safe and livable environment downtown working with the City to ensure appropriate levels of fire and police services proportionate to population and activity level.

²⁰³ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 8-7.

²⁰⁴ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 4-5-4-6.

8.2-G-2 Work with City fire and life safety departments to anticipate construction and expansion of fire and police facilities.²⁰⁵

Two specific policies with implications for airport land use compatibility planning are also listed.

8.2-P-2 Work closely with Fire and Police department representatives on facility improvement and expansion projects, paying close attention to siting and accessibility requirements. Prioritize the first new fire station in the Northeast sub-district of East Village.

8.2-P-3 Integrate new fire and police facilities into mixed-use development projects to the extent possible, to help achieve overall development intensity goals established for downtown.²⁰⁶

Schools

The *Downtown Community Plan* addresses planning for schools in the Educational Facilities discussion in Chapter 8, Public Facilities and Amenities. Four goals relate to educational facilities.

8.1-G-1 Encourage the provision of quality and accessible educational facilities to downtown families and adult learners.

8.1-G-2 Expand and strengthen the presence of higher education, particularly focused in East Village and Civic/Core.

8.1-G-3 Seek special focus schools for children and youth that build on downtown's offerings.

8.1-G-4 Integrate new school buildings and improvements with downtown's urban environment.²⁰⁷

The *Downtown Community Plan* also lists seven specific policies with implications for airport land use compatibility.

8.1-P-1 Attract additional higher learning facilities—such as professional schools, design institutes, and satellites of the major universities—and work with existing institutions to help maintain strong activity levels and meet expansion needs.

²⁰⁵ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 8-4.

²⁰⁶ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 8-4.

²⁰⁷ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 8-2.

8.1-P-2 Coordinate with City College on new development, programming, and facilities that bolster its mission and contribute to downtown commerce, culture, and living.

8.1-P-3 Work proactively with the San Diego Unified School District and the various private educational institutes to meet the needs of downtown's growing population and to provide quality educational opportunities to the urban population.

8.1-P-4 Pursue charter schools with special curricula in the areas of art, music, design, leadership, science, and the performing arts and help to identify downtown organizations and institutions that could serve as partners or sponsors.

8.1-P-5 Anticipate school development in areas of high expected residential growth, and focus facilities around open spaces.

8.1-P-6 In designing and programming new educational facilities, emphasize connections with surrounding uses, relationships to neighboring structures and streets, efficient use of land, and multi-story urban models.

8.1-P-7 Promote shared use of facilities such as playing fields, public parks, parking, community meeting spaces, exhibit halls, and studios.²⁰⁸

Other Public Facilities

Other public facilities that could be affected by the proposed ALUCP include religious or fraternal public assembly facilities, convention centers, medical care facilities, jails/prisons, museums and galleries.

Public Assembly for Adults or Children

Public assembly facilities are addressed in Chapter 8: Public Facilities and Amenities, of the *Downtown Community Plan*. The Community Plan describes facilities such as houses of worship and community meeting spaces as uses reinforcing community relationships. As a goal, the community plan encourages community facilities such as public assembly uses throughout downtown neighborhoods. Specific policies with implications for airport land use compatibility include the following:

8.3-P-1 Encourage location of community facilities in mixed-use buildings in the Neighborhood Centers.

8.3-P-2 Provide incentives for the development of facility space for community facilities and institutions. These spaces, where provided as part of mixed-use development on

²⁰⁸ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), p. 8-3.

Main and Commercial streets on first floors, are exempt from FAR calculations, per standards in the PDO.²⁰⁹

Convention Centers

There is an existing convention center in Centre-CityDowntown which meets the needs of the City of San Diego. The *Downtown Community Plan* notes the convention center facilities were undergoing expansion at the time of plan publication.²¹⁰

Medical Care Facilities

The *Downtown Community Plan* addresses medical care facilities in Chapter 12: Health and Human Services. The community plan anticipates the need for new medical care facilities to rise as the population of Centre-CityDowntown increases and shifts toward an older demographic. Two goals relating to healthcare are listed.

12.4-G-1 Encourage the provision of sufficient and easily accessible health care facilities to meet needs of all sectors of the growing downtown population.

12.4-G-2 Allow for the integration of new clinics or larger facilities in the downtown fabric, following established community design goals.²¹¹

Specific policies with implications for airport land use compatibility include:

12.4-P-1 Coordinate new medical care facility development carefully with providers, addressing both practical needs and downtown development and design objectives.

12.4-P-2 Pursue a diversity of facilities to meet the long- and short-term medical needs of downtown residents, the poor, visitors, and employees.

12.4-P-3 Encourage the location of a small hospital or similar facility downtown.²¹²

²⁰⁹ City of San Diego, *Downtown Community Plan*, March 2006 (Amended May 22, 2012), pp. 8-4-8-5.

²¹⁰ *Downtown Community Plan*, March 2006 (Amended May 22, 2012), P. 3-6.

²¹¹ *Downtown Community Plan*, March 2006 (Amended May 22, 2012), P. 12-5.

²¹² *Downtown Community Plan*, March 2006 (Amended May 22, 2012), P. 12-5.

Jails and Prisons

The community plan notes there is an existing jail operated by the County of San Diego in the Civic/Core neighborhood in ~~Centre City~~Downtown. While the community plan indicates some reconstruction of County of San Diego facilities in this area could be necessary in the future, there are no plans for new jails or prisons in the ~~Centre City~~Downtown CPA.²¹³

Museums and Galleries

The *Downtown Community Plan* addresses museums, galleries and other similar uses of cultural importance in Chapter 10: Arts and Culture. The community plan anticipates the need for new museum and gallery facilities ~~in Centre City~~Downtown. Community goals regarding the development of new museums and galleries include:

10.2-G-1 Encourage locating arts and culture facilities in downtown near activity hubs and areas accommodating highly diverse functions.

10.2-G-2 Assist organizations in identifying potential locations and funding for facility development.

10.2-G-3 Encourage incorporation of various arts and culture facility types in mixed-use development, especially in educational facilities.²¹⁴

Specific policies concerning museum and gallery spaces with implications for airport land use compatibility include:

10.2-P-1 Provide developer incentives for incorporation of arts and culture facility space, including exemption of non-profit art facility space on the ground level of buildings from FAR calculations, with recorded agreements requiring perpetuity of the cultural use.

10.2-P-2 Consider providing assistance in the development of major arts and culture facilities.

10.2-P-3 Encourage the development of a public "Arts Market," a multiuse arts center designed as a major downtown attraction.²¹⁵

²¹³ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 6-3.

²¹⁴ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 10-6.

²¹⁵ Downtown Community Plan, March 2006 (Amended May 22, 2012), P. 10-6.

4.4.2.3.2 Golden Hill Community Plan

The *Golden Hill Community Plan* was adopted by City Council on April 5, 1988 and last amended June 19, 1990. There is an ongoing process to update the Community Plan. It is tentatively planned to be available for public review in January 2014; however, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR.²¹⁶

The *Golden Hill Community Plan* discusses public services in the Parks and Recreation Element and the Community Facilities Element. Because the community is largely developed, most of the basic facilities have been provided. The plan recognizes the need, however, for additional school facilities and possibly a fire station as the community reaches full buildout to conform to General Plan guidelines for these facilities.²¹⁷

Libraries

The *Golden Hill Community Plan* discusses library facilities in the Community Facilities Element. The community plan states there is no library located in the Greater Golden Hill CPA at the time of publication and recommends the establishment of a new branch library facility.²¹⁸

Parks

The *Golden Hill Community Plan* discusses park facilities in the Parks and Recreation Element. Community plan objectives and recommendations focus on providing additional open space park land and facilities with no implications for airport land use compatibility.²¹⁹

Police and Fire Protection

The *Golden Hill Community Plan* discusses police and fire facilities in the Community Facilities Element. There are no stated plans for additional police facilities in Greater Golden Hill.²²⁰ The community plan notes that the fire station serving the community at the time of plan publication is not located proximate enough to the farthest northeast portions of the CPA to provide optimal response time. Recommendations for fire protection facilities with implications for airport land use compatibility include:

- Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting technology improves.

²¹⁶ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

²¹⁷ Golden Hill Community Plan, General Plan Conformance, p. 106.

²¹⁸ Golden Hill Community Plan, April 5, 1988 (Amended June 19, 1990), P. 78–79.

²¹⁹ Golden Hill Community Plan, April 5, 1988 (Amended June 19, 1990), P. 65–69.

²²⁰ Golden Hill Community Plan, April 5, 1988 (Amended June 19, 1990), P. 77–78.

- The Fire Department should analyze both rebuilding ~~and~~ relocating the 25th Street Fire Station and implement the alternative which provides the highest level of service to the community. Moving the Fire Station north and east of its present site would provide better response time to the developing canyon areas.²²¹

Schools

The *Golden Hill Community Plan* discusses schools in the Community Facilities Element. The community plan indicates existing school facilities are anticipated to reach maximum capacity within the time horizon of the plan. The construction of new facilities to eliminate school overcrowding is an objective of the plan, but the plan does not specify potential sites. Specific recommendations include assessing classroom sizes to determine whether overcrowding is occurring. Should overcrowding become a problem, the plan recommends exploring multiple options for increasing available classroom space such as new school construction or leasing existing private spaces.²²²

Other Public Facilities

The Social Service Element of the *Golden Hill Community Plan* addresses residential care facilities in the Greater Golden Hill CPA and focuses on preventing the proliferation of more such facilities.²²³ This policy is consistent with the policies of the ALUCP, which would declare these uses to be incompatible within the safety zones and within the 65 dB CNEL noise contour.

Places of public assembly for adults or children, healthcare facilities, museums, galleries and jails/prisons are not discussed in detail.

4.4.2.3.3 *Midway/Pacific Highway Corridor Community Plan*

The *Midway/Pacific Highway Corridor Community Plan* was adopted on May 28, 1991 and last amended on July 12, 2010. There is an ongoing process to update the community plan. A draft of the updated Community Plan is tentatively expected to be available for public review in fall 2013.²²⁴ However, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR.

The Community Plan is divided into Plan Elements, each of which addresses a different land use type. The *Midway/Pacific Highway Corridor Community Plan* discusses public services in the Community Facilities and Services and Institutional Land Use elements. A summary of the Midway/Pacific Highway Corridor Community Plan with respect to each public service land use is presented below.

²²¹ Golden Hill Community Plan, April 5, 1988 (Amended June 19, 1990), P. 78.

²²² *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990), P. 73–77.

²²³ *Golden Hill Community Plan*, April 5, 1988 (Amended June 19, 1990), P. 81.

²²⁴ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

Libraries

The *Midway-Pacific Highway Corridor Community Plan* discusses library facilities in the Community Facilities and Services Element. Specific recommendations regarding library facilities focus on identifying potential sites for bookmobile stops and improving transportation routes to access libraries.²²⁵

Parks

The *Midway-Pacific Highway Corridor Community Plan* discusses park facilities in the Community Facilities and Services Element. The community plan specifically recommends establishing a recreation facility on a two-acre park, but does not indicate a potential site for the park or building.

Police and Fire Protection

The *Midway-Pacific Highway Corridor Community Plan* discusses police and fire facilities in the Community Facilities and Services Element. There are no specific recommendations for either police or fire facilities in the CPA.²²⁶

Schools

The *Midway-Pacific Highway Corridor Community Plan* discusses school facilities in the Community Facilities and Services Element. The plan recommends the construction of a new elementary school on a site proximate to the Sports Arena (Valley View Center) as the area undergoes redevelopment.²²⁷ However, the arena is still in operation with no immediate plans for redevelopment.

Other Public Facilities

No specific recommendations regarding new or expanded facilities for places of public assembly for adults or children, healthcare facilities, museums, galleries or jails/prisons are included in the community plan. The Community Plan includes recommendations for the reuse of the Point Loma Convalescent Hospital and Sharp-Cabrillo Hospital should they relocate or be closed. (Sharp-Cabrillo Hospital has been closed for several years.) The plan recommends that both sites should be designated for residential use up to 29 units per acre or for Commercial Office use.²²⁸ Another section of the Community Plan notes the importance of the Sharp-Cabrillo Hospital area as a location for medical uses, noting that the area should remain available for those uses.²²⁹

²²⁵ *Midway-Pacific Highway Corridor Community Plan and Local Coastal Land Use Plan*, May 28, 1991 (Amended July 12, 2010), P.127.

²²⁶ *Midway-Pacific Highway Corridor Community Plan and Local Coastal Land Use Plan*, May 28, 1991 (Amended July 12, 2010), P.127–128.

²²⁷ *Midway-Pacific Highway Corridor Community Plan and Local Coastal Land Use Plan*, May 28, 1991 (Amended July 12, 2010), P.126–127.

²²⁸ *Midway-Pacific Highway Corridor Community Plan and Local Coastal Land Use Plan*, May 28, 1991 (Amended July 12, 2010), Pp. 83, 85.

²²⁹ *Midway-Pacific Highway Corridor Community Plan and Local Coastal Land Use Plan*, May 28, 1991 (Amended July 12, 2010), P. 65.

4.4.2.3.4 Ocean Beach Precise Plan

The *Ocean Beach Precise Plan* was adopted by the City of San Diego on July 3, 1975, last amended on February 15, 1991, and is currently the City's oldest community planning document. With the exception of three minor amendments, the last of which was in 1991, it has remained essentially unchanged for over a quarter of a century. There is an ongoing process to update the Community Plan, which is tentatively planned to go to the City Council for adoption in November 2013; however, the current Community Plan is referenced for purposes of this Draft-Final EIR.²³⁰ The *Ocean Beach Precise Plan* discusses public services in the Public Facilities Element.

Libraries

The community plan notes the existence of a branch library in Ocean Beach serving community needs. The community plan recommends construction of an additional branch library in the greater Ocean Beach–Point Loma area should public demand warrant an additional facility.²³¹ No new sites are specifically mentioned, and the existing branch library near the corner of Sunset Cliffs Boulevard and Santa Monica Avenue is still the only library in Ocean Beach.

Parks

The community plan has a goal of providing new parks and recreation facilities in Ocean Beach. Recommendations to achieve this goal include development of new recreation facilities near the San Diego River Flood Control Channel.²³² This location is outside of the ALUCP impact area.

Police and Fire Protection

The community plan recommends maintaining existing police and fire facilities. Community plan goals and recommendations focus on improving public awareness and maintaining existing levels of protection.²³³

Schools

The community plan addresses schools under the topic heading Education. The community plan notes that at the time of publication,²³⁴ school enrollment was in decline. As such, the community plan recommendations focus on upgrading existing facilities rather than identifying new potential school sites.²³⁵

²³⁰ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

²³¹ Ocean Beach Precise Plan and Local Coastal Addendum, July 3, 1975 (Amended January 1985), P.52.

²³² Ocean Beach Precise Plan and Local Coastal Addendum, July 3, 1975 (Amended January 1985), P.35–43.

²³³ Ocean Beach Precise Plan and Local Coastal Addendum, July 3, 1975 (Amended January 1985), P.52–53, 55–57.

²³⁴ The Ocean Beach Precise Plan was published on July 3, 1975

²³⁵ Ocean Beach Precise Plan and Local Coastal Addendum, July 3, 1975 (Amended January 1985), P.47–51.

Other Public Facilities

Other public facilities such as public assembly facilities for adults or children are discussed under the topic heading of Community Human Services. Recommendations focus on maximizing use of existing facilities and services rather than expansion or new construction.²³⁶ Medical facilities are discussed under the topic heading of Health Care. The plan notes that existing health services are adequate for most community members. The community plan identifies a potential need for additional community medical facilities to serve the needs of lower income individuals. The plan recommends consideration of establishing a new branch clinic to supplement the existing free clinic serving Ocean Beach residents.²³⁷ No potential sites are specified by the plan, and no new branch clinic locations appear to have been opened since plan publication.

4.4.2.3.5 *Peninsula Community Plan*

The *Peninsula Community Plan and Local Coastal Program Land Use Plan* was adopted July 14, 1987 and last amended May 31, 2011. The Community Plan discusses public services in the Parks and Recreation Element and the Community Facilities Element.

Libraries

Libraries are discussed in the Community Facilities element of the community plan. The community plan notes a vacant parcel adjacent to an existing branch library has been purchased for the purpose of expanding the existing facility. Upgrading existing facilities is an identified objective of the plan. The community plan recommendations include expanding the Point Loma Branch Library and rebuilding or relocating the Ocean Beach Branch Library also used by Peninsula residents.²³⁸ Since the Community Plan's adoption in 1987, the Point Loma Branch Library has been expanded onto the adjacent parcel noted in the Community Plan and opened its doors on September 20, 2003.²³⁹ The existing Ocean Beach branch library is still in operation at the same location.

Parks

Parks are discussed in the Parks and Recreation element of the community plan. The community plan indicates need for additional small neighborhood parks and a recreation center to serve the CPA. Specific recommendations to meet the needs include identifying potential school closures for eventual reuse for parks or recreation centers as well as prioritization of funding for a new recreation center building.²⁴⁰

²³⁶ Ocean Beach Precise Plan and Local Coastal Addendum, July 3, 1975 (Amended January 1985), P.45–47.

²³⁷ Ocean Beach Precise Plan and Local Coastal Addendum, July 3, 1975 (Amended January 1985), P.53–54.

²³⁸ Peninsula Community Plan and Local Coastal Program Land Use Plan, July 14, 1987 (Amended May 31, 2011), P. 81–82.

²³⁹ City of San Diego, <http://www.sandiego.gov/public-library/about-the-library/projects/pointloma.shtml> (accessed May 17, 2013).

²⁴⁰ *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), P. 48–53.

Police and Fire Protection

Police and fire services are discussed in the Community Facilities element of the community plan. The community plan notes the existing facilities are adequate to serve the CPA. No new facilities are recommended.²⁴¹

Schools

Schools are discussed in the Community Facilities element of the community plan. The community plan indicates public school enrollment has declined in years prior to community plan publication. The community plan objectives focus on encouraging joint use of school facilities for public use and encouraging community participation in decisions related to the consideration of alternative uses for abandoned school sites. Specific recommendations focus on rezoning abandoned school sites in residential areas for institutional, recreational and residential use.²⁴²

Other Public Facilities

Other public facilities such as places of assembly for adults or children, medical care facilities, museums and jails are not addressed in the community plan.

NTC Precise Plan and Local Coastal Program

The *NTC Precise Plan and Local Coastal Program* was adopted July 17, 2001. The NTC Precise Plan guides the redevelopment for civilian use of the former Naval Training Center site closed by the U.S. Navy in 1997. The approximately 360-acre NTC site is located immediately west of SDIA in the Peninsula CPA. The Precise Plan envisions the redeveloped site as a pedestrian-oriented mixed-use district taking advantage of the history and setting to establish institutional and recreational uses to complement commercial and residential uses.

Several institutional uses such as schools, parks, museums, galleries and a training facility for police, fire and other emergency services were identified for the NTC development.²⁴³ At the time of this analysis, the NTC Precise Plan and Local Coastal Program was considered built-out for all public services purposes.

4.4.2.3.6 Southeastern San Diego Community Plan

The *Southeastern San Diego Community Plan* was adopted on July 13, 1987 and last amended on May 21, 2009. There is an ongoing process to update the Community Plan. A draft of the updated Community Plan is tentatively planned to be available for public review in November 2013; however the current Community Plan is referenced for ~~purposed purposes~~ of this ~~Draft-Final~~ EIR.²⁴⁴ The *Southeastern San Diego*

²⁴¹ *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), P. 82–83.

²⁴² *Peninsula Community Plan and Local Coastal Program Land Use Plan*, July 14, 1987 (Amended May 31, 2011), P. 78-81.

²⁴³ *NTC Precise Plan and Local Coastal Program*, July 17, 2001, P. II-3.

²⁴⁴ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

Community Plan discusses public services in the Open Space and Recreation Element and the Public Facilities Element.

Libraries

Libraries are discussed in the Public Facilities element of the community plan. The community plan indicates the Valencia Park Library is planned to be relocated to a new site at the intersection of 51st and Market Streets. Since the Community Plan's adoption in 1987, Valencia Park Library has been relocated and is now known as the Malcolm X Library. The plan also recommends consideration of an additional library once the Southeastern San Diego CPA population reaches 90,000 residents.²⁴⁵

Parks

Parks are discussed in the Open Space and Recreation element of the community plan. The community plan notes the need for additional parks to meet population projections. Increasing the size of existing parks and adding new parks is identified as an objective of the plan. Other objectives focus on maintaining existing parks and open space. The community plan recommends acquiring new park land as sites and financing become available.²⁴⁶

Police and Fire Protection

Police and fire services are discussed in the Public Facilities element of the community plan. The community plan indicates a new police station is planned for a site on Imperial Avenue between 30th and 31st Streets. The proposed location is outside of the ALUCP Impact Area, and no new police station has been opened. Fire protection response times are described as adequate, and no additional fire stations are recommended.²⁴⁷

Schools

School facilities are discussed in the Public Facilities element of the community plan under the topic heading of Education. The community plan indicates the public schools in Southeastern San Diego are reaching full capacity. In order to deal with any capacity issues, the community plan recommends reopening two previously closed school sites, both of which are located outside of the ALUCP Impact Area. The community plan also recommends consideration of expanding existing facilities onto adjacent parcels as land becomes available.²⁴⁸

²⁴⁵ *Southeastern San Diego Community Plan*, June 13, 1987 (Amended May 21, 2009), P. 138–140.

²⁴⁶ *Southeastern San Diego Community Plan*, June 13, 1987 (Amended May 21, 2009), P. 102–110.

²⁴⁷ *Southeastern San Diego Community Plan*, June 13, 1987 (Amended May 21, 2009), P. 140–141.

²⁴⁸ *Southeastern San Diego Community Plan*, June 13, 1987 (Amended May 21, 2009), P. 133–138.

Other Public Facilities

Other public facilities such as places of assembly for adults or children, medical care facilities, museums and jails are not addressed in the community plan.

4.4.2.3.7 *Uptown Community Plan*

The *Uptown Community Plan* was adopted February 2, 1988 and last amended May 7, 2002. There is an ongoing process to update the community plan. A draft of the updated Community Plan is tentatively planned to be available for public review by December 2014; however, the current Community Plan is referenced for purposes of this ~~Draft-Final~~ EIR.²⁴⁹ The Uptown Community Plan discusses public services in the Community Facilities & Services Element and Open Space & Recreation Element.

Libraries

Libraries are discussed in the Community Facilities & Services element of the community plan. The community plan indicates the two existing library sites are adequate to serve the population of Uptown. Expansion of the existing Mission Hills Branch Library is recommended to meet branch library standards.²⁵⁰ (This location is outside of the ALUCP Impact Area.)

Parks

Parks are discussed in the Open Space and Recreation element of the community plan. The community plan describes existing park resources as “rich and varied”. The community plan recommends developing sites for new population-based parks to complement the existing resource base parks.²⁵¹ Sites identified for proposed parks are located outside of the ALUCP Impact Area.

Police and Fire Protection

Police and fire facilities are discussed in the Community Facilities & Services element of the community plan. The community plan recommends establishing a Community Relations Office in Hillcrest as a means to improve police protection.²⁵² (The Hillcrest neighborhood is located outside of the ALUCP Impact Area.) The community plan notes existing fire protection facilities are adequate to serve the community.²⁵³

²⁴⁹ City of San Diego, December 13, 2012 Planning Commission Workshop – Status of Community Plan Updates Report, <http://www.sandiego.gov/planning/community/cpu/index.shtml> (accessed on May 16, 2013).

²⁵⁰ *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002), P. 128.

²⁵¹ *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002), P. 137–153.

²⁵² *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002), P. 128–129.

²⁵³ *Uptown Community Plan*, February 2, 1988 (Amended May 7, 2002), P. 131.

Schools

Schools are discussed in the Community Facilities & Services element of the community plan. The community plan objectives and recommendations reflect a strategy of dealing with capacity issues by adding portable classrooms to existing school sites.²⁵⁴

Other Public Facilities

Other public facilities such as places of assembly for adults or children, medical care facilities, museums and jails are not addressed in the community plan.

4.4.2.3.8 *Balboa Park Master Plan*

Balboa Park is an urban cultural park that includes open space areas, gardens, museums, theatres and the San Diego Zoo. Balboa Park also consists of recreational facilities, gift shops and restaurants. The park is pedestrian friendly and is a large attraction for visitors and locals alike.

The *Balboa Park Master Plan*, which was adopted in 1989 and amended in 1997, proposes major improvements to Balboa Park, including maintaining and restoring gardens and restoring or renovating current buildings.²⁵⁵ These major improvements to Balboa Park would not be affected by the implementation of the proposed ALUCP.

4.4.2.3.9 *Mission Bay Park Master Plan Update*

More than half of Mission Bay Park is open water. A majority of park visitors engage in land-based recreation (e.g., walking, jogging, bicycling and picnicking). As the county population continues to rise into the 21st century, new demands on the Park's land resources can be expected.

The *Mission Bay Park Master Plan Update*, which was adopted in 1994 and amended in 2002, includes the following goals:²⁵⁶

- Mission Bay Park should be an aquatic-oriented park which provides a diversity of public, commercial, and natural land uses for the enjoyment and benefit of all the citizens of San Diego and visitors from outside communities
- It should be a park in which land uses are located and managed so as to maximize their recreation and environmental functions, minimize adverse impacts on adjacent areas, facilitate public access and circulation, and capture the distinctive aesthetic quality of each area of the Bay

²⁵⁴ Uptown Community Plan, February 2, 1988 (Amended May 7, 2002), P. 125–127.

²⁵⁵ City of San Diego, *Balboa Park Master Plan*, 1989 (Amended 1997).

²⁵⁶ City of San Diego, *Mission Bay Park Master Plan Update and Design Guidelines*, 1994 (Amended 2002).

Local Coastal Program

Because all of Mission Bay Park is located within the Coastal Zone, the City has incorporated LCP provisions in the *Mission Bay Park Master Plan*. The policies and recommendations call for improving public access; expanding recreational and visitor servicing facilities; increasing community park and recreation areas; preparing a comprehensive water quality improvement program for Mission Bay to preserve water, marine and biological resources; preserving beach areas and all of the Park's natural bluff areas; retaining public access along the waterfront in newly dedicated lease areas facing the Bay; and preserving significant views into the Mission Bay Park. The CCC certified that the *Mission Bay Park Master Plan Update* was compliant with the California-Coastal Act in 1996.²⁵⁷

4.4.2.4 San Diego Unified Port District, Port Master Plan

The San Diego Unified Port District (Port District) published the latest amendment to the *Port Master Plan* in October of 2012. The *Port Master Plan* is intended to "provide the official planning policies, consistent with a general statewide purpose, for the physical development of the tide and submerged lands conveyed and granted in trust to the Port District."²⁵⁸ The Port District's planning jurisdiction is divided into nine subareas with specific land use policies for each one described in the *Port Master Plan*. There are two planning subareas partially within the ALUCP impact area: the Harbor Island and Centre City Embarcadero subareas, as depicted in Exhibit 4-11 in Section 4.2.

The Harbor Island subarea encompasses SDIA and airport-related facilities to the north and a mix of commercial, industrial and open space uses to the south.²⁵⁹ The off-airport uses proposed in the ALUCP Impact Area fall within the 65–70 dB CNEL range but are not intersected by any proposed safety zones. Proposed land uses in this location include an area for sediment remediation and monitoring, open space and a marine-related industrial business park. None of the proposed uses would pose any compatibility conflicts with the proposed ALUCP.

The Centre City Embarcadero subarea is intended to serve as an urban waterfront for Downtown San Diego. Planned land uses in this subarea include a mix of industrial, commercial, open space and public facilities uses.²⁶⁰ The northernmost portion of this subarea is located in the ALUCP Impact Area. Safety Zones 1, 2E, 3SE and 5S converge near the intersection of Laurel Street and Pacific Highway at the existing Solar Turbines facility. The plan states that the current use is anticipated to continue, but, should it be discontinued, airport-compatible uses such as parking, open space and circulation corridors should be

²⁵⁷ California Coastal Commission, http://www.coastal.ca.gov/la/docs/lcp/FY11_12_SanDiegoCoast_LCPStatus_Final.pdf (accessed on March 8, 2013).

²⁵⁸ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 1.

²⁵⁹ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 55.

²⁶⁰ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 61.

developed in this area.²⁶¹ The Port Master Plan does not propose any incompatible public services facilities in the ALUCP Impact Area.

4.4.2.5 Regulatory Setting City of San Diego Municipal Code

4.4.2.5.1 City of San Diego Municipal Code Base Zones

The City of San Diego's zoning designations are set forth in Chapter 13 (Zones) of the San Diego Municipal Code. The primary zoning designation contained within the Municipal Code is the "base zone," which "help[s] ensure that land uses within the City are properly located and that adequate space is provided for each type of development identified."²⁶² Accordingly, the base zone designations:

- (i) Regulate land uses
- (ii) Minimize the adverse impacts of such land uses
- (iii) Regulate the land use density and intensity within each base zone
- (iv) Regulate the size of buildings
- (v) Classify, regulate, and address the relationships of uses of land and buildings

Within each base zone are use categories and use subcategories, which are more particular land use designations regulating future land use development throughout the City.

There are no base zone designations specifically tailored for institutional or public services uses. Public services are generally permitted in the commercial and industrial base zones. In some instances, public services are conditionally permitted in residential base zones.

4.4.2.5.2 Planned District Ordinances

Planned districts are geographic areas regulated through special planned district ordinances (PDOs) adopted by the City Council.²⁶³ Each PDO establishes a set of zoning regulations and base zones that are unique to each PDO. The following text provides a description of each applicable PDO within the ALUCP Impact Area.

~~In addition to base zones, PDOs, involving zoning tailored to the unique characteristics of the setting, are established in certain areas targeted for development.²⁶⁴~~

²⁶¹ San Diego Unified Port District, *Port Master Plan*, October 2012, p. 60.

²⁶² San Diego Municipal Code, §131.0101.

²⁶³ City of San Diego Municipal Code, Chapter 15, Planned Districts.

²⁶⁴ ~~City of San Diego Municipal Code, Chapter 15, Planned Districts.~~

Centre City Planned District

The Centre City PDO establishes land development and design guidelines for the ~~Centre City~~Downtown CPA.²⁶⁵ Public Services uses are permitted throughout the ~~Centre City~~Downtown CPA, but are especially concentrated in the Core (C), Public/Civic (PC) and Public Facilities (PF) zone districts. Allowable floor area ratios in areas with these zone designations range from 6.0 to 10.0. If all bonus incentives are met, some floor area ratios can be as high as 20.0, although this floor area ratio may not be achievable due to building height limitations and setback requirements.

Golden Hill Planned District

The Golden Hill PDO permits public services uses such as schools, parks, public assembly facilities, libraries, residential care facilities and medical offices in residential zones.²⁶⁶ Medical offices are also permitted in commercial zones. No other public services uses are permitted in the commercial zones.²⁶⁷

Mid-City Communities Planned District

The Mid-City Communities PDO governs land development in the Uptown CPA. Libraries, schools, parks and public assembly facilities are permitted in residential zones.²⁶⁸ Commercial zones under the Mid-City Communities PDO do not specifically permit or prohibit public services uses such as public assembly facilities, parks, schools, libraries, medical care facilities or police and fire facilities.²⁶⁹

Mount Hope Planned District

The Mount Hope PDO provides development regulations intended to guide the neighborhood revitalization efforts of the Mount Hope Redevelopment Project in the Southeastern San Diego CPA.²⁷⁰ The Mount Hope Planned District is divided into three subdistricts (I, II and III). The regulations in each subdistrict are structured to encourage residential (I), commercial (II) and manufacturing (III) uses. Public services uses are not specifically prohibited in any subdistrict. Portions of the Mount Hope Planned District are within the 65 dB CNEL contour.

²⁶⁵ City of San Diego Municipal Code, §156.0301.

²⁶⁶ City of San Diego Municipal Code, §158.0301.

²⁶⁷ City of San Diego Municipal Code, §158.0302.

²⁶⁸ City of San Diego Municipal Code, §1512.0302.

²⁶⁹ City of San Diego Municipal Code, §1512.0305.

²⁷⁰ City of San Diego Municipal Code, §1515.0101.

Southeastern San Diego Planned District

The Southeastern San Diego PDO provides development regulations intended to implement the recommendations of the Southeastern San Diego Community Plan.²⁷¹ In the Southeastern San Diego Planned District:

- Places of worship are permitted in all residential and commercial zones
- Libraries are permitted in all residential zones and the C-1 and C-2 zones
- Parks are permitted in all residential zones
- Residential care facilities are permitted in all residential zones
- Schools are permitted in all residential and commercial zones
- Hospitals are permitted in the C-2 commercial zone and the I-1 industrial zone
- Medical offices are permitted in the C-1 and C-2 commercial zones and the I-1 industrial zone

City of San Diego Municipal Code Overlay Zones

In addition to the land use regulations of the base zones and PDOs, overlay zone regulations also apply in parts of the ALUCP Impact Area. Overlay zones are discussed in the following paragraphs.

4.4.2.5.3 Airport Environs Overlay Zone

San Diego Municipal Code Article 2, Division 3, establishes an AEOZ. The AEOZ boundary for SDIA is defined by the combination of the 1999 forecast 60 dB CNEL contour and the Approach Area defined in the 2004 ALUCP. The RPZs for both runways are within the AEOZ boundary. The purpose of the AEOZ is to provide supplemental regulations for property surrounding SDIA.²⁷² The intent of the regulations is:

- a) To ensure that land uses are compatible with the operation of airports by implementing the ALUCP for SDIA adopted by the ALUC for the San Diego region
- b) To provide a mechanism whereby property owners receive information regarding the noise impacts and safety hazards associated with their property's proximity to aircraft operations
- c) To ensure that provisions of the California Administrative Code Title 21 [the Airport Noise Law] for incompatible uses are satisfied

In addition, the AEOZ refers to the land use compatibility table in the 2004 ALUCP, which specifies the types of land uses that are incompatible within specified noise contours. Project applicants for residential development within the 60 dB CNEL contour must demonstrate that the indoor noise levels do not exceed

²⁷¹ City of San Diego Municipal Code, §1519.0101.

²⁷² City of San Diego Municipal Code §132.0301.

45 dB CNEL.²⁷³ Although the land use compatibility standards of the 2004 ALUCP are referenced, the ordinance requires the use of 1999 noise contours, rather than the larger 1990 noise contours included in the 2004 ALUCP.

The AEOZ also provides that development proposals shall comply with the standards of the RPZs and the airport approach zone as established in the 2004 ALUCP. Those standards are as follows:

- Inside the RPZs, no new residential is permitted.
- Within the airport approach zone underlying the approach path to SDIA as identified in the ALUCP Figure 6, new ~~nonresidential~~ development is limited to 110 percent of the average residential density or nonresidential intensity occurring within a one-quarter mile radius of the proposed site
- As an alternative to the 110 percent density/intensity criterion, proposed uses in the portions of the Little Italy and Cortez Hill neighborhoods within the Approach Area may be limited to a Floor Area Ratio (FAR) of 2.0 and a 36-foot height limit.²⁷⁴

In addition, the AEOZ requires dedication of an aviation easement when development located within the 60 dB or greater CNEL contour results in an increase in the number of dwelling units within the AEOZ.²⁷⁵

The AEOZ provides that the property owner may file a petition to the City Council to override the City Manager's determination of noncompliance with the land use recommendations of the adopted ALUCP.²⁷⁶ The City Council may, by a two-thirds vote, override the City Manager's decision and determine that the proposed use meets the intent of the ALUCP if the City Council concludes that all three of the following conditions are met:²⁷⁷

1. The proposed development will not be detrimental to the public health, safety, and welfare
2. The proposed development will minimize the public's exposure to excessive noise and safety hazards to the extent feasible
3. The proposed development will meet the purpose and intent of the California Public Utilities Code Section 21670

²⁷³ City of San Diego Municipal Code §132.0306(a).

²⁷⁴ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, February 28, 1992 (Amended October 4, 2004), pp. 16, 19.

²⁷⁵ City of San Diego Municipal Code §132.0309 (a).

²⁷⁶ City of San Diego Municipal Code §132.0310 (a).

²⁷⁷ City of San Diego Municipal Code §132.0310(b).

Exhibit 4-12 in Section [4.2.2.5.24.2](#) depicts the boundaries of the AEOZ for SDIA.

4.4.2.5.4 *Airport Approach Overlay Zone*

The City of San Diego's AAOZ provides supplemental development regulations for lands underlying the approach paths to SDIA. Per the City of San Diego Municipal Code:²⁷⁸

The intent of these regulations is to help ensure the following:

- a) That the provisions of the Federal Aviation Act of 1958, as implemented through the FAA obstruction evaluation programs, are satisfied
- b) That the applicable provisions of California Public Utilities Code Section 21659, as administered by the Caltrans, are satisfied
- c) That the Authority, as the proprietor of SDIA, Lindbergh Field, is provided the opportunity to participate in the evaluation process conducted by the FAA and Caltrans
- d) That minimum vertical buffers are provided between the FAA-established approach paths as identified on Map No. C-926 and structures constructed within the AAOZ

The AAOZ is primarily a means by which the City of San Diego enforces FAA guidance on prevention of hazards to air navigation, thus protecting the critical airspace required to maintain the viability of continued operations at SDIA. The boundaries of the AAOZ are depicted on Exhibit 4-13 in Section [4.2.2.5.3](#). Specific requirements of the AAOZ include:

1. Airport Approach Path Buffer – No structures that would encroach within 50 feet (vertically) of the AAOZ surface are allowed, provided that structures of 40 feet in height from the grade of the property are permitted²⁷⁹
2. Notification Requirements – The City must notify the FAA and the Authority whenever a building or development permit application subject to AAOZ requirements is received
3. FAA Determination of No Hazard and the Authority Concurrence – No permits can be issued until:²⁸⁰
 - a) The project applicant presents at least one of the following:
 - 1) a letter from the FAA stating that the proposed development does not require notice to the FAA

²⁷⁸ City of San Diego Municipal Code §132.0201.

²⁷⁹ City of San Diego Municipal Code §132.0205.

²⁸⁰ City of San Diego Municipal Code §132.0206.

- 2) a Determination of No Hazard from the FAA, stating that the proposed development has been determined not to be a hazard to air navigation
- b) The Authority agrees with the FAA determination in one of the following ways:
 - i. The Authority receives a copy of the FAA determination and agrees with the findings
 - ii. The Authority does not respond within 40 calendar days of receiving the forwarded FAA determination. In this case, Authority concurrence with FAA findings will be assumed²⁸¹
4. If the Authority disagrees with FAA findings and files an appeal with the FAA, the City will issue no permits for construction until:
 - The FAA issues a final determination that the proposed development would not be a hazard to air navigation
 - 60 calendar days have elapsed since the FAA's determination became final
 - The proposed development does not encroach within 50 feet of FAA-established approach paths²⁸²
5. Should the FAA issue a Determination of Hazard, the project applicant is prohibited by state law from building the proposed structure without a permit from Caltrans. If Caltrans issues a permit, then the City Council will review the project application and hold a public hearing. The City Manager will notify the Authority of the public hearing to review the application²⁸³

4.4.2.5.5 Coastal Overlay Zone

San Diego Municipal Code Article 3, Division 15, establishes the Coastal Overlay Zone. This overlay zone applies to all properties within the boundary depicted on Exhibit 4-3 in Section 4.2. The Coastal Overlay Zone is intended to protect and enhance the quality of public access and costal resources.²⁸⁴ Specific requirements of the Coastal Overlay Zone include:

- Preserve, enhance, or restore public views designated to be protected
- Maintain or enhance critical public views to the ocean and shoreline
- Preserve visual corridors through deed restrictions and conditions on Coastal Development Permit approval whenever the following conditions exist:

²⁸¹ City of San Diego Municipal Code §132.0207.

²⁸² City of San Diego Municipal Code §132.0208.

²⁸³ City of San Diego Municipal Code §132.0209.

²⁸⁴ City of San Diego Municipal Code §132.0401.

- The proposed development lies between the shoreline and the first public roadway
- A visual corridor is feasible and will serve to preserve, enhance, or restore public views of ocean or shoreline
- Preserve, enhance, or restore an existing or potential view between the ocean and the first public roadway by side yard setback areas required by a deed
- Preserve existing views of remodeling sites if the site is legally required to be preserved²⁸⁵

4.4.2.5.5-4.4.2.5.6 Coastal Height Limit Overlay Zone

The CHLOZ was implemented in response to a voter-approved initiative and provides supplemental height regulations for development occurring within the City of San Diego Coastal Zone.²⁸⁶ For purposes of the ordinance, the term "Coastal Zone" refers to the area generally within the city limits west of I-5 extending to the Pacific Ocean. While intended to protect views of the ocean and the bay, the CHLOZ also indirectly provides an extra layer of airspace protection around SDIA by limiting the heights of new buildings. The boundaries of the CHLOZ are depicted on Exhibit 4-14 in Section 4.2.4.2.2.5.4.

Within the CHLOZ, new structures cannot exceed 30 feet in height from the base of the building. Within the ALUCP Impact Area, however, there is one exception. Properties south of Laurel Street extending to the city limit bordering National City are not subject to this 30-foot height limit. This includes the highly urbanized Centre City Downtown CPA.

4.4.2.5.7 Airport Land Use Compatibility Overlay Zone

San Diego Municipal Code Article 2, Division 15, establishes the Airport Land Use Compatibility Overlay Zone (ALUCOZ). The purpose of the ALUCOZ is to implement adopted ALUCPs, in accordance with state law, as applicable to property within the City.²⁸⁷ The ALUCOZ currently applies to the MCAS Miramar, Montgomery Field, Gillespie Field, and Brown Field AIAs. The intent of the ALUCOZ, if it is adopted by the City to apply to SDIA, would be to ensure that new development located within the SDIA AIA is rezoned by the City of San Diego and compatible in respect to the four airport related factors: noise, safety, airspace protection and overflight with the adoption of the ALUCP.

4.4.3 THRESHOLDS OF SIGNIFICANT ENVIRONMENTAL IMPACT

Under CEQA Guidelines, Appendix G, a project would result in potentially significant impacts relative to Public sServices if the project would "result in substantial adverse physical impacts associated with the

²⁸⁵ City of San Diego Municipal Code §132.0403.

²⁸⁶ City of San Diego Municipal Code §132.0501.

²⁸⁷ City of San Diego Municipal Code 131.1501

provision of new or physically altered governmental facilities, [or the] need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the [following] public services:

- (i) Fire protection
- (ii) Police protection
- (iii) Schools
- (iv) Parks
- (v) Other public facilities

The City of San Diego Significance Determination Thresholds address public services and facilities in Section M.²⁸⁸ The thresholds are clearly oriented toward the evaluation of development projects and are not oriented to the evaluation of policy plans. While SDCRAA is not subject to the City's significance thresholds, the EIR considers those thresholds because the ALUCP Impact Area encompasses property within the San Diego city limits. Preliminarily, the City's thresholds ask whether the proposed project would:

Have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- Police protection
- Parks or other recreational facilities
- Fire/Life Safety protection
- Maintenance of public facilities, including roads
- Libraries
- Schools

If so, the focus of the analysis should be on the physical impacts of constructing the public service facilities.²⁸⁹

The City's guidance indicates that a determination should be made as to whether or not the project conflicts with the applicable community plan in terms of the number, size and location of public service facilities. If

²⁸⁸ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 59-62.

²⁸⁹ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 59-60. Emphasis in original.

such a conflict would occur, then it must be determined whether there would be any direct impacts from construction of proposed new public service facilities needed to serve the project.²⁹⁰

With respect to police and fire services, the City thresholds require evaluation of whether the proposed project would substantially affect response times (i.e., increase the existing response times in the project area).²⁹¹

With respect to school facilities, the guidance focuses on development that could potentially necessitate the establishment of new school facilities, thus putting pressure on public services resources.²⁹² The guidance does not offer specific direction for projects like the proposed ALUCP that would potentially limit the establishment of new schools.

With respect to libraries and parks, the City's thresholds note that the provision of these resources is a planning facilities issue. While the Environmental Setting section of the EIR should discuss the project's effect on any existing deficiencies, the analysis should not conclude that such effects are necessarily CEQA impacts.²⁹³ While a project may compound existing deficiencies, the deficiencies would not be totally attributable to the project. Thus, it is not appropriate to include existing deficiencies as impacts under CEQA.

4.4.4 PROJECT SPECIFIC IMPACTS

The proposed ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, nor would it directly result in the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts. Neither does the proposed ALUCP include any growth-inducing policies that would necessitate the provision of new public services facilities. Due to the nature of the proposed project, the proposed ALUCP would not substantially affect police and fire services response times, nor would it result in library or park deficiencies. Therefore, the proposed project would not directly result in substantial adverse physical impacts associated with the construction of public service facilities.

The current planning documents and zoning regulations summarized in Section 4.4.2 were reviewed to determine how implementation of the proposed ALUCP could potentially impact plans for new public services facilities. Specifically, the plans were reviewed to determine whether future public services and facilities were

²⁹⁰ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 60.

²⁹¹ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 60.

²⁹² City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 61.

²⁹³ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 62.

planned within the ALUCP Impact Area and to assess whether the applicable uses would be restricted or limited by the policies and standards of the proposed ALUCP.²⁹⁴

The proposed ALUCP would impact public services land uses in two ways: (1) some land uses will be considered incompatible in certain safety zones and within certain noise contour ranges and (2) the intensity of land uses (measured in terms of people per acre) will be limited within the proposed safety zones.

4.4.4.1 Land Rendered Unavailable to Incompatible Land Uses

As part of the displacement analysis documented in Appendix A, an analysis was undertaken of developable property that would be rendered unavailable to incompatible public service uses under the proposed ALUCP. The results of that analysis are presented in **Table 4-38**.

Table 4-38: Developable Land Rendered Unavailable for Incompatible Public Service Uses with Proposed ALUCP

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Educational, Institutional, Public Services		
Assembly – Children (instructional studios, cultural heritage schools, religious, other)	177.1	715
Assembly – Adults (religious, fraternal, other)	1.1	1
Child Day Care Center/Pre-K	172.9	529
Fire and Police Stations	5.8	15
Jail, Prison	27.0	108
Library, Museum, Gallery	1.1	1
Medical Care – Congregate Care Facility	169.3	503
Medical Care – Hospital	82.6	30
Medical Care – Outpatient Surgery Centers	155.8	457
School for Adults	27.7	49
School – K-12	138.5	206

²⁹⁴ City of San Diego General Plan, Public Services, Facilities and Safety Element, March 2008.

INCOMPATIBLE LAND USE	ACREAGE	NO. OF PARCELS
Recreation, Park and Open Space		
Marina	5.8	15

NOTE: The acreages rendered unavailable for each land use cannot be summed. The same properties are represented in in multiple cells of the table. This is because the zoning that currently applies in [Centre City Downtown](#) allows many of these uses in the same zoning districts.

SOURCE: Ricondo & Associates, Inc., *Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan*, Section 4, July 2013.

PREPARED BY: Ricondo & Associates, Inc., [July-December](#) 2013.

The following findings were made:

- Fire stations, prohibited in Safety Zones 1 and 2:** According to Table 4-38, 5.8 acres of land on 15 parcels would become unavailable for fire and police stations with the proposed ALUCP. No new fire stations are proposed within Safety Zones 1 and 2, although one existing station, at 725 West Kalmia Street, is within Safety Zone 2.²⁹⁵ The proposed ALUCP would have no effect on the existing fire station. Thus, no significant impact on fire stations is expected with implementation of the proposed ALUCP.
- Police stations, prohibited in Safety Zones 1 and 2:** As noted above, 5.8 acres of land on 15 parcels would become unavailable for fire and police stations with the proposed ALUCP, but no new police stations are proposed in Safety Zones 1 and 2. The General Plan calls for maintaining, improving, and expanding police stations and facilities as needed to maintain service levels. No existing police stations are within proposed Safety Zone 1 or Safety Zone 2.²⁹⁶ Thus, no significant impact on police stations is expected with implementation of the proposed ALUCP.
- Schools for adults, prohibited in Safety Zones 1, 2 and 5 and the 75 dB CNEL contour:** According to Table 4-38, 27.7 acres of land on 49 parcels would become unavailable for schools for adults with the proposed ALUCP. The Public Services Element of the General Plan does not address schools for adults. The area within which they would be prohibited is relatively small. Schools for adults are allowed within several zoning districts in the affected CPAs, totaling 7,600 acres. Thus, opportunities for the development of new schools for adults would appear to be sufficient to render any impact caused by the proposed ALUCP to be less than significant.
- Schools - Kindergarten through Grade 12 (K-12), prohibited throughout ALUCP Impact Area (all safety zones and the 65 dB CNEL contour):** Table 4-38 indicates that 138.5 acres on 206 parcels would become unavailable to K-12 schools with implementation of the proposed ALUCP. The entire area within which new schools would be prohibited is in the San Diego Unified School District. The Public Facilities Element does not map the location of any future school sites. Policy PF-K.4 declares

²⁹⁵ *City of San Diego General Plan*, Public Services, Facilities and Safety Element, March 2008, p. PF-19; Google Maps, accessed December 16, 2012.

²⁹⁶ *City of San Diego General Plan*, Public Services, Facilities and Safety Element, March 2008, p. PF-22 – PF-24.

that the City intends to “collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Table NE-3, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions.”²⁹⁷ The San Diego Unified School District is planning the construction of 4 new schools, none of which are within the safety zones or 65 dB CNEL contour.²⁹⁸ Thus, any impact on K-12 schools caused by the proposed ALUCP is expected to be less than significant.

- **Marinas, prohibited in Safety Zones 1 and 2:** According to Table 4-38, 5.8 acres on 15 parcels would become unavailable for the construction of new marinas with the proposed ALUCP. The only area accessible to boats where marinas would be prohibited is the boat channel directly west of SDIA between the airport and the NTC/Liberty Station development. This area is planned as an urban waterfront park, and no marina development is anticipated.²⁹⁹ Thus, the proposed ALUCP would have no significant impact on new marinas.
- **Parks:** The proposed ALUCP would have no impact on existing or future parks, as they would be compatible or conditionally compatible within all safety zones and within all noise contours.

Other Facilities:

- **Assembly** -- Children (instructional studios, cultural heritage schools, religious, other), incompatible throughout ALUCP Impact Area (all safety zones and the 65 dB CNEL contour): Places of assembly for children are not specifically addressed in the San Diego General Plan. Table 4-38 indicates that 177.1 acres on 715 parcels would become unavailable for new development of places of assembly for children with the implementation of the ALUCP. Places of assembly for children would include places of assembly for adults as well as instructional studios and spaces for cultural heritage or religious classes. These uses are allowed in 200 zoning districts, covering approximately 168,700 acres throughout the City of San Diego. (The zoning provisions do not distinguish between places of assembly for children and adults.) Within the affected CPAs, approximately 11,000 acres outside the ALUCP Impact Area are zoned to allow places of assembly for children. Given the amount of land zoned to accommodate places of assembly for children, any impacts on these facilities caused by the proposed ALUCP are expected to be less than significant.
- **Assembly -- Adults (religious, fraternal, other), incompatible in Safety Zones 1 and 5:** Places of assembly for adults are not specifically addressed in the San Diego General Plan. The areas within which they would be prohibited by the proposed ALUCP are very near the runway where only one property on 1.1 acres would become unavailable for the development assemblies for adults. Many

²⁹⁷ *City of San Diego General Plan*, Public Services, Facilities and Safety Element, March 2008, p. PF-44.

²⁹⁸ San Diego Unified School District, <http://www.sandi.net/page/962> (accessed December 16, 2012); Final EIR for Jonas Salk Area Elementary School, SCH #2010011021, October 2011.

²⁹⁹ City of San Diego, <http://www.sandiego.gov/ntc/amenities/ntcpark.shtml> (accessed April 19, 2013).

alternative locations are potentially available for these uses elsewhere in the City. Places of assembly are allowed in 200 zoning districts covering approximately 168,700 acres throughout the City of San Diego are zoned to allow them. (The zoning provisions do not distinguish between places of assembly for children and adults.) Within the affected CPAs, approximately 11,000 acres outside the ALUCP Impact Area are zoned to allow places of assembly. Given the amount of land zoned to accommodate places of assembly, any impacts on places of assembly for adults caused by the proposed ALUCP are expected to be less than significant.

- **Child day care centers, incompatible throughout ALUCP Impact Area (all safety zones and the 65 dB CNEL contour):** Table 4-38 indicates that 172.9 acres on 529 parcels would become unavailable for the development of child day care centers after implementation of the proposed ALUCP. Neither the San Diego General Plan nor the community plans within the ALUCP Impact Area specifically designate areas for future child care facilities or day care centers. With the anticipated residential development and attendant population growth in ~~Centre-City~~Downtown, however, it is reasonable to assume that the demand for child day care centers would increase in that area. The ALUCP policies and standards would apply to only a limited area within ~~Centre-City~~the Downtown CPA -- the northernmost portions of the Little Italy, Cortez and East Village neighborhoods. This is unlikely to significantly constrain the locational choices for child day care centers in ~~Centre-City~~Downtown or restrict the proximity of day care centers to places of employment in ~~Centre-City~~Downtown. Child day care centers are allowed within 97 of 121 zoning districts within the affected CPAs, so opportunities for siting future child day care centers near the ALUCP Impact Area should be plentiful. Furthermore, the areas subject to the restrictions of the proposed ALUCP are relatively small. Portions of the Little Italy, Cortez and East Village neighborhoods subject to the ALUCP restrictions, for example, would be no further than 1,500 feet (less than three-tenths of a mile) from the parts of ~~Centre-City~~Downtown outside the ALUCP Impact Area where new child day care facilities would be permissible. Thus, any impact on child day care centers caused by the proposed ALUCP is expected to be less than significant.
- **Jails, Prisons, incompatible in all safety zones:** Table 4-38 indicates that 27.0 acres on 108 parcels would become unavailable for the development of jails or prisons after implementation of the proposed ALUCP. These are highly specialized land uses, only a very few of which are located in any metropolitan area. Prohibiting these uses within the proposed safety zones, which cover only a tiny fraction of the metropolitan area, would not cause a significant impact on the potential development of these facilities in the future.
- **Libraries, Museums, Galleries, incompatible in Safety Zones 1 and 5:** According to Table 4-38, 1.1 acres on only 1 parcel would become unavailable for the development of libraries, museums and galleries after implementation of the proposed ALUCP. No future library sites are mapped in the Public Services Element. The policies of the Public Services Element indicate that the selection of library sites within those safety zones would be unlikely. Policy PF-J.5 calls for libraries to be sited to

maximize access to village centers, public transit, or schools.³⁰⁰ Thus, no impact on libraries is expected with implementation of the proposed ALUCP.

- **Medical Care – Congregate Care Facilities, incompatible throughout ALUCP Impact Area (all safety zones and the 65 dB CNEL contour):** According to Table 4-38, 169.3 acres on 503 parcels would become unavailable for the development of congregate care facilities after implementation of the proposed ALUCP. Congregate care facilities are not specifically addressed in the General Plan or applicable community plans, so it is not known whether any of these facilities are proposed in the affected area. There has been discussion of converting the former Cabrillo Hospital site located in the Midway/Pacific Highway Corridor CPA into a congregate care facility, but no formal proposals or development applications have been filed. After adoption of the proposed ALUCP, that proposed use of the former hospital would become incompatible.

Based on land use plan and zoning designations in San Diego, congregate care facilities have many locational options. They are not neighborhood-based services, the prohibition of which would cause adverse impacts on airport vicinity neighborhoods. Congregate care facilities are allowed in 127 of 240 zoning districts. Approximately 170,000 acres throughout the City of San Diego are zoned to allow congregate care facilities. Within the affected CPAs, approximately 9,000 acres outside the ALUCP Impact Area are zoned to allow congregate care facilities. Thus, any adverse effects on these uses that may be caused by the proposed ALUCP would be less than significant.

- **Medical Care – Hospitals, incompatible throughout ALUCP Impact Area (all safety zones and the 65 dB CNEL contour):** Table 4-38 indicates that 82.6 acres on 30 parcels would become unavailable for the development of hospitals after implementation of the proposed ALUCP. Hospitals are addressed in the Public Services Element of the San Diego General Plan, but no information about future hospital locations is provided.³⁰¹ No future hospital locations are identified in any of the community plans applying within the ALUCP Impact Area. It is not known whether any of these facilities are proposed in the affected area. Hospitals have a metropolitan service area and are not neighborhood-based services, the prohibition of which would cause adverse impacts on airport-vicinity neighborhoods. Based on land use plan and zoning designations in San Diego, hospitals have other locational options. Hospitals are allowed in 78 zoning districts. Approximately 85,000 acres throughout the City of San Diego are zoned to allow hospitals. Thus, any adverse effects on these uses that may be caused by the proposed ALUCP would be less than significant.
- **Medical Care – Out-Patient Surgery Centers, incompatible throughout ALUCP Impact Area (all safety zones and the 65 dB CNEL contour):** According to Table 4-38, 155.8 acres on 457 parcels would become unavailable for the development of out-patient surgery centers with the proposed ALUCP. Out-patient surgery centers are not specifically addressed in the General Plan or applicable community plans, so it is not known whether any of these facilities are proposed in the affected area. They are not neighborhood-based services, the prohibition of which would cause adverse impacts on

³⁰⁰ City of San Diego General Plan, Public Services, Facilities and Safety Element, March 2008, p. PF-40 – PF-41.

³⁰¹ City of San Diego General Plan, Public Services, Facilities and Safety Element, March 2008.

airport vicinity neighborhoods. Based on land use plan and zoning designations in San Diego, outpatient surgery centers have other locational options. They are allowed in 75 zoning districts covering approximately 34,000 acres throughout the City of San Diego. Thus, any adverse effects on these uses that may be caused by the proposed ALUCP would be less than significant.

4.4.4.2 Limitations on the Intensity of Development

The analysis of potentially displaced development, documented in Appendix A (Section 6), considered the impact of the nonresidential development intensity limitations that would apply within the proposed safety zones. The existing land use pattern in most of the ALUCP Impact Area is a dense blend of mixed uses characteristic of a mature urban area. The community plans and zoning in most of the ALUCP Impact Area call for the preservation of that mixed use pattern, with redevelopment encouraged in certain areas. The analysis of potentially displaced development, documented in Appendix A, was structured in recognition of the mixed use pattern.

The analysis of nonresidential displacement developed an aggregate estimate of the amount of nonresidential floor area that could be displaced with implementation of the proposed ALUCP. The distribution of the aggregate displacement among seven generalized land use categories was then estimated based on factors developed through a consideration of the existing land use pattern and the planned land use described in each applicable community plan. **Table 4-39** presents the results of the nonresidential displacement analysis by land use type.

Table 4-39: Potential Displaced Nonresidential Floor Area with Proposed ALUCP, by Land Use Type

LAND USE TYPE	DISPLACED FLOOR AREA	
	AREA IN SQUARE FEET	AS PERCENT OF TOTAL
Commercial – Eating, Drinking, Entertainment	17,174	3.5
Commercial – Lodging	82,788	17.0
Commercial – Retail	101,214	20.8
Commercial – Services	21,358	4.4
Industrial	75,185	15.5
Institutional	14,043	2.9
Office	174,030	35.8
Total	485,793	100.0

SOURCE: Ricondo & Associates, Inc., *Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan*, Section 6, July 2013.

PREPARED BY: Ricondo & Associates, Inc., July 2013.

The “institutional” land use category represents public services, including noncommercial places of public assembly, schools, police and fire stations, hospitals, nursing and convalescent homes, libraries, museums and

similar facilities. Of the total amount of displaced nonresidential floor area, it is estimated that 14,043 square feet, 2.9 percent of the total, could involve institutional land uses.

As discussed in the previous section on incompatible uses, the impact of the loss of available land within the safety zones for land uses rendered incompatible by the proposed ALUCP is considered less than significant for public services. This determination was made for the following reasons:

- The applicable community plan does not propose or anticipate development of the land use within the ALUCP Impact Area in the future, or
- Based on the amount of land zoned to allow the incompatible land use outside the ALUCP Impact Area, sufficient alternative locations for the land use are likely to be available

For the same reasons, the potential displacement of 14,043 square feet of institutional (public services) development is considered to be a less than significant impact of the proposed ALUCP.

4.4.5 MITIGATION MEASURES

The proposed ALUCP does not propose any new public services facilities or any other growth-inducing development which would necessitate new public facilities. Furthermore, the proposed ALUCP does not directly conflict with any planned public services facilities. The proposed ALUCP would, however, make some land unavailable for any potential new facilities which are yet unplanned and could displace approximately 14,000 square feet of future public services floor area. It is worth noting that although some land is made unavailable for public services facilities in the future, this land area represents a small fraction of the total area in the City of San Diego allowing public services uses. There appears to be adequate area outside the proposed ALUCP Impact Area to provide any future public services needs. No mitigation measures are deemed necessary to compensate for the land rendered unavailable or for the potential displaced public services floor area.

4.4.6 SIGNIFICANCE OF IMPACTS

Prohibiting new public services facilities from some developable land not previously identified as sites for such facilities and the displacement of approximately 14,000 square feet of floor area are the only impacts that would result from the implementation of the proposed ALUCP. The ALUCP Impact Area is a highly urbanized environment with existing public services infrastructure. As the service areas in these environs are already established, emergency services response times, libraries, parks and other public services and amenities have largely been established to adequately meet the needs of the community. Any need for additional facilities due to an increase in the population requiring public services can be adequately met outside of the relatively small areas where these future facilities would be prohibited by the proposed ALUCP. There is therefore no foreseeable significant impact to public services resulting from implementation of the proposed ALUCP.

Table 4-40 summarizes the assessment of impacts on public services. The table includes the four applicable impact thresholds described in Section 4.4.3 and summary comments addressing each.

4.4.6.1 Significant Impacts Remaining After Mitigation

There are no significant impacts on public services requiring mitigation.

4.4.6.2 Significant Impacts that Cannot be Avoided if Proposed Project is Implemented

There are no unavoidable significant impacts on public services that would result from implementation of the proposed ALUCP.

Table 4-40: SDIA ALUCP - Summary Assessment of Significance of Impacts on Public Services

	IMPACT THRESHOLD	COMMENTS	DEGREE OF IMPACT
CEQA	Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities,	Proposed ALUCP does not involve the provision of new or physically altered public facilities.	No Impact
CEQA	Need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the [following] public services: (i) Fire protection; (ii) Police protection; (iii) Schools; (iv) Parks; or (v) Other public facilities."	Proposed ALUCP does not create need for new or physically altered public facilities or services. Proposed ALUCP would not induce growth or development that would have any consequences of service ratios, response times, or other performance objectives.	Less than Significant
City of San Diego	Have an effect upon, or result in a need for new or altered governmental services in any of the following areas: <ul style="list-style-type: none"> • Police protection • Parks or other recreational facilities • Fire/Life Safety protection • Maintenance of public facilities, including roads • Libraries • Schools 	Proposed ALUCP does not create need for new or physically altered public facilities or services. Proposed ALUCP would not induce growth or development that would have any consequences of service ratios, response times, or other performance objectives.	Less than Significant
City of San Diego	Does proposed project conflict with the applicable community plan in terms of the number, size, and location of public service facilities?	Proposed ALUCP would not conflict with applicable community plans.	Less than Significant

SOURCE: Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

4.5 Significant Irreversible Environmental Changes

An EIR must discuss any potentially significant effects on the environment that would be irreversible if the proposed project were implemented.³⁰² Specifically, an EIR must discuss whether:

[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.³⁰³

As the proposed project is a regulatory, land use planning document, no significant irreversible environmental changes would result from approval and implementation of the proposed ALUCP. As discussed throughout this ~~Draft-Final~~ EIR, the proposed ALUCP would not entail any new development, construction, or changes to the existing land uses or the environment. Therefore, the proposed project would not require the commitment or use of any nonrenewable resources. Accordingly, the proposed ALUCP would not result in significant irreversible environmental changes stemming from the use of nonrenewable resources or the irretrievable commitments of resources.

4.6 Growth-Inducing Impacts

An EIR must discuss the "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."³⁰⁴ Projects that may "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively," also are considered to be growth-inducing.³⁰⁵ However, an EIR is not required to make a detailed analysis of a proposed project's effects on growth. A general analysis is sufficient in light of the numerous and complex variables that determine whether and how a proposed project may induce growth. "[T]he particular growth that can be attributed to a project can be very difficult to predict, given the large number of variables at play, including uncertainty about the nature, extent and location of growth and the effect of other contributors to growth besides the project."³⁰⁶ Notably, an EIR is not required

³⁰² California Public Resources Code, §21100(b)(2)(B).

³⁰³ California Code of Regulations, Title 14, §15126.2(c).

³⁰⁴ California Code of Regulations, Title 14, §15162.2(d); California Public Resources Code, §21100(b)(5).

³⁰⁵ California Code of Regulations, Title 14, §15162.2(d); California Public Resources Code, §21100(b)(5).

³⁰⁶ Kostka, Stephen L. and Michael H. Zischke, *Practice Under the California Environmental Quality Act* (October 2006). Oakland, CA: Continuing Education of the Bar-California, pp. 683-684

to forecast and mitigate development described as induced growth because such issues are best left to the proponents of any resulting/subsequent development.

The proposed ALUCP does not directly facilitate growth as it does not contain any growth accommodating features (e.g., infrastructure such as roads or utilities). Further, the proposed project would not directly necessitate the construction of growth-accommodating facilities, as planning documents do not directly attract residential ~~and~~/or nonresidential growth -- that, is, the proposed ALUCP is not a development project that would necessitate the construction of additional development (e.g., while a residential community may facilitate the construction of commercial areas to support the residents' needs, a regulatory land use plan does not, by its nature, necessitate the construction of growth-accommodating facilities).

The proposed ALUCP may indirectly displace future land uses from certain areas within the ALUCP Impact Area, potentially setting in motion a chain of events that could potentially induce growth in areas outside of the ALUCP Impact Area. There are a range of potential outcomes that could occur with implementation of the proposed ALUCP.

1. The future development potentially displaced from the ALUCP Impact Area would never occur with or without implementation of the ALUCP
2. The future development potentially displaced from the ALUCP Impact Area would be foregone – it would have occurred without implementation of the ALUCP but would not occur with implementation of the ALUCP
3. The future development potentially displaced from the ALUCP Impact Area would occur outside the Impact Area in other parts of the affected CPAs
4. The future development potentially displaced from the ALUCP Impact Area would occur elsewhere, scattered throughout the city or metro area
5. Various combinations of the four previous outcomes could occur

In short, it is not possible to predict how the real estate market and local developers would respond to potential displacement of development. Thus, while it is possible that the development displaced by implementation of the ALUCP may occur in other areas, it is impossible to predict where that development would occur or the extent of growth-inducing impact it may have. Because the development that would be displaced is allowed under existing land use plans, it is anticipated that ~~that~~ implementation of the proposed ALUCP would result in less than significant growth-inducing impacts.

4.7 Cumulative Impacts

Based on the analysis in this ~~Draft-Final~~ EIR, the proposed ALUCP would lead to significant impacts on Land Use and Planning and Population and Housing. The impacts are related to the potential displacement of future development that would be caused by implementation of the proposed ALUCP. Less than significant impacts are anticipated on Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources,

Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Public Services, Recreation, Transportation/Traffic and Utilities and Service Systems. ~~The impacts are related to the potential displacement of future development that would be caused by implementation of the proposed ALUCP.~~

This section considers the potential for the impacts of the proposed ALUCP, in combination with the impacts of other projects, to become cumulatively significant. The discussion begins with a summary of recent and planned airport projects and other ALUCPs. The potential for significant cumulative impacts precipitated by the proposed ALUCP is then examined.

4.7.1 AIRPORT IMPROVEMENT PROJECTS

SDCRAA is planning a number of improvement projects, and is now completing a major terminal expansion project, the Green Build. The impacts of these projects are primarily confined to the Airport property, but some impacts may be experienced off-Airport in the wider community. These projects are briefly described in this section, and any off-airport impacts are discussed.

4.7.1.1 The Green Build

This project, which is nearing completion, involves the expansion of Terminal 2 West, with the addition of 10 gates; new aircraft parking areas and improvements to the aircraft apron; a dual-level roadway to separate arriving and departing passenger traffic; additional passenger screening security lanes and expanded concession areas inside the terminal. No runway changes are proposed as part of the Green Build. The Green Build will not increase airport capacity and will not cause any increases in aircraft operations. Accordingly, this project would not affect noise contours or the runway, thus having no potential land use compatibility-related impacts.

The potential environmental impacts of this project were assessed in the Airport Master Plan Draft Environmental Impact Report.³⁰⁷ As discussed in the associated Final EIR,³⁰⁸ significant impacts were identified under the following environmental categories: traffic and circulation, air quality, biotic communities/endangered and threatened species, and human health risk assessment. All other potential impacts under the remaining environmental categories were identified as less than significant.

The nature of the impacts caused by the Green Build project is much different than those caused by the proposed ALUCP. The impacts of the two projects are not expected to interact in any way that would create cumulatively significant impacts.

³⁰⁷ San Diego County Regional Airport Authority, *San Diego International Airport Master Plan Draft Environmental Impact Report*, October 2007.

³⁰⁸ San Diego County Regional Airport Authority, *San Diego International Airport Master Plan Final Environmental Impact Report*, Table 1-4, April 2008.

4.7.1.2 Northside Improvements

SDCRAA is currently undertaking an environmental analysis of proposed improvements on the north side of the Airport. The improvements analyzed in the Draft Environmental Assessment report released in May 2013 include changes to the location and boundaries of the proposed General Aviation (GA) and Fixed Base Operator (FBO) facilities, aprons, and taxiway; addition of air cargo warehouse facilities and associated improvements; the Rental Car Center facility and reconfiguration of the SAN Park Pacific Highway public parking facility; a new Terminal Link Roadway; extension of the access road from the Sassafras Street/Pacific Highway intersection to Washington Street; addition of a Receiving Distribution Center; and on-site utilities improvements to serve the proposed development.

No changes to the runway or existing air traffic patterns would occur under the Proposed Action. Additionally, the Proposed Action would not result in a change in the number or type of aircraft operations at the Airport compared with the No Action alternative.

The nature of the impacts caused by the proposed Northside Improvements would be much different than those caused by the proposed ALUCP. The impacts of the two projects are not expected to interact in any way that would create cumulatively significant impacts.

4.7.1.3 Proposed Additional Displacement of Runway 9 Threshold

The landing threshold of Runway 9 is currently displaced 700 feet from the runway end to ensure that aircraft landing on Runway 9 (from the west) can safely clear all obstacles west of the Airport. The latest FAA-approved ALP (dated October 5, 2012) proposes an additional 300-foot displacement of the Runway 9 threshold. The additional displacement would allow the glideslope for the Runway 9 approach to be lowered slightly (to a standard ~~3.0-1~~ degrees from 3.22 degrees), while ensuring that aircraft continue to safely clear all obstacles. It is anticipated that the improvement would allow for a reduction in visibility minimums, although that determination must be made by the FAA after detailed environmental study and analysis. ~~SDCRAA completed an Environmental Assessment of the proposed additional threshold relocation in 2013, and the FAA issued a Finding of No Significant Impact (FONSI) on November 7, 2013, related to the additional displacement of the Runway 09 threshold. SDCRAA is currently working with the FAA to prepare an environmental assessment pursuant to the requirements of the National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.) which will analyze the potential environmental impacts, if any, relating to the proposed additional displaced threshold.~~

The additional 300-foot displacement of the Runway 9 threshold, depicted in Exhibit 3-1 in Section 3, would shift the location of the Runway 9 RPZ to the east by 300 feet. This would result in a corresponding shift in the western boundary of Safety Zone 1, as defined in the proposed ALUCP.³⁰⁹ The area removed from Safety Zone 1 by the eastward shift of the boundary would move into Safety Zone 2. This includes all existing

³⁰⁹ The other safety zones would be unaffected as they are all defined with respect to the physical end of the western edge of the runway, which will not change.

structures in the NTC/Liberty Station area that are inside the current RPZ. ~~-This would result in a small reduction in the land use and planning-related impacts of the ALUCP, because the land area removed from Safety Zone 1 would become subject to the less restrictive standards of Safety Zone 2.~~

Only a very slight increase in cumulative aircraft noise exposure levels, as depicted on the CNEL noise contour map (Exhibit 2-5 in Section 2.4.3), are expected with the proposed relocated displaced threshold. The increases would occur on the west side of the Airport beneath the approach to Runway 9. The increase would be attributable to the slightly lower altitudes of aircraft on final approach ~~only the reduced along the shallower Runway 9 approach slope, which would be reduced from 3.22 to 3.1 degrees.~~ The change in cumulative noise exposure is slight because only approaches to Runway 9, which account for less than three percent of all arrivals at SDIA, would be affected by the proposed additional displacement. The CNEL contours on the west side of the airport are dominated by departures to the west, which account for approximately 97 percent of all departures at SDIA ~~and which will remain unchanged.~~³¹⁰

~~If the proposed relocated displaced threshold project receives environmental clearance and is implemented by the Airport, SDCRAA will amend the ALUCP for SDIA to reflect the shift in the location of the Runway 9 RPZ and the western boundary of Safety Zone 1. This would result in a small reduction in the land use and planning-related impacts of the ALUCP, because the land area removed from Safety Zone 1 would become subject to the less restrictive standards of Safety Zone 2.~~

~~Upon the FAA's approval of the lowering of the glideslope to 3.1 degrees, SDCRAA will determine whether it is necessary to if necessary, SDCRAA would also~~ adopt an updated noise contour map reflecting the effects of the relocated displaced threshold. SDCRAA would comply with all CEQA requirements prior to adopting any required amendments to the ALUCP.

No cumulatively significant environmental impacts on Land Use and Planning, Housing and Population or Public Services attributable to the proposed displacement of the Runway 9 threshold are expected.

4.7.2 AIRPORT LAND USE COMPATIBILITY PLANS

Since 2006, SDCRAA has adopted ALUCPs for 13 airports in San Diego County, as noted in **Table 4-41**. The compatibility policies and standards in those ALUCPs are similar to those in the proposed ALUCP for SDIA. All ALUCPs that have been adopted by SDCRAA, as well as the proposed SDIA ALUCP, are separate and distinct from each other. Although the ALUCPs for the airports may be similar, each ALUCP is a separate project, not interrelated with the others, and each can be implemented independently of the others. The environmental documentation prepared for those ALUCPs found that all could result in at least some displacement of future development, including the displacement of public service-related land uses.

³¹⁰ ~~Based on the noise analysis, in the EA for the Runway 9 threshold relocation, the small increase in noise would cause the western tip of the 65 dB CNEL contour, along the extended runway centerline, to shift approximately 20 feet further west. No changes in the noise contours are expected elsewhere.~~

~~(DRAFT)~~

Seven of the previously adopted ALUCPs would affect land in the San Diego metropolitan area. **Exhibit 4-18** depicts the ALUCP Impact Areas for Brown Field, Camp Pendleton, Gillespie Field, MCAS Miramar, McClellan Palomar Airport, Montgomery Field, Oceanside Municipal Airport, and SDIA. It also depicts the properties subject to the potential displacement of future development. The proposed ALUCP for SDIA would affect only the City-cities of San Diego, Coronado and National City and other special purpose agencies with jurisdiction within the San Diego city limits, including the San Diego Unified Port District ~~and Civic San Diego~~. None of the previously adopted ALUCPs would affect Coronado, National City or the Port District. Only three of the previously approved ALUCPs in San Diego County would have potential displacement effects in the City of San Diego – MCAS Miramar, Brown Field, and Montgomery Field. The ALUCPs for four other airports – Gillespie Field MCAS Camp Pendleton, McClellan Palomar, and Oceanside -- would affect other local agencies in the metropolitan area.

Table 4-41: ALUCPs in San Diego County Adopted Since 2006

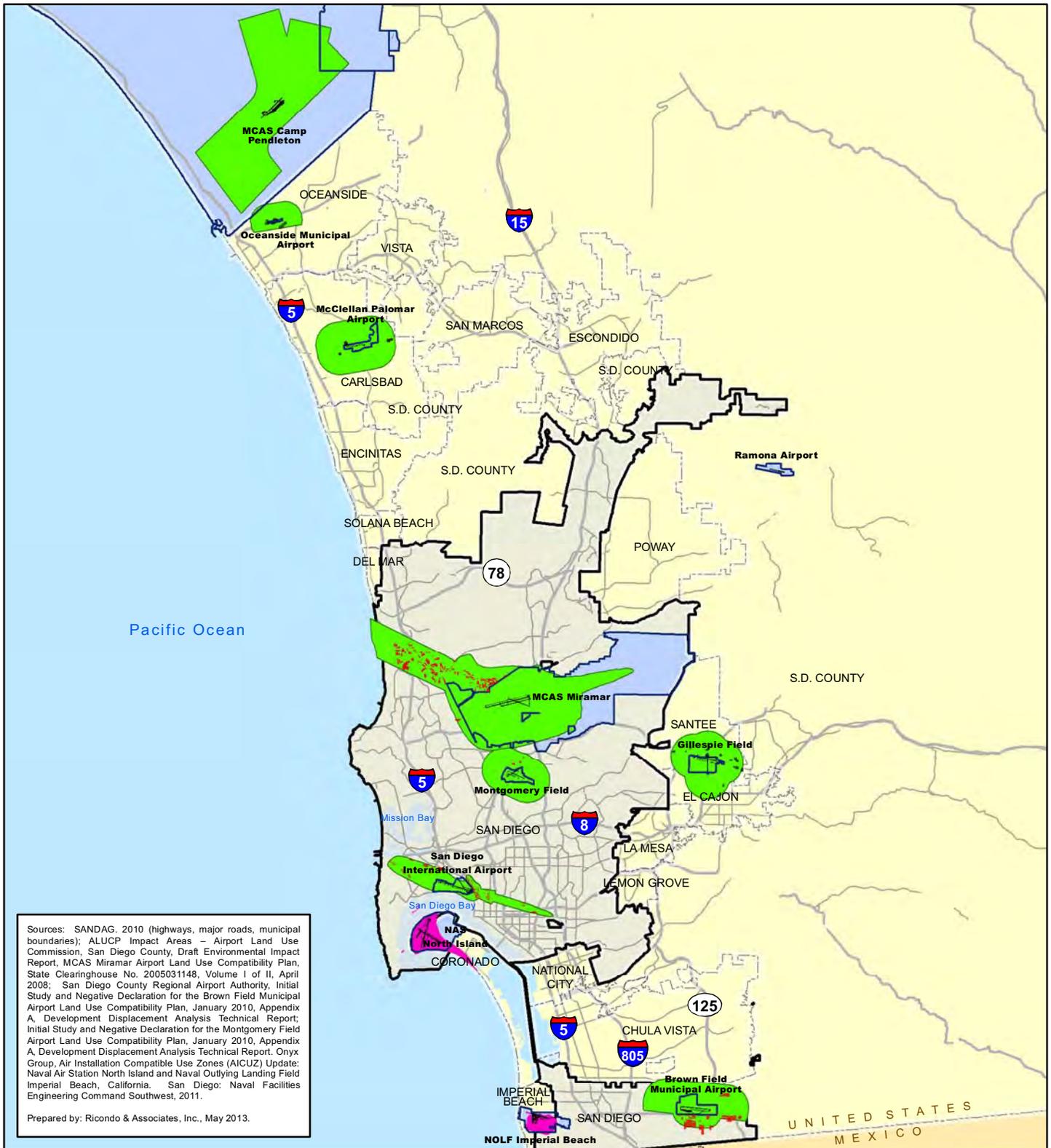
YEAR ADOPTED	AIRPORT	POTENTIAL DISPLACEMENT IN CITY OF SAN DIEGO?	POTENTIAL DISPLACEMENT IN METROPOLITAN AREA ¹
2006	Aqua Caliente Airport	No	No
2006	Borrego Valley Airport	No	No
2006	Fallbrook Community Airpark	No	No
2006	Jacumba Airport,	No	No
2006	Ocotillo Airport.	No	No
2006	Ramona Airport	No	No
2008	MCAS Camp Pendleton	No	Yes
2008	MCAS Miramar	Yes	Yes
2010	Brown Field Municipal Airport	Yes	Yes
2010	Gillespie Field	No	Yes
2010	McClellan-Palomar Airport	No	Yes
2010	Montgomery Field	Yes	Yes
2010	Oceanside Municipal Airport	No	Yes

NOTE:

1/ For purposes of this ~~Draft-Final~~ EIR, the metropolitan area is defined as all incorporated cities in western San Diego County and all adjacent, urbanized unincorporated areas.

Source: San Diego County Regional Airport Authority, May 2013.

Prepared by: Ricondo & Associates, Inc., ~~May-December~~ 2013.



Sources: SANDAG, 2010 (highways, major roads, municipal boundaries); ALUCP Impact Areas – Airport Land Use Commission, San Diego County, Draft Environmental Impact Report, MCAS Miramar Airport Land Use Compatibility Plan, State Clearinghouse No. 2005031148, Volume 1 of II, April 2008; San Diego County Regional Airport Authority, Initial Study and Negative Declaration for the Brown Field Municipal Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Montgomery Field Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report. Onyx Group, Air Installation Compatible Use Zones (AICUZ) Update: Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California. San Diego: Naval Facilities Engineering Command Southwest, 2011.

Prepared by: Ricondo & Associates, Inc., May 2013.

Legend

-  Airport Property
-  Prospective AICUZ Footprint
-  ALUCP Impact Area
-  Properties Subject to Potential Development Displacement



Exhibit 4-18

**ALUCP Impact Areas
in Metropolitan San Diego**



Two other ALUCPs remain to be prepared and adopted by SDCRAA. Those are the ALUCPs for Naval Air Station (NAS) North Island and Naval Outlying Landing Field (NOLF) Imperial Beach. SDCRAA intends to undertake the preparation of those plans after the adoption of the proposed SDIA ALUCP. In accordance with state law, the ALUCPs for the two naval facilities will be based on the recently completed AICUZ study.³¹¹ That study identified impact areas for each airfield that affect very little property within the City of San Diego.³¹² The “prospective AICUZ footprints” are identified on Exhibit 4-18. Those areas are likely to be similar to the ALUCP Impact Areas when the ALUCPs for those facilities are prepared. Thus, those forthcoming ALUCPs are expected to have a negligible contribution to the cumulative ALUCP-related impacts affecting the City of San Diego, although that conclusion cannot be definitive until the environmental documentation for those ALUCPs is prepared.

4.7.3 CUMULATIVE IMPACT THRESHOLDS

4.7.3.1 Land Use and Planning

As discussed in Section 4.2.3, one of the CEQA threshold criteria related to Land Use and Planning impacts was determined to be relevant to the proposed ALUCP:

A project would result in potentially significant impacts relative to land use and planning if the project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.~~;~~~~or~~

With respect to this threshold, the proposed ALUCP is unlikely to conflict with any land use plans “adopted for the purpose of avoiding or mitigating an environmental effect,” because it would establish limits on the density and intensity of development. The policies and standards of the proposed ALUCP, however, were determined to be inconsistent with other provisions of applicable ~~community plans~~ zoning regulations.

The City of San Diego Development Services Department has prepared CEQA Significance Determination Thresholds to be used together with the CEQA thresholds.³¹³ The City thresholds relating to Land Use and Planning provide that consistency with the Strategic Framework Element (City of Villages) should be discussed

³¹¹ Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update: Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*. San Diego: Naval Facilities Engineering Command Southwest, 2011.

³¹² Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update, Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*. San Diego: Naval Facilities Engineering Command Southwest, 2011, Figures ES-1 and ES-2, pp. ES-3 – ES-4.

³¹³ While SDCRAA is not subject to the City’s significance thresholds, this ~~Draft-Final~~ EIR considers those thresholds because the ALUCP Impact Area encompasses property within the San Diego city limits.

and evaluated as appropriate in environmental documents.³¹⁴ In Section 4.2.3, three of the City's significance thresholds were determined to be relevant to the proposed ALUCP:

1. Inconsistency/conflict with the environmental goals, objectives, or guidelines of a community or general plan
2. Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur (for example, development of a designated school or park site with a more intensive land use could result in traffic impacts)
3. Substantial incompatibility with an adopted plan. For example: rock crusher in a residential area would result in land use conflicts related to environmental consequences (i.e. noise), and environmental impacts would result. As a general rule, projects that are consistent with the zoning and compatible with surrounding uses should not result in land use impacts

In determining whether the significant impacts on Land Use and Planning related to the proposed ALUCP may interact with the impacts of the other ALUCPs to cause significant cumulative impacts, the following criterion, adapted from the CEQA criteria and the City of San Diego significance determination thresholds, was used.

- Would the proposed ALUCP, in combination with any other ALUCPs, increase the degree of conflict with any community plan or zoning ordinance?

4.7.3.2 Housing and Population

As discussed in Section 4.3.3, one of the CEQA significance criteria (from CEQA Guidelines, Appendix G) relating to Population and Housing could conceivably be relevant to the proposed ALUCP:

- d) A project could be considered to cause significant impacts if it would induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

While the City of San Diego Development Services Department does not have significance determination thresholds specifically for Housing and Population, one threshold relating to Growth Inducement was deemed to be directly relevant to the assessment of the potential impacts of the proposed ALUCP on Housing and Population:

- "Would the proposal substantially alter the planned location, distribution, density, or growth rate of the population of an area?"

³¹⁴ City of San Diego, Development Services Department, *California Environmental Quality Act Significance Determination Thresholds*, January 2011, p. 46.

In determining whether the significant impacts on Housing and Population related to the proposed ALUCP may interact with the impacts of the other ALUCPs to cause significant cumulative impacts, the following criterion, adapted from the CEQA criteria and the City of San Diego significance determination thresholds, was used.

- Would the impacts of the proposed ALUCP interact with the impacts of any other ALUCPs to substantially alter the planned location, distribution, density, or growth rate of the population of an area?

4.7.3.3 Public Services

As noted in Section 4.4.3, the CEQA significance determination criteria explain that a project would ~~result in~~ ~~cause~~ potentially significant public services impacts if the project would "result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, [or the] need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives" for the following public services:³¹⁵

- Fire protection;
- Police protection;
- Schools;
- Parks; or
- Other public facilities."

The City of San Diego's significance determination thresholds indicate that a determination should be made as to whether or not the project conflicts with the applicable community plan in terms of the number, size and location of public service facilities.³¹⁶ If such a conflict would occur, then it must be determined whether there would be any direct impacts from construction of proposed new public service facilities needed to serve the project.³¹⁷ Neither the CEQA nor the City's guidance offer specific direction for projects like the proposed ALUCP that would potentially limit the establishment of new public services uses.

In determining whether the less than significant impacts on public services related to the proposed ALUCP may interact with the impacts of the other ALUCPs to cause significant cumulative impacts, the following two criteria, adapted from the CEQA criteria and the City of San Diego significance determination thresholds, were used.

³¹⁵ Guidelines for Implementation of the California Environmental Quality Act, CEQA Appendix G, Environmental Checklist Form.

³¹⁶ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 59-62.

³¹⁷ City of San Diego, Development Services Department, California Environmental Quality Act Significance Determination Thresholds, January 2011, p. 60.

- Would the proposed ALUCP, in combination with any other ALUCPs, increase the need for or interfere with the planned capability of providing public services uses required to maintain acceptable service ratios, response times, or other performance objectives for the following public services:³¹⁸
 - Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities
- Would the proposed ALUCP conflict with the planned number, size, and location of public service facilities in any community plan that was similarly impacted by an ALUCP for any other airport?
 - If so, would the community plan need to be amended to provide for alternative public services facilities in terms of the number, size, or location of facilities?
 - Would implementation of the revised plans for public facilities be likely to lead to direct impacts on the environment?

4.7.4 ASSESSMENT OF POTENTIAL CUMULATIVE IMPACTS ON LAND USE AND PLANNING

Figure 4-18 depicting the ALUCP Impact Areas for the ALUCPs in metropolitan San Diego, clearly indicates that the Impact Area for SDIA is several miles from the nearest other airport. The proposed ALUCP for SDIA does not directly affect any community plans that are affected by any other ALUCP. Thus, the proposed ALUCP would not directly interact with other ALUCPs to increase the degree of conflict with any community plans.

Table 4-42 presents the results of the development displacement analyses for each of the previously approved ALUCPs in addition to the proposed ALUCP for SDIA. The ALUCP Impact Areas for the 8 ALUCPs total 118.4 square miles, representing approximately 6.8 percent of the 1,753 square-mile metropolitan area.³¹⁹ Within the San Diego city limits, the ALUCP Impact Areas total 50.2 square miles, approximately 14.7 percent of the 343 square miles within the city.³²⁰

The table indicates that the amount of nonresidential displacement attributable to the proposed SDIA ALUCP is considerably lower than for all ALUCPs other than MCAS Camp Pendleton and Montgomery Field. The potential nonresidential displacement in the SDIA ALUCP Impact Area ranges from 1.2 to 1.5 percent of the total nonresidential displacement at all eight airports.

³¹⁸ Guidelines for Implementation of the California Environmental Quality Act, CEQA Appendix G, Environmental Checklist Form.

³¹⁹ The consultant developed this estimate based on a definition of the metropolitan area that included all municipalities in west San Diego County and all adjacent urbanized parts of the unincorporated area. .

³²⁰ The total area within the San Diego city limits was calculated by Ricondo & Associates, Inc., May 2013 using boundary data secured from SanGIS.

Table 4-42: Potential Displacement of Future Development from ALUCP Impact Areas within Metropolitan San Diego

AIRPORT	SIZE OF ALUCP IMPACT AREA (SQ. MI.)		POTENTIAL DISPLACEMENT OF FUTURE DEVELOPMENT	
	TOTAL	IN S.D. CITY LIMITS	NONRESIDENTIAL (FLOOR AREA IN S.F.) ¹	RESIDENTIAL (D.U.)
Brown Field	9.6	5.9	5,537,826	2
Gillespie Field	8.9	0	2,342,185	137
MCAS Camp Pendleton ²	32.3	0	n/a	n/a
MCAS Miramar ³	32.5	21.7	21,525,756 to 28,924,180	109 to 860
McClellan Palomar Airport	9.4	0	1,390,835	196
Montgomery Field	6.9	6.9	322,787	0
Oceanside Municipal Airport	3.1	0	1,388,779	27
San Diego International Airport	15.7	15.7	485,793	779
Total	118.4	50.2	32,993,961 to 40,392,385	1,250 to 2,001

NOTES:

- 1/ Different methodologies were used to calculate potential displacement for these airports. For all airports other than SDIA, displaced nonresidential floor area includes only potential commercial and industrial development, while SDIA includes commercial, industrial, and public services/institutional uses. In the analyses for Brown Field, Gillespie Field, McClellan Palomar Airport, Montgomery Field, and Oceanside Municipal Airport, the estimates of displacement for public/institutional uses were based on a hypothetical worst case that essentially assumed that all developable land zoned to allow any public use would be fully developed for public uses in the absence of the proposed ALUCPs. The commercial-industrial displacement estimates produced for the environmental documents for those ALUCPs are generally comparable to the displacement results presented in this table for MCAS Camp Pendleton, MCAS Miramar and SDIA. For that reason, they are presented here.
- 2/ The Initial Study/Environmental Checklist and Proposed Negative Declaration for MCAS Camp Pendleton did not include an assessment of potential displacement of future development.
- 3/ The ranges of displaced floor area and dwelling units for the MCAS Miramar are interdependent, reflecting the range of possibilities in several zoning districts allowing mixed-use development. The low end of the range of nonresidential displacement would be coupled with the high end of the residential displacement range, and vice versa.

SOURCES: Airport Land Use Commission, San Diego County, Draft Environmental Impact Report, MCAS Miramar Airport Land Use Compatibility Plan, State Clearinghouse No. 2005031148, Volume I of II, April 2008; San Diego County Regional Airport Authority, Initial Study and Negative Declaration for the Brown Field Municipal Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Gillespie Field Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the McClellan Palomar Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Montgomery Field Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Oceanside Municipal Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the MCAS Camp Pendleton Airport Land Use Compatibility Plan,

PREPARED BY: Ricondo & Associates, Inc., May 2013.

The environmental documentation prepared for the other seven ALUCPs concluded that only the ALUCP for MCAS Miramar would result in significant impacts. The EIR for MCAS Miramar found that implementation of the ALUCP would result in significant impacts on Land Use and Planning that could be mitigated if the City

makes amendments to its General Plan and the applicable community plans;³²¹ It found that the significant impacts on Population and Housing and Public Services could not be fully mitigated.³²²

When the potential impacts of the proposed SDIA ALUCP are considered in combination with the potential impacts of the previously approved ALUCPs affecting the San Diego metropolitan area, the cumulative impacts on Land Use and Planning are considered to be significant. This conclusion is based on the following findings, which are summarized in **Table 4-43**:

- While the impacts on Land Use and Planning attributable to the proposed ALUCP for SDIA would occur in community planning areas unaffected by the other ALUCPs, a substantial portion of the city – 14.7 percent of its area – is affected by ALUCPs.
- While the required zoning amendments in the CPAs~~to the community plans~~ affected by the proposed ALUCP for SDIA will be independent of the amendments previously required to achieve consistency with the other ALUCPs affecting the City of San Diego, it is possible that the cumulative effect of all required zoning community plan amendments will result in complex interactions among the future development patterns in the affected CPAs~~various community plans~~ making it difficult for the City ~~is~~ to achieve its overall planning and development goals and objectives.

³²¹ Airport Land Use Commission, San Diego County, *Draft Environmental Impact Report, MCAS Miramar Airport Land Use Compatibility Plan*, State Clearinghouse No. 2005031148, Volume I of II, April 2008, pp. 3.1-90.

³²² Airport Land Use Commission, San Diego County, *Draft Environmental Impact Report, MCAS Miramar Airport Land Use Compatibility Plan*, State Clearinghouse No. 2005031148, Volume I of II, April 2008, pp. 3.2-26 and 3.3-26.

Table 4-43: Summary Assessment of Significance of Cumulative Impacts on Land Use and Planning

IMPACT THRESHOLD	COMMENTS	DEGREE OF IMPACT
<p>Would the proposed ALUCP, in combination with any other ALUCPs, increase the degree of conflict with any community plan <u>or zoning ordinance</u>?</p>	<p>While the impacts on Land Use and Planning attributable to the proposed ALUCP for SDIA would occur in community planning area CPAs unaffected by the other ALUCPs, a substantial portion of the city – 14.7 percent of its area, is affected by ALUCPs.</p> <p>While the required <u>zoning</u> amendments in the CPAs to the community plans affected by the proposed ALUCP for SDIA will be independent of the amendments previously required to achieve consistency with the other ALUCPs affecting the City of San Diego, it is possible that the cumulative effect of all required community plan amendments will result in complex interactions among the <u>future development patterns in the affected CPAs, compromising the ability of various community plans if</u> the City is to achieve its overall planning and development goals and objectives.</p>	<p>Potentially Significant</p>

SOURCE: Ricondo & Associates, Inc., June 2013.
 PREPARED BY: Ricondo & Associates, Inc., ~~June-December~~ 2013.

~~Three possible~~ Two mitigation measures to reduce the Land Use and Planning-related impacts of the proposed ALUCP for SDIA are proposed in Section 4.2.6. If implemented, they would also reduce the cumulative impacts associated with the proposed ALUCP. The mitigation actions, which involve adoption of the ALUCOZ for the SDIA area and community plan and zoning amendments for areas outside the ALUCP safety zones, ~~amendments to the affected community plans and the Port Master Plan, require action by the City of San Diego, Civic San Diego and the San Diego Unified Port District.~~ SDCRAA has no authority for the mitigation actions and cannot guarantee their implementation; therefore, SDCRAA cannot rely on the mitigation for purposes of making a finding of less than significant impact.

4.7.5 ASSESSMENT OF POTENTIAL CUMULATIVE IMPACTS ON HOUSING AND POPULATION

Table 4-42 in the preceding section indicates that the potential residential displacement in the SDIA ALUCP Impact Area is nearly as great as the upper limit of the potential residential displacement in the MCAS Miramar Impact Area. The displacement attributable to implementation of the proposed ALUCP for SDIA would range from ~~48-38~~ to ~~88-62~~ percent of the total residential displacement for all eight airports.

The magnitude of the potential impact on Housing and Population is substantial. The potential number of future housing units displaced with implementation of the proposed SDIA ALUCP would approximately double the number of units displaced by the other seven ALUCPs affecting the metropolitan area. Most of the displaced housing would affect the City of San Diego, as all displaced housing at MCAS Miramar and San Diego International would be in the city limits. Given the pressures on all local agencies, and the City of San Diego in particular, to provide affordable housing in an expensive and high demand market, the potential loss of over 1,250 to 2,001 future housing units only increases the difficulty of meeting that challenge. Given the

relatively small amount of developable land remaining in the City of San Diego, it is likely to be difficult to find suitable locations to designate for higher density housing development to offset the potentially displaced housing. Thus, the cumulative impact of the proposed ALUCP on Housing and Population is considered potentially significant. **Table 4-44** summarizes the assessment of cumulative impacts on Housing and Population.

Table 4-44: Summary Assessment of Significance of Cumulative Impacts on Housing and Population

IMPACT THRESHOLD	COMMENTS	DEGREE OF IMPACT
Would the impacts of the proposed ALUCP interact with the impacts of any other ALUCPs to substantially alter the planned location, distribution, density, or growth rate of the population of an area?	The displacement attributable to implementation of the proposed ALUCP for SDIA would range from 48 to 88 percent of the total residential displacement for all eight ALUCPs in the metropolitan area airports. The greatest effect would be experienced in the City of San Diego. Given the pressures on all local agencies, and the City of San Diego in particular, to provide affordable housing in an expensive and high demand market, the potential loss of over 1,250 to 2,001 future housing units only increases the difficulty of meeting that challenge. Given the relatively small amount of developable land remaining in the City of San Diego, it is likely to be difficult to find suitable locations to designate for higher density housing development to offset the potentially displaced housing.	Potentially Significant

SOURCE: Ricondo & Associates, Inc., June 2013.
 PREPARED BY: Ricondo & Associates, Inc., ~~June~~ December 2013.

~~Two possible~~ One mitigation measures to reduce the Housing and Population-related impacts of the proposed ALUCP for SDIA ~~are is~~ proposed in Section 4.3.5. If implemented, ~~it they~~ would also reduce the cumulative impacts associated with the proposed ALUCP. The mitigation actions, which involve s amendments to the zoning in areas outside the ALUCP safety zones ~~affected community plans~~, requires s action by the City of San Diego ~~and Civic San Diego~~. SDCRAA has no authority for the mitigation actions and cannot guarantee their implementation; therefore SDCRAA cannot rely on the mitigation for purposes of making a finding of less than significant impact.

4.7.6 ASSESSMENT OF POTENTIAL CUMULATIVE IMPACTS ON PUBLIC SERVICES

4.7.6.1 Cumulative Impacts Arising from Impact of Proposed ALUCP on Community Plans Impacted by Other ALUCPs

Figure 4-18 depicting the ALUCP Impact Areas for the ALUCPs in metropolitan San Diego, clearly indicates that the Impact Area for SDIA is several miles from the nearest other airport. The proposed ALUCP for SDIA does not affect any community plans that are affected by any other ALUCP. Thus, the proposed ALUCP would

not create significant cumulative impacts on public services based on the second significance criterion described in the Section 4.7.3.3.

4.7.6.2 Cumulative Impacts Arising from Effects of the Proposed ALUCP and Other ALUCPs on Planned Capability of Providing Public Services Uses

Table 4-45 presents the results of the development displacement analyses, as related to Public Services, for each of the previously completed ALUCPs. Results are presented separately for the entire metropolitan area and for the City of San Diego.

The table indicates that the amount of ~~nonresidential potential public services development~~ displacement attributable to the proposed SDIA ALUCP is considerably lower than for the other airports, although this is partly attributable to the different methodology used to calculate displacement for SDIA. As explained in footnotes 1 and 3 in the table, in addition to the displaced floor area, the SDIA displacement analysis found that as much as 170 acres of land could be rendered unavailable for the development of at least one incompatible public services use with implementation of the proposed ALUCP.

With the exception of the MCAS Miramar EIR, the environmental documentation prepared for the other ALUCPs concluded that any Public Services impacts would be less than significant. The MCAS Miramar EIR concluded that significant impacts that could not be fully mitigated would be caused for Public Services.³²³

In considering the potential for significant cumulative impacts, it is necessary to consider the specific kinds of public services that could be affected. As is clearly apparent in Exhibit 4-18, the SDIA ALUCP Impact Area is several miles away from the nearest other ALUCP Impact Area. Thus, public services that have relatively small ~~neighborhood or community geographic~~ service areas, or that require a bayside location, are unlikely to suffer adverse cumulative impacts related to the proposed SDIA ALUCP. These services include:

- Child Day Care Centers/Pre-kindergartens
- Fire and Police Stations
- Schools – Kindergarten through Grade 12
- Marinas

Any new limitations on the development of these uses within the SDIA ALUCP Impact Area are unlikely to interact with the limitations on development imposed by the other ALUCPs to interfere with acceptable service ratios, response times, or other performance objectives.

³²³ Airport Land Use Commission, San Diego County, *Draft Environmental Impact Report, MCAS Miramar Airport Land Use Compatibility Plan*, State Clearinghouse No. 2005031148, Volume I of II, April 2008, pp. 3.2-26 and 3.3-26.

Table 4-45: Potential Displacement of Future Public Services Development from ALUCP Impact Areas – Metropolitan Area and City of San Diego

AIRPORT	IN METROPOLITAN AREA			IN CITY OF SAN DIEGO		
	ALUCP IMPACT AREA (SQ. MI.)	DISPLACED FLOOR AREA (S.F.) ¹	PERCENT OF TOTAL ¹	ALUCP IMPACT AREA (SQ. MI.)	DISPLACED FLOOR AREA (S.F.)	PERCENT OF TOTAL
Brown Field	9.6	31,299,517	77.5	5.9	20,809,516	83.9
Gillespie Field	8.9	2,200,883	5.5	0.0	0	0.0
MCAS Camp Pendleton ²	32.3	0	0	0.0	0	0.0
MCAS Miramar	32.5	1,938,981	4.8	32.5	1,938,981	7.8
McClellan Palomar Airport	9.4	1,390,835	3.4	0.0	0	0.0
Montgomery Field	6.9	2,044,235	5.1	6.9	2,044,235	8.2
Oceanside Municipal Airport	3.1	1,485,916	3.7	0.0	0	0.0
San Diego International Airport	15.7	14,043 ³	0.03	21.7	14,043 ³	0.1
Total	118.4	40,374,410	100.0	50.2	24,806,775	100.0

NOTES:

- 1/ For all airports other than SDIA, displaced floor area was estimated assuming that, in the absence of the ALUCP, all developable property zoned for any public use would be fully developed for the most intensive public use allowed. The numbers include estimates of displaced floor area for both incompatible and conditional uses. This methodology produces estimates that are likely to be overstated. The SDIA estimate represents only displaced floor area associated with conditionally compatible uses that would be subject to limits on intensity with the proposed ALUCP. The SDIA displacement analysis considered the impacts on incompatible uses separately, finding that as much as 170 acres of land could be rendered unavailable to at least one incompatible public services use with implementation of the proposed ALUCP. See Table 4-23 in Section 4.2.5.
- 2/ The Initial Study/Environmental Checklist and Proposed Negative Declaration for MCAS Camp Pendleton did not include an assessment of potential displacement of future development because the entire ALUCP Impact Area was limited to base property.
- 3/ This represents the potential displaced floor area for conditionally compatible uses subject to limits on development intensity. In addition, as much as 170 acres of land would be rendered unavailable for the development of at least one incompatible public services use with implementation of the SDIA ALUCP.

SOURCES: Dudek. Displacement Analysis Technical Study for the MCAS Miramar Airport Land Use Compatibility Plan, prepared for SDCRAA, March 2008, p. 21; San Diego County Regional Airport Authority, Initial Study and Negative Declaration for the Brown Field Municipal Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Gillespie Field Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the McClellan Palomar Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Montgomery Field Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report; Initial Study and Negative Declaration for the Oceanside Municipal Airport Land Use Compatibility Plan, January 2010, Appendix A, Development Displacement Analysis Technical Report.

PREPARED BY: Ricondo & Associates, Inc., June-December 2013.

Other public services uses have relatively large service areas, in some cases as large as the entire metropolitan area. These uses include:

- Assembly – Children (instructional studios, cultural heritage schools, religious, other)
- Assembly – Adults (religious, fraternal, other)
- Libraries, Museums, Galleries
- Jails, Prisons
- Medical Care – Congregate Care Facilities
- Medical Care – Hospitals
- Medical Care – Outpatient Surgery Centers
- Schools for Adults

Locational options for these uses have been reduced by the other ALUCPs that were previously adopted. The proposed ALUCP for SDIA would further reduce the availability of potential locations for these uses, as indicated in **Table 4-46**. The table also shows the amount of land in the City of San Diego zoned for each incompatible public services use.

Table 4-46: Land Rendered Unavailable for Public Services Uses by Proposed ALUCP and Land Zoned for Public Services Uses in the City of San Diego

LAND USE	AMOUNT OF LAND RENDERED UNAVAILABLE IN SDIA ALUCP IMPACT AREA (ACRES)	AMOUNT OF LAND ZONED FOR USE IN CITY OF SAN DIEGO (ACRES)
Assembly – Children (instructional studios, cultural heritage schools, religious, other)	129.0	168,700
Assembly – Adults (religious, fraternal, other)	1.1	168,700
Libraries, Museums, Galleries	1.1	Tbd 143,252
Jails, Prisons	27.0	Tbd 24,485
Medical Care – Congregate Care Facilities	131.0	170,000
Medical Care – Hospitals	75.3	85,000
Medical Care – Outpatient Surgery Centers	121.5	34,000
Schools for Adults	14.3	7,600

SOURCE: Appendix A, Analysis of Potentially Displaced Development, San Diego International Airport Land Use Compatibility Plan, June 2013, Table A-8. PREPARED BY: Ricondo & Associates, Inc., ~~June~~ December 2013.

As indicated in Table 4-46, the proposed ALUCP would restrict places of assembly for adults, libraries, museums and galleries, and schools for adults on only small amounts of land. These restrictions are unlikely to result in significant cumulative impacts on these uses. As discussed in Section 4.4.4, the additional

restrictions on jails and prisons are unlikely to cause a significant impact because these are highly specialized land uses that are built only infrequently. It is unlikely that losing the availability of 27 acres for the development of these uses would have any adverse effect on the potential future construction of these uses, should that become necessary in the future.

The remaining uses – places of assembly for children and medical care facilities – would be restricted on larger amounts of land. Medical facilities typically have large service areas, while service areas for places of assembly for children may vary widely, depending on the specific nature of the facility. An ethnic heritage club, for example, may draw from the entire metropolitan area. A children’s recreation center may be intended to serve a local neighborhood.

As noted in Table 4-46, many thousands of acres in the City of San Diego are zoned for places of assembly for children and medical care facilities. The large areas zoned to allow critical public service uses indicate that alternative locations for these public services uses are likely to be available within the City of San Diego, outside ALUCP Impact Areas. Thus, it is unlikely that the proposed ALUCP would combine with the other ALUCPs to significantly interfere with the planned capability of providing public services uses required to maintain acceptable service ratios, response times, or other performance objectives for public services.

4.7.6.3 Cumulative Impacts on Public Services – Conclusion

Table 4-47 summarizes the conclusions of the analysis of cumulative impacts on public services. Any cumulative impacts arising from implementation of the proposed ALUCP are considered to be less than significant.

Table 4-47: Summary Assessment of Significance of Cumulative Impacts on Public Services

IMPACT THRESHOLD	COMMENTS	DEGREE OF IMPACT
<p>Would the proposed ALUCP, in combination with any other ALUCPs, increase the need for or interfere with the planned capability of providing public services uses required to maintain acceptable service ratios, response times, or other performance objectives” for the following public services:</p> <ul style="list-style-type: none"> • Fire protection • Police protection • Schools • Parks • Other public facilities 	<p>Total area within all ALUCP Impact Areas totals 0.7 percent of land in the metropolitan area and 0.6 percent of the land in the City of San Diego.</p> <p>Given the distance of SDIA from other airports, the service areas of fire and police stations and schools impacted by the proposed SDIA ALUCP Impact Area are unlikely to be affected by any other ALUCPs.</p> <p>City of San Diego has large amounts of land zoned to allow other public service uses with larger service areas.</p>	<p>Less than Significant</p>
<p>Would the proposed ALUCP conflict with the planned number, size, and location of public service facilities in any community plan that was similarly impacted by an ALUCP for any other airport?</p> <ul style="list-style-type: none"> • If so, would the community plan need to be amended to provide for alternative public services facilities in terms of the number, size, or location of facilities? • Would implementation of the revised plans for public facilities be likely to lead to direct impacts on the environment? 	<p>Proposed ALUCP does not affect any community plans that are affected by any other ALUCP.</p>	<p>Less than Significant</p>

SOURCE: Ricondo & Associates, Inc., June 2013.
 PREPARED BY: Ricondo & Associates, Inc., June 2013.

5. Alternatives

5.1 Introduction

In addition to analyzing the direct, indirect and cumulative environmental impacts of the proposed ALUCP, CEQA requires discussion and consideration of a reasonable range of alternatives to the proposed project. When identifying reasonable alternatives, the lead agency should consider whether the alternative would: (1) meet the basic project objectives; (2) be feasible; and (3) avoid potentially significant environmental impacts.¹ After identifying the reasonable range of alternatives, the EIR must evaluate the comparative merits of the alternatives.²

To be feasible, an alternative must be "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."³ In this case, the potential range of feasible alternatives is constrained by the statutory requirement that the ALUC be guided by the information in the *California Airport Land Use Planning Handbook (Handbook)*, prepared by the California, Department of Transportation, Division of Aeronautics.⁴

Four alternatives are evaluated in this ~~Draft-Final~~ EIR. Alternative 1, the No Project alternative, is evaluated as required by CEQA.⁵ Alternative 2 involves a standard configuration of Safety Zones 4W and 3NW. Alternative 3 was developed to examine the effects of less restrictive standards for Safety Zone 3SE. Alternative 4 would eliminate density and intensity standards in all safety zones. Alternatives 1 and 2 would reduce the area subject to the ALUCP safety standards, and all alternatives would result in reduced environmental impacts compared with the proposed ALUCP. No other feasible alternatives that would result in lesser environmental

¹ California Code of Regulations, Title 14, §15126.6(c).

² California Code of Regulations, Title 14, §15126.6(c).

³ California Code of Regulations, Title 14, §15364 and §15126.6 (f)(1).

⁴ California Public Utilities Code, §21674.7. The latest version of the *Handbook* was published in October 2011.

⁵ California Code of Regulations, Title 14, §15126.6(e).

impacts were identified. Due to the nature of the ALUCP, there are no alternative locations for the proposed project, ~~so this analysis does not evaluate alternative locations.~~⁶

5.2 Alternative 1 – No Project

CEQA requires evaluation of the No Project alternative to enable decision makers to compare the impacts of the proposed project with the impacts of continuing to operate under the status quo.⁷ The "no-project" alternative analysis must discuss the existing conditions at the time the notice of preparation is published and assess what "would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans."⁸

Where the proposed project is the "revision of an existing land use or regulatory plan ..., the 'no project' alternative will be the continuation of the existing plan ... into the future" and the "projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan."⁹ Because the 2004 ALUCP for SDIA is in place, the "~~n~~No p~~r~~o~~j~~e~~c~~t" alternative is the continuation of the existing plan.

5.2.1 DESCRIPTION OF ALTERNATIVE 1

The current ALUCP for SDIA was originally adopted in 1992 and most recently amended in 2004. The City of San Diego has not made its land use plans or zoning ordinances fully consistent with the 2004 ALUCP nor has it officially overruled the 2004 ALUCP. The City has adopted overlay zones, including the Airport Environs Overlay Zone (AEOZ) and the Airport Approach Overlay Zone (AAOZ) that fulfill some of the objectives of the 2004 ALUCP. The 2004 ALUCP and the provisions of the AEOZ and AAOZ are discussed in Section 4.2.2.5.¹⁰

The 2004 ALUCP includes noise compatibility policies with some similarities to those in the proposed ALUCP. The AEOZ generally reflects the noise compatibility policies of the 2004 ALUCP, although the AEOZ applies the policies to a different and smaller set of noise contours (1999 versus the larger 1990 contours in the 2004 ALUCP), so the requirements of the AEOZ apply to a smaller area than the 2004 ALUCP. The 2004 ALUCP and the AEOZ lists several uses that are considered compatible within the area exposed to 60 dB CNEL only if they are acoustically treated to reduce exterior noise to 45 dB CNEL indoors and if aviation easements are provided to the Airport operator. Those include:

- Schools and preschools

⁶ California Code of Regulations, Title 14, §15126.6(f)(2).

⁷ California Code of Regulations, Title 14, §15126.6(e)(1).

⁸ California Code of Regulations, Title 14, §15126.6(e)(2).

⁹ California Code of Regulations, Title 14, §15126.6(e)(3)(A).

¹⁰ The 2004 ALUCP is described in Subsection 4.2.2.1, the AEOZ in Subsection 4.2.2.4.2 and the AAOZ in Subsection 4.2.2.4.3.

- Libraries
- Residential uses, including single family, multi-family, residential hotels, and retirement homes
- Intermediate care facilities
- Hospitals
- Nursing homes

In the 2004 ALUCP, the following uses are considered compatible at levels below 70 dB CNEL but incompatible above that level:

- Office buildings
- Auditoriums
- Churches
- Concert halls
- Indoor arenas

The 2004 ALUCP includes safety compatibility policies and standards only for the RPZs and the approach area to Runway 27 (referred to as the "Airport Approach Zone"), as summarized in **Table 5-1**.¹¹ Within the RPZs, the requirements of the 2004 ALUCP and the proposed ALUCP are essentially the same: new structures are incompatible.

Table 5-1: Safety Compatibility Policy Summary – 2004 ALUCP

SAFETY ZONE	INCOMPATIBLE USES	DEVELOPMENT CONDITIONS FOR ALLOWABLE USES
Runway Protection Zone	Any further development	Not applicable
Airport Approach Zone	Hospitals or Nursing Homes School or College Educational Buildings, Specialized Recreational Buildings Church or Other Public Assembly Buildings	Nonresidential Intensity (or residential density) cannot exceed 110% of average intensity of nonresidential (or residential) uses within ¼ mile of project site.
Airport Approach Zone Little Italy and Cortez Neighborhoods	Hospitals or Nursing Homes School or College Educational Buildings, Specialized Recreational Buildings Church or Other Public Assembly Buildings	Maximum Floor Area Ratio – 2.0 Maximum Height – 36 feet

SOURCE: San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan, San Diego International Airport, San Diego, California*, 1992, amended 1994 and 2004, pp. 13-19.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

¹¹ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan, San Diego International Airport, San Diego, California*, 1992, amended 1994 and 2004, pp. 13-19.

In the Airport Approach Zone, the 2004 ALUCP sets limits on the density and intensity of infill development and declares the following uses as incompatible: hospitals, nursing homes, school or college educational buildings, specialized recreational buildings, and churches and other places of public assembly.

5.2.2 ENVIRONMENTAL IMPACTS OF ALTERNATIVE 1

Under Alternative 1, the No-Project Alternative, it is assumed that the 2004 ALUCP would remain in place. Because the 2004 ALUCP would continue to be the official compatibility plan for SDIA, it is also assumed that the City of San Diego would amend its General Plan, applicable community plans, and zoning ordinances to become fully consistent with the 2004 ALUCP. The City's current airport compatibility ordinances differ from the 2004 ALUCP in two ways:

- The City's noise overlay zoning regulations are based on a smaller set of noise contours (1999) than are used in the 2004 ALUCP (1990)
- Within the 70 dB CNEL contour, the City's noise overlay zoning regulations do not prohibit the uses deemed incompatible above that noise level in the 2004 ALUCP

Thus, if Alternative 1 was actually implemented, a larger area would become subject to noise attenuation and easement requirements than under the existing condition, and the area within the 1990 70 dB CNEL contour would become unavailable for the development of the incompatible uses listed in Section 5.2.1, above -- office buildings, auditoriums, churches, concert halls and indoor arenas.

Table 5-2 summarizes the impacts of implementing Alternative 1.

Table 5-2: Land Rendered Unavailable for Incompatible Uses within 70 dB CNEL Contour with Implementation of Alternative 1

LAND USE TYPE	PROPERTY RENDERED UNAVAILABLE	
	NUMBER OF PARCELS ¹	AREA (ACRES) ¹
Office Buildings	322	94.2
Auditoriums	322	94.2
Churches	322	94.2
Concert Halls	275	81.6
Indoor Arenas -	83	39.2

NOTE:

1/ The data in the columns cannot be summed because the same properties are reported in more than one row of the table. This is because the baseline zoning permits more than one type of compatible use on numerous properties.

SOURCE: Ricondo & Associates, Inc., June 2013.

PREPARED BY: Ricondo & Associates, Inc., June 2013.

Alternative 1 would result in less environmental impacts than the proposed ALUCP by avoiding the potential displacement of nonresidential floor area and dwelling units. Specifically, the potentially displaced nonresidential floor area and housing units would be zero compared to 485,793 square feet and 779 units, respectively, with the proposed ALUCP. Due to the elimination of all potential displacement, Alternative 1 would avoid the significant impacts of the proposed ALUCP.

The impacts on land uses rendered incompatible under the No Project alternative would also be considerably less than with the proposed Project. First, only five land use types (office buildings, auditoriums, churches, concert halls and indoor arenas) are considered incompatible under the 2004 ALUCP, and only within the 70 dB CNEL contour. Under the proposed ALUCP, over 20 land use types are considered incompatible at various noise levels and in different safety zones. The total amount of developable land rendered unavailable for the development of incompatible institutional uses under the proposed Project, for example, totals over 110 acres.¹²

5.2.3 ATTAINMENT OF PROJECT OBJECTIVES

The No Project Alternative would only partially achieve the project objectives identified in Subsection 2.2.1 of this EIR, as summarized in **Table 5-3**.

Table 5-3 (1 of 2): Objectives of Proposed ALUCP Achieved by No-Project Alternative

OBJECTIVES OF PROPOSED ALUCP	ACHIEVED BY NO-PROJECT ALTERNATIVE?
1. To ensure that new development within the noise contours is consistent with the state noise law¹³ and is compatible with aircraft noise by:	
a) Limiting new noise-sensitive development within the 65 dB CNEL noise contour for 2030 forecast conditions	Partially. Noise-sensitive development is limited within older set of noise contours (1990) not reflecting latest forecasts. Additionally, the list of incompatible uses for noise is not consistent with the latest guidance in the Caltrans <i>Handbook</i> and Title 21.
b) Ensuring that any new noise-sensitive development within the 65 dB CNEL contour is treated to ensure noise compatibility as defined in the state noise law	Yes, but sound attenuation and easement requirements are based on the old noise contours in the ALUCP.
2. To protect the public health, safety, and welfare by:	
a) Establishing safety zones in areas subject to the highest risks of aircraft accidents, in accordance with guidance provided in the <i>California Airport Land Use Planning Handbook</i>	No. Current policies do not reflect the latest guidance in the Caltrans <i>Handbook</i> because only the Runway Protection Zones are depicted. Safety Zones 2-5 are not included.

¹² These institutional uses include schools, nursing homes, places of assembly for children and child care facilities. See Table A-8 in Appendix A of the EIR.

¹³ Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

Table 5-3 (2 of 2): Objectives of Proposed ALUCP Achieved by No-Project Alternative

OBJECTIVES OF PROPOSED ALUCP	ACHIEVED BY NO-PROJECT ALTERNATIVE?
b) Avoiding the new development of certain sensitive land uses within the safety zones	Minimally. Certain sensitive uses are deemed incompatible only within the Approach Zone on the east side of SDIA, but the list of incompatible uses for safety is not consistent with the latest guidance in the Caltrans <i>Handbook</i> . Additionally, Safety Zones 2-5 are not included in the 2004 ALUCP, so there is no prohibition on certain sensitive land uses in those areas.
c) Limiting the number of people occupying new development in the safety zones	Minimally. Limits on density and intensity only apply in the Approach Zone on east side of SDIA. The west side of SDIA would have no limits on density and intensity. Additionally, Safety Zones 2-5 are not included in the 2004 ALUCP, so there would be no limits on the future density or intensity of development in these areas.
3. To ensure that new development is consistent with:	
a) The assurance of flight safety by limiting the height of new structures and objects consistent with FAA guidance and regulation	Yes. FAA Hazard Determinations and obstruction marking recommendations should be enforced, per 2004 ALUCP and AEOZ, but lack of clear policies may impede understanding and enforcement.
b) The preservation of the operational capability of the Airport	Partially. FAA Hazard Determinations and obstruction marking recommendations should be enforced, per 2004 ALUCP and AEOZ, but lack of clear policies may impede understanding and enforcement.
c) The avoidance of further reductions in the available runway landing distances	Partially. AAOZ provides protection for Runway 27 approach. FAA Hazard Determinations and obstruction marking recommendations should be enforced, per 2004 ALUCP and AEOZ, but lack of clear policies may impede understanding and enforcement.
4. To ensure that prospective buyers of new housing within areas subject to aircraft overflights are informed about the potential effects of overflights by:	
a) Promoting compliance with the state's real estate disclosure law ¹⁴	Yes. AIA defined, but much smaller than in proposed ALUCP because the 2004 ALUCP's AIA does not include all four compatibility factors, which is not consistent with the latest guidance in the Caltrans <i>Handbook</i> .
b) Ensuring that owners and developers of new residential projects provide notice of the presence of aircraft overflight to prospective buyers	Partially, through requirement for avigation easement dedication for certain residential development within noise contours.

SOURCE: Ricondo & Associates, Inc., April 2013.
 PREPARED BY: Ricondo & Associates, Inc., April 2013.

Major shortcomings of the No-Project alternative include:

- Failure to reflect the current FAA-approved Airport Layout Plan (ALP)
- Failure to reflect the latest long-term activity forecasts prepared by SDCRAA, particular as they affect the CNEL noise contours

¹⁴ California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

- Failure to consider the safety compatibility guidance provided in the 2011 Caltrans *Handbook*
- Failure to provide the maximum assurance of preservation of existing runway landing distances and the operational capability of the Airport
- Failure to reflect the overflight notification guidance in the 2011 Caltrans *Handbook*

By failing to be based on the most current, FAA-approved ALP, the 2004 ALUCP is not in compliance with the ALUC statute.¹⁵ By failing to reflect the latest long-term noise exposure forecast prepared by SDCRAA, the noise contour map in the 2004 ALUCP no longer reflects the latest understanding of forecast noise, including the effects of the aircraft fleet transition that has occurred over the past 20 years and the current understanding of the hill effect influencing noise exposure on the hill above I-5, immediately north of the east end of the runway.

Continued reliance on the 2004 ALUCP also would fail to incorporate any guidance from the 2011 Caltrans *Handbook* related to safety compatibility. In addition, updated guidance related to the avoidance of hazards to safe air navigation, reflected in the proposed ALUCP, would not be used under the No Project alternative. Finally, the 2004 ALUCP does not discuss the overflight policies directly and does not include the overflight notification requirement to promote awareness of potential Airport impacts among prospective buyers of new residential property.

In conclusion, unlike the proposed ALUCP, the No Project alternative would fail to meet all of the project objectives identified in ~~Subsection~~ ~~Section~~ 2.2.1 of this ~~Draft-Final~~ EIR. The No-Project alternative would fail to comply with state law (PUC §21675) and would be inconsistent with the guidance provided in the Caltrans *Handbook*, especially related to the safety and overflight policies and standards. Most importantly, the No Project alternative would fail to protect the public health, safety and welfare and the operational capability of the Airport as completely as the proposed ALUCP.

¹⁵ California Public Utilities Code, §21675.

5.3 Alternative 2 – Standard Safety Zones 3NW and 4W

5.3.1 DESCRIPTION OF ALTERNATIVE 2

Under the proposed ALUCP, Safety Zones 3NW and 4W were widened beyond the dimensions suggested in the Caltrans *Handbook* for safety zones at air carrier airports. The typical configuration is presented in **Exhibit 5-1**. As indicated, one of the assumptions behind that configuration is that arrivals and departures are predominantly straight-in and straight-out.

For the proposed ALUCP, Safety Zones 3NW and 4W were widened by fanning their boundaries further to the north to cover the commonly used 290-degree departure heading. **Exhibit 5-2** presents two depictions of the departure tracks from Runway 27. The top panel depicts raw flight track data, indicated by a broad swath of departures extending along the extended runway centerline and north of the centerline. The bottom panel depicts the density of flight tracks over the ground. That portrayal more clearly indicates the location of the two predominant departure headings – the 275-degree heading along the extended centerline and the 290-degree heading. Both panels depict the safety zone configuration from the proposed ALUCP.

Alternative 2 would revise the boundaries of Safety Zones 3NW and 4W to correspond to the configuration example presented in the Caltrans *Handbook*. The safety zone boundaries for Alternative 2 are presented in **Exhibit 5-3**.

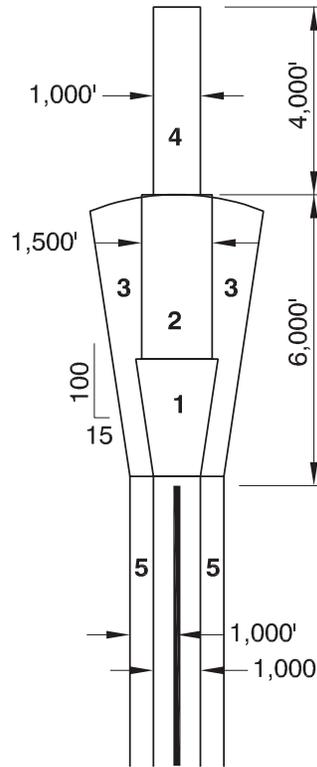
5.3.2 ENVIRONMENTAL IMPACTS OF ALTERNATIVE 2

Alternative 2 would result in slightly less environmental impact than the proposed ALUCP. Differences would occur only in the Peninsula and Midway/Pacific Highway Corridor CPAs, the only CPAs subject to the change in safety zone boundaries.

Table 5-4 indicates the amount of development that could be displaced under Alternative 2, compared with the potential displacement with the proposed ALUCP. Under Alternative 2, 776 dwelling units could potentially be displaced, compared with 779 under the proposed ALUCP, a reduction of three units. The potentially displaced nonresidential floor area would decrease to 470,254 square feet under Alternative 2, a reduction of 15,539 square feet compared with the proposed ALUCP. The reduction in nonresidential displacement would occur in the Midway/Pacific Highway Corridor CPA.

Legend

- 1. Runway Protection Zone
- 2. Inner Approach/Departure Zone
- 3. Inner Turning Zone
- 4. Outer Approach/Departure Zone
- 5. Sideline Zone



Large Air Carrier Runway

Assumptions:

- Minimal light-aircraft general aviation activity
- Predominately straight-in and straight-out flight routes
- Approach visibility minimums < 3/4 mile
- Zone 1 = 1,000' x 1,750' x 2,500'

Notes:

- 1. RPZ (Zone 1) size in the large air carrier runway example is as indicated by FAA criteria for the approach type assumed. Adjustment may be necessary if the approach type differs.
- 2. See Figure 3A for factors to consider regarding other possible adjustments to these zones to reflect characteristics of a specific airport runway.
- 3. See Figures 4B through 4G for guidance on compatibility criteria applicable with each zone.

These examples are intended to provide general guidance for the establishment of airport safety compatibility zones. They do not represent California Department of Transportation standards or policy.

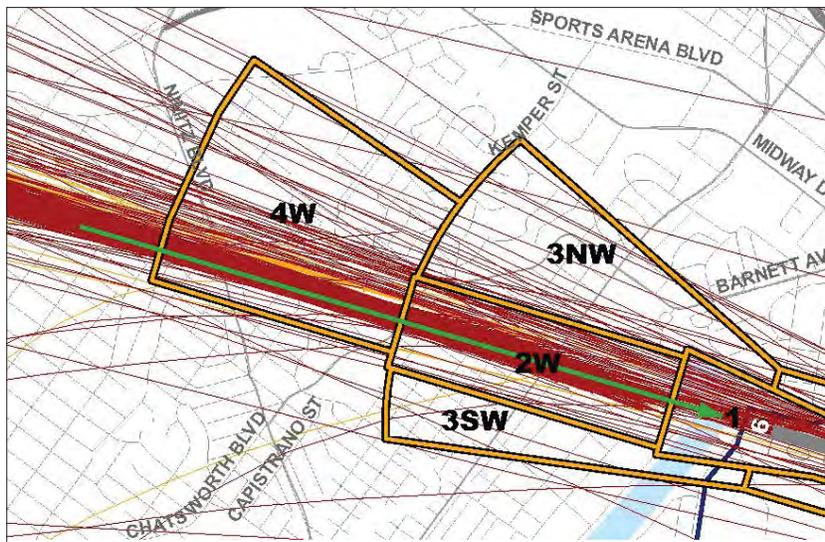
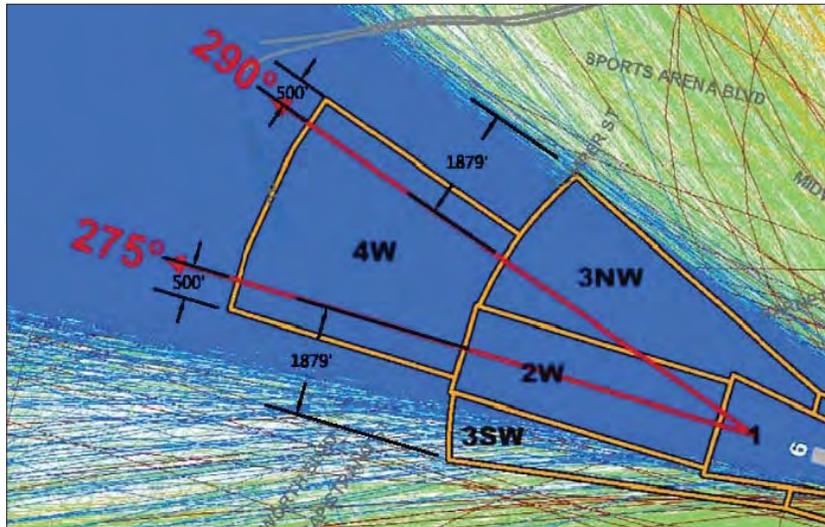
Source: State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, Figure 3B, p. 3-19, October 2011.

Prepared by: Ricondo & Associates, Inc., April 2013.

Exhibit 5-1

**Safety Compatibility Zone Example
Large Air Carrier Runway**





LEGEND

- Proposed Safety Zones
- Standard Caltrans Safety Zone Boundaries
- Jet Arrivals
- Jet Departures
- Multi-Engine Propeller Arrivals
- Multi-Engine Propeller Departures
- Instrument Approach Courses
- Standard Instrument Departure Courses

Notes:

Flight tracks represent all aircraft operations on Runway 9-27 from June 1, 2010 through May 31, 2011, during which a total of 185,090 operations were recorded.

Source: Ricondo & Associates, Inc., November 2011 based on data received from the San Diego County Regional Airport Authority Airport Noise Mitigation Office (flight track data), and the 2011 Caltrans California Airport Land Use Planning Handbook (Figure 3B "Safety Compatibility Zones Examples" for large air carrier airports).

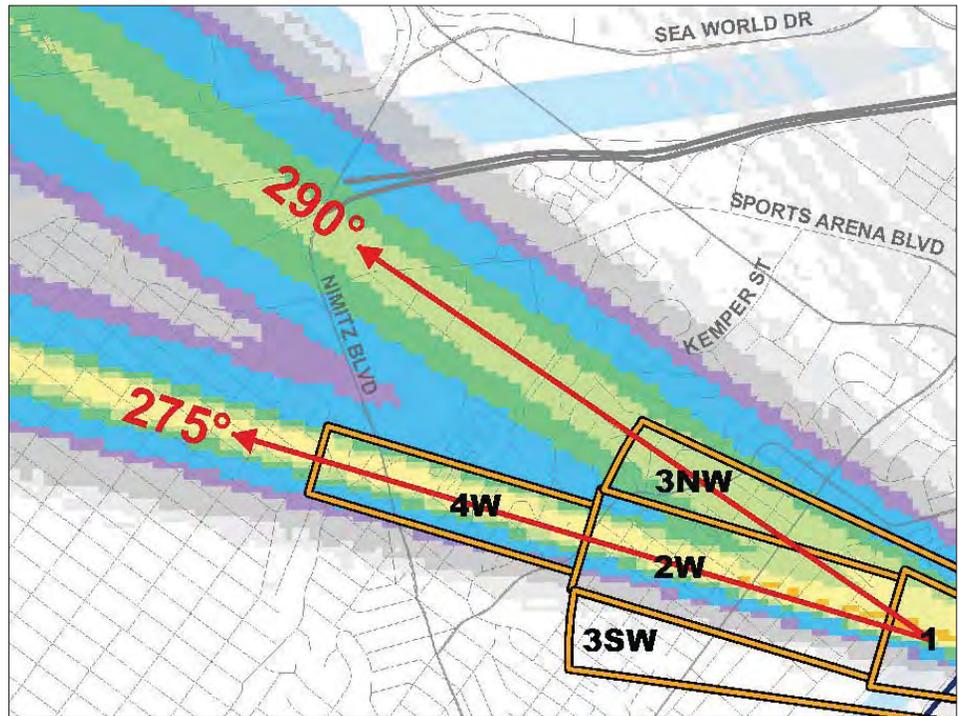
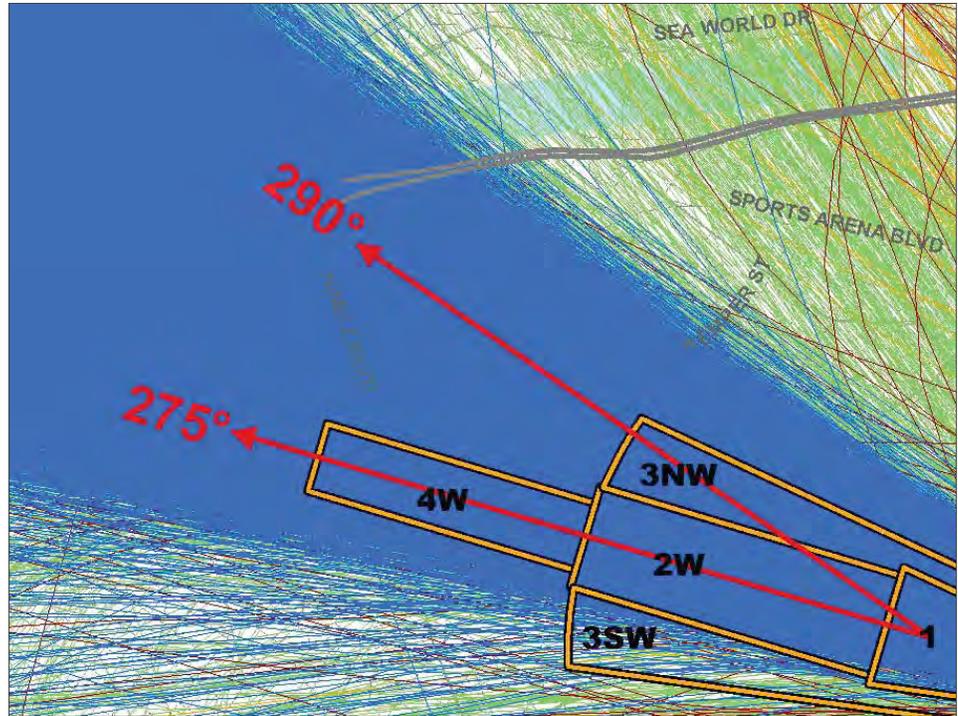
Prepared by: Ricondo & Associates, Inc., December 2013.



Exhibit 5-2

Proposed ALUCP Safety Zones and Departure Tracks off Runway 27





LEGEND

- Standard Caltrans Safety Zone Boundaries
- Jet Arrivals
- Jet Departures
- Multi-Engine Propeller Arrivals
- Multi-Engine Propeller Departures
- Standard Instrument Departure Courses

Average Daily Operations

- 0.14 - 0.5 (1 to 3.5 operations per week)
- 0.5 - 1
- 1-5
- 5-10
- 10-20
- 20-50
- 50-100
- 100-150

Source: Ricondo & Associates, Inc., November 2011 based on data received from the San Diego County Regional Airport Authority Airport Noise Mitigation Office (flight tracks and flight track density data), and the 2011 Caltrans California Airport Land Use Planning Handbook (Figure 3B "Safety Compatibility Zones Examples" for large air carrier airports).

Prepared by: Ricondo & Associates, Inc., December 2013.



Exhibit 5-3

Alternative 2 Safety Zones and Departure Tracks from Runway 27



Table 5-4: Potential Displacement of Future Dwelling Units and Nonresidential Floor Area Proposed ALUCP and Alternative 2, by CPA

COMMUNITY PLANNING AREA	DISPLACED DWELLING UNITS		DISPLACED NONRESIDENTIAL FLOOR AREA (SQUARE FEET)	
	WITH PROPOSED ALUCP	WITH ALTERNATIVE 2	WITH PROPOSED ALUCP	WITH ALTERNATIVE 2
Centre-City Downtown	696	696	398,883	398,883
Midway/Pacific Highway Corridor	1	0	62,531	46,992
Peninsula	42	40	1,586	1,586
Uptown	40	40	22,792	22,792
Total	779	776	485,793	470,254

NOTE:

1/ Displaced dwellings and floor area as a percentage of additional dwellings and floor area that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., April 2013 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., ~~April~~December 2013.

5.3.3 ATTAINMENT OF PROJECT OBJECTIVES

Alternative 2 is only slightly different than the proposed ALUCP. As a result, it would achieve almost all objectives of the proposed project, as summarized in **Table 5-5**.

~~The one A key~~ shortcoming of Alternative 2 is that the revised boundaries of Safety Zones 3NW and 4W would not extend beneath the heavily used 290-degree departure path off Runway 27. Based on the guidance in the Caltrans *Handbook*, the enlargement of these safety zones as provided in the proposed ALUCP is fully justified.¹⁶ Alternative 2 indicates that the amount of potential displaced development would decrease very slightly if these zones were reduced in size. The potential reduction in impacts is not great enough to warrant consideration of changes to the safety zone boundaries, especially when those boundaries have been developed through a technical analysis that applied guidance from the Caltrans *Handbook*.

¹⁶ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-20 – 3-26.

Table 5-5: Objectives of Proposed ALUCP Achieved by Alternative 2 – Standard Safety Zones 3NW and 4W

OBJECTIVES OF PROPOSED ALUCP	ACHIEVED BY ALTERNATIVE 2?
1. To ensure that new development within the noise contours is consistent with the state noise law¹⁷ and is compatible with aircraft noise by:	
a) Limiting new noise-sensitive development within the 65 dB CNEL noise contour for 2030 forecast conditions	Yes
b) Ensuring that any new noise-sensitive development within the 65 dB CNEL contour is treated to ensure noise compatibility as defined in the state noise law	Yes
2. To protect the public health, safety, and welfare by:	
a) Establishing safety zones in areas subject to the highest risks of aircraft accidents, in accordance with guidance provided in the <i>California Airport Land Use Planning Handbook</i>	Partially. The revised safety zone configuration would not account for the heavily used departure track along the 290-degree heading, as the Caltrans guidance would suggest. Caltrans guidance on the configuration of safety zones is based on the assumption of primarily straight-in and straight-out flight routes. Caltrans <i>Handbook</i> recommends considering where aircraft fly as the basis for determining optimum safety zone shapes and sizes.
b) Avoiding the new development of certain sensitive land uses within the safety zones	Yes, although the area of coverage on the west side of the Airport is smaller than in the proposed ALUCP.
c) Limiting the number of people occupying new development in the safety zones	Yes, although the area of coverage on the west side of the Airport is smaller than in the proposed ALUCP.
3. To ensure that new development is consistent with:	
a) The assurance of flight safety by limiting the height of new structures and objects consistent with FAA guidance and regulation	Yes
b) The preservation of the operational capability of the Airport	Yes
c) The avoidance of further reductions in the available runway landing distances	Yes
4. To ensure that prospective buyers of new housing within areas subject to aircraft overflights are informed about the potential effects of overflights by:	
a) Promoting compliance with the state's real estate disclosure law ¹⁸	Yes
b) Ensuring that owners and developers of new residential projects provide notice of the presence of aircraft overflight to prospective buyers	Yes

SOURCE: Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

¹⁷ Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

¹⁸ California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

5.4 Alternative 3 – Less Restrictive Standards in Safety Zone 3SE

5.4.1 DESCRIPTION OF ALTERNATIVE 3

The proposed ALUCP would establish residential density and nonresidential intensity standards in Safety Zone 3SE that are less restrictive than suggested by the guidance in the Caltrans *Handbook*. As explained in Appendix E-4 (page E-62) of the proposed ALUCP, this area is subject to very few direct overflights because of the infrequent use of Runway 9 for takeoffs and the published departure procedures that require straight-out routes or left turns away from this area. Because of the nature of the activity off the east end of the runway, the probability of accidents in Safety Zone 3SE is likely to be considerably less than in the other safety zones.¹⁹

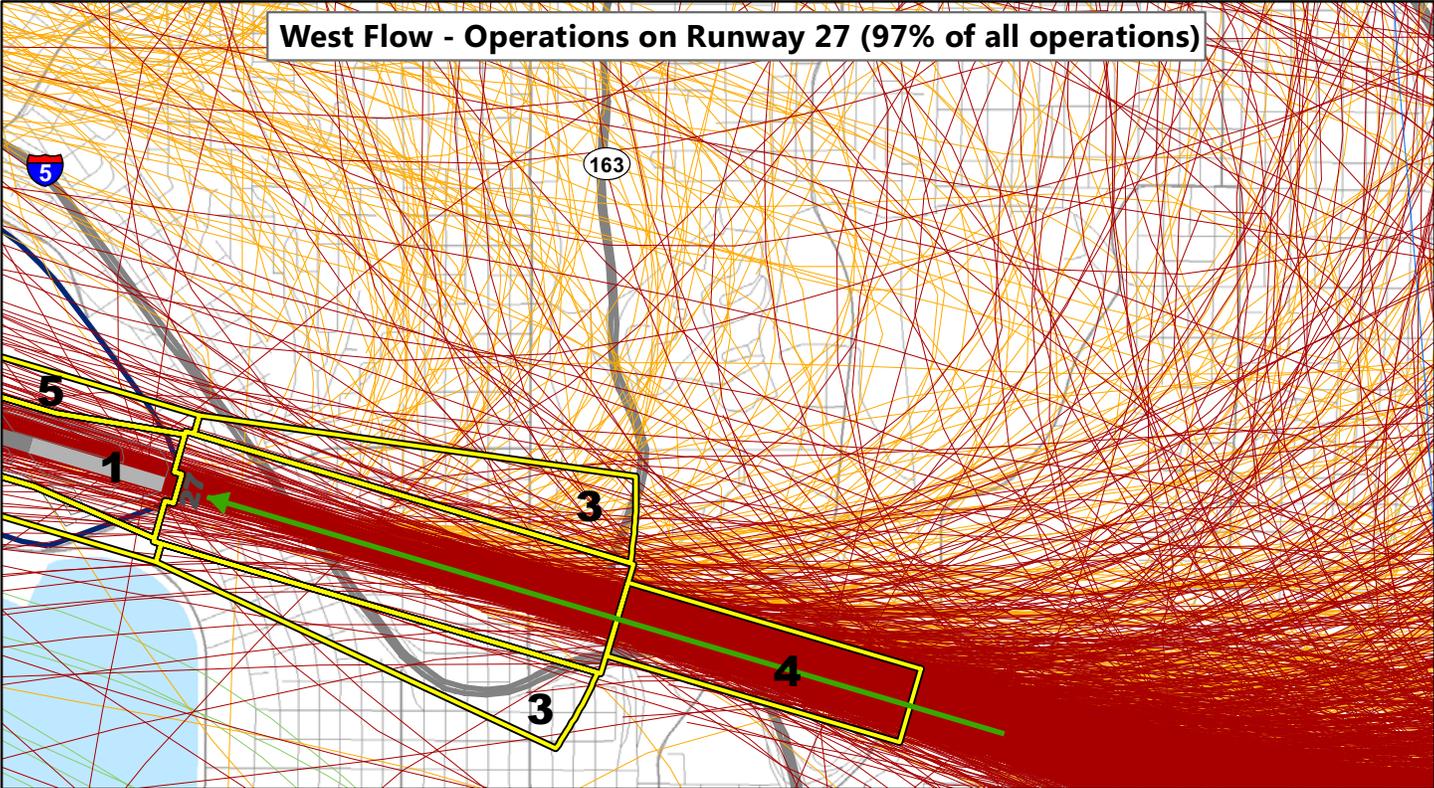
Alternative 3 would involve even less restrictive standards for Safety Zone 3SE than in the proposed ALUCP. This alternative was developed in recognition that a substantial share of the displacement impacts caused by the proposed ALUCP would occur in Safety Zone 3SE. Alternative 3 would retain the safety standards relating to incompatible uses but would eliminate the limits on residential densities and nonresidential intensities in Safety Zone 3SE. This alternative would ensure that the future development of highly sensitive uses serving vulnerable populations, processing or storing hazardous materials, or involving critical public utilities would be avoided in this safety zone, just as in the proposed ALUCP, but the elimination of the intensity and density standards would reduce the potential development displacement in the area.²⁰

Exhibit 5-4 depicts the safety zones on the east side of the Airport in relation to actual aircraft flight tracks. Each flight track represents the path of a single aircraft operation – either an approach or a departure. The data represent all 185,090 operations recorded by the Airport’s Aircraft Noise and Operations Monitoring System (ANOMS) during a 12-month period ending May 31, 2011. The top panel of the exhibit depicts arrival and departure tracks for jets and multi-engine propeller aircraft in a west flow operating configuration – with arrivals from the east to Runway 27. This configuration is used approximately 97% of the time. The bottom panel depicts flight tracks for an east flow configuration, with arrivals from the west to Runway 9 and departures to the east over the city on Runway 9. This configuration is used approximately 3% of the time.

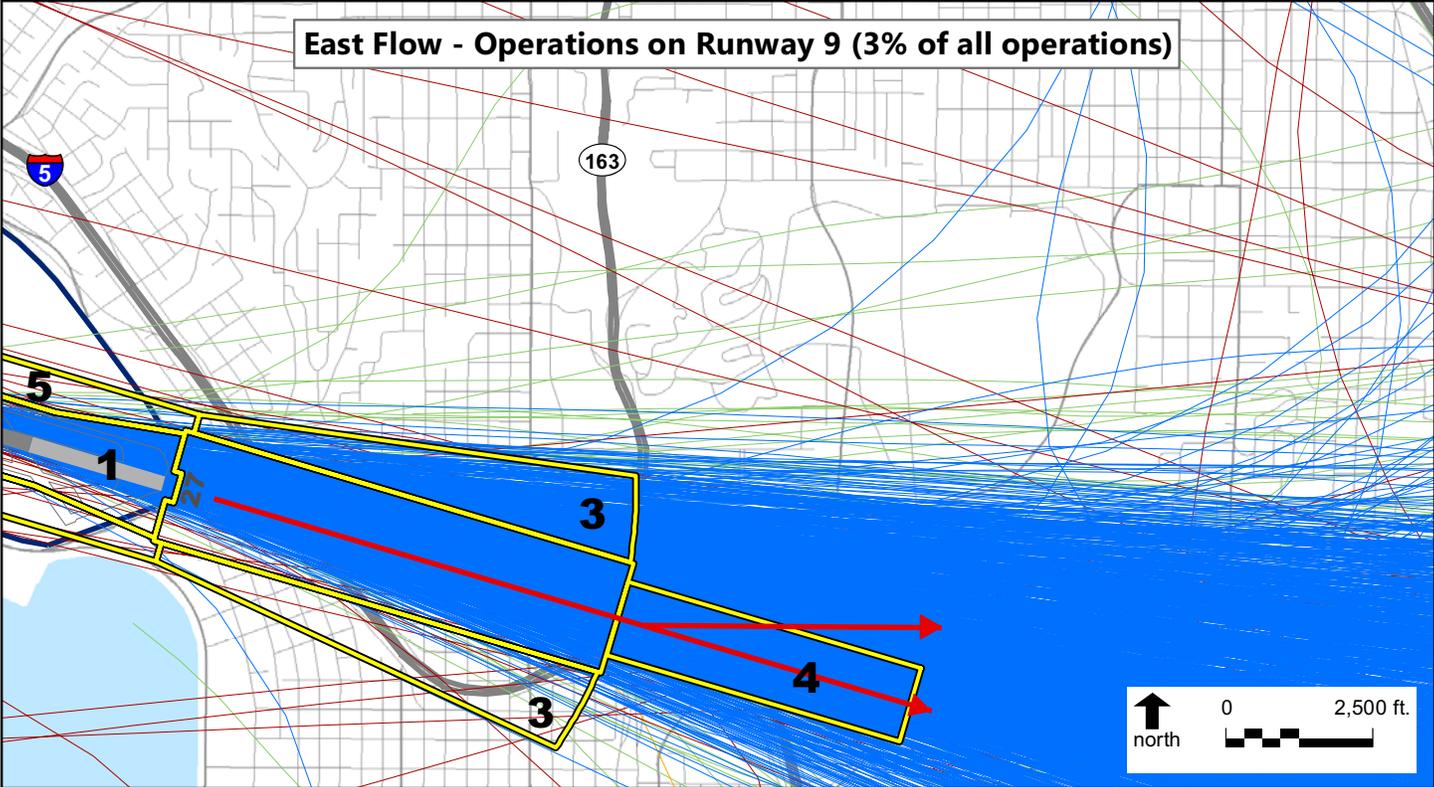
¹⁹ This assertion is based on an interpretation of the location patterns for large aircraft accidents, supplemented by a review of the location of general aviation accidents presented in the Caltrans *Handbook*.

²⁰ The density and intensity of development in Safety Zone 3SE would be limited indirectly, however, by the airspace protection standards, which would limit the heights of buildings in this area near the runway end and near the approach to Runway 27. (The airspace protection standards are currently in effect, so this situation would not be a change from current conditions.)

West Flow - Operations on Runway 27 (97% of all operations)



East Flow - Operations on Runway 9 (3% of all operations)



Legend

- Runway
- Displaced Threshold
- Proposed Safety Zones
- Jet Arrivals
- Jet Departures
- Multi-Engine Propeller Arrivals
- Multi-Engine Propeller Departures
- Instrument Approach Courses
- Standard Instrument Departure Courses



Exhibit 5-4

East Side Safety Zones and Radar Flight Tracks

5.4.2 ENVIRONMENTAL IMPACTS OF ALTERNATIVE 3

Alternative 3 would result in less environmental impact than the proposed ALUCP. Differences would occur only in the ~~Centre City Downtown~~ and Uptown CPAs, the only CPAs within Safety Zone 3SE.

Table 5-6 indicates the amount of development that could be displaced under Alternative 3, compared with the potential displacement with the proposed ALUCP. Under Alternative 3, 614 dwelling units could potentially be displaced, compared with 779 under the proposed ALUCP, a reduction of 165 units (162 units in ~~Centre City Downtown~~ and 3 units in Uptown). The potentially displaced nonresidential floor area would decrease to 268,407 square feet under Alternative 3, a reduction of 217,386 square feet compared with the proposed ALUCP. All of the reduction in nonresidential displacement would occur in the ~~Centre City Downtown~~ CPA.

Table 5-6: Potential Displacement of Future Dwelling Units and Nonresidential Floor Area Proposed ALUCP and Alternative 3, by CPA

COMMUNITY PLANNING AREA	DISPLACED DWELLING UNITS		DISPLACED NONRESIDENTIAL FLOOR AREA (SQARE FEET)	
	WITH PROPOSED ALUCP	WITH ALTERNATIVE 3	WITH PROPOSED ALUCP	WITH ALTERNATIVE 3
Centre City Downtown	696	534	398,883	181,497
Midway/Pacific Highway Corridor	1	1	62,531	62,531
Peninsula	42	42	1,586	1,586
Uptown	40	37	22,792	22,792
Total	779	614	485,793	268,407

NOTE:

1/ Displaced dwellings and floor area as a percentage of additional dwellings and floor area that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., April 2013 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., ~~April-December~~ 2013.

Table 4-~~4-11~~ in Chapter 4 presents estimates of the additional nonresidential buildout capacity for all of ~~Centre City Downtown~~ as provided in the *Downtown Community Plan*. As of August 2004, 23,372,000 square feet of additional nonresidential development was projected. The potentially displaced floor area in ~~Centre City Downtown~~ with Alternative 3 (181,497 square feet) is 0.8 percent of the total potential additional nonresidential development in ~~Centre City Downtown~~.

5.4.3 ATTAINMENT OF PROJECT OBJECTIVES

As summarized in **Table 5-7**, Alternative 3 would be similar to the proposed ALUCP in accomplishing the objectives of the proposed project. The one difference relates to the attainment of the objective of limiting the number of people occupying new development within the safety zones. The specific purpose of Alternative 3 is to relax the restrictions on residential density and nonresidential intensity in Safety Zone 3SE. Based on key airport operational factors, including the infrequent use of Runway 9 for departures, the absence of either published flight procedures or air traffic control procedures directing approaching and departing aircraft over the area, and the absence of overflights actually recorded by the Airport's ANOMS system and the use of the runway, it could be argued that less restrictive standards may be warranted.²¹ This alternative, however, would deviate from the relevant guidance in the Caltrans *Handbook*. The *Handbook* states that in dense urban areas, the density and intensity of new development should be limited to the "average of the surrounding area."²² (The density and intensity limits of the proposed ALUCP for Safety Zone 3 SE are set at 200% of the average for the area.²³) In a letter to SDCRAA staff, the Caltrans Aeronautics Division cautioned against deviating from the criteria established in the *Handbook*. "[I]f the criteria and guidelines in the *Handbook* are not utilized or incorporated, the ALUC and/or the local agencies require specific supporting evidence to authorize such a deviation."²⁴

While Alternative 3 would reduce the displacement impacts of the proposed ALUCP, the reduction of potential impacts must be weighed against the implications of a further deviation from the *Handbook* guidance than is already contemplated in the proposed ALUCP.

²¹ In discussions with SDCRAA staff, however, Caltrans Aeronautics staff caution against using flight track patterns as a basis for safety zone delineation and policy. "[I]nfrequent flight tracks do not guarantee that an aircraft accident will not occur." Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics. Letter to Angela Jamison, Manager, Airport Planning, SDCRAA, February 29, 2012.

²² California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, Figure 4D, p. 4-22.

²³ Refer to Appendix E, p. E-62, in the proposed ALUCP for an explanation of the rationale for this standard.

²⁴ Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics. Letter to Angela Jamison, Manager, Airport Planning, SDCRAA, February 29, 2012.

Table 5-7: Objectives of Proposed ALUCP Achieved by Alternative 3 – Less Restrictive Standards in Safety Zone 3SE

OBJECTIVES OF PROPOSED ALUCP	ACHIEVED BY ALTERNATIVE 3?
1. To ensure that new development within the noise contours is consistent with the state noise law²⁵ and is compatible with aircraft noise by:	
a) Limiting new noise-sensitive development within the 65 dB CNEL noise contour for 2030 forecast conditions	Yes
b) Ensuring that any new noise-sensitive development within the 65 dB CNEL contour is treated to ensure noise compatibility as defined in the state noise law	Yes
2. To protect the public health, safety, and welfare by:	
a) Establishing safety zones in areas subject to the highest risks of aircraft accidents, in accordance with guidance provided in the <i>California Airport Land Use Planning Handbook</i>	Yes
b) Avoiding the new development of certain sensitive land uses within the safety zones	Yes
c) Limiting the number of people occupying new development in the safety zones	Partially. Limits in Safety Zone 3SE, might be imposed indirectly through airspace-related limits on building heights. The limits would be less restrictive than the proposed ALUCP and would deviate from the Caltrans <i>Handbook</i> guidance requiring density and intensity limits to be set at the average of existing development.
3. To ensure that new development is consistent with:	
a) The assurance of flight safety by limiting the height of new structures and objects consistent with FAA guidance and regulation	Yes
b) The preservation of the operational capability of the Airport	Yes
c) The avoidance of further reductions in the available runway landing distances	Yes
4. To ensure that prospective buyers of new housing within areas subject to aircraft overflights are informed about the potential effects of overflights by:	
a) Promoting compliance with the state's real estate disclosure law ²⁶	Yes
b) Ensuring that owners and developers of new residential projects provide notice of the presence of aircraft overflight to prospective buyers	Yes

SOURCE: Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

²⁵ Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

²⁶ California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

5.5 Alternative 4 – Elimination of Density and Intensity Standards in All Safety Zones

This alternative was identified as a refinement of an alternative suggested during the scoping process and discussed in Section 5.6.2. Alternative 4 would retain the safety zone configuration and the corresponding incompatible land use standards from the proposed ALUCP. It would eliminate, however, the residential density and nonresidential intensity standards that would apply to conditionally compatible uses in the proposed ALUCP. Thus, under this alternative, the safety standards would apply only to incompatible uses. The regulation of maximum densities and intensities of future development would be achieved indirectly through airspace protection standards limiting future building heights.

This alternative was developed in recognition that most of the displacement impacts attributable to the proposed ALUCP would be caused by the density and intensity standards applicable to conditionally compatible uses. In contrast, the restrictions on incompatible uses within the safety zones have only limited practical effect on the area based on the currently applicable community plans. Thus, Alternative 4 would virtually eliminate the environmental impacts of the proposed ALUCP, while retaining the assurance against the potential development of incompatible uses in the safety zones.

5.5.1 ENVIRONMENTAL IMPACTS OF ALTERNATIVE 4

Under Alternative 4, no residential or nonresidential displacement would occur. As indicated in **Table 5-8**, the elimination of any potential displacement would have the greatest effect in the **Centre City Downtown** CPA, the part of the ALUCP Impact Area planned for the greatest densities and intensities under current community plans and zoning.

Table 5-8: Potential Displacement of Future Dwelling Units and Nonresidential Floor Area Proposed ALUCP and Alternative 4, by CPA

COMMUNITY PLANNING AREA	DISPLACED DWELLING UNITS		DISPLACED NONRESIDENTIAL FLOOR AREA (SQARE FEET)	
	WITH PROPOSED ALUCP	WITH ALTERNATIVE 4	WITH PROPOSED ALUCP	WITH ALTERNATIVE 4
Centre City Downtown	696	0	398,883	0
Midway/Pacific Highway Corridor	1	0	62,531	0
Peninsula	42	0	1,586	0
Uptown	40	0	22,792	0
Total	779	0	485,793	0

NOTE:

1/ Displaced dwellings and floor area as a percentage of additional dwellings and floor area that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., April 2013 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., **April-December** 2013.

5.5.2 ATTAINMENT OF PROJECT OBJECTIVES

Alternative 4 would accomplish some of the goals of the proposed ALUCP, as summarized in **Table 5-9**. The major shortcoming relates to the attainment of the objective that would limit the number of people occupying new development within the safety zones, which is the specific purpose of Alternative 4. This aspect of Alternative 4 would conflict with the guidance provided in the Caltrans *Handbook*, which advises limiting the density and intensity of new development in safety zones in dense urban areas to the average of surrounding development.²⁷ Indirectly, the maximum density and intensity of new development would be limited by the height limitations of the airspace protection standards, but that would allow greater densities and intensities than provided for in the proposed ALUCP. In a letter to SDCRAA staff, the Caltrans Aeronautics Division cautioned against deviating from the criteria established in the *Handbook*. “[I]f the criteria and guidelines in the *Handbook* are not utilized or incorporated, the ALUC and/or the local agencies require specific supporting evidence to authorize such a deviation.”²⁸

As discussed in the evaluation of Alternative 3, the reduction of potential impacts must be weighed against the implications of a deviation from the *Handbook* guidance that is greater than is already contemplated in the proposed ALUCP.

5.6 Other Alternatives Considered and Rejected

During the ALUCP process many alternative approaches to noise and safety compatibility policies and standards were considered. Most of them would have resulted in a greater amount of potential displaced development than the proposed ALUCP. Those alternatives would have imposed stricter limits on residential development within the 70 dB CNEL contour and stricter limits on both residential and nonresidential development within the safety zones.

In addition to the four alternatives evaluated in Sections 5.2 through 5.5, two others were considered in the EIR process. One was evaluated during the preparation of the proposed ALUCP; the other was identified during the EIR scoping process.

²⁷ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 through 4-25.

²⁸ Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics. Letter to Angela Jamison, Manager, Airport Planning, SDCRAA, February 29, 2012.

Table 5-9: Objectives of Proposed ALUCP Achieved by Alternative 4 – Elimination of Density and Intensity Standards in Safety Zones

OBJECTIVES OF PROPOSED ALUCP	ACHIEVED BY ALTERNATIVE 4?
1. To ensure that new development within the noise contours is consistent with the state noise law²⁹ and is compatible with aircraft noise by:	
a) Limiting new noise-sensitive development within the 65 dB CNEL noise contour for 2030 forecast conditions	Yes
b) Ensuring that any new noise-sensitive development within the 65 dB CNEL contour is treated to ensure noise compatibility as defined in the state noise law	Yes
2. To protect the public health, safety, and welfare by:	
a) Establishing safety zones in areas subject to the highest risks of aircraft accidents, in accordance with guidance provided in the <i>California Airport Land Use Planning Handbook</i>	Yes
b) Avoiding the new development of certain sensitive land uses within the safety zones	Yes
c) Limiting the number of people occupying new development in the safety zones	Minimally. Minor density and intensity limitations could be imposed indirectly by the airspace protection-related height standards. Deviates substantially from Caltrans <i>Handbook</i> guidance by not setting explicit density and intensity limits in all of the safety zones.
3. To ensure that new development is consistent with:	
a) The assurance of flight safety by limiting the height of new structures and objects consistent with FAA guidance and regulation	Yes
b) The preservation of the operational capability of the Airport	Yes
c) The avoidance of further reductions in the available runway landing distances	Yes
4. To ensure that prospective buyers of new housing within areas subject to aircraft overflights are informed about the potential effects of overflights by:	
a) Promoting compliance with the state's real estate disclosure law ³⁰	Yes
b) Ensuring that owners and developers of new residential projects provide notice of the presence of aircraft overflight to prospective buyers	Yes

SOURCE: Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., April 2013.

²⁹ Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

³⁰ California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

5.6.1 ALTERNATIVE 5 – ELIMINATION OF SAFETY ZONE 3SE

This alternative, which would have displacement impacts similar to Alternative 3, was studied and considered during the ALUCP planning process. Safety Zone 3SE is rarely overflown by either departing or arriving aircraft and is likely subject to a lower probability of accidents than areas more frequently overflown by aircraft at low altitude. From an environmental standpoint, this alternative would have had the advantage of removing from the ALUCP Impact Area a part of the ~~Centre City Downtown~~ CPA planned for substantial redevelopment, thus reducing the amount of potentially displaced development. In a series of discussions and meetings, Caltrans Aeronautics Division staff explicitly advised against eliminating the safety zone. "Further reduction of any of these safety zones would not be appropriate as it already represents the minimum set of zones proven necessary by national historic accident trends. It is essential to recognize that the route followed by an aircraft when in distress may not be a normal route following prescribed flight tracks. Aircraft accidents can occur in places seldom overflown by aircraft."³¹ Among other concerns, Aeronautics Division staff indicated that the elimination of any safety zones is not supported by the *Handbook*. While this alternative would have less environmental impact than the proposed ALUCP, it would fall short of fully achieving the safety-related objectives of the proposed project³² and is not considered feasible.

Instead of eliminating Safety Zone 3SE, it was decided, after consultation with Aeronautics Division staff, to allow somewhat greater residential densities and nonresidential intensities in that safety zone than in the other safety zones, in recognition of the potentially lower risks in Safety Zone 3SE. That decision is reflected in the safety standards of the proposed ALUCP.³³ A variant of the approach taken in the proposed ALUCP is evaluated in this EIR. Alternative 3 retains Safety Zone 3SE but would make the standards applying within the zone less restrictive than the proposed ALUCP.

5.6.2 ALTERNATIVE 6 – ELIMINATION OF SAFETY ZONES 2, 3, 4 AND 5

This alternative was suggested by commenters during the scoping process for this EIR. The rationale offered for the proposal is that the location record for air carrier accidents provides little or no justification for the designation of safety areas and the establishment of safety-related land use controls beyond Safety Zone 1. This alternative would reduce environmental impacts of the ALUCP to virtually nil.

As explained in the discussion of Alternative 5, above, Caltrans Aeronautics Division staff explicitly advised against the deletion of just one safety zone considered in Alternative 5.³⁴ According to the Aeronautics Division, the complete elimination of any safety zone does not conform with Caltrans *Handbook* guidance. Alternative 6 would be a more significant deviation from *Handbook* guidance than Alternative 5. Elimination

³¹ Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics. Letter to Angela Jamison,, Manager, Airport Planning, SDCRAA, February 29, 2012.

³² Refer to Tables 5-4, 5-6 or 5-8 for a description of the objectives of the ALUCP.

³³ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport, Airport Land Use Compatibility Plan*, Preliminary Draft, February 2012. Appendix E, Section E3, pp. E-62 – E-63.

³⁴ Letter from Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics to Angela Jamison, Manager, Airport Planning, SDCRAA, February 2, 2012.

of all safety zones other than Safety Zone 1 would disregard the statutory directive that ALUCs “shall be guided by information” in the *Handbook*.³⁵ While this alternative clearly would have less environmental impact than the proposed ALUCP, it would fail to achieve the safety-related objectives of the ALUCP³⁶ and is not considered feasible.

5.7 Summary of Alternatives

Table 5-10 compares the alternatives, based on the environmental impacts attributable to each and the degree to which each alternative achieves the objectives of the proposed project.

- **Alternative 1, No Project.** This alternative has ~~less~~ environmental impact than the proposed ALUCP, but it also would fail to achieve the objectives of the proposed ALUCP.
- **Alternative 2, Standard Configurations, Safety Zones 3NW and 4W.** This alternative would produce only a small reduction in environmental impacts, compared with the proposed ALUCP. It would essentially achieve all project objectives, but would not provide as complete coverage of the heavily used 290-degree departure corridor as the proposed ALUCP.
- **Alternative 3, Less Restrictive Standards in Safety Zone 3SE.** This alternative has substantially less environmental impact than the proposed ALUCP. It would also achieve most of the objectives of the proposed project. While the elimination of density and intensity standards in Safety Zone 3SE is not ~~fully~~ consistent with the guidance in the Caltrans *Handbook*, the infrequent incidence of departures from Runway 9 and the absence of overflights of the area are relevant considerations. At the same time, however, the reduction in impacts must be weighed against the deviation from *Handbook* guidance.
- **Alternative 4, Elimination of Density and Intensity Standards in Safety Zones.** This alternative has very little environmental impact, and it would achieve many of the objectives of the proposed project. However, it would deviate significantly from the Caltrans *Handbook* guidance, by not applying any density and intensity limits in the safety zones. The reduction in impacts must be weighed against the substantial deviation from *Handbook* guidance.

³⁵ California Public Utilities Code, §21674.7(b).

³⁶ Refer to Tables 5-4, 5-6 or 5-8 for a description of the objectives of the ALUCP.

Table 5-10 (1 of 5): Summary of Proposed ALUCP and Alternatives – Impacts and Achievement of Project Objectives

MEASURES OF IMPACT & PROJECT OBJECTIVES	PROPOSED ALUCP	ALTERNATIVES			
		1 – NO PROJECT	2 – STANDARD CONFIGURATIONS, SAFETY ZONE 3NW AND 4W	3 – LESS RESTRICTIVE STANDARDS IN SAFETY ZONE 3SE	4 – ELIMINATION OF DENSITY & INTENSITY STANDARD
IMPACTS					
Land Rendered Unavailable for at Least One Incompatible Use (acres)	170.4	13.9	163.5	170.4	170.4
Potential Future Residential Displacement (dwelling units)	779	0	776	614	0
Potential Future Nonresidential Floor Area Displacement (square feet)	485,793	0	470,254	268,407	0
ACHIEVEMENT OF PROJECT OBJECTIVES					
1. To ensure that new development within the noise contours is consistent with the state noise law³⁷ and is compatible with aircraft noise by:					
a) Limiting new noise-sensitive development within the 65 dB CNEL noise contour for 2030 forecast conditions	Yes	Partially. Noise-sensitive development limited within older set of noise contours (1990) not reflecting latest forecasts. Additionally, the list of incompatible uses for noise is not consistent with the latest guidance in the Caltrans <i>Handbook</i> and Title 21.	Yes	Yes	Yes

³⁷ Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

Table 5-10 (2 of 5): Summary of Proposed ALUCP and Alternatives – Impacts and Achievement of Project Objectives

MEASURES OF IMPACT & PROJECT OBJECTIVES	PROPOSED ALUCP	ALTERNATIVES			
		1 – NO PROJECT	2 – STANDARD CONFIGURATIONS, SAFETY ZONE 3NW AND 4W	3 – LESS RESTRICTIVE STANDARDS IN SAFETY ZONE 3SE	4 – ELIMINATION OF DENSITY & INTENSITY STANDARD
b) Ensuring that new noise-sensitive development within the 65 dB CNEL contour is treated to achieve compatibility as defined in the state noise law	Yes	Yes, but sound attenuation and easement requirements are based on the old noise contours in the ALUCP.	Yes	Yes	Yes
2. To protect the public health, safety, and welfare by:					
a) Establishing safety zones in areas subject to the highest risks of aircraft accidents, in accordance with guidance provided in the <i>California Airport Land Use Planning Handbook</i>	Yes	No. Current policies do not reflect the latest guidance in the Caltrans <i>Handbook</i> because only the Runway Protection Zones are depicted. Safety Zones 2-5 are not included.	Partially. The revised safety zone configuration would not account for the heavily used departure track along the 290-degree heading, as the Caltrans guidance would suggest. Caltrans guidance on the configuration of safety zones is based on the assumption of primarily straight-in and straight-out flight routes. Caltrans <i>Handbook</i> recommends considering where aircraft fly as the basis for determining optimum safety zone shapes and sizes	Yes	Yes

Table 5-10 (3 of 5): Summary of Proposed ALUCP and Alternatives – Impacts and Achievement of Project Objectives

MEASURES OF IMPACT & PROJECT OBJECTIVES	PROPOSED ALUCP	ALTERNATIVES			
		1 – NO PROJECT	2 – STANDARD CONFIGURATIONS, SAFETY ZONE 3NW AND 4W	3 – LESS RESTRICTIVE STANDARDS IN SAFETY ZONE 3SE	4 – ELIMINATION OF DENSITY & INTENSITY STANDARD
b) Avoiding the new development of certain sensitive land uses within the safety zones	Yes	Minimally. Certain sensitive uses are deemed incompatible in Approach Zone on east side of SDIA, but the list of incompatible uses for safety is not consistent with the latest guidance in the Caltrans <i>Handbook</i> . Additionally, Safety Zones 2-5 are not included in the 2004 ALUCP, so there is no prohibition on certain sensitive land uses in those areas.	Yes, although the area of coverage on the west side of the Airport is smaller than in the proposed ALUCP.	Yes	Yes
c) Limiting the number of people occupying new development in the safety zones	Yes	Minimally. Limits on density and intensity only apply in the Approach Zone on east side of SDIA. The west side of SDIA would have no limits on density and intensity. Additionally, Safety Zones 2-5 are not included in the 2004 ALUCP, so there would be no limits on the future density or intensity of development in these areas.	Yes, although the area of coverage on the west side of the Airport is smaller than in the proposed ALUCP.	Partially. Limits in Safety Zone 3SE might be imposed indirectly through airspace-related limits on building heights. The limits would be less restrictive than the proposed ALUCP and would deviate from the Caltrans <i>Handbook</i> guidance requiring density and intensity limits to be set at the average of existing development.	Minimally. Minor density and intensity limitations could be imposed indirectly by the airspace-protection-related height standards. Deviates substantially from Caltrans <i>Handbook</i> guidance by not setting explicit density and intensity limits in all of the safety zones.

Table 5-10 (4 of 5): Summary of Proposed ALUCP and Alternatives – Impacts and Achievement of Project Objectives

MEASURES OF IMPACT & PROJECT OBJECTIVES	PROPOSED ALUCP	ALTERNATIVES			
		1 – NO PROJECT	2 – STANDARD CONFIGURATIONS, SAFETY ZONE 3NW AND 4W	3 – LESS RESTRICTIVE STANDARDS IN SAFETY ZONE 3SE	4 – ELIMINATION OF DENSITY & INTENSITY STANDARD
3. To ensure that new development is consistent with:					
a) The assurance of flight safety by limiting the height of new structures and objects consistent with FAA guidance and regulation	Yes	Yes. FAA Hazard Determinations and obstruction-marking recommendations should be enforced, per 2004 ALUCP and AEOZ, but the lack of clear policies may impede understanding and enforcement.	Yes	Yes	Yes
b) The preservation of the operational capability of the Airport	Yes	Partially. FAA Hazard Determinations and obstruction-marking recommendations should be enforced, per 2004 ALUCP and AEOZ, but the lack of clear policies may impede understanding and enforcement.	Yes	Yes	Yes
c) The avoidance of further reductions in the available runway landing distances	Yes	Partially. AAOZ protects the Runway 27 approach. FAA Hazard Determinations and obstruction-marking recommendations should be enforced, per 2004 ALUCP and AEOZ, but the lack of clear policies may impede understanding and enforcement.	Yes	Yes	Yes

Table 5-10 (5 of 5): Summary of Proposed ALUCP and Alternatives – Impacts and Achievement of Project Objectives

MEASURES OF IMPACT & PROJECT OBJECTIVES	PROPOSED ALUCP	ALTERNATIVES			
		1 – NO PROJECT	2 – STANDARD CONFIGURATIONS, SAFETY ZONE 3NW AND 4W	3 – LESS RESTRICTIVE STANDARDS IN SAFETY ZONE 3SE	4 – ELIMINATION OF DENSITY & INTENSITY STANDARD
4. To ensure that prospective buyers of new housing within areas subject to aircraft overflights are informed about the potential effects of overflights by:					
a) Promoting compliance with the state’s real estate disclosure law ³⁸	Yes	Yes. AIA defined, but much smaller than in proposed ALUCP because the 2004 ALUCP’s AIA does not include all four compatibility factors, which is not consistent with the latest guidance in the Caltrans <i>Handbook</i> .	Yes	Yes	Yes
b) Ensuring that owners and developers of new residential projects provide notice of the presence of aircraft overflight to prospective buyers	Yes	Partially, through requirement for aviation easement dedication for certain residential development within noise contours.	Yes	Yes	Yes

SOURCE: Ricondo & Associates, Inc., April 2013.

PREPARED BY: Ricondo & Associates, Inc., May 2013

³⁸ California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

6. Responses to Public Comments on Draft Environmental Impact Report and Proposed SDIA Airport Land Use Compatibility Plan

On July 12, 2013, the Draft Environmental Impact Report (Draft EIR) was circulated with the proposed Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport for public review and comment. The 45-day public review period was extended to 60 days and closed on September 10, 2013. San Diego County Regional Airport Authority (SDCRAA) staff prepared responses to the public comments received on the proposed ALUCP.

This section contains responses to the public comments received on the Draft EIR and proposed SDIA ALUCP. **Table 6-1** below lists the public comment letters along with the letter identifications assigned to each public comment letter, the commenters' names, the organizations/affiliations and the dates of the letters. The public comment letters are included in Appendix G of this Final EIR.

All public comments will be included as part of the record made available to the SDCRAA Board in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, prior to a final decision on the EIR and ALUCP.

Note that beyond the revisions to the Draft EIR discussed and documented in this appendix, minor edits, revisions and refinements were also made to the Draft EIR to provide clarification, and to correct clerical and formatting errors. None of these revisions constitute "significant new information," as defined by CEQA Section 15088.5.

Table 6-1: Public Comment Letters

LETTER ID	COMMENTER	AFFILIATION/AGENCY/DEPARTMENT	DATE
A	Rachel A. Hurst	City of Coronado	07/30/2013
B	Joe LaCava	Resident of La Jolla, California	08/14/2013
C	Paul B. Webb for Julia Quinn	Peninsula Community Planning Board	08/15/2013
D	John C. Ziebarth	Ziebarth Associates	08/26/2013
E	Tony Crisafi	La Jolla Community Planning Association	N/A
F	Tony Crisafi	La Jolla Community Planning Association	N/A
G	Scott Morgan, Director	State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	08/27/2013
H	Sherry S. Lightner Councilmember, District 1 Kevin Faulconer Councilmember, District 2	City of San Diego	09/09/2013
I	Jason H. Giffen, Director	United Port of San Diego	09/10/2013
J	Brad Richter	Civic San Diego	09/10/2013
K	Don Webb	San Diego Unified School District	09/10/2013
L	Steven A. McKinley	Freeland McKinley & McKinley	09/10/2013
M	Myra Herrmann, Senior Environmental Planner, with Input from Tait Galloway, Amanda Lee and Tony Kempton	City of San Diego, Development Services Department	09/11/2013

SOURCE: Ricondo & Associates, Inc., December 2013 (list of commenters).

PREPARED BY: Ricondo & Associates, Inc., December 2013.

Comment Letter A
Rachel A. Hurst, City of Coronado

Comment A1

The City of Coronado appreciates the opportunity to review and comment on the Draft document. It is apparent a lot of time and effort has been put into both the Draft EIR and the SDIA ALUCP and the City applauds those individuals involved with the development of these documents.

Response:

This is an introductory statement. No response is required.

Comment A2

Page 2-11 and exhibit 2-3 of the Draft EIR indicate a portion of Coronado is located within the Airport Influence Area for the SDIA ALUCP. Exhibit 2-7 illustrates the City is also within the Airspace Protection Boundary; therefore, the City is subject to the Airspace Protection Policies and Standards. The City is not subject to Overflight Compatibility Policies because it is located outside of the overflight area boundary.

Response:

The comment, which correctly re-states information contained in the Draft EIR, is noted. No further response is required given that the comment does not address or question the content of the Draft EIR or ALUCP.

Comment A3

On Page 2-39 the Draft EIR indicates " ... the cities of San Diego, National City, and Coronado and the County of San Diego are expected to refer to this EIR as they prepare and consider amendments to their general plans, applicable community plans, and zoning ordinances to achieve consistency with the proposed ALUCP".

The City of Coronado questions the accuracy of this statement and the lack of information and analysis contained with the Draft EIR to support this statement. The Draft EIR contains no information on the City's General Plan or Zoning Ordinance and how the General Plan Elements or zoning code regulations are inconsistent with the ALUCP. The Draft EIR is inadequate because it lacks any analysis of Coronado's existing General Plan or Zoning Ordinance to indicate which General Plan policies and zoning regulations would need to be changed to be consistent with the ALUCP.

Coronado believes the statement is erroneous because it does not appear that the City's General Plan and zoning regulations conflict with the ALUCP Airspace Policies and Standards. Due to Coronado's

height limit of 40 feet; restrictive zoning regulations; limited open space; and built-out nature, there are few, if any, opportunities for future development to impact airport airspace.

If the statement on page 2-39 is retained, the Draft EIR needs to identify and analyze what sections of the City's General Plan or Zoning Ordinance are inconsistent with the ALUCP and/ or what amendments are proposed. The Draft EIR must also analyze any environmental impacts related to the required amendments.

Response:

The referenced statement on page 2-39 of the Draft EIR is a general remark listing the local agencies that will or may refer to the EIR in their own decision making after ALUC approval of the ALUCP. It does not state nor is it intended to imply that any specific inconsistencies in the applicable land use plans and regulations have been identified for all listed agencies.

With respect to the City of Coronado, only the airspace protection policies and standards of the proposed ALUCP would apply to the City. Those policies and standards reflect existing FAA regulations and California aeronautics law, which apply regardless of whether the proposed ALUCP is adopted. Developers in Coronado are currently subject to those FAA regulations and state laws. As a result, approval of the proposed ALUCP would not result in environmental impacts attributable to the proposed airspace protection policies and standards, which do not impose additional requirements relative to the existing regulatory construct.

The City of Coronado's General Plan and Zoning Ordinance were reviewed during the process of drafting the ALUCP and EIR, and no specific inconsistencies with the proposed ALUCP were found. Nevertheless, the implementation of the airspace protection policies and standards of the ALUCP could be facilitated by amendment of either the City's General Plan or zoning regulations or by adopting specific administrative guidelines relating to the review of proposed projects. Specifically, the potential amendments or administrative procedures would implement Policies A.2, A.3, A.5, A.6 and A.7 of the proposed ALUCP. The purpose of the amendments or administrative procedures would be to remind planning department staff to inform project applicants of their obligation under federal law to file a Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the FAA (if required) and to ensure that the developer complies with the findings of the FAA's obstruction evaluation/aeronautical study of the proposed project.

Comment A4

Thank you for your consideration of our comments, and please contact our office should you have any questions.

Response:

This is a closing statement. No further response is required.

Comment Letter B
Joe LaCava, Resident of La Jolla, California

Comment B1

Please accept this email as an official comment on the subject draft EIR. Simply put the draft EIR is inadequate, must be revised, and recirculated.

Response:

Based on CEQA Guidelines Section 15088.5, it is not necessary to recirculate the Draft EIR for additional public review because no new significant information has been added to the EIR since its July 12, 2013 release. The relevant language from CEQA Guidelines Section 15088.5 is quoted below:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

Revisions have been made to the proposed ALUCP since the release of the Draft EIR, but none of those revisions would result in the addition of "significant new information" to the EIR, as described in CEQA Section 15088.5. These revisions are summarized in a memorandum dated January 13, 2014, entitled "February 2014 Final ALUCP: Revisions to July 2013 Proposed SDIA ALUCP."¹

Similarly, the EIR includes a number of revisions and refinements made to the Draft EIR, but none constitutes "significant new information," as defined by CEQA Section 15088.5. All changes constitute clarifications of information in the Draft EIR or revised discussions to reflect revisions in the proposed ALUCP. Revisions to the EIR are summarized in Section 1.9 of the EIR.

Comment B2

The draft EIR discloses that a new overlay zone will be placed on properties within the La Jolla community (dEIR, Exhibit 2-8.) And yet the 348 pages of the draft EIR is silent on the specific reasons for the new zone in the La Jolla community, the potential impacts to the community, and mitigation of said impacts.

Simply referring to the ALUCP (Footnote 37, p. 2-35) is inadequate; the draft EIR must fully disclose and discuss the basis for the overlay zone.

The simplistic language of Section 2.4.34 fails to disclose the implications of a new overlay zone and its potential impacts.

Despite the proposed change, "La Jolla" is not mentioned once in the draft EIR despite the proposed overlay zone. Similarly "La Jolla" is not mentioned once in Appendix A. How can an EIR be deemed adequate when it reveals the Project will impose changes on a community and then fails to discuss that change and its potential impacts?

The draft EIR is silent on whether the proposed overlay zone is compatible with the La Jolla Community Plan and Local Coastal Program Land Use Plan. The failure to include such analysis will prevent the California Coastal Commission from making an informed decision on the appropriateness of the AUCP proposal (dEIR, Section 2.5.2.)

The rationale that new noise overlay zones are necessary because of history of complaints is not justified nor a rational approach. Further, it will accomplish nothing except to confuse residents and future homebuyers.

¹ The memorandum dated January 13, 2014, entitled "February 2014 Final ALUCP: Revisions to July 2013 Proposed SDIA ALUCP" is available on the Authority's website: http://san.org/sdcraa/airport_initiatives/land_use/sdia_alucp.aspx

As an active community leader, I know that noise complaints are filed for a variety of aircraft that are not associated with the commercial operations out of SDIA. For example, La Jolla experiences low flying military helicopters, Homeland Security helicopters, banner-towing private planes, private small planes, etc, etc.

Complaints of military and private planes have nothing to do with commercial operations out of SDIA. The Noise Contour Map in Exhibit 2-5 demonstrates this.

Unless there are sustained complaints directly related to commercial complaints out of SDIA the ALUCP for SDIA is not the place to address aircraft originating from other airports (private, commercial, or military.)

If noise complaints are indeed directly related to SDIA those should be fully documented and disclosed in the draft EIR so that affected parties and decision makers may weigh the evidence and see if the proposed overlay zone are justified.

Response:

The basis for the definition of the overflight area boundary is explained in Section E5.3 in Appendix E5 of the proposed ALUCP. Three factors were considered in defining the boundary:

- Areas subject to low altitude overflights, indicated by flight track density patterns (depicted in Exhibit E5-1 in Appendix E5 of the proposed ALUCP) and radar flight tracks (depicted in Exhibit E5-2 in Appendix E5 of the proposed ALUCP).
- The pattern of noise complaints filed from 2004 through 2009, as depicted in Exhibit E5-1 in Appendix E5 of the proposed ALUCP and Exhibit E5-2 in Appendix E5 of the proposed ALUCP, whether attributable to commercial or general aviation aircraft operating out of SDIA.
- Airport-vicinity airspace protection areas, as indicated by the Part 77 obstruction surfaces and TERPS required obstacle clearance surfaces, depicted on Exhibit E5-1 in Appendix E5 of the proposed ALUCP and E5-2 in Appendix E5 of the proposed ALUCP.

Based on guidance provided in the *California Airport Land Use Planning Handbook (Handbook)* published by Caltrans Division of Aeronautics (October 2011, pages 3-8 – 3-11), the overflight area boundary was based on factors other than the mapped CNEL noise contours. Concerns about aircraft overflights are often expressed by people even in areas exposed to low noise levels. The purpose of the overflight area is to provide a means for the buyers of new homes to be made aware that the area is subject to aircraft overflights. No land use regulations would apply within parts of the overflight area outside the safety zones and CNEL noise contours. Refer to Chapter 5 and Section E5.2.1 in the proposed ALUCP.

Following circulation of the proposed ALUCP in July 2013, the proposed overflight area was modified to exclude the communities of La Jolla, Pacific Beach and the northern part of Mission Beach. The change in the delineation of the overflight area was based on a review of the recent noise complaint records (2010 through

2012) undertaken after receiving comments on the Draft EIR. Based on that review, the SDIA Noise Office found that most of the noise complaints recorded in the Mission Beach, Pacific Beach and La Jolla areas were filed several years ago. Since April 2012, only one complaint had been filed from the Mission Beach neighborhood, five from Pacific Beach (all from the same individual), and none from La Jolla.

The following exhibits have been revised accordingly: Exhibit 2-8 in the EIR; Exhibit 5-1 in the proposed ALUCP; and Exhibits E5-1, E5-2 and E5-3 in Appendix E5 of the proposed ALUCP.

Comment B3

Again, for all the reasons stated above, the draft EIR is inadequate, must be revised, and recirculated. Please add me to notification list of future revisions and hearings on the draft EIR and ALUCP.

Response:

Mr. LaCava has been added to the ALUC's contact list and will receive notifications regarding the availability of the Final EIR and ALUCP revisions, along with ALUC meeting notices. Also, see Response to Comment B1.

Comment Letter C
Paul B. Webb, for Julia Quinn, Chair of the Peninsula Community Planning Board

Comment C1

On behalf of the Peninsula Community Planning Planning [sic] Board (PCPB), thank you for the opportunity to provide comments on the Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport. At its August 15, 2013 meeting, the PCPB adopted the following comments on the EIR.

Response:

This is an introductory statement. No response is required.

Comment C2

Our first comments are with regard to the Displacement Analysis originally provided in the Initial Study and contained within the EIR as Appendix A, "Revised Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan." Although the revised analysis provides additional information regarding the makeup of the "generalized future land use designations" used for the determination of displacement, we remain unconvinced that the generalized land use designations are the appropriate standard against which displacement should be analyzed. As we have previously stated in our comments on the Initial study, each of the communities affected by the ALUCP have distinct community plans with land use and development categories which reflect the unique nature of the communities. The analysis provided for the EIR should have evaluated the potential displacement for each community separately and independently based on the goals, objectives and policies of the individual community plans, rather than a set of generalized land use assumptions. Because the EIR and accompanying revised displacement analysis fails to do this, we believe that the potential displacement resulting from the ALUCP described in the EIR may be inaccurate.

Response:

As an introduction, it is useful to review the structure of land use planning and regulation in the City of San Diego. The overarching land use policy document is the Land Use Element of the General Plan.² It establishes a broad framework of policies setting the direction for land use development throughout the city. According to the Land Use Element (page LU-3), "[t]he community planning program is the mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations as needed." Zoning

² City of San Diego General Plan, Land Use and Community Planning Element, March 2008.

regulations, which establish the actual standards applying to new development, are adopted to implement the policies of the Community Plans by establishing detailed standards applying in each area.

The results of the Displacement Analysis discussed in Appendix A of the EIR and in Section 4.2.4 of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.

The analysis of nonresidential displacement was based on the current zoning regulations applicable to each potentially developable property. (See Section 6.1 of Appendix A of the EIR.) The zoning regulations applicable in each CPA reflect the specific goals and objectives of each Community Plan. By relying on the zoning regulations as the basis for estimating potential development yield, without the proposed ALUCP, an estimate of the future development proposed under each Community Plan was obtained.

For the analysis of residential displacement, the consultant team relied on parcel-based housing development projections provided by the City of San Diego Planning Department, which reflected the underlying zoning. The City's projections of future housing development represented the potential housing yield under current conditions (without the proposed ALUCP). This is described in Section 5.1 of Appendix A of the EIR.

Estimates of the potential development yield with the proposed ALUCP were based on the maximum residential density and nonresidential intensity levels (per Table 2-2 in the EIR) that would apply within each safety zone and CPA. This is explained in Sections 5.2 and 6.2 of Appendix A of the EIR. The difference in potential development yield on each developable property, under current conditions and with the proposed ALUCP, represented the amount of potentially displaced development. (See Sections 5.3 and 6.3 in Appendix A of the EIR.)

The analysis of land rendered unavailable for incompatible land uses under the proposed ALUCP, described in Section 4 of Appendix A of the EIR, also considered the base zone (or applicable Planned District Ordinance (PDO)) applying to each developable property. The relationship of all ALUCP land use categories described in Tables 2-1 and 3-1 of the proposed ALUCP to the City's base zones and PDOs is described in Appendix A, Attachment D, of the EIR.

Table AC-1 in Appendix A, Attachment C, of the EIR, correlates the land use designations from each community plan, classifying them into a common set of categories. This is done to assure the consistent reporting of displacement results across all CPAs. Exhibits 4-4 through 4-11 of the EIR depict generalized future land use designations, in accordance with the applicable community plans or Port Master Plan, in relation to the safety zones and noise contours of the proposed ALUCP. Those generalized land use plan

categories are presented to help readers see the future land use patterns envisioned in each community plan, but they were not used for the actual calculation of potential development yield.

Because most of the base zones within the ALUCP Impact Area allow a wide variety of land use types and actually permit mixed-use development in most areas, it was impractical to develop reliable estimates of the impact of the proposed ALUCP on individual land use types. For that reason, land use types were merged into broad categories, as described in Section 6.2 of Appendix A of the EIR, each of which had a unique "occupancy factor." The potential amount of displaced nonresidential floor area was directly related to the maximum floor area ratios allowed under current zoning and the maximum intensity levels under the proposed ALUCP. The "occupancy factor" is the critical variable in determining future allowable nonresidential floor area, so potential future land uses had to be classified only to the level of detail required to apply an appropriate occupancy factor.

Comment C3

For example, the revised analysis describes the medium density generalized land use designation as being applicable to the Peninsula Community Plan designations of 15 dwelling units per acre and 29 dwelling units per acre. A more appropriate analysis would have specifically analyzed properties subject to each land use designation separately and distinctly. Similar inappropriate grouping single family land use designations within the Community Plan area also occur. As a result, we believe that the displacement analysis is faulty and the total amount of displacement described in the EIR is inaccurate, possibly underestimating the total adverse impacts of the proposed ALUCP.

Response:

As explained in Response to Comment C2, the Displacement Analysis was based on the actual zoning applying to each potentially developable property. The analysis of potentially displaced development is unlikely to have underestimated the adverse impacts of the proposed ALUCP for the following reasons:

- As explained in Section 3.1 of Appendix A of the EIR, the database of developable property excluded properties that had been developed since 2007 on the grounds that those buildings would be economically viable throughout the planning period. Ideally, properties developed since about 1997 would also have been excluded because those buildings would also likely have substantial remaining economic viability. Properties developed from 1997 through 2006 were not excluded from the database of developable property, however, because the City's permit records for that period are not readily searchable. Thus, the Displacement Analysis considered those properties, the number of which is unknown, to be redevelopable. This has likely resulted in an overstatement of the potential amount of displaced development with the proposed ALUCP.
- For the "without project" case, the Displacement Analysis assumed that all developable property would be developed to the theoretical maximum densities and floor areas allowed under current zoning. In actual practice, the theoretical maximums are unlikely to be achievable on all properties. The reasons are many and may include budgetary and financing constraints facing

- the developer, marketability of the proposed projects, developer preferences, inefficiencies caused by the particular dimensions of the property, etc.
- Some properties identified as “developable” in the Displacement Analysis are now known to have been developed (as discussed in Comments J7 and M36). Thus, the potential displacement of development that was calculated for those properties will not actually occur in the future. To that extent, the Displacement Analysis has overstated the amount of potential development displacement.

Comment C4

We also believe that the proposed mitigation measures provided in the document are inappropriate. The mitigation proposed in the EIR would require an entity other than the San Diego Regional Airport Authority to revise the community plans for the affected communities to be consistent with the ALUCP. The proposed mitigation merely shifts the impacts of the proposed ALUCP to a future action. This proposed mitigation would correct the inconsistencies between the ALUCP and the Peninsula Community Plan but would not provide mitigation for the impacts to the underlying properties that will be affected by the adoption of the ALUCP.

In addition, based on the City of San Diego's inaction on previous airport land use actions, we do not believe that the proposed mitigation measures are likely to occur. The City has not amended or updated any of its community plans to reflect earlier Comprehensive Land Use Plan (CLUP) actions undertaken by the SANDAG acting as the Airport Land Use Commission or to reflect the 2004 ALUCP adopted by the Airport Authority. As such, we believe that the proposed mitigation is entirely speculative, and the land use impacts resulting from the ALUCP should be reclassified as unmitigated.

Response:

It is assumed that the commenter refers to the mitigation measures listed in Sections 4.2.6 and 4.3.5 of the EIR, which call for revisions in the applicable zoning. The EIR acknowledges that these mitigation measures are not under the control of SDCRAA and cannot be guaranteed. Thus, the EIR concludes that significant and unavoidable impacts on Land Use and Planning and Population and Housing are likely with implementation of the proposed ALUCP. See Sections 4.2.7 and 4.3.6 of the EIR.

Also of relevance, in May 2011, the City of San Diego adopted an implementation plan for the following ALUCPs: MCAS Miramar, Brown Field Municipal Airport, Montgomery Field and Gillespie Field through the creation of the Airport Land Use Compatibility Overlay Zone (San Diego Municipal Code, Chapter 13, Article 2, Division 15). The City of San Diego’s comment letter on this Draft EIR, specifically Comments M12 and M13, indicate that they intend to implement the SDIA ALUCP in the same manner as the above-referenced ALUCPs.

In any event, there are no other feasible mitigation measures available to address the potential displacement impacts arising from the proposed ALUCP. The SDCRAA Board, acting in its capacity as the ALUC, is legally constrained by the provisions of the Public Utilities Code, and particularly those requirements of the State

Aeronautics Act that require ALUCPs to protect public health, safety and welfare, and minimize the public's exposure to excessive noise and safety hazards related to airports.³

Comment C5

Again, we appreciate the opportunity to provide comments on the Draft Environmental Impact Report.

Response:

The comment is a closing statement. No further response is required.

³ Pub. Util. Code Section 21670(a) and Section 21674(b).

Comment Letter D
John C. Ziebarth, Ziebarth Associates

Comment D1

I am writing as the American Institute of Architects Representative on the Steering Committee for development of the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). I would like to commend your staff and you outside consultant Ricondo and Associates for their incredible effort in not only developing the draft ALUCP and its environmental analysis, but also in their tremendous outreach effort to engage the public in the process. Despite these efforts, there are significant concerns with the proposed ALUCP.

Response:

This is an introductory statement. No response is required.

Comment D2

Attachment H of the EIR provides a series of bar charts for residential and nonresidential properties. The residential properties appear to combine single family and multifamily developments. As a result, the allowable residential density rate in Table A-4 for 3NW and 3 SW are 10 du/acre and 9 du/acre. These densities represent single family development. Thus, the density of single family properties in a safety zone has been used to reduce the density of multifamily development. The EIR fails to identify that the displacement in these two safety zones prohibits any future multifamily development which I believe is a significant land use impact for a substantial area of Pt. Loma.

Response:

The commenter refers to "Attachment H", which is an attachment to Appendix A "Revised Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan."

The density limits listed in Table A-4 of Appendix A of the EIR, which is a reproduction of Table 3-1 of the proposed ALUCP, were developed from an analysis of existing conditions conducted in the fall of 2011 for the proposed ALUCP.⁴

With the exception of Safety Zone 3SW, all residential density limits are based on the existing average multifamily residential density within each safety zone rather than an overall average of single-family and multifamily densities. At the time the analysis of existing density was conducted (prior to publication of the

⁴ San Diego County Regional Airport Authority, *Steering Committee Report 5.1 Safety Compatibility Factor – Supplement*, November 2011, p. 23.

proposed ALUCP), no existing multi-family residential units were identified inside of Safety Zone 3SW. The only residential zoning in Safety Zone 3SW applicable to developable land was for single-family, as evidenced by the map of zoning designations depicted on **Exhibit 6-1**. Therefore, the proposed density limit for Safety Zone 3SW was based on the average existing single-family residential density.

The density limit of 10 dwelling units per acre in Safety Zone 3NW (per Table 3-1 of the proposed ALUCP) reflects the low to medium density character of the multi-family residential development occurring at the time of the analysis. As indicated in Exhibit 6-1 below, within Safety Zone 3NW, properties are zoned to allow single-family residential and commercial land uses. Only a small portion of Safety Zone 3NW located at the northwest edge of the zone allows for multi-family residential land uses.

To provide clarification, Attachment H to Appendix A of the EIR has been updated to include a chart of Safety Zone 3SW. As depicted, no potential residential displacement was observed in Safety Zone 3SW in Peninsula because no residential parcel was identified as developable in Safety Zone 3SW, as recorded in Table A-11 of Appendix A of the EIR.

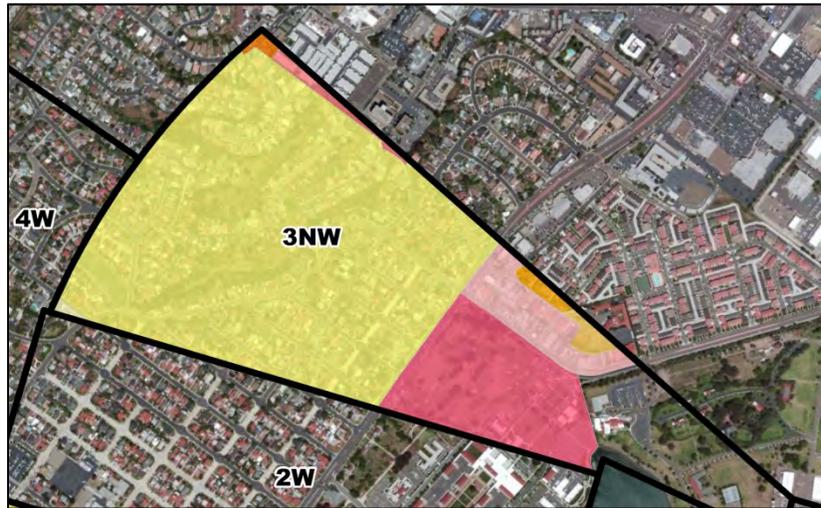
Comment D3

However, the EIR found that there were significant land use impacts as a result of the displacement caused by the SDIA ALUCP. The residential displacement was approximately 779 dwelling units and about 1,212 people, which equates to a 21% displacement within the safety zones. The non-residential displacement is approximately 485,793 sf or the equivalent size of the Sports Arena Shopping Center (which is approximately 450,000 sf.) It should be recognized that the displacement would be incremental per each parcel and would not have the effect of eliminating an entire shopping center or office building. The illustration of the Sports Arena Shopping Center is to provide an image of the cumulative effect of the non-residential displacement. Though the exact amount of displacement could be argued, the fact is clear that the displacement is significant as recognized in the EIR.

Response:

The data cited by the commenter is taken from Table 4-34 of the EIR and Tables A-10, A-11 and A-15 of Appendix A of the EIR.

Exhibit 6-1: Zoning Designations within Proposed Safety Zones 3NW and 3SW



Legend	
	Safety Zone
Zone	
	CC-5-5 Commercial–Community (high intensity, pedestrian orientation)
	CN-1-2 Commercial Neighborhood (auto orientation)
	CO-1-2 Commercial Office (employment center)
	CR-1-1 Commercial Regional (auto orientation)
	RM-1-1 Residential–Multiple Unit (1 d.u./3,000 s.f. of lot area)
	RM-2-5 Residential–Multiple Unit (1 d.u./1,500 s.f. of lot area)
	RS-1-4 Residential–Single Unit (10,000 s.f. minimum lots)
	RS-1-7 Residential–Single Unit (5,000 s.f. minimum lots)
	OP-1-1 Open Space–Park (Active)

SOURCE: Ricondo & Associates, Inc., October 2013.
 PREPARED BY: Ricondo & Associates, Inc., October 2013.

Comment D4

Further the EIR identifies the cumulative impact of the displacements of 32,993,961 to 40,392,385 sf of non-residential and 1,250 to 2,001 residential units by all of the ALUCPs in the San Diego Region (Table 4-42) as being significant.

Because of these significant unmitigable impacts, the Airport Land Use Commission is required to make “overriding findings” to approve the EIR. How can those findings be made?

Response:

The information cited by the commenter is presented in Table 4-42 of the EIR. The determination of findings supporting a statement of overriding conditions is the responsibility of the ALUC. The CEQA Guidelines (2013 edition) explain the standards that must be met for a statement of overriding considerations.

15093. STATEMENT OF OVERRIDING CONSIDERATIONS

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. Association of Environmental Professionals 2013 CEQA Guidelines 149

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.⁵

⁵ Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15093.

A Statement of Overriding Considerations has been prepared by the ALUC and will be released concurrently with the Final EIR.

Comment D5

Alternatives 4 and 6 eliminate these significant unmitigated land use impacts, but were rejected because they deviated too much from the Caltrans Handbook. First, it is important to acknowledge that the Caltrans Handbook as stated in the Handbook is guidance (EIR 1.8 page 1-15) and not regulations.

1. Let's examine the proposed ALUCP, and Alternatives 4 and 6 with respect to consistency with the Caltrans Handbook. EIR Objective 2a) Establish safety zones in areas subject to the highest risk of aircraft accidents in accordance with the guidance of the California Airport Land Use Compatibility Plan.

The Handbook page 3-15 and 3-16 An ideal set of safety zones should have four characteristics:

- **The zones should have easily definable geometric shapes;**
- **The number of zones should be limited to a realistic number (five or six should be adequate in most cases);**
- **The set of zones should have a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should have a relatively uniform, but less concentrated that in the zones closer to the runway ends); and**
- **Each zone should be as compact as possible.**

The proposed ALUCP and Alternative 4 include the first two bullets:

- **definable geometric shapes;**
- **the number of zones are limited**

but they do not represent the third and fourth bullets:

- **a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should have a relatively uniform, but less concentrated that in the zones closer to the runway ends); and**
- **Each zone should be as compact as possible.**

If the safety zones in Figure 3K of the Handbook are laid over the accident contours in Figure E-23 of the Handbook, it will reveal that the safety zones fail to provide a distinct progression in the degree of risk.

Further the safety zones are not as compact as possible. It is important to note on page E-1 of the Handbook, This study of aircraft accidents, like the 2002 Handbook study, was primarily concerned with the risk to people and property on the ground. A review of the fatal accidents in the NTSB accident data base since 2000 reveals that there have been no fatal accidents involving people on the ground in any of the safety zones beyond Safety Zone 1-RPZ which is established by the FAA. Review of NTSB fatal accidents since 2000 reveal there has been one fatality on the ground off the airport grounds and that was not in any of the safety zones. In fact, only 2 large aircraft accidents in the last 25 years have resulted fatalities on the ground off the airport and the RPZ (6 people total in 2 accidents in 25 years.)

Response:

To preface, the EIR itself does not have the legal authority to "reject" alternatives, as suggested in the comment. Rather, the SDCRAA Board, acting in its capacity as the ALUC, retains its discretion to review and evaluate the proposed ALUCP and all of the alternatives presented in the EIR for approval, subject to CEQA compliance.

The discussion from the *Handbook* quoted by the commenter relates to the criteria considered by Caltrans in formulating the various safety zone configurations provided in the *Handbook*. In addition, the *Handbook* recognizes the importance of various aeronautical factors in establishing safety zone configurations. Relevant excerpts from the *Handbook* are quoted below.

The following sections introduce the basis and methods of measuring the four compatibility concerns. Furthermore, this chapter also covers common issues that arise when preparing an ALUCP and formulating the policies contained therein. Specific policy guidance regarding noise and safety compatibility concerns is provided in Chapter 4.⁶

To assist ALUCs in delineation of safety zones for a given airport, this *Handbook* provides sets of generic zones intended to serve as a starting place for the exercise. A total of seven examples of different safety zone configurations are delineated in a series of diagrams shown in the figures on the following pages...

The intent of the set of zones depicted for each example is that risk levels be relatively uniform across each zone, but distinct from the other zones. For the most part, the shapes and sizes of the zones were established based upon mathematical analyses of the accident

⁶ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 3-1.

location data presented in this and Appendix E. Not clearly stated in past editions, though, was that another factor also played a part in the zone delineation and is important to acknowledge here: flight parameters. More specifically, as an aircraft approaches for landing or climbs out after takeoff, how is it being operated? Where is it normally flying relative to the runway, and at what altitude? Is it flying straight and level or turning and climbing or descending? What actions pose the greatest stress on the aircraft and greatest potential for loss of control or fewest options for recovery if the unexpected occurs? Where are conflicts between aircraft in flight most likely to happen and potentially create risks for the land uses below?⁷

The proposed safety zones in the SDIA ALUCP are configured consistent with the guidance in the *Handbook*, Figure 3B, page 3-19. Adjustments to the configuration of Safety Zones 3NW and 4W were made to reflect the commonly used 290-degree departure heading, consistent with *Handbook* guidance on pages 3-20 – 3-22. This is explained in Section E3.3 in Appendix E-3 of the proposed ALUCP.

Public Utilities Code Section 21674.7 requires an ALUC to use the *Handbook* as a “guide” in formulating and adopting an ALUCP, as follows:

- a) An airport land use commission that formulates, adopts, or amends an airport land use compatibility **plan shall be guided by information prepared and updated and included in the Airport Land Use Planning Handbook** published by the Division of Aeronautics of the Department of Transportation.

- b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies **shall be guided by the height, use, noise, safety, and density criteria that are compatible with the airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook.**⁸

The codification of the *Handbook's* role as a “guide” reflects the expertise of Caltrans’ Division of Aeronautics on matters pertaining to airport land use compatibility. The *Handbook* further explains this principle, stating:

In 1994, a section was added to the SAA [State Aeronautics Act] to require that: “An airport land use commission that formulates, adopts or amends a comprehensive airport land use plan shall be guided by ... the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation” (PUC Section 21674.7).

⁷ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 3-16.

⁸ California Public Utilities Code Section 21674.7. Emphasis added.

The addition of this statute changed the role of this *Handbook* from a useful reference document to one that must be used as guidance in the development of ALUC policies. This is particularly important in the development of safety compatibility policies because very little guidance is otherwise available for civilian airports.⁹

During the preparation of the proposed ALUCP, ALUC staff met with Division of Aeronautics staff to discuss adjustments in safety zones, including the potential elimination of Safety Zone 3SE. Division staff and legal counsel were firm in their interpretation of the *Handbook* guidance as strongly discouraging the elimination of any safety zones. They indicated that the flexibility afforded to ALUCs, which the *Handbook* describes, relates to the potential needs to adjust zone boundaries to reflect specific patterns of operations and to adjust policies to reflect local conditions.¹⁰

Comment D6

Alternative 6 complies with the four criteria established in the Handbook:

- **It creates a definable geometric shape—the RPZ where the majority of the accidents occur and which extends beyond the airport grounds (This is an inaccurate statement in the Handbook that is used to justify additional safety zones.)**
- **The number of zones is limited—1 zone (RPZ).**
- **It provides a distinct progression in the degree of risk—because the safety risk beyond the RPZ is extraordinary as defined by the Caltrans Handbook –less than 1:1 million per year (page F-9). A Review of current NTSB accident data for the last 10 years reveals that only one person on the ground off the airport ground has been killed by and one person suffered minor injuries from air carrier accident in the last 10 years in the entire country. This reflects the improved safety measures that have been implemented and the resultant improved safety conditions over the last twenty years since the data used in the Handbook. During the same 10 year period time, there were over 6,700 involuntary pedestrians killed by automobiles in California alone (NHTSB records). Thus it is more dangerous for people to walk across the street than to live or work by an airport. Recently, MIT airline safety expert Arnold Barnett did a study on aviation safety and found that the chance of dying on a scheduled flight, from a propeller planes to jet liners, in the United States is 1 in 14 million (ABC News article “5 Tips for Surviving a Plane Crash by Jim Avila and Michael Murray dated April 12, 2011). The latter percentage includes occupants within the aircraft. Clearly the probability of a person on the ground dying is less than 1 in 1 million which is the criteria given in the guidance by the Handbook for justifying development restrictions**

⁹ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 3-14.

¹⁰ Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics. Letter to Angela Jamison, Manager, Airport Planning, SDCRAA, February 29, 2012.

- **The safety zones are as compact as possible.** The 2002 Handbook explained what is meant by safety zones as compact as possible -- the percentage of accident points per acre should be maximized. The guidance in Handbook Table 3B identifies the percentage of accident points per acre for general aviation but there are no equivalent guidelines for large air carrier runways. Both the 2002 and the 2011 Handbook uses Figure E-23 for accident locations for air carriers. Figure E-23 includes 39 accident points from a 10 year period from 1980 to 1990. Per the
- **Handbook guidance page (E-13) 500 accident records were targeted to enable statistically significant analysis for general aviation.** Therefore, insufficient amount of data (39 accidents) is provided in the Handbook to perform statistically significant analysis for large aircraft accidents as established by the Handbook's guidance. Therefore, there is a reasonable question whether "the safety zones are as compact as possible." According to the 2002 Handbook, the information on air carrier accidents is "comparatively scant" (page 9-48). "Using data from a 1990 FAA study, Figure 8D on Chapter 8 shows the location pattern for some three dozen near-airport commercial aircraft accidents." The 2002 Handbook and the draft Update to the Handbook (page 3-16) released November 23, 2010 for review reveals that "Figure 3B through 3I portrays contours for various subsets of the general aviation aircraft location data from Appendix E. (No comparable analysis of air carrier and military aircraft)." There was insufficient data to create safety contours. Therefore, the Handbook does not include enough statistically significant data to adequately determine if the safety zones are as compact as possible.

Based on the accident data available (whether in the Handbook or in NTSB accident data bank), Alternate 6 is the only Alternative or proposed safety zones, which meets the four criteria for establishing safety zones in the guidance from the Caltrans Handbook. The proposed ALUCP deviates from this guidance.

Therefore, the rationale for rejection of the Alternative 6 based on its deviation from the guidance of the Caltrans Handbook for establishing safety zones is unjustified.

Response:

As explained in Response to Comment D5, ALUC staff disagrees with the commenter's characterization of the *Handbook* guidance with respect to the configuration of safety zones. The *Handbook* specifically advises a 5-zone scheme for use at air carrier airports, as discussed in Response to Comment D5. Additionally, as explained in Section 5.6.2 of the EIR, Alternative 6 fails to comply with the *Handbook* guidance when that guidance is considered in its entirety because it contemplates the elimination of Safety Zones 2, 3, 4 and 5, such that land use controls would be exclusively limited to Safety Zone 1.

Comment D7

2. Alternate 4 is rejected because it doesn't meet Objective 2.c) "Limiting the number of people occupying new development in the safety zones." The EIR concludes that Alternate 4 "deviates substantially from Caltrans Handbook guidance by not setting explicit density and intensity limits in all

of the safety zones.” However, the Handbook does not provide clear guidance on the density and intensity limits for large air carrier airports. The draft ALUCP assumed that Figures 4A-4G applies to both general aviation and large aircraft carriers despite the difference in risk and probability. Yet, the percentage of near runway accidents in this zone listed in each of the Figures 4A-4G are based on general aviation data. Risk, consequences, and probability of accidents for large aircraft is very different as explained elsewhere in the Handbook. It is reasonable to conclude that Tables 4A-4G provides guidance to “general aviation,” but difficult to justify that they apply to large aircraft airports. Thus, it is reasonable to conclude that the Handbook provides no specific guidance on the limitation of intensity and density for “large aircraft.” Handbook Chapter 4.4 discussions on safety (especially in Section 4.4.3) describe the impact of general aviation planes for example on clustering and structures. In the section on Characteristics of Open Land, the Handbook refers to “general aviation.” In fact there is no mention of “large aircraft” in the entire discussion of safety in Section 4.4.

Response:

The plain language of the *Handbook* and the interpretation of the *Handbook* by the Caltrans Division of Aeronautics staff do not support the commenter’s suppositions. Nothing in the *Handbook* states that the density and intensity criteria in Figures 4A through 4F are intended to apply only to general aviation airports and not to commercial airports. The Caltrans Division of Aeronautics staff has clearly stated that the guidance in the *Handbook* is intended to apply to commercial airports such as SDIA: “To support the broad type of airports around the State, the Division assembled, and continues to update, the *Handbook* in a manner supportive of all public use airports regardless of commercial certification or general aviation designation ...”¹¹

Comment D8

Assuming that the Handbook Tables 4A-4G provides guidance that the density and intensity of the zones is the average of the safety zone raises questions as well. The use of average has no correlation to safety. For example why is Zone 3NE (180 people/ acre) in Midway-Pacific Heights more restrictive than Zone 2E (191 people/ acre) when Zone 2 should be more restrictive based on theoretical higher risk in Zone 2 than Zone 3. The same is true of Zone 3W (10 dwelling units per acre) in the Peninsula-Other Neighborhoods is more restrictive than 2W (20 dwelling Units per Acre). The average approach is not a reflection of safety, but rather a reflection of the fact that the base restriction in the Handbook for general aviation is unrealistic. However, what this shows is that the proposed ALUCP deviates from the criteria in the Handbook that the safety zones provides a distinct progression in the degree of risk despite following the guidance of Tables 4A-4G. The guidance on specific limitations in the Handbook is unclear, but the criteria for the goals and objectives for the safety zones are established on pages 3-15 and 3-16.

¹¹ Terry L. Barrie, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics. Letter to Angela Jamison, Manager, Airport Planning, SDCRAA, February 29, 2012.

Response:

This comment is focused on the proposed ALUCP, rather than the Draft EIR.

The density and intensity standards of the proposed ALUCP are based on the criteria for “dense urban” areas presented in Figures 4B through 4F of the *Handbook* (pages 4-20 through 4-24). The *Handbook* (page 4-18) defines dense urban areas as “[c]ity core areas characterized by extensive mid- and high-rise buildings, often with 100 percent lot coverage and limited surface parking.” Refer to Sections E3.4 and E3.5 in Appendix E3 of the proposed ALUCP for an explanation of the basis for the safety zone configuration and the standards applying within the safety zones.

The clear intent of the *Handbook* guidance, as applied to dense urban areas, is to essentially “freeze” the development pattern at current average intensities and densities. The guidance in Figures 4B through 4F of the *Handbook* applying to dense urban areas is to “allow infill up to the average of surrounding areas.”¹² The *Handbook* explains the need for different criteria and guidelines depending on the nature of the development pattern in an area surrounding an airport:

Several factors make it reasonable and even appropriate to set safety compatibility criteria differently for urban areas than for rural locations:

- A basic distinction is that urban areas are, by definition, more heavily developed than rural communities. Because ALUCs do not have authority over existing land uses, the opportunity to achieve an ideal level of safety compatibility is less in urban locations.
- The comparatively higher land values in urban areas are also worthy of recognition in setting safety compatibility criteria. Allowing only agricultural or other very-low-intensity uses near airports may be quite feasible in rural areas, but not in urban areas.
- The established character of land uses in urban places may limit the options for future development. Sometimes all that can be achieved is to hold new development to intensities similar to those that exist. This concept falls under the heading of “infill” [see page 4-41 of the *Handbook*].
- From the perspective of potential risk consequences, rural areas may be less equipped to deal with an aircraft accident than urban places. Compared to city units, rural emergency response units probably have farther to travel and would have a longer response time to reach an accident site. Treating injuries or fighting fires would be delayed.

¹² California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 – 4-24.

- Finally, a greater societal tolerance for risks—or at least different types of risks—seems to accompany the typically faster pace and higher intensity of life in urban places compared to that of outlying locations.¹³

It is acknowledged that, in applying the *Handbook* guidance for dense urban areas, higher densities and intensities are allowed in some CPAs located in higher risk zones than in other CPAs located in lower risk zones. This is directly related to the existing development pattern, which, unfortunately, has evolved with higher existing land use intensities and densities in some areas that are very close to the runway ends. Because the ALUC has no jurisdiction over existing land use, it has no power to alter this existing land use pattern.

Comment D9

Another way to look at this is to conclude that San Diego’s zoning already establishes an equivalent average with other jurisdictions around the state. The City of San Diego has imposed a 30’ height restriction west of Interstate 5 which restricts the intensity and density of development as well as height restrictions in the Uptown neighborhood. For example, the C2-A commercial zone in Inglewood at the end of the Los Angeles International Airport allows six stories or 75’. The City of Irvine Zone 5.1 IBC Multi Use at the end of John Wayne Airport restricts the height to FAA Part 77 with a lot coverage restriction of 50-65%. City of Irvine also has Zone 5.3, 5.3A and 5.3C near the end of the runway which has residential zoning and restricts the height to FAA Part 77 with a lot coverage restriction of 65%. I would suggest that the finding could be made that the current restrictions imposed on development by the City of San Diego with respect to height and lot coverage already represent the equivalent average of potential development in other less restrictive jurisdictions in the state. Therefore no additional restriction on intensity and density is required around SDIA. In addition, Alternate 4 if approved would restrict sensitive uses near the airport which is consistent with the guidance of the Handbook.

Response:

The *Handbook* clearly states that the maximum intensities and densities in safety zones in dense urban areas should be established to allow infill up to the average intensity/density of the surrounding areas. (See Figures 4B through 4F in the *Handbook*, pages 4-20 through 4-24.) No reference is made in the *Handbook* to setting density and intensity standards based on the standards applying at other airports. Indeed, taking such an approach may compromise the health, safety and welfare of the on-the-ground and flying public by allowing for further degradation in land use compatibility around airports. Also, see Responses to Comments D5, D6 and D8.

¹³ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 4-17.

The 30-foot height limit described by the commenter is established by the Coastal Height Limit Overlay Zone (CHLOZ). The boundary of the CHLOZ includes all safety zones on the west side of SDIA, but only small parts of Safety Zones 2E and 3NE on the east side of the Airport. Most of the property within the east-side safety zones is outside the CHLOZ and is not subject to the 30-foot height limit. See Exhibit 4-14 in the EIR.

Comment D10

As originally stated, the EIR identified significant direct land use impacts and significant cumulative impacts, which require “overriding findings.” As explained above, the rationale for rejecting the Alternatives 4 and 6, which are environmentally superior, are inaccurate. To base the overriding findings, solely on strict compliance with Figure 3B and Tables 4A-4G, while ignoring the contradictory guidance in the Handbook raises reasonable questions as to the factual basis and the true purpose of the ALUCP.

Response:

This is a summation of the previous comments made by the commenter. Refer Responses to Comments D2 through D9. No further response is required.

Comment D11

Thank you for this opportunity to comment on the Environmental Impact Report for the ALUCP for SDIA. As a member of the Steering Committee, we all have the best interest of the airport and the surrounding communities in mind.

Response:

This is a closing statement on comments made earlier in the letter. No further response is required.

Comment Letter E
Tony Crisafi, La Jolla Community Planning Association

Comment E1

Simply put the draft EIR is inadequate; it must be revised and recirculated.

Response:

See Response to Comment B1.

Comment E2

The draft EIR discloses that a new overlay zone will be placed on properties within the La Jolla community (dEIR, Exhibit 2-8.) And yet the 348 pages of the draft EIR is silent on the specific reasons for the new zone in the La Jolla community, the potential impacts to the community, and mitigation of said impacts.

Simply referring to the ALUCP (Footnote 37, p. 2-35) is inadequate; the draft EIR must fully disclose and discuss the basis for the overlay zone.

The simplistic language of Section 2.4.34 fails to disclose the implications of a new overlay zone and its potential impacts.

Despite the proposed new overlay zone, "La Jolla" is not mentioned once in the draft EIR despite the proposed overlay zone. Similarly "La Jolla" is not mentioned once in Appendix A. How can an EIR be deemed adequate when it reveals the Project will impose changes on a community and then fails to discuss that change and its potential impacts?

The draft EIR is silent on whether the proposed overlay zone is compatible with the La Jolla Community Plan and local Coastal Program Land Use Plan. The failure to include such analysis prevents thoughtful consideration by the decision maker and will prevent the California Coastal Commission from making an informed decision on the appropriateness of the ALUCP proposal (dEIR, Section 2.5.2.)

The rationale that new noise overlay zones are necessary because of history of complaints is not justified nor a rational approach. Further, it will accomplish nothing except to confuse residents and future homebuyers.

As active community leaders, we know that noise complaints are filed for a variety of aircraft that are not associated with the commercial operations out of SDIA. For example, La Jolla experiences low flying military helicopters, Homeland Security helicopters, banner-towing private planes, private small planes, etc.

Complaints of military and private planes have nothing to do with commercial operations out of SDIA. The Noise Contour Map in Exhibit 2-5 demonstrates this.

Unless there are sustained complaints directly related to commercial flights out of SDIA the ALUCP for SDIA is not the place to address aircraft originating from other airports (private, commercial, or military.)

If noise complaints are indeed directly related to SDIA those should be fully documented and disclosed in the draft EIR so that affected parties and decision makers may weigh the evidence and see if the proposed overlay zone are justified.

Response:

See Response to Comment B2.

Comment E3

Again, for all the reasons stated above, the draft EIR is inadequate; it must be revised and recirculated. Please add the LJCPA to the notification list of future revisions and hearings on the draft EIR and ALUCP.

Response:

The La Jolla Community Planning Association's chair (Tony Crisafi) is on the ALUC's contact list and will receive notifications regarding the availability of the Final EIR and ALUCP revisions along with ALUC meeting notices.

Comment Letter F
Tony Crisafi, La Jolla Community Planning Association

Comment F1

The La Jolla Community Planning Association is recognized by the City of San Diego as the land use and planning voice for the community of La Jolla. At an official meeting on September 5, 2013 the LJCPA voted 13 to 1 to request that the Airport Authority remove La Jolla from the Overflight Area Boundary as depicted on Exhibit 2-8 of the dEIR.

Response:

See Response to Comment B2.

Comment F2

We cite as evidence that there is no need for any part of La Jolla to be included within the Overflight Area Boundary based on the following from your documents:

- **the ALUCP and dEIR indicate that La Jolla is not subject to significant daily flight operations/overflight from SDIA**
- **La Jolla is located entirely outside of the SDIA ALUCP's mapped noise impact area (DEIR Exhibit 2-5 Noise Contour Map).**
- **DEIR Section 2.4.3.4 states that the overflight boundary is "based on areas commonly overflown by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise complaints have been registered since 2004." However, SDIA ALUCP Exhibit ES-1 (Overflight Indicators) indicates that there are no average daily operations below 3,000 feet MSL in that area.**
- **There have been less than 30 noise complaints filed by the La Jolla and Pacific Beach communities combined between 2004 and 2009 with no evidence from the Airport Authority that the complaints had anything to do with flights from SDIA.**

In other words, the ALUCP data and analysis does not appear to support inclusion that La Jolla is subject to overflights from SDIA and therefore there is no rationale for including La Jolla within the Overflight Area Boundary.

Response:

See Response to Comment B2.

Comment F3

Again, the LJCPA requests that the Airport Authority remove La Jolla from the Overflight Area Boundary as depicted on Exhibit 2-8 of the dEIR. Please add the LJCPA to the notification list of future revisions and hearings on the draft EIR and ALUCP.

Response:

See Response to Comment B2. The La Jolla Community Planning Association's chair (Tony Crisafi) is on the ALUC's contact list and will receive notifications regarding the availability of the Final EIR and ALUCP revisions along with ALUC meeting notices.

Comment Letter G
Scott Morgan, Director, State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Comment G1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 26, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response:

Comment noted. No further response is required given that the comment does not address or question the content of the Draft EIR or ALUCP.

Comment G2

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Response:

Comment noted. No further response is required given that the comment does not address or question the content of the Draft EIR or ALUCP.

Comment Letter H

Sherri S. Lightner, Councilmember, District 1, City of San Diego, and Kevin Faulconer, Councilmember, District 2, City of San Diego

Comment H1

As the councilmembers for the communities of La Jolla and Pacific Beach, we respectfully request that the Draft Environmental Impact Report (DEIR) for the Airport Land Use Compatibility Plan for San Diego International Airport be revised to remove both the La Jolla and Pacific Beach communities from the Airport Influence Area (AIA) and from the Overflight Area Boundary.

The DEIR discloses that a new overlay zone will be placed on properties within the La Jolla and Pacific Beach communities (DEIR, Exhibit 2-8). However, the DEIR does not explain the specific reasons for the new zone in these two communities, the potential impacts to the communities and mitigation of these impacts. In addition, there was a lack of widespread outreach performed and input solicited specifically in the Pacific Beach or La Jolla communities in advance of the preparation of the DEIR.

As noted by City of San Diego Planning staff, "the ALUCP and EIR indicate that La Jolla and Pacific Beach are areas that lack significant daily flight operations/overflight from SDIA, and both communities are located entirely outside of the SDIA ALUCP's mapped noise impact area (DEIR Exhibit 2-5 Noise Contour Map). The ALUCP data does not appear to support inclusion of these communities in the AIA for aircraft overflight or any other ALUCP factor."

DEIR Section 2.4.3 .4 states that the overflight boundary is "based on areas commonly overflowed by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise complaints have been registered since 2004." However, SDIA ALUCP Exhibit E5-1 (Overflight Indicators) indicates that there are no average daily operations below 3,000 feet MSL in those areas.

It appears that the northerly section of the proposed overflight/AIA boundary was applied to La Jolla and Pacific Beach due to a small sample of noise complaints registered with the Airport Authority between 2004 and 2009 in an area mapped as having insignificant aircraft noise impacts for SDIA.

Our offices have received airplane and helicopter noise complaints about overflights in La Jolla and Pacific Beach. In our experience, these noise complaints have been from police, Coast Guard and sightseeing helicopters, jets from MCAS Miramar and private planes. We have never received any noise complaints specifically detailing noise from flights originating from or enroute to San Diego International Airport.

We concur with City of San Diego Planning staff that the DEIR should provide a figure to show flight tracks and noise complaints, including the relationship between the boundary and the stated methodology. The DEIR should address what density of flights (aircraft at less than 3,000 feet) or noise complaints were used to establish the boundaries and should avoid including areas with infrequent

occurrences. The DEIR should also disclose if the implementation of the overflight policies in the overflight area could limit future development.

We also share the concerns of the City of San Diego Planning staff that the DEIR is silent on whether the proposed overlay zone is compatible with the La Jolla Community Plan, Pacific Beach Community Plan and Local Coastal Program Land Use Plan. This could hinder the ability of the California Coastal Commission to make an informed decision on the appropriateness of the ALUCP proposal (DEIR, Section 2.5.2.).

We appreciate your consideration in removing the communities of La Jolla and Pacific Beach from the Overflight Area Boundary and Airport Area of Influence and that the DEIR be recirculated to reflect these changes.

Response:

The proposed ALUCP's overflight area has been revised to exclude the communities of La Jolla, Pacific Beach, and the northern part of Mission Beach. The following exhibits have been revised accordingly: Exhibit 2-8 in the EIR; Exhibit 5-1 in the proposed ALUCP; and Exhibit E5-3 in Appendix E5 of the proposed ALUCP. Also, see Response to Comment B2.

Comment H2

Would you please add our offices to the notification list of future revisions and hearings on the DEIR and ALUCP. If we may provide additional information or clarification on these comments, please contact either of us at our respective offices- (619) 236-6611 or sherrilightner@sandiego.gov- and/or kevinfaulconer@sandiego.gov or (619) 236-6622.

Response:

Staff from both Council District offices are on the ALUC's contact list and will receive notifications regarding the availability of the Final EIR and ALUCP revisions along with ALUC meeting notices.

Comment Letter I
Jason H. Giffen, Director, United Port of San Diego

Comment I1

The San Diego Unified Port District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP) with regards to potential environmental impacts to District tidelands and implementation of the Port Master Plan. The District's comments are outlined below:

Response:

Comment noted. No response is required.

Comment I2

1. The DEIR assessed the compatibility of the ALUCP relative to the current certified Port Master Plan, which guides and sets standards for land and water planning on District tidelands. Specifically, portions of Planning District 2 (Harbor Island/ Lindbergh Field), and Planning District 3 (Centre City Embarcadero) of the Port Master Plan are located within the boundaries and coverage of the proposed ALUCP Safety Zones and Noise Contours, as shown on Exhibit 4-11 of the DEIR. The District acknowledges the statement on page 4-66, Section 4.2.2.4 of the DEIR, that "The only commercial use requiring sound attenuation within the 65-70 dB CNEL range would be visitor lodging." Furthermore, the District acknowledges the conclusion on page 4-66, Section 4.2.2.4, of the DEIR, that the current certified Port Master Plan does not include any incompatible land uses in the ALUCP Impact Area.

Response:

Comment noted. No response is required.

Comment I3

2. As a point of clarification/correction, the second sentence of the second paragraph of Section 4.2.2.4 on page 4-66 states that "The off-airport uses proposed in the ALUCP Impact Area fall within the 65-75 dB CNEL ranges and Safety Zones 1, 2E, and 5N." A review of the corresponding map of the San Diego Unified Port District Master Plan and ALUCP Impact Area, Exhibit 4-11 of the DEIR shows that Safety Zone 5S, not 5N, would be applicable.

Response:

Actually, both Safety Zones 5S and 5N include Port District properties, as indicated in Exhibit 4-11. Section 4.2.2.4 of the EIR has been revised accordingly.

Comment I4

3. Section 4.2.4.8 of the DEIR discloses a potential impact to two parcels in District jurisdiction, on the northeast corner of Laurel and Pacific Highway. This potential impact is in regards to the non-residential intensity, and related additional floor area capacity, that could be built on these parcels. Table 4-22 on page 4-113 of the DEIR outlines the additional non-residential floor area capacity under current regulations to be 35,127 square feet. With the proposed ALUCP, an additional 33,945 square feet of non-residential floor area capacity would be allowed. This represents a 3% potential reduction (or displacement) of 1,181 square feet of additional floor area capacity due to the ALUCP's safety zones. Section 4.2.2.8 further states that "The Port Master Plan would have to be amended to achieve consistency with the proposed ALUCP." The District acknowledges this potential displacement of non-residential floor area capacity on these two parcels and the request to amend the Port Master Plan at some point in the future to achieve consistency with the proposed ALUCP. In addition, it is the District's understanding that as an alternative to amending the Port Master Plan, the District can continue to submit projects to the Airport Authority for ALUCP consistency review on a case-by-case basis.

Response:

The two parcels cited by the commenter are at the northeast quadrant of the intersection of Laurel Street and Pacific Highway. They are designated for airport-related commercial use in the Port District's Precise Plan for Planning District 2, Lindbergh Field/Harbor Island. In investigating this comment, ALUC staff have determined that the actual cause of the potential displacement of nonresidential floor area is the difference between the development intensity standards of the 2004 ALUCP for the Runway 27 Approach Area compared with the proposed ALUCP for Safety Zone 2E. The *Port Master Plan*, including the Precise Plan for Planning District 2, is silent on the matter of development intensities. The *Port Master Plan* is flexible enough to allow development intensities on property outside the proposed ALUCP safety zones high enough to compensate for the reduced development potential on the two affected parcels.

The cited section of the Final EIR has been revised to clarify that this impact is attributable to the differences between the 2004 ALUCP and the proposed ALUCP. The revised section now explains that the Port Master Plan itself appears to be consistent with the proposed ALUCP. (The official determination of consistency would have to be made by the ALUC after adoption of the proposed ALUCP and after the Port District submits a request for consistency determination.) The discussion has also been revised to characterize this impact on the *Port Master Plan* as less than significant.

Comment I5

4. The Solar Turbines site located within the District jurisdiction is situated at the juncture of various proposed ALUCP Safety Zones (1, 2E, 3SE, and 5S). It is the District's understanding that under the proposed ALUCP, the Solar Turbines operation can continue as an existing use. Furthermore, it is the District's understanding that the Solar Turbine's existing level of non-residential intensity and current land use on the portion of Solar's building that falls within Safety Zone 1 could be reconstructed to

current configurations, as allowed by the provisions of the proposed ALUCP. Specifically, page 1-10, Safety policy Section 1.6.1.2 (3) under "Additional Limits for Safety Zone 1," second bullet point states that "Reconstruction of existing incompatible land uses is allowed only if the structure or object is destroyed by calamity (e.g., fire, earthquake, etc.). Reconstructed buildings are limited to the same size and usage intensity of the original building. The size can only be increased if required for compliance with local building codes."

In addition, the third bullet states that "Remodeling is allowed if no more than 50 percent of the exterior walls are removed and there is no increase in the building footprint or floor area. No increase in intensity can be associated with the remodeling." With regard to other portions of Solar's buildings that fall within Safety Zones 2E, 3SE, and 5S, it is the District's understanding that if the nonresidential intensity levels listed in Table 3-1 of Chapter 3 are exceeded, enlargement and reconstruction would be subject to the requirements outlined in Section 1.6.1.2, Safety, on page 1-10 of the Draft ALUCP. More specifically, Solar would be able to expand or reconstruct its building as long as there is no increase in the intensity of the use.

The District acknowledges these reconstruction/remodeling provisions of the proposed ALUCP that would apply to the Solar Turbines site and land use.

Response:

Comment noted. No response is required.

Comment I6

The District appreciates the opportunity to comment on the DEIR, as well as the coordination between Airport Authority staff and District staff during the development of the Draft SDIA ALUCP, the District's Notice of Preparation letter dated April 19, 2013, and public review of the DEIR. If you have any questions on the District's review and comment of the DEIR, please contact Wileen Manaois, Senior Redevelopment Planner, at (619) 686-6282.

Response:

The comment is a closing statement. No response is required.

Comment Letter J
Brad Richter, Civic San Diego

Comment J1

Civic San Diego would like to thank the San Diego County Regional Airport Authority (SDCRAA) for the opportunity to comment on the content of the July 2013 Draft Environmental Impact Report (EIR) prepared for the San Diego International Airport Land Use Compatibility Plan (ALUCP). Staff has reviewed the Draft EIR and the draft ALUCP, and respectfully submits the comments below.

Response:

This is an introductory statement. No response is required.

Comment J2

Role of Civic San Diego

Within the Downtown Community Planning area, the City of San Diego has entered into a Consulting Agreement with Civic San Diego to perform certain planning and project entitlement functions for the City. Civic San Diego has been delegated certain permit entitlement authority for new development and discretionary land uses; however, all land use policy authority such as the adoption of, and approval of amendments to the Downtown Community Plan and planned district ordinances (located within the San Diego Municipal Code) remains with the City of San Diego City Council. While the EIR should reference this role of Civic San Diego, all references to Civic San Diego being responsible for amending land use plans and/or ordinances should be changed to the City of San Diego.

Response:

All references in the Draft EIR and proposed ALUCP to Civic San Diego being responsible for amending land use plans and/or ordinances have been changed to refer to the City of San Diego.

Comment J3

Responsible Agency

Section 1.3 [Lead Agency] on Page 1-3 of the Draft EIR states that there are no "responsible agencies" for the proposed project as no other public agencies have "discretionary approval power" over the ALUCP.

We contend that the City of San Diego should be named as a responsible agency under the California Environmental Quality Act (CEQA) in the Draft EIR. Adoption of the proposed ALUCP will require

future discretionary actions from the City Council to authorize either 1) amending the City's land use plans and regulations to be consistent with the ALUCP or 2) overriding the ALUCP. Since State Law requires the City to take action in response to the adoption of the ALUCP, the City must be considered a Responsible Agency.

Furthermore, the Draft EIR states that the ALUCP could have significant impacts due to the displacement of potential housing units within the Little Italy neighborhood and that potential mitigation is for the City to amend its land use plans to allow additional densities elsewhere within the Downtown Community Plan area. This clearly establishes the role of the City as a Responsible Agency under CEQA (see later comments regarding this potential impact).

Response:

Section 1.3 of the EIR correctly identifies the City of San Diego as an agency with "jurisdiction by law" over the proposed SDIA ALUCP because the City has primary jurisdiction over areas within the AIA for the Airport (see CEQA Guidelines, Section 15366). However, ALUC staff and legal counsel have determined that the City is not a "responsible agency" under CEQA for the proposed ALUCP because the City does not have any discretionary approval authority over the proposed ALUCP. A "responsible agency" under CEQA is defined as a "public agency, other than the lead agency which has responsibility for carrying out or approving a project" (see Public Resources Code Section 21069). The CEQA Guidelines further clarify this definition, providing that responsible agencies are "all public agencies other than the lead agency which have discretionary approval power over the project" (see CEQA Guidelines, Section 15381).

In 2004, under circumstances similar to these, a senior planner with the state Office of Planning and Research (OPR) determined that the City of San Diego was not a responsible agency in connection with the ALUC's 2004 amendments to the existing CLUPs. In response to an inquiry made by ALUC staff as to whether the City had "responsible agency status under CEQA," Scott Morgan, OPR Senior Planner, wrote: "...the City would not be a responsible agency under CEQA for the CLUP. They will be the lead agency when they amend their GP to meet any new land use restrictions but currently they don't seem to have any discretionary approval with regards to the project. They are a commenting public agency which the lead agency will have to respond to through the EIR process, but not a responsible agency." This position was reaffirmed by the ALUC in its adoption of the five Urban Airport ALUCPs in 2010 (Brown Field, Gillespie Field, McClellan Palomar Airport, Montgomery Field and Oceanside Municipal).

Because no agency other than SDCRAA has discretionary approval authority over the ALUCP, the City of San Diego is not a "responsible agency" under CEQA and no revisions to EIR Section 1.3 are necessary.

Comment J4

DOWNTOWN COMMUNITY PLAN

There no longer is a Center City Community Plan area - all references should be changed to the Downtown Community Plan which was adopted in 2006 (and went into effect in 2012 within the

Coastal Zone). There remains a Centre City Planned District and the regulatory Centre City Planned District Ordinance (PDO) within the Downtown Community Plan area that regulates land uses and development standards within the Airport Influence Area. Please correct these references throughout the document.

Response:

References to the Centre City Community Plan and the Centre City CPA have been revised to refer to the Downtown Community Plan and CPA, as advised by the commenter.

Comment J5

Displacement of Residential Uses

Section 4.3.4.2.1 [Potential Impacts in Centre City CPA] on page 4-154 of the Draft EIR indicates that the density standards of the proposed ALUCP would reduce the potential number of dwelling units that could be built in Centre City's Little Italy area by 696 units. However, these assumptions appear to be based on the development of 100% residential projects. The Draft ALUCP regulations allow for far greater residential densities in mixed-use projects than in 100% residential projects, perhaps 2-3 times greater. As the predominant development pattern for Downtown is for mixed-use developments, the Draft EIR should assume this development pattern for the purposes of calculating potential displacement of residential units.

Response:

The results of the Displacement Analysis discussed in Appendix A of the EIR and in Section 4.2.4 of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.

As explained in Section 5.1 in Appendix A of the EIR, the number of future housing units projected without implementation of the ALUCP was provided by the City of San Diego, as derived from their Adequate Sites Inventory. Those projections were taken as representative of potential future conditions without the proposed ALUCP.

The Displacement Analysis considered the likelihood of future mixed-use development wherever the City projected new housing units on properties zoned to allow mixed-use development and having potential

capacity for nonresidential development. The method for estimating the potential nonresidential floor area that would be developed in these mixed-use projects is described in Section 6.1.1 in Appendix A of the EIR.

Exhibit A-5 in Appendix A of the EIR depicts areas with development potential for both additional residential dwelling units and nonresidential floor area in green. The areas in green were treated as potential mixed-use development sites in the Displacement Analysis while areas shaded in orange were treated as potential exclusively residential developments. Properties identified by the City of San Diego as having capacity for additional dwelling units were so designated assuming either redevelopment on the property or expansion of existing development. As indicated in Exhibit A-5 in Appendix A of the EIR, the majority of areas with capacity for additional residential dwelling units in Downtown were treated as potential mixed-use developments.

Per Section 5-2 in Appendix A of the EIR, the maximum number of dwelling units for each residential development with the proposed ALUCP was calculated according to the applicable density limits indicated at the top of each page of Table A-4. This method of calculation was used for all potential residential development whether exclusively residential or as a component of mixed-use development. This method was deliberately chosen as a conservative way to estimate potential housing yield in mixed-use developments with the proposed ALUCP. The original version of Policy S.8 of the ALUCP would have allowed a greater amount of residential development in mixed-use projects, as explained by the commenter, but the specific residential development yield would have varied depending on the exact nature of the nonresidential component of a mixed-use project. As explained in Response to Comment J9, Policy S.8 has been revised by ALUC staff to ensure that residential development in mixed-use projects would not exceed the maximum dwelling unit density specified in Table 3-1. The methodology used to estimate potential housing displacement with the proposed ALUCP is consistent with the proposed revision of Policy S.8. Also, see Response to Comment J9.

Comment J6

Furthermore, the Draft EIR does not adequately acknowledge that under the current ALUCP residential density is limited by the 2.0 floor area ratio (FAR) and a 36 foot height limit under the Approach Path (areas covered by the proposed Safety Zone 2E and portions of Safety Zone 3SE) and that the proposed ALUCP actually increases potential residential density within this area. Civic San Diego estimates that the current ALUCP limitations provide for approximately 18 residential units on a 10,000 square foot lot while the proposed Safety Zone 2E regulations would allow 99 units in a mixed-use development, resulting in potential increases, not decreases, in residential densities within this northern portion of Little Italy. Likewise, the proposed density limits within Safety Zone 3SE for mixed-use projects do not result in a potential reduction in the number of dwelling units as projects could achieve higher densities under the ALUCP than currently are being built in the neighborhood and would likely be built under the City's Centre City PDO.

Response:

Sections 4.2.2.1, 4.3.2.1 and 4.4.2.1 of the EIR have been updated to provide clarification on the 2.0 floor area ratio and a 36 foot height limits within the Runway 27 approach zone per the 2004 ALUCP. (Those limits apply

in the Little Italy and Cortez Hill portion of the area beneath the Runway 27 Approach Zone.) Note that these current limits were considered in the EIR's assessment of displaced development (see Section 6.1 in Appendix A of the EIR). These limits were also discussed in the analysis of Alternative 1 (see Table 5-1 in the EIR).

The remainder of Comment J6 discusses residential density standards for mixed-use development (residential/nonresidential development) and is similar to Comment J9. See Response to Comment J9.

Comment J7

Additionally, the Draft EIR indicates that two large sites have potential for residential development along the east side of Pacific Highway between Hawthorn Street and Juniper Street. The Fat City Hotel project is about to commence construction on the southern block (a former residential project was denied for being inconsistent with the land use plans for the area) and the A-1 Self-Storage Facility was constructed on the northern block several years ago. Therefore, neither of these sites have the potential for residential development.

Response:

See Response to Comment J5 for a discussion of the sources of the data used to develop the Displacement Analysis.

As discussed in Section 5.1 in Appendix A of the EIR, "potential future [residential] development yield for each parcel, based on current community plan land use designations and zoning regulations, was provided by the City of San Diego." This information was taken from the City's Adequate Sites Inventory and was current as of 2008 and was the basis for the baseline scenario prepared for the Displacement Analysis. It is likely that some of the properties identified as developable in that dataset have been developed since the date of the Adequate Sites Inventory, including one of the properties mentioned by the commenter. To the degree that the database of developable land used for the Displacement Analysis includes property that has been recently developed, the result is that the Displacement Analysis will tend to overstate the potential impact of the proposed ALUCP. The Displacement Analysis found that up to 86 dwelling units could be potentially displaced from these properties. According to displacement results calculated for the A1 Storage property, there would be a reduction in residential development capacity of 63 dwelling units. The Fat City property accounts for a reduction in residential dwelling unit capacity of 23 dwelling units. No reduction in nonresidential development capacity would occur for either property.

Any refinements or updates of the analysis that would reduce the impacts of the proposed ALUCP would be unnecessary under CEQA; the Draft EIR would have adequately served its statutory purpose in disclosing the potential level of impacts associated with the proposed ALUCP. The impact analysis cannot be considered faulty, from a CEQA compliance perspective, if it tends to overstate the potential impacts of the project.

The revisions suggested by the commenter would result in a decrease in the development displacement impacts of the proposed ALUCP. Thus, revisions to the Draft EIR are not necessary.

Comment J8

The draft EIR considers the loss of allowable residential units to be a significant impact and the proposed mitigation for this impact is amending the Downtown Community Plan to allow for an increase in the prescribed residential densities outside the safety zones. The mitigation is thought to compensate for the loss of future dwelling units and to maintain the current build-out housing targets for the area.

We contend that the displacement of future dwelling units, if there actually is any, is not a significant environmental impact that needs to be mitigated. An amendment to the Downtown Community Plan is unnecessary because any displacement to residential units can be accommodated by other neighborhoods within the Downtown Community Plan given its capacity to grow from the current 36,000 to 90,000 residents under the large FARs allowed for Downtown. These FARs allow for great flexibility in residential densities and the ultimate population will be driven by market forces rather than restrictive zoning policies.

Response:

The commenter makes a valid point. It is indeed possible that, given the flexibility afforded developers by the applicable zoning, the proposed ALUCP's net impact to the long-term housing yield in the Downtown area would be negligible. The Draft EIR's finding of significant adverse impact on housing and population was a conservative judgment based on the ALUC staff's understanding of the importance to the City of the challenges it faces as it attempts to ensure adequate housing development opportunities into the future. Also, see Response to Comments J5 and J9.

Comment J9**Treatment of Residential Density**

According to Table 3-1 [Safety Compatibility Standards] on page 3-5 of the Draft ALUCP, the maximum density allowed in Safety Zone 2E is 40 dwelling units per acre for a 100% residential development. However, when a mixed use development is analyzed, the maximum density yield permitted is 135 units per acre. Similarly, in Safety Zone 3SE, the maximum density allowed in Table 3-1 for a 100% residential development is 154 dwelling units, while the maximum density yield permitted in a mixed use development is 431 units per acre. This analysis shows that a mixed-use development in either of the safety zones results in a far greater residential density (and overall human intensity) on a site than a strictly residential development. Since the mixed-use model is the predominant model for projects in the Downtown Community Plan area, we contend that the residential density allowed for a straight residential project should be comparable to the human intensity allowed in mixed-use projects.

Response:

This comment relates to Policy S.8 of the proposed ALUCP, which establishes how to calculate density and intensity for mixed-use development (residential/nonresidential development). As originally written, the policy would have allowed the residential component of a mixed-use project to be converted from a measure of density (units per acre) to a measure of intensity (people per acre) and allow the overall intensity of development to reach the limit set for nonresidential development in the applicable safety zone/CPA.

After reviewing the comments filed on the Draft EIR, ALUC staff has determined that this policy of the proposed ALUCP would result in an unintended consequence and must be revised. The original policy would have essentially equated residential development with nonresidential development, treating the occupants of dwelling units the same as occupants of nonresidential development. After further study, ALUC staff has determined that this approach conflicts with the *Handbook* guidance in two ways.

First, allowing residential density up to the equivalent level of nonresidential intensity would result in significantly denser development. For example, in Safety Zone 2E, 40 dwelling units per acre is allowed. If residential development was held to the nonresidential intensity standard, 169 dwelling units per acre would be allowed, which is four times the average existing density of the surrounding area. In Safety Zone 3SE, 154 dwelling units per acre is allowed and if the nonresidential intensity standard was used instead, 466 dwelling units per acre would be allowed, which is three times the average existing density of the surrounding area. The *Handbook* (p. 4-21 through 4-24; Figures 4C-4F) states that maximum residential densities should be allowed up to the average of the surrounding area. The commenter's request to allow residential density to be converted to intensity would be contrary to the *Handbook* guidance.

Second, the *Handbook* explains that ALUCs owe a higher standard of care to residential development than to nonresidential development. Relevant language from the *Handbook* (p. 4-29) is quoted below:

4.4.4 Safety Criteria for Other Types of Land Uses

While usage intensity (people per acre) measures provide the best overall criteria by which to evaluate the safety compatibility of various land uses, certain uses involve risks which either cannot be measured on this scale or it would be inappropriate to do so. Different criteria need to be established for these types of uses. Primary examples are outlined here.

Residential Uses

Among land uses for which intensity is not a valid measure of safety compatibility, residential land uses are no doubt the most important. The usage intensity of residential uses clearly can be calculated if data on the number of occupants per dwelling is available or an estimate can be made. Potentially, some allowance can even be made for guests. The resulting numbers, though, would almost always be much lower than for most nonresidential uses, especially if the residential uses are single-family dwellings.

Disregarding noise factors for the moment, this sort of analysis would suggest that residential uses should be considered more acceptable than nonresidential uses in areas at most risk of aircraft accidents. However, society does not generally look at residential uses in this manner. We generally expect our homes to be safer than other places. The usage intensities of residential uses thus cannot be directly equated to those of nonresidential uses. Significantly greater protection should be afforded to residential uses with a preference towards low density structures near airports. To clearly reflect these differences, residential uses should be evaluated on a dwelling-unit-per-acre (density) basis. This methodology has the added advantage of being consistent with how residential projects are normally measured.

For a discussion of mixed-use development, and calculating density/intensity, see Section E3.5.3 in Appendix E3 of the proposed ALUCP.

After considering this guidance, ALUC staff has decided to revise Policy S.8 of the proposed ALUCP as follows:

Policy S.8: Mixed-Use Projects

For a proposed project with a mix of residential and nonresidential uses, the residential density must be calculated (Step 1) and then converted to a residential intensity level (Step 2). The nonresidential intensity is then calculated (Step 3). The sum total of the project's residential and nonresidential intensities (Step 4) cannot exceed the allowed intensity limit identified in Table 3-1. The residential density limits identified in Table 3-1 also apply to mixed-use projects.

Step 1: The density of the residential portion of the proposed project is calculated by dividing the number of dwelling units by the net acreage of the entire project site. The number of dwelling units is limited to the maximum density specified in Table 3-1.

Step 2: The resulting residential density is then converted to "intensity" by multiplying the density, in units per acre, by the number of persons per household for the corresponding safety zone indicated at the top of Table 3-1.

Step 3: Nonresidential intensity is calculated by dividing the total occupants of the nonresidential uses by the net acreage of the project site. (The number of occupants is calculated by dividing the gross square footage of the building by the occupancy factor shown in Table 3-1.) If different types of nonresidential uses are proposed, the number of people occupying each component nonresidential use is calculated separately, as presented in Table 3-2, Example D.

Step 4: The residential and nonresidential intensities calculated in Steps 2 and 3 are summed, and the total intensity level is compared with the maximum allowable intensity limits presented at the top of Table 3-1 to determine if the proposed use complies with the ALUCP.

For live/work projects, each dwelling unit is to be counted towards density (then converted to intensity per Step 2 above), and only the ground floor square footage devoted to nonresidential use is to be used in the calculation of nonresidential intensity per Step 3 above.

Areas devoted to parking (whether above/below ground or enclosed) are not to be included in the gross square footage of the building and, therefore, are not considered in the calculation of intensity.

Comment J10

Consideration of Civic San Diego Projects

Civic San Diego has initiated an amendment to the Centre City Planned District Ordinance (Amendment 2013-01) to potentially create a transition zone around the industrial complex known as Solar Turbines within the Port of San Diego jurisdiction. If approved by the City Council, the amendment would prohibit residential and other sensitive land uses within a specified distance from the industrial complex (between 500-1,000 feet). Civic San Diego is in the process of preparing an Addendum to the Final EIR for the San Diego Downtown Community Plan for this potential amendment. The Draft EIR should acknowledge this amendment and highlight how the proposed ALUCP policies will impact lands within the amendment area.

Response:

Because this PDO amendment has not yet been adopted, it is not considered part of the existing baseline condition. Thus, it is not necessary for the EIR to evaluate the relationship of the proposed ALUCP to this proposed PDO amendment.

Comment J11

Clarity of Policy Descriptions

Extensions of Existing Development Permits

The Draft ALUCP should clarify how extensions of existing development permit entitlements will be treated once the proposed ALUCP goes into effect. We request clarification on whether a consistency review is required for an existing permit that requires an extension of time and whether this extension will need to meet the new policies and regulations of the ALUCP.

Response:

This comment is focused on the proposed ALUCP, rather than the Draft EIR.

Section 1.6 of the proposed ALUCP would apply to previously approved projects that require time extensions. An extension of time, or a proposed modification to an existing land use project that the local agency has determined to be in substantial conformance with previous approvals, is not subject to consistency review.

Comment J12

Use of Gross Leasable Square Footage

Since a building may contain as much as 25 percent of elevator/stairwells, corridor areas, utility areas and other non-leasable space, we would like to draft ALUCP to clarify if gross leasable square feet can be used instead of gross building area when calculating the density and intensity of use. Similarly, the Draft ALUCP should clarify how encapsulated parking areas should be treated in these calculations. While this parking area is treated as gross floor area under the City's regulations, the ALUCP should explicitly state that above ground parking areas are not counted as gross building area for purposes of consistency evaluation with respect to human intensity.

Response:

This comment is focused on the proposed ALUCP, rather than the Draft EIR.

As stated in the proposed ALUCP, the intensity standards applying in the safety zones are based on guidance provided in the *Handbook*:

In accordance with *Handbook* guidance, maximum allowable intensities are based on the average intensity of existing surrounding uses. This ensures that future development will be generally consistent with the existing character of each area.¹⁴

Average nonresidential intensities in each CPA/safety zone were derived through a detailed land use survey that included the estimation of the gross square footage (rather than gross leasable area) of buildings throughout the affected area.¹⁵ If the application of the intensity standards is to be consistent with the basis of those standards, the intensity of proposed development must be calculated in relation to gross floor area, rather than gross leasable area. If the intensity standards were applied to the gross leasable area of proposed development, the result would be to allow development considerably more intensive than the existing averages in the affected areas, which would be contrary to the intent of the safety policies and the *Handbook*.

¹⁴ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Land Use Compatibility Plan*, July 2013, pp. 3-17.

¹⁵ San Diego County Regional Airport Authority, *Steering Committee Report 5.1 Safety Compatibility Factor – Supplement*, Appendix A-6 *Existing Land Use in Proposed Safety Zones*, November 2011, p.1.

With respect to parking areas, the ALUCP stipulates that parking, whether above or below ground (and, by implication, whether encapsulated or in open lots) does not count toward the gross floor area of the proposed land use. For clarity, the applicable language in the ALUCP has been revised as follows:

Areas devoted to parking (whether above/below ground or enclosed) are not to be included in the gross square footage of the building and, therefore, are not considered in the calculation of intensity.¹⁶

Comment J13

Treatment of Office/Condominiums

The Draft ALUCP should clarify how office or live/work condominiums (office/retail on the ground floor with a residential unit above) should be treated within the safety compatibility standards table. Please clarify how this combined use should be calculated.

Response:

This comment is focused on the proposed ALUCP, rather than the Draft EIR.

Revised Policy S.8 in the proposed ALUCP describes the method for determining whether a mixed-use project (with residential and nonresidential uses) complies with the ALUCP residential density and intensity standards.¹⁷ This policy applies to any type of mixed-use project, including live/work condominiums. Additionally, an example has been added to Chapter 3 of the ALUCP to demonstrate how to calculate the density and intensity of a live/work project. Also, see Response to Comment J9.

Comment J14

Safety Zone 2E

Table 3-2 [Examples] on page 3-21 of the draft ALUCP provides examples of how to calculate the residential density and nonresidential intensity of development in various safety zones. To assist the reader, please provide an example of how to calculate density and intensity in Safety Zone 2E.

¹⁶ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Land Use Compatibility Plan*, July 2013, Policy S.6, pp. 3-17.

¹⁷ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Land Use Compatibility Plan*, July 2013, Policy S.8, pp. 3-18.

Response:

This comment is focused on the proposed ALUCP, rather than the Draft EIR.

Two examples have been prepared and added to Chapter 3 of the ALUCP in accordance with the commenter's suggestion.

Comment J15

We acknowledge that our respective staffs have discussed many of these potential issues and we look forward to continuing the collaborative process with SDCRAA to seek resolution to our concerns. Please take these comments into consideration while preparing the Final EIR and Final ALUCP document.

Response:

This is a closing statement on comments made earlier in the letter. No response is required.

Comment Letter K
Don Webb, San Diego Unified School District

Comment K1

The San Diego Unified School District ("SDUSD") has received and reviewed the Draft Environmental Impact Report (EIR) for the SDIA Airport Land Use Compatibility Plan (ALUCP). The District operates several schools varying from elementary schools, middle schools, and high schools within the proposed impact area. Therefore, our primary concern is the impact of the proposed ALUCP on our existing facilities and any future modernization of our existing facilities.

Thank you for allowing us the opportunity to comment on the Draft EIR, we provide the following comments and/or questions regarding the content of the EIR:

Response:

These are introductory remarks. No response is required.

Comment K2

1. Page 2-21: What is the definition of nonresidential use? Does it include development or redevelopment of institutional uses or just commercial and industrial uses? Please clarify.

Response:

Nonresidential uses are defined as any land use other than residential (residential uses in the ALUCP are defined as single-family, multi-family, single room occupancy and group quarters). It would include institutional uses in addition to commercial and industrial uses. For an example listing of the nonresidential uses considered in the proposed ALUCP and DEIR, see Table 4-10 in the EIR. Additionally, see Section 1.6.1.2 in the proposed ALUCP, which identifies children's schools (grades K-12) as a type of nonresidential use.

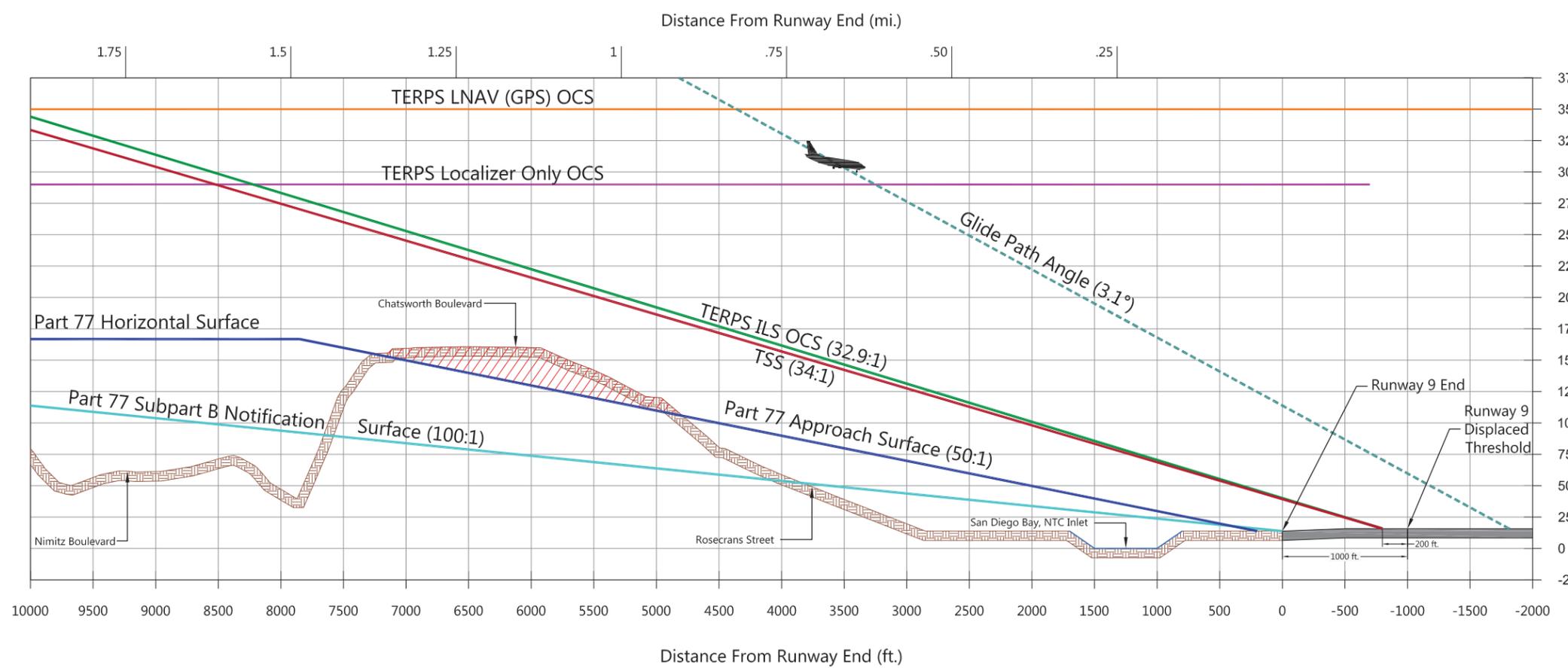
Comment K3

2. Page 2-32: Does the proposed ALUCP differ from the 2004 Plan regarding the Threshold Siting Surfaces (TSS) standard, i.e. any new structure penetrating the TSS is declared incompatible?

Response:

The 2004 ALUCP does not provide any policies or standards related the Threshold Siting Surfaces (TSSs) at SDIA. Policies and standards related to the TSSs have been added in the proposed ALUCP, as described in Section 4 of the proposed ALUCP.

The TSS generally corresponds with the trapezoidal approach airspace off each runway end mapped as part of the Airport Approach Overlay Zone (AAOZ) (see Exhibit 4-13 in the EIR). On the west side of the Airport, the TSS is at the same height as the corresponding airspace in the AAOZ. (See **Exhibit 6-2** below.) On the east side of the Airport, the TSS is approximately 50 feet higher than the corresponding airspace in the AAOZ. (See **Exhibit 6-3** below.) Any new structure that would penetrate the TSS would be deemed incompatible under the proposed ALUCP. Exhibit 4-3 in the proposed ALUCP depicts plan and profile views of the TSS, indicating the heights of the surfaces above the underlying land.



- LEGEND**
- Part 77 Approach and Horizontal Surfaces
 - TERPS Instrument Landing System (ILS) OCS
 - TERPS Localizer Only (LOC) Surface
 - TERPS Lateral Navigation (LNAV) Surface
 - Part 77 100:1 Subpart B Notification Surface
 - Threshold Siting Surface (TSS)
 - - - Glide Path Angle
 - ▨ Ground Profile Along Extended Runway Centerline
 - ▨ Part 77 Terrain Penetration

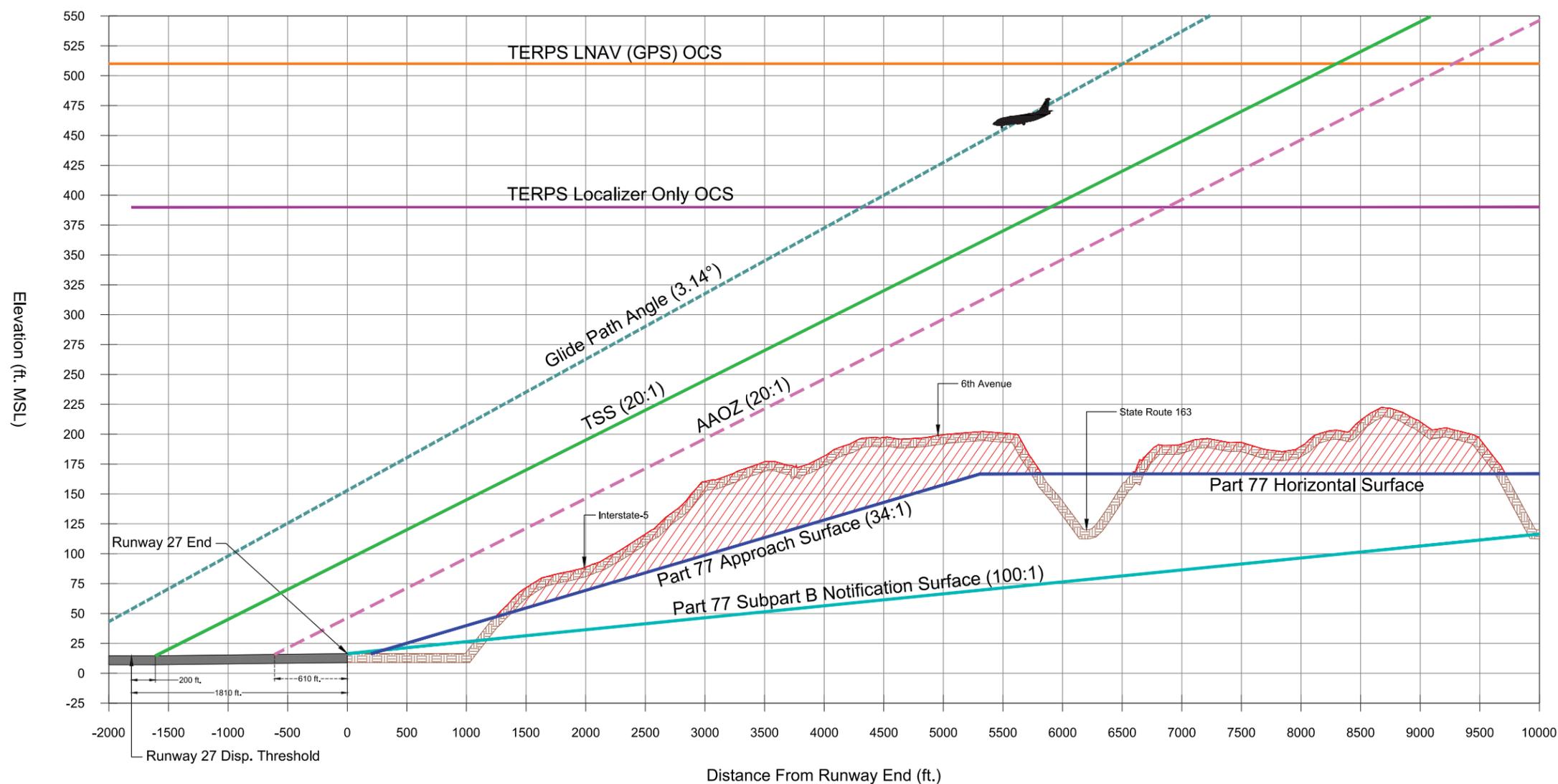
- Notes:**
1. Vertical scale exaggerated 10 times.
 2. Profile depicted along extended runway centerline.
 3. LNAV and LOC Surfaces contain a (34:1) visual portion of the final approach segment which is treated as an obstacle identification surface.
 4. OCS: Obstacle Clearance Surface
 5. TERPS: Terminal Instrument Procedures

Sources: Ricondo & Associates, Inc., July 2011, based on Federal Aviation Administration (FAA), Order 8260.3B, United States Standards for Terminal Instrument Procedures, June 5, 2009; FAA Federal Aviation Regulations, Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace, June 2011; San Diego Association of Governments (SANDAG) 30 meter raster elevation data in Digital Elevation Model, November 2010 (Part 77 surfaces and terrain penetrations; TERPS surfaces; threshold siting surface; airport approach overlay zone; and glide path angle).

Prepared by: Ricondo & Associates, Inc., December 2013.

Exhibit 6-2

Runway 9 Airspace Surfaces Profile



- Notes:
- 1/ Vertical scale exaggerated 10 times.
 - 2/ Profile depicted along extended runway centerline.
 - 3/ LNAV and LOC surfaces contain a 34:1 visual portion of the final approach segment which is treated as an obstacle identification surface.
 - 4/ OCS: Obstacle Clearance Surface (OCS)
 - 5/ TERPS: Terminal Instrument Procedures

Sources: FAA, Order 8260.3B - United States Standard for Terminal Instrument Procedures (TERPS), June 5, 2009; Federal Aviation Regulations, Part 77 - Objects Affecting Navigable Airspace; City of San Diego, November 2010; SANDAG 30 Meter Raster Elevation Data (Digital Elevation Model (DEM)); Ricondo & Associates, Inc.

Prepared by: Ricondo & Associates, Inc., October 2013.

Legend	
	Part 77 Approach and Horizontal Surfaces
	Threshold Siting Surface (TSS)
	TERPS Localizer Only (LOC) Surface
	TERPS Lateral Navigation (LNAV) Surface
	Part 77 100:1 Subpart B Notification Surface
	Airport Approach Overlay Zone (AAOZ)
	Glide Path Angle
	Ground Profile Along Extended Runway Centerline
	Part 77 Terrain Penetration

Exhibit 6-3

Runway 27 Airspace Surfaces Profile

Comment K4**3. Page 2-35: Does the proposed ALUCP differ from the 2004 Plan regarding the FAA aeronautical study findings?**

Response:

The proposed ALUCP does not differ from the 2004 ALUCP in terms of FAA aeronautical study findings. The proposed ALUCP would not change this process, which is regulated by existing federal law found in Title 14, Part 77, of the Code of Federal Regulations, and by state law (California Public Utilities Code Sections 21657 and 21659(b)). Please refer to Section E4.2 in Appendix E4 of the proposed ALUCP for an explanation of these procedures and regulations.

Comment K5**4. Page 4-162: The stated purpose of this section is to analyze the effects of the project on development of future public service facilities in the impact area. Does the EIR analyze the effects of the project on future re-development of existing public service facilities (expansion, increased enrollment)?**

Response:

The EIR analyzed the effects of the proposed ALUCP on future redevelopment of existing public service facilities to the degree such plans are reflected in the City's General Plan and the master plans of the relevant school and special districts. The documents obtained from the school district website revealed that no new schools are planned in the ALUCP Impact Area, nor were any school closures proposed.¹⁸ This was confirmed in a meeting of the ALUC and School District staffs on September 30, 2013.

The proposed ALUCP includes a policy specifically allowing the reconstruction, replacement or expansion of existing school buildings. Policy 1.6.1.2 in the proposed ALUCP states:

Existing incompatible children's schools (grades K–12) may be expanded, replaced or reconstructed if required by State law.¹⁹

Thus, existing schools are permitted to expand, replace or reconstruct buildings (e.g., add classrooms in order to meet enrollment demand).

¹⁸ Airport Land Use Commission, San Diego County Regional Airport Authority, *Draft Environmental Impact Report, San Diego International Airport Land Use Compatibility Plan*, July 2013, p. 4-192.

¹⁹ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Land Use Compatibility Plan*, July 2013, p. 3-11.

Comment K6**5. Page 4-190: Please clarify the definition of "developable property" to determine land unavailable to incompatible public service uses and subject to nonresidential intensity limitations.**

Response:

The term, "developable property" is explained in Section 3.1 of Appendix A of the EIR. In addition, Exhibit A-5 in Appendix A of the EIR depicts developable properties identified within the displacement study area.

A summary explanation is provided below.

Nearly all land within the ALUCP Displacement Study Area (see Exhibit A-3 in Appendix A of the EIR) is currently developed, but redevelopment in these areas is anticipated in the future. In fact, redevelopment can be expected almost anywhere on the east side of the Airport, and in some areas on the west side.

The identification of developable land included creating a database of all parcels recorded by the San Diego County Assessor within the ALUCP Displacement Study Area. In consultation with the City of San Diego, criteria were developed to remove properties that were unlikely to be available for additional development or redevelopment. Parcels removed from the database of potentially developable property included the following:

- Properties developed to the maximum FAR allowed under current zoning
- Properties developed in accordance with an approved Specific Plan
- Properties developed as single-family and multi-family residential condominiums
- Properties developed for apartments at densities of 29 or more units per acre
- Properties designated as historic
- Parks, golf courses and dedicated open space
- Properties developed within the past 5 years

In addition, the following public and quasi-public institutional properties were considered to be unavailable for residential, commercial, or industrial development:

- Purpose-built places of worship, including their grounds and support buildings
- Fire and police stations and government office buildings

- Universities and colleges, including playing fields
- K-12 schools, including playgrounds and playing fields
- Public utilities, such as power substations and water treatment plants

Comment K7

6. Page 4-195: Limits on Intensity of Nonresidential Development

How was the aggregate estimate of the amount of nonresidential floor area determined? Were some land use types considered not "developable" for the purposes of this calculation? See Appendix A, page 3-7 (quasi-institutional properties (K-12 schools) were considered to be unavailable for residential, commercial or industrial development..."

Response:

The method for calculating the aggregate estimate of potential nonresidential development that would occur with and without the proposed ALUCP is described in Section 6 of Appendix A of the EIR. The potential nonresidential land use types that could be developed on each developable property were based on uses permitted by the applicable zoning. The amount of potential nonresidential floor area that could be developed was calculated using a "weighted occupancy factor" for each CPA/neighborhood and applying that occupancy factor to the amount of developable land in each CPA/neighborhood. The weighted occupancy factor was calculated based on the existing mix of nonresidential land uses in the CPA/neighborhood. (See Section 6.2 in Attachment A of the EIR.)

Comment K8

7. Page 4-196 - Explain how the results shown in Table 4-39 were determined.

Response:

The results of the Displacement Analysis discussed in Appendix A of the EIR and in Section 4.2.4 of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.

The data presented in Table 4-39 in the EIR is a summary version of data developed in Section 6.3 of Appendix A of the EIR. A summary explanation of the calculations is presented below.

For parcels determined to have potential for nonresidential development, the maximum buildout potential in square feet of floor area was calculated per current zoning regulations. The amount of floor area allowable per the proposed ALUCP was then calculated using the area of each site, the maximum allowable intensity in the applicable safety zone/CPA (as indicated at the top of Table 2-2 in the EIR), and a weighted occupancy factor. The two sets of potential floor area yields (with current regulations and with the proposed ALUCP) were summed for the portions of each CPA in each safety zone. The total floor area with the proposed ALUCP was then subtracted from the total floor area allowed under current regulations. The results represented the total displaced nonresidential floor area for the portions of each CPA in each safety zone.

The next step was to total the displaced floor area for each CPA (and, in Downtown, each neighborhood). The total amount of potentially displaced nonresidential floor area was then apportioned among the seven broad land use types listed in the first column of Table 4-39 in the EIR. The apportionment was based on the current proportions of each land use type occurring in each CPA/neighborhood. The proportions of each land use type by CPA/neighborhood are reported in Table A-17 in Appendix A of the EIR. Table 4-39 in the EIR reports the totals throughout the ALUCP Impact Area, as indicated in the "totals" row in Table A-17 in Appendix A of the EIR.

Comment K9

8. Appendix A- Displaced Development Analysis Page 3-7. Was existing school properties [sic] considered available for development or redevelopment in the displaced development analysis? Exhibit A-5 indicates no school property is considered available for development or redevelopment.

Response:

Existing school properties were considered to be unavailable for the development of any nonresidential uses other than schools. Thus, school properties were excluded from the database of "developable property" depicted on Exhibit A-5 in Appendix A of the EIR. Because the policies of the proposed ALUCP would allow the expansion of existing schools in the ALUCP Impact Area, albeit subject to conditions, potential school expansion projects were not considered to be subject to displacement.²⁰ Also, see Response to Comment K5.

Comment K10

9. We could not find analysis of the project's impacts on the future development/redevelopment or increased intensity of existing institutional uses within the impact area? Please provide this analysis.

²⁰ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Land Use Compatibility Plan*, July 2013, Section 1.6.1.2 on p. 1-10.

Response:

The analysis of the potential displacement of institutional floor area is included in the analysis of potential nonresidential development in Section 6 of Appendix A of the EIR. Refer to Response to Comment K8 for a discussion of the sources of the data used to develop the Displacement Analysis.

All nonresidential land uses, including institutional uses, were considered in that analysis. That analysis, however, considered institutional uses only in the aggregate and did not attempt to determine the impact on specific types of institutional uses (e.g., fire stations, places of worship, adult schools, etc.) that could experience the displacement of potential future floor area development.

The impacts of the proposed ALUCP on *existing* schools are expected to be very slight. As explained in Responses to Comments K5 and K9, the proposed ALUCP would allow the reconstruction of existing incompatible schools as long as they were sound-insulated (if they are within the 65 dB CNEL contour). Expansion of schools nonconforming with the noise standards would be allowed if the expanded areas were sound-insulated. The expansion of existing schools nonconforming with the safety standards would be allowed if needed to comply with the requirements of state law in order to meet enrollment demand.²¹

The impact of the proposed ALUCP on potential *new* schools is explained in Section 4 of Appendix A of the EIR. That section analyzes the impact of the ALUCP on the potential development of land uses that would be rendered incompatible in any safety zone or noise contour range with the proposed ALUCP. Table A-8 in Appendix A of the EIR presents the results of that analysis. It indicates that new schools would be considered incompatible within all safety zones and in areas exposed to noise above 65 dB CNEL, consistent with Tables 2-1 and 3-1 in the proposed ALUCP. The analysis found that 28 acres within the safety zones would be rendered unavailable for the development of new schools and 110.5 acres within the 65 dB CNEL contour would be unavailable for the development of new schools. That information is summarized in Table 4-38 in the EIR. Based on information secured by the consultant from the School District's website (and discussed in Section 4.4.4.1 of the EIR) none of the District's planned future schools are proposed for the affected properties. (See Response to Comment K5.)

Comment K11

10. Appendix A, Tables A-13 and A-14. Table A-13 uses an occupancy factor of 170 for institutional uses. Table A-14 uses 191 and 170 as the occupancy factor for institutional uses. Why do the occupancy factors differ?

²¹ Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Land Use Compatibility Plan*, July 2013, Section 1.6.1.2 on p. 1-10.

Response:

The headings in Table A-13 in Appendix A of the EIR indicate the occupancy factor for institutional land uses. Table A-14 in Appendix A of the EIR indicates the *weighted* occupancy factors for areas designated in the Community Plans for "Institutional – Public Services". Those occupancy factors are based on the existing land uses in those areas. Those areas actually have a mix of land uses and are not exclusively used for institutional purposes (e.g., they may include office buildings and various commercial uses in addition to institutional uses). The "weighted occupancy factor" in those areas was calculated by averaging the occupancy factors for all existing land uses in the area. Also, see Response to Comment K7.

Comment K12

11. As you are aware, we own and operate several existing schools within the impact area. Most of these schools have master plans to modernize the existing facilities with Proposition Funds. In addition, there is a potential for an increase in enrollment at some of our schools in the future. The EIR is not clear on the impact the proposed ALUCP would have on our existing facilities. Please provide an analysis for this.

Response:

ALUC staff met with School District staff on September 30, 2013 to discuss the proposed ALUCP and its potential impact on existing schools within the ALUCP Impact Area. At that meeting, the School District staff explained that they have not yet developed detailed plans for the proposed school improvements. Thus, the potential impact of the proposed ALUCP on those school improvement projects cannot be determined. As indicated in Responses to Comment K5, K9 and K10, expansion of existing schools would be allowed under the proposed ALUCP if required by State law to meet enrollment demand.

Comment K13

We would like to request a meeting with the SDCRAA staff to discuss the potential implications of this plan on our facilities.

Response:

ALUC staff met with SDUSD staff on September 30, 2013 to discuss the proposed ALUCP and to address concerns and answer questions.

Comment Letter L
Steven A. McKinley, Freeland McKinley & McKinley

Comment L1

This office is privileged to represent Juniper Hospitality, LLC, the owner of properties located at 2228 and 2266 Kettner Blvd., and 925 West Juniper in the Little Italy area of San Diego.

Response:

The properties referenced by the commenter are 2228 Kettner Blvd. (APN 533-112-0200), 2266 Kettner Blvd. (APN 533-112-0500) and 925 West Juniper (APN 533-112-0100). Based on the noise contour map (Exhibit 2-1 in the proposed ALUCP and Exhibit 2-5 in the EIR), all three properties are located within the 70 to 75 dB CNEL noise exposure range, and would be subject to the noise compatibility standards set forth in the proposed ALUCP for the 70-75 dB CNEL noise exposure range (see Table 2-1 on in the EIR). All three properties also are located within Safety Zone 2E (see Exhibit 3-1 in the proposed ALUCP and Exhibit 2-6 in the EIR) and would be subject to the safety compatibility standards set forth in the proposed ALUCP for Safety Zone 2E (see Table 2-2 in the EIR).

Please note that the results of the Displacement Analysis discussed in Appendix A of the EIR and in Section 4.2.4 of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.

Comment L2

The purpose of this letter is to provide comments on behalf of our client to the Draft Environmental Impact Report, understanding that the purpose of these comments is to address the adequacy of the report as an informational document disclosing potential impacts of the project on the environment, as opposed to the constitutionality of the proposed amendment.

Response:

Comment noted.

Comment L3

The Draft Environmental Impact Report (hereinafter, "Report") fails to adequately identify and address the significant environmental impacts of the project. Our client's property consists of 34,998 square feet of underutilized if not blighted land, which under existing land use regulations could be redeveloped to a maximum floor area ratio of 2.0, with a 36-foot height limit. This land is targeted by current land use policies for redevelopment to the maximum possible density so as to meet increasing demand from a growing downtown residential population for commercial and retail services. The project will frustrate land use policies promoting the residential densification of the greater downtown San Diego area, and will thereby contribute to longer commutes, traffic congestion, natural resource consumption and air pollution.

Response:

The EIR adequately identifies and addresses the significant environmental impacts of the project according to CEQA standards. Note that the EIR concludes that the proposed ALUCP would cause significant Land Use and Planning and Population and Housing impacts due to conflicts with applicable zoning in the CPAs within the ALUCP Impact Area, including the Downtown CPA (see Section 4.2.4.1 of the EIR). Also, see Response to Comment L4.

Comment L4

A primary goal of the land use strategy of encouraging downtown residential living is to preserve and protect the environment. Downtown residential living preserves and protects the environment when those who live downtown are able to enjoy both recreational and work opportunities in the downtown area without the necessity of an automobile commute.

The prevailing land use policies are designed to make downtown more attractive for residential living by encouraging the conversion of blighted or underutilized land into opportunities for downtown residents to enjoy a walkable environment. It foresees residents taking advantage of recreational and occupational opportunities not requiring use of the automobile. Little Italy is one of the primary communities targeted for such revitalization.

Response:

Sections 4.2.4 and 4.3.4 of the EIR analyze the impacts of the proposed ALUCP on Land Use and Planning and Population and Housing. As noted in Sections 4.2.4 and 4.2.6, 4.3.4 and 4.3.6 of the EIR, the EIR concludes that the proposed ALUCP would result in significant impacts on Land Use and Planning and Population and Housing and that the impacts are greatest in the Downtown CPA. At the same time, however, Tables 4-11 and 4-34 in the EIR indicates that a substantial amount of development capacity will remain in the Downtown CPA even with the proposed ALUCP.

Comment L5

The proposed project will substantially and significantly deter and frustrate the foregoing objectives. It will do this by greatly restricting the conversion of blighted land into walkable recreational and work opportunities. For instance, under current land use policies, our client's property could provide approximately 69,000 square feet of shopping and restaurant entertainment to downtown residents. These walkable shopping and recreational opportunities are badly needed to attract and accommodate a growing downtown residential population.

The project would reduce the restaurant and entertainment space available from 69,000 square feet to just a little over 12,000 square feet, a reduction of more than 80%. The project multiplies this negative impact across the properties located in the "2E" zone. But the practical impact is far greater, because a 12,000 square foot project may well prove economically infeasible, with the likely result that no redevelopment, and consequently no betterment at all, will occur as a direct result of the project. Again, this impact will be multiplied across properties similarly situated and the cumulative impacts are devastating to the important environmental goals sought to be achieved by encouraging people to live, work and play downtown. Fewer recreational and work opportunities mean fewer people will reside downtown. The failure to eliminate blight yields the same unfortunate result, and by condemning the "2E" area to continued blight, the project will condemn neighboring areas to the same fate, as a single blighted area impermeable to improvement casts an ever lengthening shadow over those adjacent to it.

Response:

The commenter describes one potential development outcome for his client's property based on specific development assumptions. Other outcomes are possible, however, depending on the specific mix of land uses that are considered for development.

For example, under the proposed ALUCP, the 34,998 square-foot site (approximately 0.80 acre) referenced in Comment L3 could accommodate a variety of projects. The following would be allowed:

- 12,000 sf of restaurant (250 people per acre)
- 6,000 sf of restaurant/17,500 sf of retail (254 people per acre total)
- 6,000 sf of restaurant/17,500 sf of gallery or museum (254 people per acre total)
- A 45-room hotel

Also, see Response to Comment L4.

Comment L6

Moreover, the impact is permanent, not temporary. Accordingly, the downtown area will be permanently deprived of this resource, which will be made unavailable to satisfy future demand.

The cumulative impact of decisions such as those represented by this project is a crippling of the momentum for redevelopment and elimination of downtown blight. When combined with the impact of the recent dissolution of the Redevelopment Agency of the City of San Diego, it is easily seen that this project obstructs and jeopardizes the continued success of downtown redevelopment, and the environmental goals dependent upon it.

The net effect is to encourage people to stay in the suburbs and rely on their cars, with all the resulting negative impacts of increased traffic, noise, congestion, fossil fuel consumption, global warming, and smog. These negative impacts are not adequately analyzed by the report.

Response:

The potential effects of the proposed ALUCP in influencing blight are highly speculative. A diversity of land uses are permitted within the ALUCP Impact Area and, more specifically, within the safety zones. In addition, only a small part of the entire Downtown CPA is affected by the proposed ALUCP. Please refer to the discussion of the total buildout capacity in the Downtown CPA remaining after implementation of the proposed ALUCP in Section 4.2.4.2 of the EIR. Also, see Response to Comment L4.

Comment Letter M**Myra Herrmann, Senior Environmental Planner, City of San Diego, Development Services Department, with Input from Tait Galloway, Amanda Lee and Tony Kempton****Comment M1**

The City of San Diego (“City”) acting as a Responsible Agency in accordance with CEQA has received and reviewed the Notice of Availability for the above Draft EIR noted above and appreciates this opportunity to provide comments to the San Diego County Regional Airport Authority (SDCRAA). Section 1.3 of the DEIR states that there are no responsible agencies with “discretionary approval power over the ACLUP.” It should be noted that in while the City has no “authority or approval power” over the ALUCP because the City of San Diego will rely on this document for any discretionary actions that must be taken subsequent to adoption of the ALUCP by the Airport Land Use Commission (ALUC) we are considered, by definition a, as a Responsible Agency in accordance with the California Environmental Quality Act (CEQA). Your statement in Section 1.3 should be revised to further clarify that fact.

Response:

See Response to Comment J3. As explained therein, the SDCRAA Board, acting in its capacity as the ALUC, is the sole agency whose approval is required to adopt the proposed ALUCP in accordance with Public Utilities Code section 21674(c). As such, there are no responsible agencies for the proposed project.

Comment M2

The City of San Diego acknowledges the hard work that went into preparing the Draft EIR. Our comments are intended to facilitate disclosure of what this proposed complex land use document and pending land use action mean to the public. This type of disclosure is especially important because the San Diego City Council action will occur after the new ALUCP is already adopted by the ALUC and after the ALUCP requirements are effective. The new ALUCP will immediately become applicable to all property within the airport influence area upon adoption by the ALUC.

Response:

Comment noted. However, two additional points of clarification are warranted. First, while the AIA delineated in the proposed ALUCP includes property within the City of San Diego, the City retains ultimate authority – pursuant to its constitutionally-established police powers – relative to the entitlement and approval of land use development. The City’s exercise of that authority must be cognizant of airport land use compatibility concerns pursuant to various provisions of the Public Utilities Code, Government Code, and Public Resources Code. Second, Policy 1.8 in the proposed ALUCP (p. 1-11) states that projects deemed complete per the Government Code prior to the adoption of the proposed ALUCP are subject to the previous ALUCP if the ALUC has received an application for a consistency determination within 100 days of the effective date of the

new ALUCP. Therefore, the proposed ALUCP would not necessarily become immediately applicable to all property within the AIA.

Comment M3

In response to the Draft EIR notice which was distributed to various City departments, staff has identified potential environmental issues that may result in significant impacts to the environment or result in further revisions to the ALUCP. Please note that all comments are provided below for your consideration during the CEQA review process may include comments originally provided during the City review of the Notice of Preparation. Continued coordination between the City, the SDRCAA, and other local, regional, state, and federal agencies will be essential in order to implement this project.

Response:

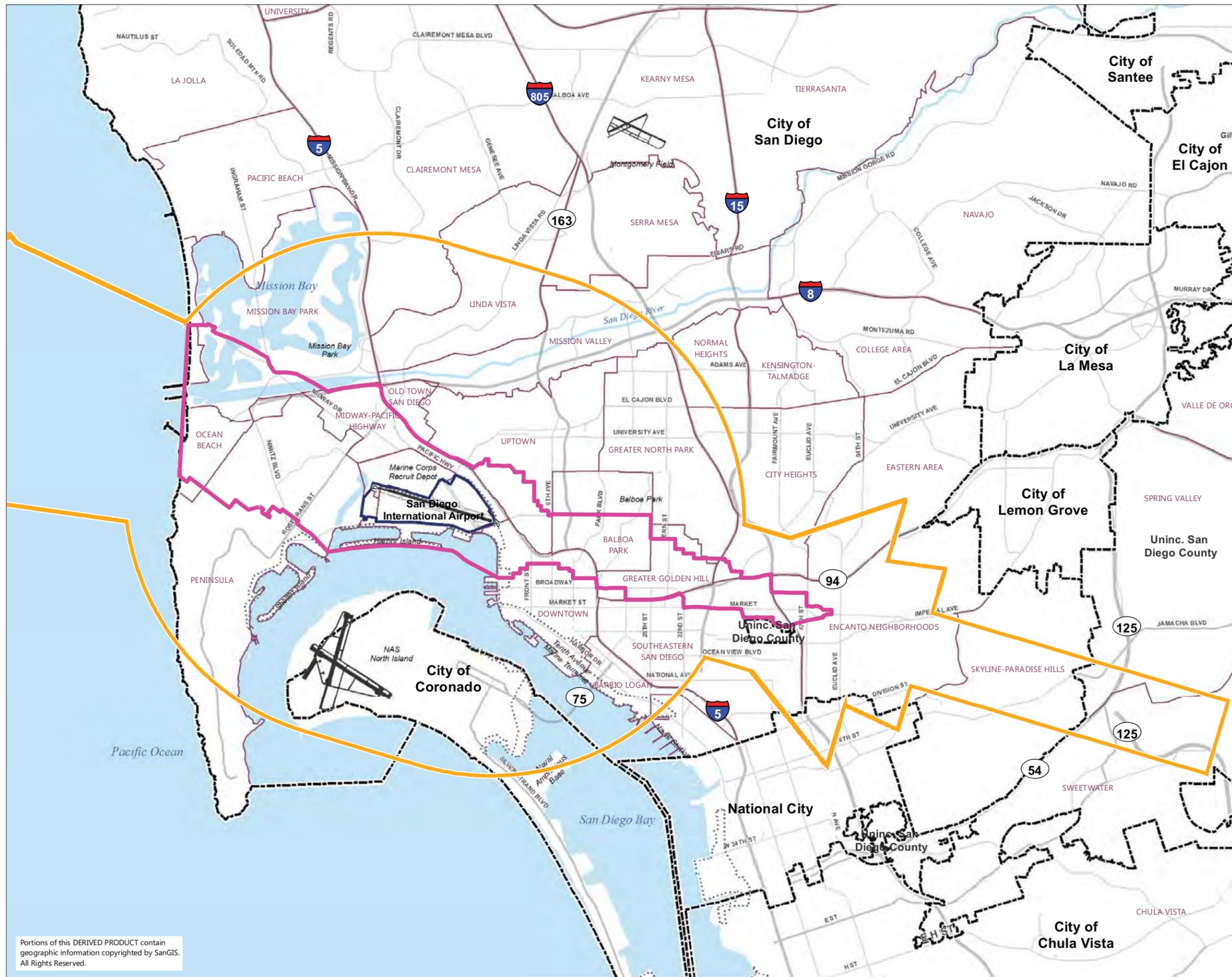
Comment noted. No further response is required given that the comment is a general introduction to specific comments that follow.

Comment M4

1. Existing Conditions: The DEIR should provide a figure to show the existing airport influence area (AIA) boundary from the 2004 ALUCP. The figure is important to show the difference between existing conditions and the "project" AIA, and to visually represent the "no project" alternative identified in the DEIR.

Response:

In response to the comment, **Exhibit 6-4** below depicts the existing and proposed AIAs. The existing AIA is based on the 1990 60 dB CNEL noise contour depicted on Exhibit 4-2 in the EIR. The proposed AIA is depicted on Exhibit 2-3 in the EIR.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Airport Property Boundary
- · - · - San Diego Unified Port District
- ▭ Community Planning Area

Airport Influence Area (AIA)

- ▭ Existing (2004 ALUCP) Airport Influence Area
- ▭ Proposed Airport Influence Area



Sources: San Diego Geographic Information Source (SanGIS), November 2011 (basemap); San Diego County Regional Airport Authority, October 2012 (airport property boundary); San Diego County Regional Airport Authority, Airport Land Use Compatibility Plan for San Diego International Airport, October 2004 (existing Airport Influence Area) San Diego County Regional Airport Authority, Draft Airport Land Use Compatibility Plan, July 2013 (proposed Airport Influence Area); Ricondo & Associates, Inc., April 2013, based on Figure 1 in San Diego Unified Port District Master Plan (San Diego Unified Port District planning jurisdiction boundary).

Prepared by: Ricondo & Associates, Inc., October 2013.

Exhibit 6-4
Airport
Influence Areas

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Comment M5

2. Disclosure of Impacted Communities: The DEIR project description and airport influence area (AIA) maps do not effectively disclose all community plan areas located within the City of San Diego that would be impacted by the “project”. DEIR Section 1.4 explains that “the policies and standards of the proposed ALUCP would apply to future development within the AIA”, but includes only a partial listing of communities that would be impacted by the proposed ALUCP. The proposed boundary represents a significant expansion beyond the existing ALUCP boundary, which needs to be disclosed to affected property owners.

DEIR Section 2.4.2 (Airport Influence Area) and DEIR Section 3.0 (Environmental Setting) should be revised to include a map and complete listing of all communities located within the City of San Diego that would be impacted by the proposed AIA boundary. In addition to Centre City, Golden Hill, Midway/Pacific Highway Corridor, Ocean Beach, Peninsula, Southeastern San Diego, and Uptown, the following communities and regional parks appear to also contain property located in the proposed AIA and subject to California Public Utilities Code and associated ALUCP limitations on future development: Balboa Park, Clairemont, Encanto, La Jolla, Linda Vista, Mid City-City Heights, Mid City-Eastern, Mid City- Normal Heights, Mission Bay Park, Mission Beach, Mission Valley, North Park, Old San Diego, Pacific Beach, Serra Mesa, and Skyline-Paradise Hills.

Response:

Section 1.4 of the EIR has been revised to identify all of the community planning areas that are within the AIA depicted in the proposed ALUCP.

Exhibit 2-3 in the EIR has been revised to depict all of the CPAs within the proposed AIA. In addition, Sections 2.4.2 and 3.0 in the EIR have been revised to reflect the commenter’s request for a list of CPAs in the proposed AIA.

Comment M6

3. Disclosure of Project Impacts to Centre City Community Plan Area: For consistency with the policy framework in the ALUCP, the DEIR document should describe impacts of the “project” within the Centre City (downtown) community plan area in terms of applicability to Centre City-Cortez, Centre City-East Village, or Centre City-Little Italy.

Response:

See Response to Comment J4. All references within the EIR and ALUCP to Centre City (e.g., Centre City – Little Italy) have been changed to Downtown (e.g., Downtown – Little Italy).

Comment M7

4. Rationale for proposed configuration of overflight notification area in review area 2: Please address why La Jolla and Pacific Beach are included in the proposed overflight/airport influence area boundary for San Diego International Airport, when the ALUCP and EIR indicate that La Jolla and Pacific Beach are areas that lack significant daily flight operations/overflight from SDIA, and are located entirely outside of the SDIA ALUCP's mapped noise impact area (DEIR Exhibit 2-5 Noise Contour Map). The ALUCP data does not appear to support inclusion of these communities in the AIA for aircraft overflight or any other ALUCP factor.

DEIR Section 2.4.3.4 states that the overflight boundary is "based on areas commonly overflowed by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise complaints have been registered since 2004." However, SDIA ALUCP Exhibit E5-1 (Overflight Indicators) indicates that there are no average daily operations below 3,000 feet MSL in that area. It appears that the northerly section of the proposed overflight/AIA boundary was applied to La Jolla and Pacific Beach due to a small sample of noise complaints registered with the Airport Authority (2004-2009) in an area mapped as having insignificant aircraft noise impacts for SDIA. What thresholds of significance were used (if any) to evaluate and measure noise complaints prior to being registered and mapped as attributable to SDIA in the DEIR?

The DEIR should provide a figure to show flight tracks and noise complaints and demonstrate the relationship between the boundary and the stated methodology. The DEIR should address what density of flights (aircraft at less than 3,000 feet) or noise complaints were used to establish the boundaries and should avoid including areas with infrequent occurrences. The DEIR should also disclose if the implementation of the overflight policies in the overflight area could limit future development.

Response:

See Response to Comment B2, which addresses the removal of La Jolla, Pacific Beach and the northern part of Mission Beach from the proposed ALUCP's overflight area.

Additionally, Section 4.1 of the EIR has been revised to explain more fully why the proposed ALUCP would have negligible impact on future development outside the "ALUCP Impact Area," which includes only the area within the safety zones and the 65 dB CNEL contour. Specific to the overflight area, the revisions to the EIR disclose that the proposed ALUCP would require the recording of an overflight notification agreement (or equivalent measure, such as adoption of an overlay zone that would need to include only a notice of the presence of aircraft overflights) for any new dwellings built in the area. As part of the property record, the notification could be viewed by anyone considering purchase of the property. No restrictions on the density, intensity or type of development would apply to areas lying only within the overflight area boundary; as a result, the overflight-related compatibility policies are not anticipated to limit future development.

Comment M8

5. Noise/Avigation Easements: The DEIR section 2.4.3.1 states that an avigation easement would be required for noise sensitive uses above the 65 dB CNEL. The DEIR should disclose if avigation easements could impact future development of noise sensitive uses including, but not limited to residential uses.

Response:

The granting of avigation easements is not anticipated to impact the future development of the land uses to which the requirement applies, namely residential uses, places of assembly and schools for adults. (See Sections 4.2.4.1, 4.2.4.3.2, 4.2.4.4.2, 4.2.4.5.2, 4.2.4.6.2, 4.2.4.7.2, and 4.2.4.8.1 of the EIR.) An avigation easement would not impose any restrictions on development. Rather it would convey to SDCRAA and others lawfully operating aircraft only the unencumbered right to fly over the property. (See the proposed easement document in Appendix B of the proposed ALUCP.) The granting of easements for the development of those uses has been a requirement within the 65 dB CNEL for many years, having been required by the 2004 ALUCP and the previous 1992-1994 CLUPs. Similarly, the City's AEOZ already requires the dedication of avigation easements within the 60 dB or greater CNEL contour when development would increase the number of dwelling units (City of San Diego Municipal Code Section 132.0309(a)).

Comment M9

6. Regulatory Setting: The DEIR is incomplete in its analysis of the existing regulatory setting, and the organization of EIR Section 4.2 "Land Use and Planning" and DEIR Section 4.3 "Population and Housing" does not accurately convey the existing regulatory setting. DEIR Sections 4.2.2 and 4.3.2 would be more appropriately titled "Existing Regulatory Setting" since applicable land use plans and implementing code sections together make up the regulatory framework for new development. DEIR Sections 4.2.2.5 and 4.3.2.5 would be more appropriately titled "City of San Diego Municipal Code". DEIR Sections 4.2.2.5.1 and 4.3.2.5.1 would be more appropriately titled "Base Zones". Also, the EIR should be revised to include missing pieces of the existing regulatory setting (as further described below) including applicable land use plans (i.e. Naval Training Center Precise Plan), overlay zones (i.e. Airport Land Use Compatibility Overlay Zone and Coastal Overlay Zone), and the City's certified Local Coastal Program.

Response:

Revisions to the nomenclature utilized in the Draft EIR's headings have been made to the EIR, in Sections 4.2.2, 4.3.2, 4.2.2.5, 4.3.2.5, 4.2.2.5.1 and 4.3.2.5.1. For consistency purposes, the changes have also been made to Sections 4.4.2, 4.4.2.5 and 4.4.2.5.1. Responses relating to the Naval Training Center Precise Plan, Airport Land Use Compatibility Overlay Zone, and Coastal Overlay Zone can be found in Responses to Comment M10, M11, M15, and M21.

Comment M10

7. Relationship to City's Airport Land Use Compatibility Overlay Zone: A new subsection titled "Airport Land Use Compatibility Overlay Zone" should be added under EIR Sections 4.2.2.5 and 4.3.2.5 to reflect the existing airport related overlay zone in the City's Land Development Code that applies to all ALUCPs. On March 9, 2009, the San Diego City Council approved a Resolution initiating land use plan amendments and zoning actions associated with approximately 44 of the City's community plans, which set up the regulatory framework for future zoning actions and land use plan amendments to implement all forthcoming ALUCPs per state law. A new airport related overlay zone titled "Airport Land Use Compatibility Overlay Zone" was adopted by the City of San Diego (May 2011), approved by the Airport Authority (October 2011), and certified by the Coastal Commission (March 2013), and applies to all existing airport influences areas within the City of San Diego jurisdiction (MCAS Miramar, Brown Field, Gillespie Field, and Montgomery Field).

Response:

Sections 4.2.2.5 and 4.3.2.5 in the EIR have been edited to address the ALUCOZ, as suggested by the commenter. For consistency purposes, Section 4.4.2.5 of the EIR has also been updated.

Comment M11

The ALUCOZ is an existing regulatory condition. Therefore, the EIR should disclose that the existing ALUCOZ was established with the intent that properties mapped within the SDIA airport influence area will be rezoned by the City of San Diego to apply the ALUCOZ overlay zone and implement the ALUCP in accordance with state law requirements. DEIR Section 2.4.3.4 should clarify that applicability of the City's Airport Land Use Compatibility Overlay Zone to AIA property within the City of San Diego via zoning action would satisfy the buyer awareness measure requirement described and would not require additional recordation of an airport overflight agreement.

Response:

Section 2.4.3.4 of the EIR has been edited as suggested by the commenter. That being said, while the ALUCOZ is an existing component of the City's Municipal Code, it does not yet apply to the AIA delineated in the proposed ALUCP. Until the ALUC adopts the proposed ALUCP, and the City Council evaluates its consistency (and overrule options) and authorizes further amendments to its Municipal Code, the ALUCOZ does not establish an existing, regulatory benchmark for purposes of the SDIA AIA (City of San Diego Municipal Code Section 132.1502).

Comment M12

8. ALUCP Policies Effective on Date of Adoption by ALUC: As a whole, the DEIR needs to better clarify the fact that all property located within the proposed airport influence area (review areas 1 and 2) will immediately become subject to the California Public Utilities Code and ALUCP requirements upon

Airport Authority approval. And as an existing condition, it should be disclosed that pursuant to the City's adopted ALUCP implementation plan all property within the designated AIA will be rezoned by the City of San Diego to apply the Airport Land Use Compatibility Overlay Zone to meet state law requirements.

Response:

First, the EIR frequently discloses that the policies and standards of the proposed ALUCP would be applicable within the AIA upon adoption of the proposed project by the SDCRAA Board. (See, e.g., Sections 1.4, 2.4 and 2.4.2 of the EIR.) Second, while it is understood that the City's intent is to rezone the area within the proposed AIA to apply the ALUCOZ, that cannot be characterized as an existing condition because it has not yet been implemented and cannot be done until the ALUCP is adopted and the required City Council action is taken. Also, see Responses to Comments M10 and M11.

Comment M13

9. Airport Environs Overlay Zone: DEIR Section 3.4.2 titled "City of San Diego Planning For Airport Land Use Compatibility" should be revised to clarify that in May 2011 the City adopted the Airport Land Use Compatibility Overlay Zone to address land use compatibility surrounding airports. The City's ALUCP Implementation plan was approved by the Airport Authority in October 2011 and reserved space for future ALUCPs to be incorporated in the overlay zone once new ALUCPs are adopted by the Airport Authority for San Diego International Airport, Naval Air Station North Island, and Naval Outlying Field Imperial Beach airports. All supporting documentation for the City's ALUCP Implementation Plan is clear regarding the City's intent to use the ALUCOZ to implement airport land use compatibility and to repeal the outdated Airport Environs Overlay Zone once implementing regulations are added to the ALUCOZ. The City's planned repeal of the Airport Environs Overlay Zone following adoption of the new SDIA ALUCP should also be clarified in DEIR Sections 4.2.2.5.2 and 4.3.2.5.2.

Response:

While the supporting documentation referenced in this comment about other adopted ALUCPs may be clear, SDCRAA cannot revise the Draft EIR to assume that the City will ultimately repeal all existing policies and ordinances currently related to the 2004 ALUCP. Indeed, as of the publication date of this Final EIR, Chapter 13 (Zones) of the City's Municipal Code still contains Article 2, Division 3 – Airport Environs Overlay Zone, such that it remains a current, existing aspect of the City's regulatory construct. Nevertheless, language has been added to Section 3.4.2 to more fully explain the ALUCOZ and the City's ALUCP implementation plan.

Comment M14

10. Airport Approach Overlay Zone: DEIR Sections 4.2.2.5.3 and 4.3.2.5.3 address the purpose of the Airport Approach Overlay Zone (AAOZ), but do not explain the difference between the AAOZ and the proposed airspace protection policies of the "project", including the threshold siting surfaces (TSS).

While the AAOZ is a City adopted overlay zone, it is also the current tool required by the Airport Authority to implement the existing 2004 ALUCP airspace protection policy for all FAA part 77 and TERP surfaces; and is the current practice for the Airport Land Use Commission to reference the AAOZ in consistency determinations for all new development in the existing SDIA airport influence area. The EIR should provide the public and decision makers with an understanding of the differences between the proposed TSS and the AAOZ, and should include a figure that shows above mean sea level contours for the TSS to illustrate the slope and proposed building height limitations.

Response:

Exhibit 4-3 in the proposed ALUCP depicts plan and profile views of the TSSs off each runway end. The exhibit also depicts the height of each TSS above the underlying terrain, a rough indicator of the maximum building height in those areas. Also, see Response to Comment K3.

Exhibits 6-2 and 6-3 in Response to Comment K3 depict the relationship of the TSS to the AAOZ off each runway end.

Comment M15

11. Relationship to Coastal Overlay Zone: The regulatory setting analysis in the DEIR is incomplete with respect to the Coastal Overlay Zone. The DEIR currently shows a map of the “Coastal Height Limit Overlay Zone” (Map C-380 filed in the Office of the City Clerk) in DEIR Sections 4.2.2.5.4 and 4.3.2.5.4, which is a voter approved initiative that limits building heights in certain locations to 30 feet. However, the DEIR should also include analysis with respect to the City of San Diego’s “Coastal Overlay Zone” (Map C-908 filed in the Office of the City Clerk) imposed by the California Coastal Commission pursuant to the Coastal Act (Chapter 13, Article 2, Division 4 of City’s certified Local Coastal Program). The DEIR should add Subsections under 4.2.2.5 and 4.3.2.5 related to the “Coastal Overlay Zone” and should include a map that indicates the geographic relationship between the Coastal Overlay Zone boundary and proposed airport influence area, as well as an analysis of the applicability of the noise, safety, airspace protection, and overflight factors.

Response:

Per the commenter’s request, Sections 4.2.2.5 and 4.3.2.5 in the EIR have been revised to include subsections 4.2.2.5.5 and 4.3.2.5.5, Coastal Overlay Zone. Section 4.4.2.5.5, Coastal Overlay Zone, has also been added to the EIR for consistency purposes.

Comment M16

12. Relationship to Certified Local Coastal Program and Coastal Act Consistency: The DEIR discussion with respect to the City’s Local Coastal Program is inaccurate. References to the City’s certified LCP (under DEIR Section 4.2.2.2 titled “General Plan” and in various other DEIR sections related to community plans and Mission Bay Park Master Plan) should be consolidated and transferred to a new

section titled “Local Coastal Program” (under EIR Sections 4.2 and 4.3), in order to more accurately convey what the City’s Local Coastal Program is, and how it functions within the existing regulatory setting.

Response:

Section 4.2.2.2 in the EIR has been revised to clarify the City’s LCP. Specifically, updates were made to the EIR LCP discussions in Sections 4.2.2.3.1, 4.2.2.3.3, 4.2.2.3.4, 4.2.2.3.5, and 4.2.2.3.9. Consolidation of references to the City’s LCP into one EIR section was not considered essential for the purposes of this EIR.

Comment M17

The DEIR currently explains “The City of San Diego has implemented the LCPs through its community plans...” which is not accurate. A local coastal program is a local government’s land use plans, zoning ordinances, zoning maps, and implementing actions within coastal areas, which when taken together meet the requirements of and implement the provisions and policies of the Coastal Act at the local level. The City’s certified Local Coastal Program includes all land use plans (general plan, community plans, specific plans, precise plans, and subarea plans) and land development code regulations that apply within the coastal overlay zone and the corresponding zoning maps. Currently, the EIR statements regarding community plans in the coastal zone give a false impression that there are multiple LCPs throughout the City. The descriptions should be revised with the understanding that each land use plan that applies to the coastal zone is a part of the City’s overall Local Coastal Program. After City Council adoption of the document, it will be submitted to the Coastal Commission as a Local Coastal Program Amendment.

Response:

As noted in Response to Comment M16, Sections 4.2.2.3.1, 4.2.2.3.3, 4.2.2.3.4, 4.2.2.3.5, and 4.2.2.3.9 of the EIR were revised to clarify the relationship between the City of San Diego’s LCP and its community plans. Sections 4.2.2.3.1, 4.2.2.3.3, 4.2.2.3.4, 4.2.2.3.5, and 4.2.2.3.9 of the EIR have been revised to clarify that “each land use plan that applies to the coastal zone is a part of the City’s overall Local Coastal Program.”

Comment M18

It appears that the “project” will require the City of San Diego to amend various land use plans, the Land Development Code (zoning code), and process zoning actions in order for the City to be in compliance with Public Utilities Code requirements per state law. Also, such actions will require that the City file an application with the Coastal Commission for a Local Coastal Program amendment in order for the City to be in compliance with the state Coastal Act. Contrary to the statement in DEIR Section 2.5.3 regarding consultation requirements, if the “project” would require the City to amend its Local Coastal Program in order to meet state law, then the specific ALUCP and City policy/regulation conflicts requiring amendment should be disclosed within the “project” DEIR, and any local coastal

program conflicts should be reviewed and considered by the Coastal Commission before becoming effective via Airport Authority action.

Response:

It is possible that the City of San Diego will be able to implement the proposed ALUCP by adopting and applying its ALUC Overlay Zone (ALUCOZ) to the SDIA AIA. Amendments to the affected community plans and the General Plan will not necessarily be required. If local agencies choose to implement the proposed ALUCP, rather than overrule it, environmental review and consultation requirements are available for reference in Section 2.5.3 of the EIR. This is meant as a guide to the reader if any amendments need to be made with the implementation of the ALUCP.

Section 4.2.4.11 has been added to the EIR to explain that there are no potential impacts to the City of San Diego LCP with the implementation of the proposed ALUCP. The proposed ALUCP would not conflict with the City of San Diego LCP, as incorporated in the community plans and park master plans applicable within the ALUCP Impact Area.²² The policies and recommendations of the LCP, as described in the applicable community plans, are focused on protecting public shoreline access, coastal resources and views, and to ensure sufficient visitor-serving and recreational uses. The limitations imposed upon future development by the proposed ALUCP would not conflict with these LCP policies and recommendations. Therefore, the proposed ALUCP would not result in potentially significant impacts to land use and planning relative to the City of San Diego LCP. Thus, the proposed ALUCP does not require the City to amend its LCP.

Comment M19

The DEIR on page 4-82 states that, “The policies and standards of the proposed ALUCP, which would limit the density and intensity of future development and effectively prohibit the development of a limited set of sensitive land uses in high noise areas and safety zones, would not conflict with any LCP goals, objective or policies.” The EIR should provide a discussion or analysis to adequately support this conclusion.

Response:

The City of San Diego’s LCP is discussed in Section 4.2.2.2 of the EIR with respect to each community plan that is within the Coastal Zone and the proposed ALUCP Impact Area. As noted in Section 4.2.2.2 of the EIR, CPAs located within the Coastal Zone and the ALUCP Impact Area include: Downtown, Midway/Pacific Highway Corridor, Mission Bay Park, Ocean Beach and Peninsula. See Response to Comment M18.

²² The *Downtown Community Plan*, *Midway/Pacific Highway Corridor Community Plan* and *Local Coastal Program Land Use Plan*, *Ocean Beach Precise Plan* and *Local Coastal Program Addendum*, *Peninsula Community Plan* and *Local Coastal Program Land Use Plan*, *NTC Precise Plan* and *Local Coastal Program*, and *Mission Bay Park Master Plan Update and Design Guidelines*.

Comment M20

Also, since the Coastal Commission could potentially not support the LCP amendments (needed to implement the proposed ALUCP per the Public Utilities Code), the EIR should disclose the options available for the City to implement the ALUCP in the coastal zone in accordance with state law.

Response:

The policies and standards of the proposed ALUCP do not conflict with any LCP goals, objectives, or policies, thus there is not a need for the Coastal Commission to support any LCP amendments due to the implementation of the proposed ALUCP. See the second paragraph of Response to Comment M18.

Comment M21

13. Relationship to Peninsula Community Plan, Sunset Cliffs Natural Park Master Plan, Naval Training Center Precise Plan: The DEIR does not accurately convey the relationship between the Peninsula Community Plan, the Naval Training Center Precise Plan, and the Sunset Cliffs Master Plan as part of the City's Local Coastal Program and existing regulatory setting. DEIR Sections 4.2.2.3.5 and 4.3.2.3.5 currently provide analysis for the Peninsula Community Plan, including the Naval Training Center Precise Plan (which is actually a separate land use plan document). However, references to Sunset Cliffs policies within the NTC Precise Plan discussion are unrelated and should be removed from that section. Instead, policies related to Sunset Cliffs should be addressed under the Peninsula Community Plan with respect to the Sunset Cliffs Master Plan (certified by the Coastal Commission July 14, 2005 as a Local Coastal Program amendment to the Peninsula Community Plan).

Response:

Sections 4.2.2.3.5 and 4.3.2.3.5 of the EIR have been revised to clarify the relationship between the *Peninsula Community Plan* and the *NTC Precise Plan and Local Coastal Program*. These are two separate land use plans, both of which are certified as a part of the City's Local Coastal Program. The proposed ALUCP policies and standards do not conflict with these two land use plans. This is discussed in Section 4.2.4.5.3 of the EIR. Therefore, there were no impacts to the *NTC Precise Plan* portion of the City of San Diego LCP. In addition, the *NTC Precise Plan* area was considered built out for all residential and nonresidential purposes at the time of the analysis, thus there is no need to further discuss the relationship between NTC and the City of San Diego LCP.

References to the *NTC Precise Plan and Local Coastal Program* have been relocated in the EIR to the end of the discussion of the *Peninsula Community Plan and Local Coastal Program Land Use Plan* in Section 4.2.2.3.5 of the EIR. Although the *NTC Precise Plan and Local Coastal Program* is a separate land use plan document, the *NTC Precise Plan* area is located within the Peninsula CPA. This change in the EIR was made to prevent any confusion and to clarify that the *Peninsula Community Plan* and *NTC Precise Plan*, are two different land use plans which are parts of the City of San Diego Local Coastal Program.

To respond to the comment, references to Sunset Cliffs have been removed from Section 4.2.2.3.5 of the EIR to prevent any confusion that the Sunset Cliffs are within the ALUCP Impact Area. Thus, LCP policies related to Sunset Cliffs are not affected by the proposed ALUCP policies and standards.

Comment M22

The Naval Training Center Precise Plan is a separate City Council adopted land use plan within the Peninsula Community Plan area that is part of the City's Local Coastal Program and existing regulatory setting. DEIR Sections 4.2.2.3.5 and 4.3.2.3.5 do not adequately disclose specific project impacts to the Naval Training Center Precise Plan. A new section should be added under EIR Sections 4.2.2 and 4.3.2 to identify the existing land use plan and development entitlements that apply to the Naval Training Center property and the relationship to the "project", particularly with respect to the proposed safety zones and noise contours. Also, please clarify what is meant by the statement "Additionally, the ALUC has issued blanket approvals for specified nonresidential uses that may occur in the future within existing structures." The DEIR should disclose any potential impacts to the Naval Training Center Precise Plan also as impacts to the City's Local Coastal Program.

Response:

It is understood that the "*Naval Training Center Precise Plan* is a separate City Council adopted land use plan within the Peninsula Community Planning area that is a part of the City's LCP and existing regulatory setting." This appears to be accurately conveyed in Sections 4.2.2.3.5, 4.3.2.3.5 and 4.4.2.3.5 of the EIR. These sections of the EIR also state that NTC is "considered built out for all land use and planning purposes." In other words, all planned development in NTC is considered an "existing land use" for purposes of the proposed ALUCP. Thus, there are no project-specific impacts to the NTC Precise Plan.

The commenter also requests clarification of the quoted statement from the Draft EIR related to "blanket approvals" in the first paragraph on page 4-54 of the Draft EIR. These blanket approvals give direct authority to the City of San Diego to act without having to gain ALUC approval for each action to develop specified nonresidential uses that may occur in the future within existing buildings in the NTC Precise Plan area. **Table 6-2** below includes a list of permitted land uses that have been preapproved by the ALUC.

Table 6-2 (1 of 3): Permitted Land Uses for Existing Buildings within the NTC Precise Plan Area

CASE FILE	PERMITTED LAND USES
08-12 (Bldg. #1)	Retail sales, office, restaurant
10-17 (Bldg. #2)	Office, food & beverage service & entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
10-17 (Bldg. #3)	Office, food & beverage service & entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
10-17(Bldg. #4)	Office, food & beverage service & entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
10-17 (Bldg. #5)	Office, food & beverage service & entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
09-25 (Bldg. #8)	Retail sales, restaurant
09-29; 10-03 (Bldg. #11)	Retail sales, restaurant, office
08-11(Bldg. #12)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum
08-11 (Bldg. #14)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum
08-11 (Bldg. #15)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum
08-11 (Bldg. #16)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum
10-17 (Bldg. #17)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
10-17 (Bldg. #18)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
08-11 (Bldg. #19)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum
10-17 (Bldg. #22)	Museum support, gift shop, gallery, artist studio, retail sales, food & beverage service

Table 6-2 (2 of 3): Permitted Land Uses for Existing Buildings within the NTC Precise Plan Area

CASE FILE	PERMITTED LAND USES
09-26 (Bldg. #23)	Retail sales, restaurant
09-01 (Bldg. #24)	Restaurant
10-17 (Bldg. #25)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
10-17 (Bldg. #26)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
08-03 (Bldg. #31)	Light manufacturing
09-23 (Bldg. #32)	Retail sales, restaurant
08-10 (Bldg. #34)	Light industrial
10-17 (Bldg. #35)	Assembly, food & beverage service, entertainment, exhibitions, cinema, live theatre
08-03 (Bldg. #153)	Light manufacturing
12-10 (Bldg. #175)	Retail sales, office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly, conference/event space
12-10 (Bldg. #176)	Retail sales, office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly, conference/event space
12-10 (Bldg. #177)	Retail sales, office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly, conference/event space
10-17 (Bldg. #178)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
08-10 (Bldg. #179)	Light industrial
08-03 (Bldg. #185)	Light manufacturing
08-12 (Bldg. #193)	Retail sales, office, restaurant
09-24 (Bldg. #194)	Retail sales, restaurant

Table 6-2 (3 of 3): Permitted Land Uses for Existing Buildings within the NTC Precise Plan Area

CASE FILE	PERMITTED LAND USES
10-17 (Bldg. #198)	Office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly
12-10 (Bldg. #200)	Retail sales, office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly, conference/event space
12-10 (Bldg. #201)	Retail sales, office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly, conference/event space
12-10 (Bldg. #202)	Retail sales, office, food & beverage service, entertainment, artist/instructional studio, classroom, exercise room, gallery/exhibit room, museum, private club/lodge/fraternal assembly, conference/event space
08-05 (Bldg. #358)	Light industrial
10-17 (Bldg. #A)	Office, classroom, instructional studio, museum, gallery, visitor services
10-17 (Bldg. #B)	Office, classroom, instructional studio, museum, gallery, visitor services
10-17 (Bldg. #C)	Office, classroom, instructional studio, museum, gallery, visitor services
10-17 (Bldg. #D)	Office, classroom, instructional studio, museum, gallery, visitor services

SOURCE: San Diego County Regional Airport Authority, October 2013.

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Comment M23

14. Relationship to Planned Districts: The DEIR incorrectly describes the existing regulatory setting with respect to Planned District Ordinances (PDO). The DEIR gives the impression that Planned District zones are overlay zones that apply in addition to base zones. However, Planned District Ordinance zones are the applicable base zones for a Planned District. Within the City of San Diego, the ALUCP would further limit what is allowed in a PDO base zone via the Airport Land Use Compatibility Overlay Zone. DEIR Sections 4.2.2.5.1 and 4.3.2.5.1 should be revised to clarify that the City's base zones are identified in Land Development Code Chapter 13 (Citywide Zones) and Chapter 15 (Planned Districts), and that the Planned District Ordinances are the applicable base zone for property located within a Planned District.

Response:

Sections 4.2.2.5.1 and 4.3.2.5.1 of the EIR have been revised to address the commenter's concerns. Section 4.4.2.5.1 has also been updated for consistency purposes.

Comment M24

15. Implementation: DEIR Section 2.5.1 states that, "Under state law, local agencies are required to amend their general plans, specific plans and zoning ordinances to achieve consistency with the ALUCP." The Draft ALUCP section 1.10.2.1 provides a range of methods to implement the ALUCP, which include adoption of an overlay zone to provide supplemental requirements to implement the ALUCP policies. The DEIR should identify the specific areas where there is a regulatory conflict and should disclose that local agencies have a range of methods to implement the ALUCP in accordance with state law, including the adoption of an overlay zone.

Response:

Section 2.5.1 of the EIR has been revised to include text disclosing "that local agencies have a range of methods to implement the ALUCP in accordance with state law, including the adoption of an overlay zone." The EIR specifies project-specific impacts for each CPA in Sections 4.2.4, 4.3.4, and 4.4.4, which, by implication, indicate where regulatory conflicts exist. Specific mitigation measures to address significant impacts on Land Use and Population and Population and Housing are described in Sections 4.2.6 and 4.3.6.

Comment M25

16. Project Specific Impacts to Non-Residential Land Uses): While DEIR section 4.2.4 addresses project impacts to non-residential uses, it does not distinguish whether the impact is due to noise or safety incompatibility, or both. The DEIR should provide the following information to inform decision makers and the public of the type and severity of the potential impacts.

- **The DEIR should identify the noise contour level for noise specific impacts to non-residential uses, if any, in relationship to DEIR table 2-1.**
- **The DEIR should identify the safety zone by community plan area and base zone for safety specific impacts to non-residential land use in relationship to DEIR table 2-2.**

Response:

Incompatible Land Uses:

Table 6-3 below presents the land area and number of parcels rendered unavailable for incompatible land uses based on the noise compatibility standards of Table 2-1 in the EIR for each CPA.

Table 6-4 below presents the land area and number of parcels rendered unavailable for incompatible land uses based on the safety compatibility standards of Table 2-2 in the EIR for each CPA.

Conditionally Compatible Nonresidential Land Uses:

All displaced nonresidential floor area (as well as displaced housing) is attributable to the safety compatibility standards described in Table 2-2 in the EIR. Table A-17 in Appendix A of the EIR also presents displaced floor area by land use type and CPA.

It is important to understand, however, that the analysis of potentially displaced nonresidential floor area in each CPA was based on a composite mixed land use pattern assumed for each community plan land use designation in each CPA. This is described in Section 6.2 in Appendix A of the EIR. The total amount of displaced nonresidential floor area was then apportioned among seven broad land use categories based on the proportions of those land uses currently existing in each CPA:

- Commercial – Eating, Drinking, Entertainment
- Commercial – Lodging
- Commercial – Retail
- Commercial – Services
- Industrial
- Institutional
- Office

The nonresidential Displacement Analysis was undertaken at this general level of detail because of the wide range of uses allowed by the base zones within the safety zones and the likelihood for future development to involve a variety of mixed uses. Furthermore, the intensity limits of the proposed ALUCP, noted at the top of Table 2-2 in the EIR, apply to all nonresidential land uses that would be permitted in the base zones rather than to a set of specific uses. Refer to Section 6.3 in Appendix A of the EIR for an explanation of that methodology.

Table 6-5 below presents a summary of potential nonresidential displacement attributable to safety policies and standards, by CPA/neighborhood and base zoning (or PDO) designation. **Tables 6-6** and **6-7** below present a summary of potential residential displacement attributable to safety policies and standards, by CPA/Neighborhood and base zoning (or PDO) designation.

Table 6-3 (1 of 2): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Noise Contour Ranges

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	65 AND 70 DB CNEL		75 DB CNEL AND ABOVE	
		Area Rendered Unavailable (Acres)	Number of Properties	Area Rendered Unavailable (Acres)	Number of Properties
Downtown	Assembly – Children	9.7	61	4.1	19
Downtown	Child Day Care Center/Pre-K	14.5	73	6.6	24
Downtown	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	14.5	73	6.6	24
Downtown	Medical Care - Hospital	1.4	1	1.7	1
Downtown	Medical Care - Out-Patient Surgery Centers	14.4	72	6.6	24
Downtown	School for Adults – College, University, Vocational/Trade School	-	-	4.6	8
Downtown	School – Kindergarten through Grade 12	10.1	30	4.8	9
Greater Golden Hill	Assembly – Children	7.2	23	-	-
Greater Golden Hill	Child Day Care Center/Pre-K	7.2	23	-	-
Greater Golden Hill	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	4.4	1	-	-
Greater Golden Hill	Medical Care - Hospital	4.4	1	-	-
Greater Golden Hill	Medical Care - Out-Patient Surgery Centers	4.4	1	-	-
Greater Golden Hill	School – Kindergarten through Grade 12	4.4	1	-	-
Midway -Pacific Highway	Assembly – Children	39.1	62	10.2	23
Midway -Pacific Highway	Child Day Care Center/Pre-K	66.5	65	10.8	25
Midway -Pacific Highway	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	66.5	65	10.8	25
Midway -Pacific Highway	Medical Care - Hospital	52.5	13	5.9	4
Midway -Pacific Highway	Medical Care - Out-Patient Surgery Centers	58.2	42	10.8	25
Midway -Pacific Highway	School for Adults – College, University, Vocational/Trade School	-	-	9.6	14
Midway -Pacific Highway	School – Kindergarten through Grade 12	63.4	35	9.6	14

Table 6-3 (2 of 2): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Noise Contour Ranges

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	65 AND 70 DB CNEL		75 DB CNEL AND ABOVE	
		Area Rendered Unavailable (Acres)	Number of Properties	Area Rendered Unavailable (Acres)	Number of Properties
Ocean Beach	Assembly – Children	9.2	74	-	-
Ocean Beach	Child Day Care Center/Pre-K	9.2	74	-	-
Ocean Beach	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	9.2	74	-	-
Ocean Beach	Medical Care - Out-Patient Surgery Centers	9.2	74	-	-
Ocean Beach	School – Kindergarten through Grade 12	2.2	9	-	-
Peninsula	Assembly – Children	19.1	67	-	-
Peninsula	Child Day Care Center/Pre-K	19.1	67	-	-
Peninsula	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	19.1	67	-	-
Peninsula	Medical Care - Hospital	6.9	4	-	-
Peninsula	Medical Care - Out-Patient Surgery Centers	18.1	65	-	-
Peninsula	School – Kindergarten through Grade 12	15.5	32	-	-
Southeastern San Diego	Assembly – Children	9.8	46	-	-
Southeastern San Diego	Medical Care - Hospital	2.5	1	-	-
Uptown	Assembly – Children	15.9	78	4.6	22
Uptown	Child Day Care Center/Pre-K	0.1	1	0.2	1
Uptown	School – Kindergarten through Grade 12	0.2	1	0.2	1

NOTE: Parcel areas and numbers of parcels cannot be summed because many of the properties currently allow several different uses that would become incompatible under the proposed ALUCP. Thus, many parcels are reported in multiple rows of the table. For example, the same property could be rendered unavailable for the development of a child day care center and an assembly of children. Such property is reflected under the respective rows in the table.

1/ Land use categories correspond to those used in the Noise Compatibility Standards table (Table 2-1 in the EIR).

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of developable properties rendered unavailable for development by incompatible land uses).

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Table 6-4 (1 of 5): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Safety Compatibility Zones

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	SAFETY ZONE 2		SAFETY ZONE 3		SAFETY ZONE 4		SAFETY ZONE 5	
		AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
Downtown	Assembly – Children	9.6	56	7.4	45	-	-	-	-
Downtown	Child Day Care Center/Pre-K	12.8	63	8.8	46	-	-	-	-
Downtown	Emergency Communications Facilities	11.0	50	-	-	-	-	-	-
Downtown	Group Quarters	12.8	63	-	-	-	-	-	-
Downtown	Jail, Prison	11.0	50	3.3	13	-	-	-	-
Downtown	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	12.8	63	8.8	46	-	-	-	-
Downtown	Medical Care - Hospital	1.7	1	1.4	1	-	-	-	-
Downtown	Medical Care - Out-Patient Surgery Centers	12.8	63	8.6	45	-	-	-	-
Downtown	School – Kindergarten through Grade 12	8.2	22	6.4	20	-	-	-	-
Downtown	School for Adults – College, University, Vocational/Trade School	7.3	18	-	-	-	-	-	-
Downtown	Sport/Fitness Facility	12.9	64	-	-	-	-	-	-
Downtown	Transit Center, Bus/Rail Station	11.0	50	-	-	-	-	-	-

Table 6-4 (2 of 5): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Safety Compatibility Zones

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	SAFETY ZONE 2		SAFETY ZONE 3		SAFETY ZONE 4		SAFETY ZONE 5	
		AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
Midway - Pacific Highway	Assembly - Adult	-	-	-	-	-	-	1.1	1
Midway - Pacific Highway	Assembly - Children	5.2	13	5.5	23	-	-	1.1	1
Midway - Pacific Highway	Child Day Care Center/Pre-K	5.8	15	5.5	23	-	-	1.1	1
Midway - Pacific Highway	Electrical Substation	5.8	15	-	-	-	-	1.1	1
Midway - Pacific Highway	Emergency Communications Facilities	5.8	15	-	-	-	-	1.1	1
Midway - Pacific Highway	Fire and Police Stations	5.8	15	-	-	-	-	-	-
Midway - Pacific Highway	Group Quarters	2.0	7	-	-	-	-	1.1	1
Midway - Pacific Highway	Hotel, Motel, Resort	-	-	-	-	-	-	1.1	1
Midway - Pacific Highway	Jail, Prison	5.8	15	1.4	3	-	-	1.1	1

Table 6-4 (3 of 5): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Safety Compatibility Zones

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	SAFETY ZONE 2		SAFETY ZONE 3		SAFETY ZONE 4		SAFETY ZONE 5	
		AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
Midway - Pacific Highway	Library, Museum, Gallery	-	-	-	-	-	-	1.1	1
Midway - Pacific Highway	Manufacturing/Processing of Hazardous Materials	3.8	8	1.4	3	-	-	-	-
Midway - Pacific Highway	Marina	5.8	15	-	-	-	-	-	-
Midway - Pacific Highway	Marine Passenger Terminal	5.8	15	-	-	-	-	1.1	1
Midway - Pacific Highway	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	5.8	15	5.5	23	-	-	1.1	1
Midway - Pacific Highway	Medical Care - Hospital	2.1	1	1.1	1	-	-	1.1	1
Midway - Pacific Highway	Medical Care - Out-Patient Surgery Centers	5.8	15	1.6	4	-	-	1.1	1
Midway - Pacific Highway	School – Kindergarten through Grade 12	5.0	8	4.4	12	-	-	1.1	1
Midway - Pacific Highway	School for Adults – College, University, Vocational/Trade School	5.0	8	-	-	-	-	1.1	1

Table 6-4 (4 of 5): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Safety Compatibility Zones

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	SAFETY ZONE 2		SAFETY ZONE 3		SAFETY ZONE 4		SAFETY ZONE 5	
		AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
Midway - Pacific Highway	Single Room Occupancy (SRO) Facility	-	-	-	-	-	-	1.1	1
Midway - Pacific Highway	Sport/Fitness Facility	5.8	15	-	-	-	-	1.1	1
Midway - Pacific Highway	Theater - Movie/Live Performance/Dinner	-	-	-	-	-	-	1.1	1
Midway - Pacific Highway	Transit Center, Bus/Rail Station	3.8	8	-	-	-	-	-	-
Peninsula	Assembly – Children	-	-	-	-	4.4	26	-	-
Peninsula	Child Day Care Center/Pre-K	-	-	-	-	4.4	26	-	-
Peninsula	Jail, Prison	-	-	-	-	4.4	26	-	-
Peninsula	Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	-	-	-	4.4	26	-	-
Peninsula	Medical Care - Out-Patient Surgery Centers	-	-	-	-	4.4	26	-	-
Peninsula	School – Kindergarten through Grade 12	-	-	-	-	2.8	10	-	-

Table 6-4 (5 of 5): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Proposed ALUCP by Community Planning Area, Land Use Category and Safety Compatibility Zones

COMMUNITY PLANNING AREA	LAND USE CATEGORY ^{1/}	SAFETY ZONE 2		SAFETY ZONE 3		SAFETY ZONE 4		SAFETY ZONE 5	
		AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
Uptown	Assembly – Children	11.4	51	3.6	25	-	-	-	-
Uptown	Child Day Care Center/Pre-K	0.3	2	-	-	-	-	-	-
Uptown	Electrical Substation	11.1	51	-	-	-	-	-	-
Uptown	Group Quarters	0.3	2	-	-	-	-	-	-
Uptown	Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	11.1	51	3.9	26	-	-	-	-
Uptown	Manufacturing/Processing of Hazardous Materials	11.1	51	3.9	26	-	-	-	-
Uptown	School – Kindergarten through Grade 12	0.2	1	-	-	-	-	-	-
Uptown	Sport/Fitness Facility	11.5	53	-	-	-	-	-	-
Uptown	Transit Center, Bus/Rail Station	11.1	51	-	-	-	-	-	-

NOTE: Parcel areas and numbers of parcels cannot be summed because many of the properties currently allow several different uses that would become incompatible under the proposed ALUCP. Thus, many parcels are reported in multiple rows of the table. For example, the same property could be rendered unavailable for the development of a child day care center and an assembly of children. Such property is reflected under the respective rows in the table.

^{1/} Land use categories correspond to those used in the Safety Compatibility Standards table (Table 2-2 in the EIR).

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of developable properties rendered unavailable for development by incompatible land uses).

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Table 6-5: Nonresidential Development Capacity within Safety Zones by Zoning Designation with and without Proposed ALUCP

CPA/NEIGHBORHOOD	ZONING DESIGNATION	WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DISPLACED FLOOR AREA (SQARE FEET)
Centre City		1,188,308	789,426	398,883
Cortez		412,567	232,784	179,783
	CCPD-ER	104,662	65,375	39,286
	CCPD-NC	307,905	167,408	140,497
Little Italy		775,741	556,642	219,099
	CCDC-AWAITS-CCC-APPR	149,400	107,918	41,482
	CCPD-MC	406,268	282,178	124,090
	CCPD-NC	204,665	154,904	49,761
	CCPD-OS	9,649	5,881	3,767
	CCPD-R	5,760	5,760	0
Midway-Pacific Highway Corridor		491,532	428,999	62,532
	CC-4-2	102,015	101,294	721
	CN-1-2	103,758	88,219	15,539
	IS-1-1	259,792	214,375	45,417
	RM-1-1	5,260	5,260	0
	N/A	20,708	19,852	856
Peninsula		52,904	51,318	1,586
	CC-1-3	39	39	0
	CC-3-5	51,531	49,945	1,586
	CC-4-5	1,334	1,334	0
Uptown		487,935	465,143	22,792
	MCCPD-CL-6	161,922	139,289	22,633
	MCCPD-CN-1A	9,261	9,261	0
	MCCPD-CV-4	170,821	170,662	159
	MCCPD-MR-1000	2,495	2,495	0
	MCCPD-MR-800B	1,551	1,551	0
	MCCPD-NP-2	74,957	74,957	0
	MCCPD-NP-3	66,927	66,927	0
Grand Total		2,220,678	1,734,886	485,793

NOTE: CPA = Community Planning Area.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Table 6-6 (1 of 2): Additional Dwelling Unit Capacity and Potential Displacement of Future Dwelling Units within Safety Zones by CPA/Neighborhood and Zoning Designation with and without Proposed ALUCP

CPA/NEIGHBORHOOD	ZONING DESIGNATION	EXISTING DWELLING UNITS WITHIN SAFETY ZONES	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH PROPOSED ALUCP	
			WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DISPLACED DWELLING UNITS	PERCENTAGE ¹
Downtown		1,993	2,150	1,454	696	32%
Cortez		1,166	244	244	0	0%
	CCPD-ER	304	87	87	0	0%
	CCPD-NC	434	157	157	0	0%
	CCPD-R	428	0	0	0	0%
Little Italy		827	1,906	1,210	696	37%
	CCDC-AWAITS-CCC-APPR	79	682	404	278	41%
	CCPD-MC	287	670	413	257	38%
	CCPD-NC	320	503	348	155	31%
	CCPD-OS	0	0	0	0	0%
	CCPD-R	141	51	45	6	12%
Midway/Pacific Highway Corridor		486	51	50	1	2%
	CC-4-2	1	0	0	0	0%
	CN-1-2	51	51	50	1	2%
	CO-1-2	171	0	0	0	0%
	IS-1-1	33	0	0	0	0%
	RM-1-1	1	0	0	0	0%
	RM-2-5	147	0	0	0	0%
	RM-3-7	82	0	0	0	0%

Table 6-6 (2 of 2): Additional Dwelling Unit Capacity and Potential Displacement of Future Dwelling Units within Safety Zones by CPA/Neighborhood and Zoning Designation with and without Proposed ALUCP

CPA/NEIGHBORHOOD	ZONING DESIGNATION	EXISTING DWELLING UNITS WITHIN SAFETY ZONES	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH PROPOSED ALUCP	
			WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DISPLACED DWELLING UNITS	PERCENTAGE ¹
Peninsula		3,990	431	389	42	10%
	CC-1-3	0	0	0	0	0%
	CC-3-5	84	156	119	37	24%
	CC-4-5	1	2	2	0	0%
	CC-5-5	0	0	0	0	0%
	CR-1-1	33	0	0	0	100%
	OP-1-1	0	0	0	0	200%
	RM-1-1	10	0	0	0	300%
	RM-2-5	380	82	79	3	4%
	RM-3-7	2,103	179	177	2	1%
	RS-1-4	57	0	0	0	0%
	RS-1-7	1,322	12	12	0	0%
Uptown		3,453	1,013	973	40	4%
	MCCPD-CL-6	59	4	4	0	0%
	MCCPD-CN-1A	172	18	17	1	6%
	MCCPD-CV-4	816	258	246	12	5%
	MCCPD-MR-1000	1,351	417	407	10	2%
	MCCPD-MR-1500	33	11	11	0	0%
	MCCPD-MR-800B	219	53	50	3	6%
	MCCPD-NP-1	57	0	0	0	0%
	MCCPD-NP-2	295	98	92	6	6%
	MCCPD-NP-3	448	154	146	8	5%
	RS-1-1	3	0	0	0	0%
Total		10,570	3,645	2,866	779	21%

NOTE:

1/ Displaced dwelling units as a percentage of the additional units that could be built within the proposed safety zones under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Table 6-7 (1 of 2): Total Future Dwelling Units within Safety Zones after Full Buildout by CPA/Neighborhood and Zoning Designation with and without Proposed ALUCP

CPA/NEIGHBORHOOD	ZONING DESIGNATION	TOTAL DWELLING UNIT CAPACITY		DISPLACEMENT WITH PROPOSED ALUCP	
		WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DISPLACED DWELLING UNITS	PERCENTAGE
Downtown		4,143	3,447	696	17%
Cortez		1,410	1,410	0	0%
	CCPD-ER	391	391	0	0%
	CCPD-NC	591	591	0	0%
	CCPD-R	428	428	0	0%
Little Italy		2,733	2,037	696	25%
	CCDC-AWAITS-CCC-APPR	761	483	278	37%
	CCPD-MC	957	700	257	27%
	CCPD-NC	823	668	155	19%
	CCPD-OS	0	0	0	0%
	CCPD-R	192	186	6	3%
Midway/Pacific Highway Corridor		537	536	1	0%
	CC-4-2	1	1	0	0%
	CN-1-2	102	101	1	1%
	CO-1-2	171	171	0	0%
	IS-1-1	33	33	0	0%
	RM-1-1	1	1	0	0%
	RM-2-5	147	147	0	0%
	RM-3-7	82	82	0	0%

Table 6-7 (2 of 2): Total Future Dwelling Units within Safety Zones after Full Buildout by CPA/Neighborhood and Zoning Designation with and without Proposed ALUCP

CPA/NEIGHBORHOOD	ZONING DESIGNATION	TOTAL DWELLING UNIT CAPACITY		DISPLACEMENT WITH PROPOSED ALUCP	
		WITH CURRENT REGULATIONS	WITH PROPOSED ALUCP	DISPLACED DWELLING UNITS	PERCENTAGE
Peninsula		4,421	4,379	42	1%
	CC-1-3	0	0	0	0%
	CC-3-5	240	203	37	15%
	CC-4-5	3	3	0	0%
	CC-5-5	0	0	0	0%
	CR-1-1	33	33	0	0%
	OP-1-1	0	0	0	0%
	RM-1-1	10	10	0	0%
	RM-2-5	462	459	3	1%
	RM-3-7	2,282	2,280	2	0%
	RS-1-4	57	57	0	0%
	RS-1-7	1,334	1,334	0	0%
Uptown		4,466	4,426	40	1%
	MCCPD-CL-6	63	63	0	0%
	MCCPD-CN-1A	190	189	1	1%
	MCCPD-CV-4	1,074	1,062	12	1%
	MCCPD-MR-1000	1,768	1,758	10	1%
	MCCPD-MR-1500	44	44	0	0%
	MCCPD-MR-800B	272	269	3	1%
	MCCPD-NP-1	57	57	0	0%
	MCCPD-NP-2	393	387	6	2%
	MCCPD-NP-3	602	594	8	1%
	RS-1-1	3	3	0	0%
Total		14,215	13,436	779	5%

NOTE: CPA = Community Planning Area.

1/ Displaced dwelling units as a percentage of the total units after buildout under current plans and regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Comment M26

17. Incompatible Non-Residential Land Uses: The DEIR Table 4-8 identifies various incompatible non-residential land use types, but does not discuss the source of the land use types or how the analysis was done. The concern is that the land use types listed in the DEIR analysis do not appear to be consistent with the land use types listed in the City's General Plan, community plans, or zoning regulations. The DEIR should be revised to more accurately address the analyzed land use types with respect to allowable development pursuant to the City's existing regulatory framework (General Plan, community plans, and zoning regulations).

Response:

The land uses reported in Table 4-8 in the EIR and considered in Section 4 of Appendix A of the EIR "Displacement Attributable to Incompatible Land Uses" are the land uses specified in the noise and safety compatibility criteria tables of the proposed ALUCP (Tables 2-1 and 3-1 in the proposed ALUCP). That land use classification system was developed throughout the proposed ALUCP and Steering Committee consultation process. Appendix A of the proposed ALUCP provides an extensive list of definitions of each land use used in the proposed ALUCP compatibility criteria tables. Should it be necessary, the ALUC Staff is available to provide the City of San Diego Staff with support in interpreting and correlating land uses to the land use categories listed in the Tables 2-1 and 3-1 of the proposed ALUCP.

Comment M27

Currently, the DEIR (Table 4-24) concludes that the proposed ALUCP could have a substantial incompatibility with "applicable community plans primarily because it would set lower intensity limits and in some cases, would declare certain allowable land uses as incompatible." However, the City's General Plan and applicable community plans typically provide only a generalized land use category for non-residential land use designations (i.e. commercial or industrial) and do not specify the level of detail regarding maximum intensities reflected in the DEIR analysis. The conclusions with respect to general plan and community plan land use compatibility should be revised accordingly.

Response:

Per Section 6.1 of Appendix A of the EIR, the nonresidential development allowable under current conditions was based on the regulations in the City of San Diego zoning code. It is understood that the zoning regulations typically provide a more refined level of detail than the applicable community plans. Table 4-24 in the EIR has been revised to state that the zoning regulations, rather than the community plans, are inconsistent in some respects with the proposed ALUCP. The mitigation measures described in Sections 4.2.6 and 4.3.6 have been revised to clarify that zoning amendments, rather than community plan amendments, would be required to address the significant impacts on Land Use and Planning and Population and Housing.

Comment M28

The DEIR is missing an analysis that attributes which community plan land use designations and base zones are applicable within the proposed maps for noise contours and safety zones and how that relates to the significant land use impacts that have been identified. The DEIR analysis regarding incompatible land uses should be expanded to address the relationship of the “project” with respect to the City’s zoning regulations. The zoning regulations are what control non-residential intensity, and are the sole controlling regulation for any land uses that are identified as permitted by right per the applicable zoning regulations. An Exhibit similar to Table 3.2-1 from the MCAS Miramar ALUCP Final EIR should be provided to clearly indicate the maximum potential displacement by use category and corresponding base zone as further described in the comment below.

Response:

Section 4.2.4 of the EIR has been revised to clarify that the land use impacts are the result of inconsistencies between the proposed ALUCP and the applicable zoning regulations, rather than inconsistencies with the community plans.

See Response to Comment M25 for Table 6-5 (summary of potential nonresidential displacement attributable to safety policies and standards), Tables 6-6 and 6-7 (summary of potential residential displacement attributable to safety policies and standards).

Comment M29

18. Non-Residential Displacement Analysis: The DEIR discussion regarding the displacement analysis is unclear.

Response:

Refer to Response to Comment M25 for a discussion of the sources of the data used to develop the Displacement Analysis.

See Response to Comment M31. Also, refer to Section 5 of Appendix A and its associated attachments for a detailed explanation of the potential displacement of nonresidential development.

Comment M30

Additional detail should be provided regarding the context of the properties where the DEIR is concluding significant land use impacts in order for impacted property owners and decision makers to better understand the effect of the “project” in locations of potential displaced development. The DEIR Exhibits show approximate locations of displacement, but it would be helpful to have an Exhibit that lists the affected assessor’s parcel numbers, and quantifies development at each parcel location in terms of existing development versus the development potential under the current regulatory

framework compared to that under the ALUCP (i.e. total maximum allowed non-residential floor area per existing zone, and total maximum allowed non-residential floor area per ALUCP).

Response:

Refer to Response to Comment M25 for a discussion of the sources of the data used to develop the Displacement Analysis.

Although the computations of potentially displaced development were made at the parcel level, the aggregate results of the analysis were relied upon to reach a judgment of potentially significant impacts. The determination of significant impacts was based on a consideration of the thresholds of significant impacts described in Sections 4.2.3 and 4.3.3 of the EIR. Those thresholds relate to conflicts and inconsistencies between the proposed project and the City's General Plan, community plans, and related land use policies, programs, and regulations. As explained in Section 1.1 of Appendix A, the intent was to determine the amount of total future residential dwelling units and nonresidential floor area which could be displaced upon implementation of the proposed ALUCP.

While the methodology used to calculate overall displacement involved parcel-by-parcel calculations of potential development yield, the results of the analysis were never intended to be presented at the parcel level, nor was the conclusion as to potentially significant impacts based on the effects of the proposed ALUCP on individual parcels. Because of the extreme uncertainties involved in projecting future development, the displacement results for any given parcel cannot be considered highly reliable. When all parcels throughout a larger area are considered, however, it is expected that the potential variations at the parcel level will tend to be balanced out, resulting in more reliable aggregate estimates of potential displacement for entire safety zones or CPAs.

ALUC staff are prepared to assist City of San Diego staff after adoption of the proposed ALUCP and during the ALUCP implementations stage. This assistance will include providing data requested by the City to the extent it may assist them with ALUCP implementation. .

Comment M31

The DEIR identifies the amount of potential non-residential displacement by floor area and residential displacement of dwelling units for each community plan area. However, even after reviewing the technical discussion of the displacement methodology in the DEIR Appendix, it is unclear how this was calculated. The DEIR should provide a general discussion addressing how sum totals were calculated since many parcels that allow non-residential could have more than one land use type (i.e. retail, office or eating and drinking).

Response:

Refer to Response to Comment M25 for a discussion of the sources of the data used to develop the Displacement Analysis.

This response restates the Displacement Analysis methodology and requires a complex explanation. To assist the reader, the response is divided into three sections.

Potential Nonresidential Displacement for Property Zoned to Allow Nonresidential Use

As explained in Section 6.1 of Appendix A of the EIR, the floor area of nonresidential development that could be built under current regulations on lots zoned for nonresidential use was calculated by applying the FAR established in the base zone. Next, the amount of development that would be allowed under the proposed ALUCP was calculated based on the maximum intensity limits indicated at the top of Table 2-3 in the EIR. As the commenter correctly notes, the size of the buildings (i.e., total floor area) that can be built on any parcel with the proposed ALUCP will vary by land use type. That is because of the different occupancy factors applying to different land use types, as indicated in Table 2-3 in the EIR. The example below illustrates the effect of the occupancy factor on the size of buildings housing different land use types.

Example of the Influence of Occupancy Factor on Allowable Floor Area

This example assumes a lot of 7,500 square feet in Safety Zone 2E, Downtown-Little Italy.

- Lot Area in Acres (L) = 0.172
- Maximum Allowable Intensity (I) = 255 (from Table 2-2 in the EIR)
- Maximum Number of Occupants (L * I = N) = 126

CASE 1 WHAT IS THE ALLOWABLE FLOOR AREA FOR A RETAIL STORE?	CASE 2 WHAT IS THE ALLOWABLE FLOOR AREA FOR A RESTAURANT?
Occupancy Factor (O) = 170 square feet/person (from Table 2-2 in the EIR)	Occupancy Factor (O) = 60 square feet/person (from Table 2-2 in the EIR)
Maximum Allowable Floor Area of Building (N*O = F) = 7,464 square feet	Maximum Allowable Floor Area of Building (N*O =F) = 2,634, square feet

As indicated in this example, the maximum allowable floor area of a building is directly related to the occupancy factor of the particular land use. The higher the occupancy factor (expressed as square feet per person), the larger the allowable floor area.

The current zoning throughout most of the safety zones allows for a mix of land uses, and this is reflected in the existing land use pattern. Thus, it is impractical and speculative to predict the land uses that may be developed on any given developable property. That being said, it was unnecessary to attempt to make these parcel-by-parcel predictions. The intent of the Displacement Analysis was to estimate the aggregate potential effect of the proposed ALUCP on future development throughout the ALUCP Impact Area, rather than to attempt to make estimates for each developable property.

The projection of future nonresidential development under the proposed ALUCP assumed that the mix of future land uses would be similar to the existing mixed land use pattern in each CPA (or CPA/neighborhood). In making this projection, the consultant developed weighted occupancy factors for each CPA/neighborhood by generalized community plan designation. The weighted occupancy factor was used as a way of making a reasonable estimate of the overall mix of potential nonresidential development in each safety zone and CPA/neighborhood with the proposed ALUCP. **Table 6-8** below provides examples of how weighted occupancy factors were developed. (The complete set of data upon which the weighted occupancy factors are based is included in Section 6.2 in Appendix A of the EIR, Tables A-13 and A-14.)

Table 6-8: Calculation of Weighted Occupancy Factor in Downtown-Cortez Neighborhood for Mixed-Use – Commercial Emphasis Community Plan Designation

LAND USE CATEGORY	OCCUPANCY FACTOR	PERCENTAGE OF LAND USE IN NEIGHBORHOOD ¹	OCCUPANCY FACTOR WEIGHTS
Commercial - Eating, Drinking, Entertainment	60	0%	0
Commercial – Lodging	200	37.3%	75
Commercial – Retail	170	1.3%	2
Commercial – Services	200	0%	0
Industrial	300	0%	0
Institutional	170	0%	0
Office	215	61.4%	132
Total	--	100.0%	209

NOTE:

1/ Percentages represent the estimated share of nonresidential floor area occupied by each land use.

SOURCE: Ricondo & Associates, Inc., September 2012. See Tables A-13 and A-14 in Appendix A of the EIR.

PREPARED BY: Ricondo & Associates, Inc., October 2013.

Table 6-8 below lists the generalized nonresidential land use categories considered in the Displacement Analysis with their corresponding occupancy factors (taken from Table 2-2 in the EIR). The third column in the table lists the percentage of each land use, in terms of floor area, in the portion of the Downtown-Cortez neighborhood designated in the Downtown Community Plan for “Mixed-Use – Commercial Emphasis.” The weighted occupancy factor was developed by multiplying the occupancy factor of each land use type by the percentage of total nonresidential floor area occupied by each land use in the area. The results were summed to yield a total weighted occupancy factor. In this example, the total weighted occupancy factor is 209 square feet per person.

The weighted occupancy factor of 209 was then applied to all developable property within the safety zones in the Downtown-Cortez neighborhood designated in the Community Plan for “Mixed-Use – Commercial Emphasis.” This methodology was used for all other CPAs and Community Plan land use designations throughout the safety zones. Table A-13 in Appendix A of the EIR presents the land use proportions for each

CPA by Community Plan land use designation. Table A-14 in Appendix A of the EIR presents the weighted occupancy factors for each area.

Potential Residential Displacement for Property Zoned to Allow Residential Use

As explained in Section 5.1 of Appendix A of the EIR, future housing development data by parcel was provided by the City of San Diego. That represented the potential level of housing development that could be allowed under current regulations. For parcels zoned exclusively for residential use, the number of units that could be built under the proposed ALUCP was calculated simply by applying the maximum allowable densities indicated at the top of the safety compatibility standards table (Table 2-2 in the EIR.) The amount of potentially displaced dwelling units was calculated by subtracting the number of dwelling units that could be built with the proposed ALUCP from the number that could be developed under current regulations (as provided by the City).

Potential Residential and Nonresidential Displacement for Property Zoned to Allow Mixed-Use Development

For the analysis of future development on developable property zoned for mixed-use development (i.e., a mix of residential and nonresidential uses) under current regulations, the City of San Diego's future housing estimates served as the starting point. Where the future housing estimates were projected for parcels zoned to allow mixed-use development, the consultant assumed that a portion of each parcel would also be developed for nonresidential uses permissible under the applicable zoning. The proportion of the parcel assumed to be developed for nonresidential development was based on the average nonresidential FARs that currently exist in mixed-use developments. That information was developed by the consultant through a detailed field survey of existing land use. The results were averaged across each generalized land use designation in each community plan. The nonresidential FARs are indicated in Table A-12 in of Appendix A of the EIR.

Two steps were used in calculating the amount of development that could occur on mixed-use parcels with the proposed ALUCP. First, the consultant estimated the number of dwellings that would be allowable on each parcel by applying the ALUCP density limits from Table 2-2 in the EIR to the total lot area.

Next, the consultant estimated the amount of nonresidential floor area that could be built on the nonresidential portion of each lot based on the applicable intensity limit for the safety zone and CPA, as indicated in Table 2-2 in the EIR. The allowable intensity on each mixed use development project was calculated by summing the occupancy levels of both the residential and the nonresidential components of the development, in accordance with ALUCP Policy S.8. In making this calculation, the weighted occupancy factors presented in Table A-14 in Appendix A of the EIR were used for the nonresidential portion of each development. The example below illustrates how these calculations were made.

Example Calculation of Residential and Nonresidential Development on Property Zoned to Allow Mixed-Use with Proposed ALUCP

This example assumes a lot of 9,000 square feet in Safety Zone 2E, Downtown-Little Italy designated for Mixed-Use – Commercial Emphasis.

- Lot Area in Acres (L) = $9,000 \text{ sf} \div 43,560 \text{ sf} = 0.207 \text{ ac}$
- Nonresidential Floor Area Ratio (FARn) = 0.38 (from Table A-12 in Appendix A in the EIR)
- Maximum Allowable Residential Density (D) = 40 units per acre (from Table 2-2 in the EIR)
- Average Population Per Dwelling Unit (PPDU) = 1.51 (from Table 2-2 in the EIR)
- Maximum Allowable Nonresidential Intensity (I) = 255 persons per acre (from Table 2-2 in the EIR)
- Maximum Number of Nonresidential Occupants (No = $L * \text{FARn} * I$) = 20
- Weighted Occupancy Factor (O) = 208 people per acre (from Table A-14 in Appendix A of the EIR)

What is the Allowable Development Yield on the Property with the Proposed ALUCP?

- Maximum Number of Dwelling Units (Ndu) = $D * L = 8$
- Maximum Allowable Nonresidential Floor Area of Building (F) = $\text{No} * O = 4,164 \text{ square feet}$

Comment M32

Also, because the proposed ALUCP limits people per acre and provides an occupancy factor by land use type, the amount of potential non-residential floor area displaced will vary depending on the type of land use and whether multiple uses are developable on a single parcel. The DEIR should provide a range of potential non-residential displacement. The DEIR should also specify how this analysis was done in relationship to the downtown neighborhoods since the Centre City PDO limits both residential density and non-residential intensity per floor area ratio.

Response:

Refer to Response to Comment M25 for a discussion of the sources of the data used to develop the Displacement Analysis.

See Response to Comment M31 for an explanation of the Displacement Analysis methodology, including an explanation of how mixed-use development potential was accounted for. The same methodology was used for the Downtown neighborhoods as for other parts of the ALUCP Impact Area. As noted in Response to Comment M31, it was considered too speculative to attempt to predict the specific land use types that could occur on any developable parcel. The analytical method that was chosen enabled reasonable estimates to be made of the overall mix of uses on all developable parcels within each CPA/neighborhood, by community plan land use designation. The analysis that was undertaken meets CEQA requirements.

A sensitivity test of the nonresidential displacement results is described in Section 6.4 in Appendix A of the EIR. As explained in Response to Comment M31, the Displacement Analysis was undertaken using weighted occupancy factors for each community plan land use designation in each CPA/neighborhood. Those occupancy factors reflected the existing mix of land uses in each of those areas. Thus, the aggregate results of the Displacement Analysis assumed that the mix of new development in each area would resemble the existing mix of land uses. (The analysis was intended to produce a reasonable aggregate estimate of nonresidential displacement across the entire ALUCP Impact Area, rather than producing parcel-by-parcel estimates of displacement.)

The sensitivity test produced alternative estimates of aggregate displacement by using two different weighted occupancy factors for each community plan land use designation in each CPA. Those factors were 10 percent higher and 10 percent lower than the weighted occupancy factor used for the baseline analysis. The higher factor was equivalent to assuming a less intense development pattern in each area – more offices and hotels and fewer restaurants, for example. The lower factor was equivalent to assuming a more intense development pattern, with more restaurants and retail stores and fewer office buildings and hotels. The alternative weighted occupancy factors are presented in Table A-19 in Appendix A of the EIR. The results of the sensitivity analysis are presented in Table A-20 in Appendix A of the EIR.

Comment M33

19. Project Specific Impacts to Residential Land Uses: DEIR section 4.3.4 states that, “The proposed noise compatibility policies would allow the construction of new dwelling units within the 70 dB CNEL contour in all areas designated in the applicable community plan for residential development.” However, this statement is inconsistent with DEIR Table 2-1 footnote 2 that states, “New residential is permitted above the 70 dB CNEL contour only if the land use designation in the General/Community Plan is effect at the time of the ALUCP adoption allows for residential use. General/Community Plan amendments from a non-residential designation to a residential designation are not permitted. DEIR section 4.3.4 should be revised to be consistent with DEIR Table 2-1 footnote 2.

Response:

The language in Section 4.3.4 of the EIR has been revised as suggested by the commenter.

Comment M34

DEIR Tables 4-32 and 4-33 should be revised to identify the safety zone by community plan area and applicable base zone.

Response:

See Tables 6-6 and 6-7 in Response to Comment M25.

Comment M35

Also, to supplement the DEIR Exhibits that currently show only approximate locations of displacement, a listing of the affected assessor's parcel numbers should be provided. The new Exhibit should quantify development at each parcel location for comparison in terms of existing development, the development potential in accordance with the existing regulatory framework (total maximum allowed residential dwelling units per existing base zone/existing ALUCP), and the total maximum dwelling unit development potential in accordance with the proposed ALUCP.

Response:

See Response to Comment M30.

Comment M36

Exhibit 4-17 depicts four properties accounting for a total potential displacement of 42 multi-family (MF) dwelling units (du's). Two of the properties shown on Figure 4-17 are developed as MF and grandfathered in according to the existing Plan and should be removed from this figure. The other two properties are vacant parcels in an area with a land use designation of Neighborhood Commercial.

Response:

The commenter does not specify the precise location of the parcels, therefore the suggested edits to Exhibit 4-17 of the EIR cannot be considered.

Further, the revisions suggested by the commenter would result in a decrease in the development displacement impacts of the proposed ALUCP because it would reduce the number of developable parcels. As a result, the existing CEQA analysis is conservative and presents a worst-case assessment relative to the implications of the proposed ALUCP on the referenced parcels.

As explained in Response to Comment M25, the Displacement Analysis was undertaken over a period of several months beginning in 2012 and relied on a land use database that is now approximately two years old. (The housing development data provided by the City dated from 2008.) Any refinements or updates of the analysis that would reduce the impacts of the proposed ALUCP would be unnecessary under CEQA. The Draft EIR would have adequately served its statutory purpose in disclosing the potential level of impacts associated with the proposed ALUCP.

Comment M37

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the Final EIR and provide CD copies of the document for distribution to the commenting department staff. If you

have any additional questions regarding the City's review of the Draft EIR please contact me at 619-446-5372 or via email at mherrmann@san Diego.gov.

Response:

CDs of the Final EIR will be distributed to City Staff a minimum of 10 days prior to ALUC action on the SDIA ALUCP.

7. Preparers and Organizations and Persons Consulted

7.1 Preparers

Ricondo & Associates, Inc.

1917 Palomar Oaks Way, Suite 350
Carlsbad, CA 92008

Joseph Huy, Senior Vice President

Mark Johnson, Director

Stephen Culberson, Director

Francois Bijotat, Managing Consultant

Patrick Hickman, Senior Consultant

Thao Nguyen, Consultant

San Diego County Regional Airport Authority

P.O. Box 82776
San Diego, CA 92138-2776

Amy Gonzalez, Director of Counsel Services

Keith Wilschetz, Director

Angela Jamison, Manager

Ed Gowens, Senior Airport Planner

Kim Sheredy, Senior Airport Planner

7.2 Organizations and Persons Consulted

ORGANIZATION/AFFILIATION	CONTACT PERSON
American Institute of Architects (AIA)	John Ziebarth
Attorney	Clif Williams
Attorney	Matthew Yunker
Authority Board Member	Paul Robinson
BIA	Matthew Adams
California Department of Transportation, District 11	Chris Schmidt
California Department of Transportation, Division of Aeronautics	Terry Barrie
California Department of Transportation, Division of Aeronautics	Ron Bolyard
California Department of Transportation, Division of Aeronautics	Derek Kantar
City of Coronado	Rachel Hurst
City of Coronado	Ann McCaull
City of National City	Raymond Pe
City of San Diego	Tait Galloway
City of San Diego	Amanda Lee
City of San Diego - Councilmember Faulconer's Office	Michael Patton
City of San Diego - Councilmember Gloria's Office	Katie Keach
City of San Diego - Councilmember Lightner's Office	Nika Bukalova
City of San Diego - Mayor's Office	Robert Wilder
Civic San Diego/ City of San Diego	Brad Richter
Community Planning Areas, Groups and Neighborhoods	Downtown Community Planning Council Little Italy Association North Bay Community Planning Group Ocean Beach Planning Board Peninsula Planning Board Uptown Planners
County of San Diego	Joe Farace
Consultant	Diane Sandman
Federal Aviation Administration	Margie Drilling
Federal Aviation Administration	Victor Globa
League of Women Voters	Virginia Silverman
McMillin	Joe Haeussler
NAIOP	Ted Shaw

ORGANIZATION/AFFILIATION	CONTACT PERSON
Naval Base Coronado	Carl Bruce Shaffer, AICP
U.S. Department of the Navy	David Hulse
U.S. Department of the Navy	Steve Chung
Office of Assemblymember Toni Atkins	Deanna Spehn
Peninsula Community Planning Board	Jarvis Ross
Peninsula Community Planning Board	Paul Webb
Peninsula Community Planning Board	Peter Nystrom
Real Estate	John Casey
Resident	Cynthia Conger
Resident	Hugo Carver
Resident	John Wotzka
Resident	Christina Leeper
Resident	Kendall Helm
Resident	Louis Misko
Resident	Nan Valerio
Resident	Paul Dasplt
Resident	Rick Beach
Resident	Suhail Khalil
Resident	Kathy Griffiee
Resident	Lance Murphy
Resident	Dan Kjonegaard
Resident	Rich Martindell
Resident	Sylvia Dee
Residents	Mary & Dick Bersbach
SAN Airport Traffic Control Tower	Mark Hidingier
San Diego Chamber of Commerce	Neil Hyytinen
San Diego Chamber of Commerce	Carmen Sandoval
San Diego Port Tenants Association	Sharon Cloward
San Diego Unified Port District	Candice Magnus
San Diego Unified Port District	Jim Hirsch
SANDAG	Dave Schumacher
Solar Turbines	Jim McCollum
Uptown Planners	Jim Mellos
Uptown Planners	Leo Wilson
Uptown Planners	Michael Seidel
Western Slopes Community Association	Joe Naskar

8. References and Acronyms

8.1 References

California Business and Professions Code §11010(a) and (b)(13).

California Civil Code §§1102.6, 1103.4 and 1353.

California Code of Civil Procedure §731a.

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- Title 14, California Code of Regulations, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Section 15000 et seq.
- Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5037(f).

8.2 Acronyms

AAOZ: Airport Approach Overlay Zone
AC: Advisory Circular
AEOZ: Airport Environment Overlay Zone
AIA: Airport Influence Area
ALP: Airport Layout Plan
ALUC: Airport Land Use Commission
ALUCP: Airport Land Use Compatibility Plan
Caltrans: California Department of Transportation
CCC: California Coastal Commission
CEQA: California Environmental Quality Act
CFR: Code of Federal Regulations
CHLOZ: Coastal Height Limit Overlay Zone
CLUP: Comprehensive Land Use Plan
CNEL: Community Noise Equivalent Level
CPA: Community Planning Area
dB: Decibels
EIR: Environmental Impact Report
FAA: Federal Aviation Administration
GP: General Plan
HR: Hillside Review
LCP: Local Coastal Programs
MCRD: U.S. Marine Corps Recruit Depot
MHPA: Multiple Habitat Planning Area
MSCP: Multiple Species Conservation Program
MSL: Mean Sea Level
NOP: Notice of Preparation
NOP/IS: Notice of Preparation and Initial Study
NTC: U.S. Naval Training Center

PDO: Planned District Ordinance

RPZ: Runway Protection Zone

SANDAG: San Diego Association of Governments

SDCRAA: San Diego County Regional Airport Authority

SDIA: San Diego International Airport

SDT: Significance Determination Thresholds

SFHA: Special Flood Hazard Area

SRO: Single Room Occupancy

TERPS: United States Standard for Terminal Instrument Procedures

TSS: Threshold Siting Surface

San Diego International Airport



Final Environmental Impact Report for the San Diego International Airport Land Use Compatibility Plan

Appendices: Volume 1 of 2

PREPARED FOR:

San Diego County Regional Airport Authority

PREPARED BY:

RICONDO & ASSOCIATES, INC.

January 2014

Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

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Appendix A Updated Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan

San Diego International Airport



Updated Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan

PREPARED FOR:

San Diego County Regional Airport Authority

PREPARED BY:

RICONDO & ASSOCIATES, INC.

Updated ~~July 2013~~ January 2014

Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of the San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

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Preface

Minor, clarifying revisions were made to this Displacement Analysis based on public comments and suggestions provided by the commenters on the July 2013 Draft EIR. These revisions are summarized generally below.

- Additional discussion of the methodology, sources and date of data used in the displacement analysis
- Additional explanation of the 2004 ALUCP policies in effect within the Runway 27 approach zone (i.e., 110 percent intensity of existing uses within a 0.25-mile radius, or, in the Little Italy and Cortez neighborhoods, 2.0 Floor Area Ratio and maximum height of 36 feet)
- Additional discussion on the weighted occupancy factor calculation
- Addition of Chart #17 "Safety Zone 3SW/Peninsula Residential Displacement by Parcel" in Attachment H
- Updated noise and safety compatibility standard tables (Tables A-1 and A-4)

None of these revisions constitute "significant new information," as defined by CEQA Section 15088.5.

1. Purpose of Displacement Analysis

The California Environmental Quality Act (CEQA) requires the evaluation of proposed projects for potential environmental impacts. The California courts have held that airport land use compatibility plans are “projects” under CEQA.¹ The draft Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (the Airport or SDIA) is a land use plan and does not involve or propose any specific development projects. Therefore, any environmental impacts attributable to the ALUCP would be limited to changes in land use plans and regulations required to implement ALUCP policies that would affect future development. CEQA resource categories that may be affected by adoption and implementation of the draft ALUCP include land use and planning, population and housing and public services.

The displacement analysis described in this report quantifies the amount of future development, described as dwelling units and nonresidential floor area, that could be displaced from the areas subject to more restrictive land use controls after implementation of the draft ALUCP. It also quantifies the amount of lot area that would no longer be available for the development of land uses that would be deemed incompatible within the proposed noise and safety zones.

The results of the Displacement Analysis are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.

¹ Muzzy Ranch v. Solano County Airport Land Use Commission, 41 Cal.4th 372.

2. Potential Causes of Displacement

The draft ALUCP for SDIA includes policies and standards addressing four land use compatibility factors – noise, safety, airspace protection and overflight. Only the noise and safety policies have the potential to displace future development. The airspace protection policies of the draft ALUCP, while integrating the Airport Land Use Commission's (ALUC's)² policy more clearly with applicable Federal Aviation Administration (FAA) regulations and California law, involve no substantive changes to maximum allowable building heights. The overflight policies include no land use restrictions; they only provide real estate disclosure and residential property buyer awareness measures.

2.1 Land Use Planning and Regulation in the City of San Diego

Long-range planning in the City of San Diego is directed by the City's 2008 General Plan.³ The General Plan includes several elements addressing the different aspects of city development, including housing, mobility, recreation, urban design, noise, public facilities, economic prosperity, conservation, historic preservation, and land use. The General Plan elements address growth and development through citywide policies. The Land Use and Community Planning Element prescribes policies promoting a "city of villages" development concept.⁴ Policies LU-A.7 and LU-A.8 require that the appropriate mix of land uses and the intensity of development are to be defined at the Community Plan Area (CPA) level.⁵ The City has more than 50 CPAs, each of which has a Community Plan. Community Plans chart the course for future development through goals and objectives specific to community needs and through policies relating to land use, housing, and open space in a manner that reflect those goals and objectives. Planning staff from the City of San Diego collaborate with the Community Planning Group (CPG) representing each CPA to draft the community plans. The Community Plans allow the City to address development in a manner that is sensitive to the character unique to each of the diverse CPAs within San Diego. Thus, the land use plan component of the City's General Plan is essentially defined by the sum of all Community Plans.

² The San Diego County Regional Airport Authority (SDCRAA) serves as the Airport Land Use Commission for San Diego County.

³ City of San Diego, *City of San Diego General Plan 2008*, adopted March 10, 2008.

⁴ *City of San Diego General Plan*, "Land Use and Community Planning Element," 2008, p. LU-6.

⁵ *City of San Diego General Plan*, "Land Use and Community Planning Element," 2008, pp. LU-9 and LU-10.

California law also authorizes local governments to prepare Specific Plans for all or part of the area covered by the General Plan. A Specific Plan must be consistent with the General Plan, but it provides considerably more detail related to the type and distribution of land uses, the layout of development, the placement and design of public facilities and a program of implementation measures.

While the General Plan and the Community Plans prescribe policies directed at achieving goals and objectives for orderly growth and urban development, these policies are implemented through regulations in the City of San Diego's Municipal Code. The Municipal Code specifies land use and development controls primarily through zoning.⁶ A zoning ordinance assigns designations to specific geographic areas or zones where regulations specific to that zone are tailored to achieve a desired development outcome. The development regulations attached to a specific zone typically define the uses permitted in that zone, as well as how much development is to occur. The maximum density of residential development is typically specified in zones allowing residential or mixed use. The intensity of nonresidential development is typically regulated by assigning maximum floor area ratios (FARs) or a maximum amount of lot coverage. The Municipal Code assigns zoning designations through a series of City-wide base zones and Planned District Ordinance (PDO) zones. The PDOs address development in special districts where a distinctive character is to be maintained (e.g., Centre City, Old Town). California law requires that the zoning regulations must be based on the General Plan.⁷

Overlay zones have been applied in areas where the City has elected to enforce regulations protecting public health, safety, and welfare beyond that covered by the base zones. The regulations of the overlay zones supplement the requirements of the underlying base zones. The Airport Environs Overlay Zone (AEOZ) for SDIA was adopted by the City to implement the policies of the 1992 ALUCP.⁸ The AEOZ is intended to protect people and property on the ground by implementing ALUCP policies rendering certain land uses incompatible and limiting the density and intensity of development in the runway protection zones (RPZs) and the Airport approach area. The Environmental Impact Report (EIR) prepared for the 2008 General Plan describes the relationship of the AEOZ and the ALUCP.

The City implements the adopted ALUCPs [including the 1992 ALUCP for SDIA] with the Airport Environs Overlay Zone (AEOZ)... For SDIA, the AEOZ uses the 1999 annual noise contours rather than the 1990 projected noise contours from the ALUCP... The City has agreed to submit discretionary projects within the airport influence area for each airport in the City with an adopted ALUCP [including SDIA] to the ALUC for consistency determinations up until the time when the ALUC adopts the updated ALUCPs and subsequently determines that the City's affected land use plans are consistent with the ALUCPs.⁹

⁶ *City of San Diego Municipal Code*, February 2012, §131.0101.

⁷ *California Government Code*, 2011, Section 65860(a).

⁸ *City of San Diego Municipal Code*, February 2012, §132.0301.

⁹ *City of San Diego, Final Preliminary Environmental Impact Report*, City of San Diego Draft General Plan, September 2007, p. 3.10-13.

2.2 Noise Compatibility Policies and Standards

The noise policies and standards would restrict the future development of several institutional land uses within the 65 dB CNEL contour. **Table A-1** presents the noise compatibility standards from the ~~draft~~ proposed ALUCP. Uses that would be incompatible within the area exposed to ~~noise above the~~ 65 decibel (dB) Community Noise Equivalent Level (CNEL) include child day care centers, medical care facilities such as nursing homes and hospitals, and schools for children (kindergarten through grade 12). Uses that would be incompatible within the area exposed to ~~noise above the~~ 75 dB CNEL include convention centers, schools for adults, arenas and stadiums. Residential uses would be considered conditionally compatible with noise above 60 dB CNEL. In areas exposed to noise above 70 dB CNEL, residential uses would be compatible only subject to strict conditions, including the provision of noise attenuation, the granting of avigation easements to the Airport operator and only if located in areas currently designated in the General Plan or applicable Community Plan for residential use.

The current ALUCP for SDIA, adopted in 1992 and amended in 1994 and 2004 (the 2004 ALUCP), includes noise compatibility policies with some similarities to those in the draft ALUCP. As noted in Section 2.1 of this document, the City of San Diego implemented the 2004 ALUCP by adopting the AEOZ. The AEOZ essentially incorporates the noise compatibility policies of the 2004 ALUCP. The 2004 ALUCP (and the AEOZ) lists several uses that can be considered compatible within the area exposed to 60 dB CNEL only if they are acoustically treated to reduce exterior noise to 45 dB CNEL indoors and if avigation easements are provided to the Airport operator. Those include:

- Schools and preschools
- Libraries
- Residential uses, including single family, multi-family, residential hotels and retirement homes
- Intermediate care facilities
- Hospitals
- Nursing homes

Table A-1 (1 of 2): Noise Compatibility Standards from Draft ALUCP, San Diego International Airport

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
RESIDENTIAL				
Single-Family, Multi-family	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Single Room Occupancy (SRO) Facility	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Group Quarters ^b	45	45 ¹	45 ^{1,2}	45 ^{1,2}
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office - Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)			50	50
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)			50	50
Sport/Fitness Facility			50	50
Theater - Movie/Live Performance/Dinner		45	45	45
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES				
Assembly - Adult (Religious, Fraternal, Other)	45	45 ¹	45 ¹	45 ¹
Assembly - Children (Instructional Studios, Cultural Heritage Schools, Religious, Other) ³	45			
Cemetery				
Child Day Care Center/Pre-K	45			
Convention Center				
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/50
Library, Museum, Gallery		45	45	45
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	45			
Medical Care - Hospital	45			
Medical Care - Out-Patient Surgery Centers	45			
School for Adults - College, University, Vocational/Trade School	45	45 ¹	45 ¹	
School - Kindergarten through Grade 12 (Includes Charter Schools)	45			
INDUSTRIAL				
Junkyard, Dump, Recycling Center, Construction Yard				
Manufacturing/Processing - General				
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Manufacturing/Processing of Hazardous Materials ⁴				
Mining, Extractive Industry				
Research and Development - Scientific, Technical				
Sanitary Landfill				
Self-storage Facility				
Warehousing/Storage - General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials ⁴				

Table A-1 (2 of 2): Noise Compatibility Standards from Draft ALUCP, San Diego International Airport

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
TRANSPORTATION, COMMUNICATION, UTILITIES				
Auto Parking	Green	Green	Green	Green
Electrical Power Generation Plant	Green	Green	Green	Green
Electrical Substation	Green	Green	Green	Green
Emergency Communications Facilities	Green	Green	Green	Green
Marine Cargo Terminal	Green	Green	Green	Green
Marine Passenger Terminal	Green	Green	Green	Green
Transit Center, Bus/Rail Station	Green	Green	Green	Green
Transportation, Communication, Utilities - General	Green	Green	Green	Green
Truck Terminal	Green	Green	Green	Green
Water, Wastewater Treatment Plant	Green	Green	Green	Green
RECREATION, PARK, OPEN SPACE				
Arena, Stadium	Green	Green	Green	Red
Golf Course	Green	Green	Green	Green
Golf Course Clubhouse	Green	Green	Green	Green
Marina	Green	Green	Green	Green
Park, Open Space, Recreation	Green	Green	Green	Green
AGRICULTURE				
Aquaculture	Green	Green	Green	Green
Agriculture	Green	Green	Green	Green
LEGEND				
Green	Compatible: Use is permitted.			
Yellow	Conditionally Compatible: Use is permitted subject to stated conditions.			
Red	Incompatible: Use is not permitted under any circumstances.			
45	Indoor uses: building must be capable of attenuating exterior noise to 45 dB CNEL.			
50	Indoor uses: building must be capable of attenuating exterior noise to 50 dB CNEL.			
45/50	Sleeping rooms must be attenuated to 45 dB CNEL and any other indoor areas must be attenuated to 50 dB CNEL.			
1	Avigation easement must be dedicated to the Airport owner/operator.			
2	New residential use is permitted above the 70 dB CNEL contour only if the current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted.			
3	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definition of Assembly - Children.			
4	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definitions of manufacturing, processing and storage of hazardous materials.			
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions."			
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.			

SOURCE: Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Draft Airport Land Use Compatibility Plan*, February 2013-2014, pp. 2-5 and 2.6.

PREPARED BY: Ricondo & Associates, Inc., March-December 2013.

In the 2004 ALUCP (and AEOZ), the following uses are considered compatible at levels below 70 dB CNEL but incompatible above that level:

- Office buildings
- Auditoriums
- Churches
- Concert halls
- Indoor arenas

Table A-2 compares the differences between the noise compatibility standards of the 2004 ALUCP (and AEOZ) and the draft ALUCP. As indicated, the policies and standards of the draft ALUCP could result in the displacement of several categories of land uses within the area exposed to 65 dB CNEL, including:

- Child day care centers
- Medical care facilities, including congregate care facilities and hospitals
- Schools -- kindergarten through grade 12 (K-12)

In addition, convention centers and schools for adults, which would be incompatible with noise above 75 dB CNEL, may also be subject to displacement with implementation of the draft ALUCP. Arenas and stadiums would continue to be incompatible under the draft ALUCP, as they are under the 2004 ALUCP and AEOZ.

Although the City of San Diego implemented [aspects of](#) the 2004 ALUCP by adopting the AEOZ, the AEOZ is based on the 1999 noise contours for SDIA rather than the 1990 noise contours used in the 2004 ALUCP. The 1999 contours cover considerably less area than the 1990 contours, so the regulations of the AEOZ apply to a smaller area than the 2004 ALUCP policies.

Exhibit A-1 compares the noise contours from the 2004 ALUCP, the AEOZ, and the draft ALUCP. The draft ALUCP noise contours cover a smaller area than the contours from the 2004 ALUCP and somewhat more area than the contours in the AEOZ, as indicated in **Table A-3**. Compared with the 2004 ALUCP noise contours, the area exposed to noise above 65 dB CNEL with the draft ALUCP is reduced by 971 acres and the area exposed to noise above 75 dB CNEL is reduced by 608 acres.¹⁰ However, the area exposed to noise above 65 dB CNEL is 729 acres larger with the draft ALUCP than in the AEOZ.

¹⁰ While the updated noise contours in the draft ALUCP cover less area overall than the noise contours from the 2004 ALUCP, the updated noise contours actually cover a larger area on the east side of the Airport than the older noise contours.

Table A-2: Comparison of Noise Compatibility Standards of 2004 ALUCP, AEOZ and Draft ALUCP

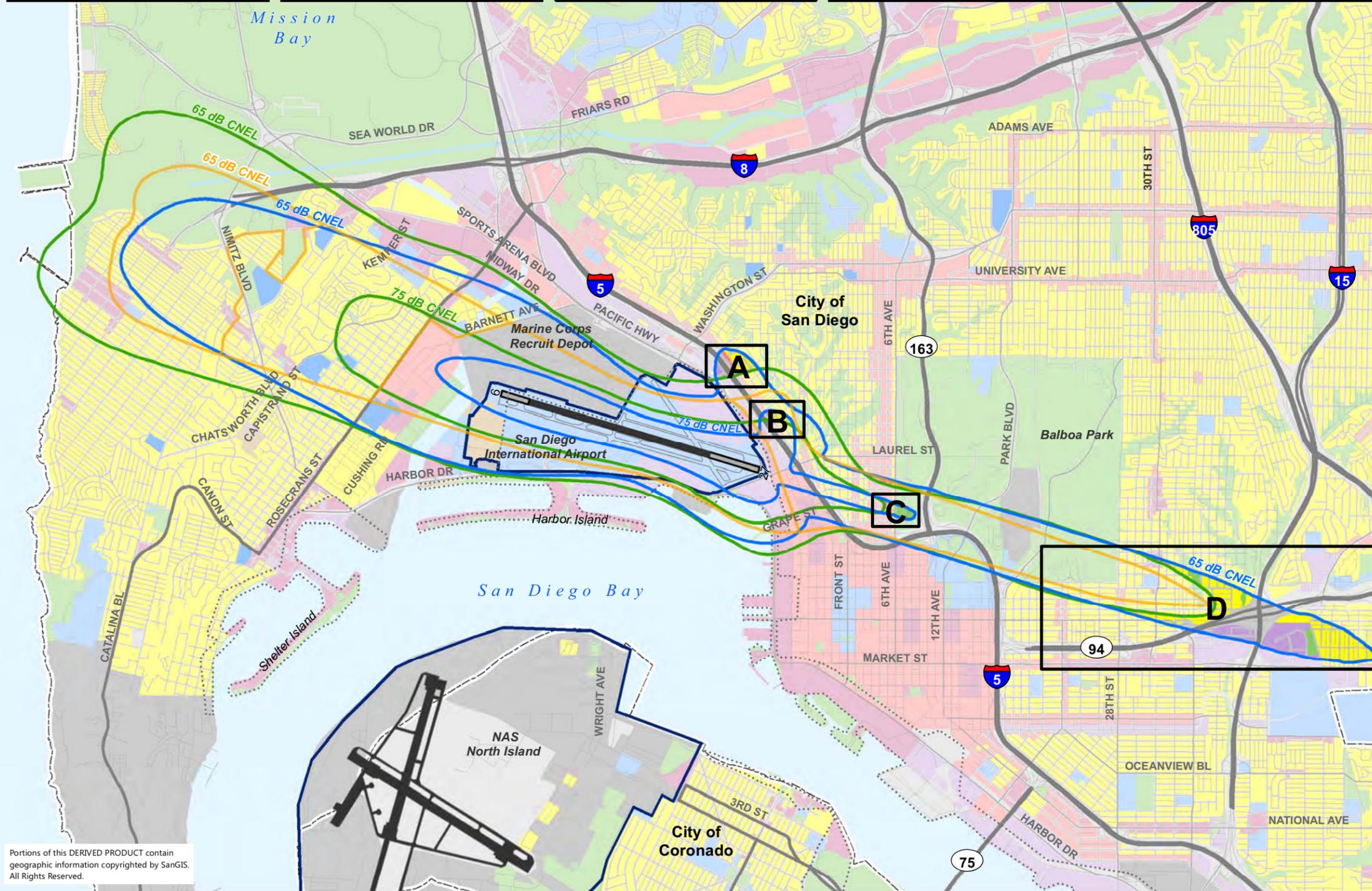
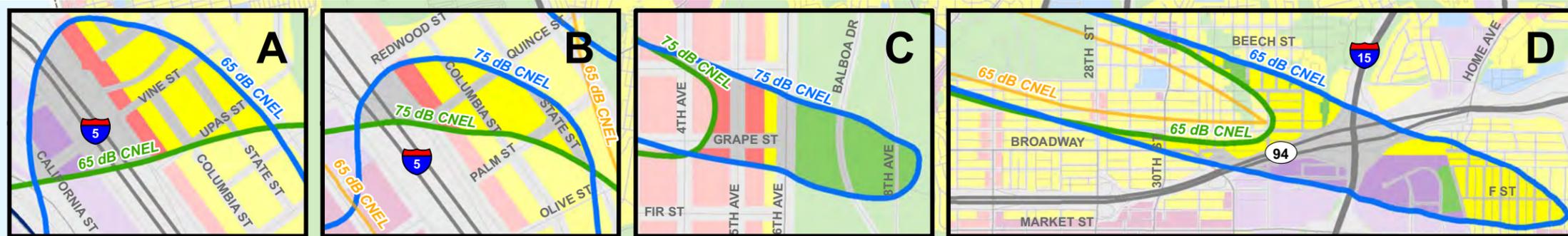
LAND USE CATEGORY	NOISE EXPOSURE RANGE (dB CNEL)	2004 ALUCP AND AEOZ	DRAFT ALUCP
Residential	60+	Noise attenuation required	Noise attenuation required
Hotel, Motel, Resort	60+	Compatible	Noise attenuation required
Office	70+	Incompatible	Noise attenuation required
Retail, Wholesale, Service	70+	Compatible	Noise attenuation required
Sport, Fitness Facility	70+	Compatible	Noise attenuation required
Theater	65-70	Compatible	Noise attenuation required
	70+	Noise attenuation required	Noise attenuation required
Child Day Care Center, Family Day Care Home	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Convention Center	70-75	Incompatible	Noise attenuation required
Fire, Police Stations	70+	Compatible	Noise attenuation required
Jail, Prison	65+	Compatible	Noise attenuation required
Library, Museum, Gallery	60-65	Noise attenuation required	Compatible
	65+	Noise attenuation required	Noise attenuation required
Medical Care – Congregate Care, Nursing Home	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Medical Care – Hospital	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Public Assembly (places of worship, auditoriums, concert halls, indoor arenas)	60-70	Noise attenuation required	Noise attenuation required
	70+	Incompatible	Noise attenuation required
School for Adults	60-75	Noise attenuation required	Noise attenuation required
	75+	Noise attenuation required	Incompatible
School -- Kindergarten – Grade 12	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Arena, Stadium	70-75	Incompatible	Incompatible
	75+	Incompatible	Incompatible

COLOR KEY:

	Draft ALUCP is less restrictive than the 2004 ALUCP and AEOZ.
	Draft ALUCP restrictions are the same as those in the 2004 ALUCP and AEOZ.
	Draft ALUCP is more restrictive than the 2004 ALUCP and AEOZ in requiring mitigation.
	Draft ALUCP is more restrictive than the 2004 ALUCP and AEOZ in declaring the use incompatible. Potential for displacement after implementation of draft ALUCP.

SOURCES: San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, 1992 (updated 1994 and 2004), p. 11. *City of San Diego Municipal Code*, Chapter 13, Article 2, Division 3, "Airport Environs Overlay Zone," §132.0306(b). Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Draft Airport Land Use Compatibility Plan*, October 2012, pp. 2-5 and 2.6.

PREPARED BY: Ricondo & Associates, Inc., October 2012.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▬ Displaced Thresholds
- ⋯ San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ 2004 ALUCP Noise Contour (1990 Noise Exposure)
- ▭ Updated CLUP Noise Contour (Forecast 2030 Noise Exposure)
- ▭ AEOZ Noise Contours (1999 Noise Exposure)

General Plan Land Use

- ▭ Residential
- ▭ Commercial
- ▭ Industrial
- ▭ Mixed Use
- ▭ Institutional - Services
- ▭ Institutional - Utilities
- ▭ Institutional - Military Use
- ▭ School
- ▭ Open Space
- ▭ Transportation
- ▭ Water
- ▭ Planned Development

↑ north

0 4,000 ft.

Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., July 2012, based on general plan land use community plans (general plan land use); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (noise contour); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); San Diego Association of Governments, February 1992, Comprehensive Land Use Plan (1992 noise contours, San Diego Municipal Code, Chapter 13, Article 2, Division 3 AEOZ noise contour).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit A-1
Comparison of Noise Contours –
2004 ALUCP, AEOZ and
Updated ALUCP**

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Table A-3: Area Exposed to Noise above 65 dB CNEL – 2004 ALUCP, AEOZ, and Draft ALUCP

NOISE CONTOUR SCENARIO	AREA EXPOSED TO 75 dB CNEL (ACRES)	AREA EXPOSED TO 65 dB CNEL (ACRES)
2004 ALUCP (1990 noise)	1,157	4,830
AEOZ (1999 noise)	n.a.	3,130
Draft ALUCP (2030 forecast noise)	549	3,859
Difference between 2004 ALUCP and Draft ALUCP	-608	-971

n.a. – not available

SOURCE: Ricondo & Associates, Inc., September 2012 (area exposed to noise above 65 dB CNEL).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

As indicated in Exhibit A-1, the shapes of each noise contour set are somewhat different. Areas exposed to higher noise levels with the draft ALUCP are depicted in the inset maps on Exhibit A-1. For example, the draft ALUCP noise contours are somewhat larger on the east side of the Airport. At the same time, however, the updated noise contours are somewhat smaller on the west side of the Airport.¹¹ The updated 75 dB CNEL contour extends over an additional 7.4 acres in Area B and an additional 10.5 acres in Area C, as depicted on Exhibit A-1. The 65 dB CNEL contour extends over an additional 24.1 acres in Area A, an additional 12.2 acres in Area C and an additional 228.0 acres in Area D.

For land uses that would require noise attenuation under the draft ALUCP, no displacement is expected. The draft ALUCP would continue the noise attenuation requirement of the 2004 ALUCP for the most sensitive land uses, including schools, preschools, residences, hospitals, intermediate care facilities, hospitals and nursing homes. With the draft ALUCP, the area within which noise attenuation requirements apply would change somewhat, as indicated on Exhibit A-1. On the west side of the Airport, the affected area exposed to 65 dB CNEL would decrease. The area within the 65 dB CNEL contour would increase in some areas on the east side of the Airport, primarily along the extended runway centerline.

¹¹ The noise contours from the AEOZ, which are based on 1999 Airport activity, encompass less land than the contours from the 2004 ALUCP, which are based on 1990 Airport activity, primarily because of the quieter fleet of aircraft operating at SDIA in 1999 than in 1990. The noise contours in the draft ALUCP, which are based on the 2030 forecast of Airport activity, differ from the noise contours in the 2004 ALUCP for the following reasons. (1) The updated noise contours reflect activity by a significantly quieter fleet of aircraft. This change accounts for the reduction in the size of the noise contours on the west side of the Airport, which is subject to overflight by a far greater share of aircraft departures from the Airport than the east side. (2) The updated noise contours reflect a greater number of aircraft operations than the older noise contours. This increase is reflected in the larger noise contours along the extended runway centerline, east of the Airport, which is subject to overflight by a far greater share of aircraft arrivals than the west side. (The reduction in aircraft noise is much less noticeable beneath an arrival path than beneath a departure path, when aircraft engines are operating at much higher power settings and where the significant improvements in quiet engine technology are most apparent.) (3) The updated noise contours reflect the “hill effect” along the hillside above Interstate 5, north of the east end of the runway. This effect was not accounted for in the older noise contours.

The draft ALUCP would extend sound attenuation requirements for new construction to numerous commercial and institutional uses exposed to noise above 70 dB CNEL, as indicated in Table A-2. The indoor sound level targets, which require outdoor-to-indoor noise level reductions ranging from 20 dB to 30 dB, can be achieved by using conventional noise attenuation construction measures (e.g., installation of acoustical windows and doors and the baffling of vents to the outdoors). It is possible that this level of noise attenuation can be achieved without any special noise attenuation measures. Experience with residential sound insulation programs in southern California indicates that standard construction, with windows and doors closed, is capable of reducing exterior noise by 20 dB to 30 dB or more, depending on the type of construction. New dwellings built to meet State of California energy standards often achieve an outdoor-to-indoor noise level reduction (NLR) of 25 dB. Older homes built prior to adoption of the energy standards typically achieve closer to 20 dB NLR. Experience with the SDCRAA Quieter Home Program has shown that the NLR typically ranges from 17 dB to 27 dB, depending on the age of the structure, type of construction and room being tested.¹²

Thus, any special acoustical treatment measures needed to improve the NLR of new dwelling units within the draft ALUCP noise contours would add little to the cost of standard construction. If needed, the special materials most likely to be used would be acoustical windows and doors. Any additional costs are not expected to be significant enough to discourage nonresidential development within the area exposed to 70 dB CNEL and 75 dB CNEL where the new sound attenuation requirements would apply.¹³

2.3 Safety Compatibility Policies and Standards

Table A-4 presents the proposed safety standards from the draft ALUCP. The safety compatibility standards would render a variety of land uses incompatible in the five safety zones, most of which consist of facilities with large concentrations of people, institutions serving groups of people with limited effective mobility (including K-12 schools, hospitals and congregate care facilities), critical public utilities, or establishments engaged in handling or processing hazardous materials. In addition, the proposed standards would limit the density of new residential development and the intensity of new nonresidential development.

¹² Email from James Clinnin, Jones Payne Group, re: FW: SDIA QHP Program, to Sjohnna Knack, Program Manager, SDCRAA, October 5, 2012; SDCRAA, Quieter Home Program noise measurement record.

¹³ See Attachment A for a discussion of sound attenuation measures and costs.

Table A-4 (1 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	≠	96												≠	240					
Centre City - Cortez	≠	96					210	842						≠	240					
Centre City - East Village														≠	240					
Centre City - Little Italy	40	255					154	732											≠	180
Midway - Pacific Highway	46	191			≠	180			44	198								≠	180	
Ocean Beach															31	240				
Peninsula - NTC			≠	127					≠	180	≠	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
≠	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
RESIDENTIAL							
Single-Family, Multi-family						Zones 2, 3, 4: Allow in areas designated for residential use in the applicable Community Plan, subject to the dwelling unit density limits shown above.	N/A
Single Room Occupancy (SRO) Facility ²						Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Group Quarters ^{2,c}						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	100
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING							
Hotel, Motel, Resort						Zone 2: Allow if no more than 56 rooms per acre and no conference facilities. <u>No other use allowed unless it qualifies as ancillary per Policy 5.9.</u> Zones 3, 4: Allow if development intensity does not exceed the NR limits.	N/A 200
Office - Medical, Financial, Professional Services, Civic						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	215
Retail (e.g., Convenience Market, Drug Store, Pet Store)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	250
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	200
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	60
Sport/Fitness Facility						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
Theater - Movie/Live Performance/Dinner						Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60

Table A-4 (2 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	≠	96													≠	240				
Centre City - Cortez	≠	96					210	842							≠	240				
Centre City - East Village															≠	240				
Centre City - Little Italy	40	255					154	732												≠ 180
Midway - Pacific Highway	46	191			≠	180			44	198									≠	180
Ocean Beach															31	240				
Peninsula - NTC			≠	127					≠	180	≠	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a	1.51	2.35	1.48	1.57	2.27	2.23	1.52	2.14	n/a	n/a										
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
≠	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES							
Assembly - Adult (religious, fraternal, other)	Red	Yellow	Yellow	Yellow	Red	Zone 2: Allow if capacity is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
Assembly - Children (Instructional Studios, Cultural Heritage Schools, Religious, Other) ³	Red	Red	Red	Red	Red		N/A
Cemetery	Red	Green	Green	Green	Green		N/A
Child Day Care Center/Pre-K	Red	Red	Red	Red	Red		N/A
Convention Center	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
Fire and Police Stations	Red	Red	Green	Green	Yellow	Zone 5: Allow only if needed to provide emergency services at Airport.	215
Jail, Prison	Red	Red	Red	Red	Red		N/A
Library, Museum, Gallery	Red	Yellow	Yellow	Yellow	Red	Zone 2: Allow if capacity is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	170
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	Red	Red	Red	Red	Red		N/A
Medical Care - Hospital	Red	Red	Red	Red	Red		N/A
Medical Care - Out-Patient Surgery Centers	Red	Red	Red	Red	Red		N/A
School for Adults - College, University, Vocational/Trade School	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
School - Kindergarten through Grade 12 (Includes Charter Schools)	Red	Red	Red	Red	Red		N/A
INDUSTRIAL							
Junkyard, Dump, Recycling Center, Construction Yard	Red	Green	Green	Green	Green		N/A

Table A-4 (3 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	≠	96													≠	240				
Centre City - Cortez	≠	96					210	842							≠	240				
Centre City - East Village															≠	240				
Centre City - Little Italy	40	255					154	732												≠ 180
Midway - Pacific Highway	46	191			≠	180			44	198									≠	180
Ocean Beach															31	240				
Peninsula - NTC			≠	127					≠	180	≠	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a	1.51	2.35	1.48	1.57	2.27	2.23	1.52	2.14	n/a	n/a										
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
≠	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Manufacturing/Processing - General						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	300
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁵							N/A
Manufacturing/Processing of Hazardous Materials ⁴						Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	300
Mining, Extractive Industry						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Research and Development - Scientific, Technical						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	300
Sanitary Landfill							N/A
Self-storage Facility							N/A
Warehousing/Storage - General							1000
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁵							N/A
Warehousing/Storage of Hazardous Materials ⁴						Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	1000
TRANSPORTATION, COMMUNICATION, UTILITIES							
Auto Parking						Zone 1: Structures not permitted. Allow surface lots only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of aviation easement to Airport operator is required for portion of use in Zone 1.	N/A
Electrical Power Generation Plant							N/A
Electrical Substation							N/A
Emergency Communications Facilities							N/A
Marine Cargo Terminal							N/A

Table A-4 (4 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	≠	96											≠	240						
Centre City - Cortez	≠	96					210	842					≠	240						
Centre City - East Village													≠	240						
Centre City - Little Italy	40	255					154	732											≠	180
Midway - Pacific Highway	46	191			≠	180			44	198									≠	180
Ocean Beach															31	240				
Peninsula - NTC			≠	127					≠	180	≠	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a	1.51	2.35	1.48	1.57	2.27	2.23	1.52	2.14	n/a	n/a										
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
≠	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Marine Passenger Terminal						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transit Center, Bus/Rail Station						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - General						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Truck Terminal							N/A
Water, Wastewater Treatment Plant						Zones 3, 4: Allow only if no alternative sites outside the zones are available and feasible for development.	1000
RECREATION, PARK, OPEN SPACE							
Arena, Stadium							N/A
Golf Course						Zone 1: Allow only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A
Golf Course Clubhouse						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Marina						Zones 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Park, Open Space, Recreation						Zone 1: Structures not allowed. Allow nonstructural uses only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A
AGRICULTURE							
Aquaculture							N/A
Agriculture						Zone 1: Allow only if it does not attract wildlife, including flocking birds, per FAA AC 150.5300-12, Sections 202.g. and 212.a.(2)(a). Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A

Table A-4 (5 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	≠	96												≠	240					
Centre City - Cortez	≠	96						210	842					≠	240					
Centre City - East Village														≠	240					
Centre City - Little Italy	40	255						154	732										≠	180
Midway - Pacific Highway	46	191			≠	180				44	198							≠	180	
Ocean Beach															31	240				
Peninsula - NTC			≠	127						≠	180	≠	235							
Peninsula - Other Neighborhoods			20	96						10	180	9	180			36	240			
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects ^a		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
≠	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
≠	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^b	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
LEGEND							
	Compatible Use: Use is permitted.						
	Conditional Use: Use is permitted subject to stated conditions.						
	Incompatible Use: Use is not permitted under any circumstances.						
NOTES							
Occupancy factor expressed as square feet per person for nonresidential uses in structures. The occupancy factor is used to estimate the average intensity of proposed nonresidential uses. N/A means "not applicable", since the land use does not involve the construction of habitable, nonresidential buildings.							
1	While this is classified as a residential use, it does not include conventional dwelling units. Thus, only the NR intensity limits apply.						
2	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definition of Assembly - Children.						
3	Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions" for definitions of manufacturing, processing and storage of hazardous materials.						
4	Biosafety Level 3 facilities handle agents that cause serious or potentially lethal disease through inhalation. Biosafety Level 4 facilities handle agents that cause life-threatening disease and for which there are no vaccines or treatments.						
5	For details on persons per household data, refer to Appendix E3.						
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A of the proposed ALUCP "Land Use Classification Definitions."						
b	If this land use occurs within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.						
c							

SOURCE: Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Draft Airport Compatibility Plan*, February 2013/2014, Table 3-1, p. 3-5.

PREPARED BY: Ricondo & Associates, Inc. March-December 2013.

The 2004 ALUCP includes safety compatibility policies and standards only for the RPZs and the approach area to Runway 27 (referred to as the "Airport Approach Zone"), as summarized in **Table A-5**.¹⁴ Within the RPZs (referred to as Zone 1 in the draft ALUCP), the requirements of the 2004 ALUCP and the draft ALUCP are essentially the same. In the Airport Approach Zone, the 2004 ALUCP sets limits on the density and intensity of infill development. The following uses are incompatible in the Airport Approach Zone: hospitals, nursing homes, school or college educational buildings, specialized recreational buildings and churches and other places of public assembly.

Table A-5: Safety Compatibility Policy Summary – 2004 ALUCP

SAFETY ZONE	INCOMPATIBLE USES	DEVELOPMENT CONDITIONS FOR ALLOWABLE USES
Runway Protection Zone	Any further development	Not applicable
Airport Approach Zone	Hospitals or Nursing Homes School or College Educational Buildings, Specialized Recreational Buildings Church or Other Public Assembly Buildings	Nonresidential Intensity (or residential density) cannot exceed 110% of average intensity of nonresidential (or residential) uses within ¼ mile of project site.
Little Italy and Cortez Neighborhoods	---	Maximum Floor Area Ratio – 2.0 Maximum Height – 36 feet

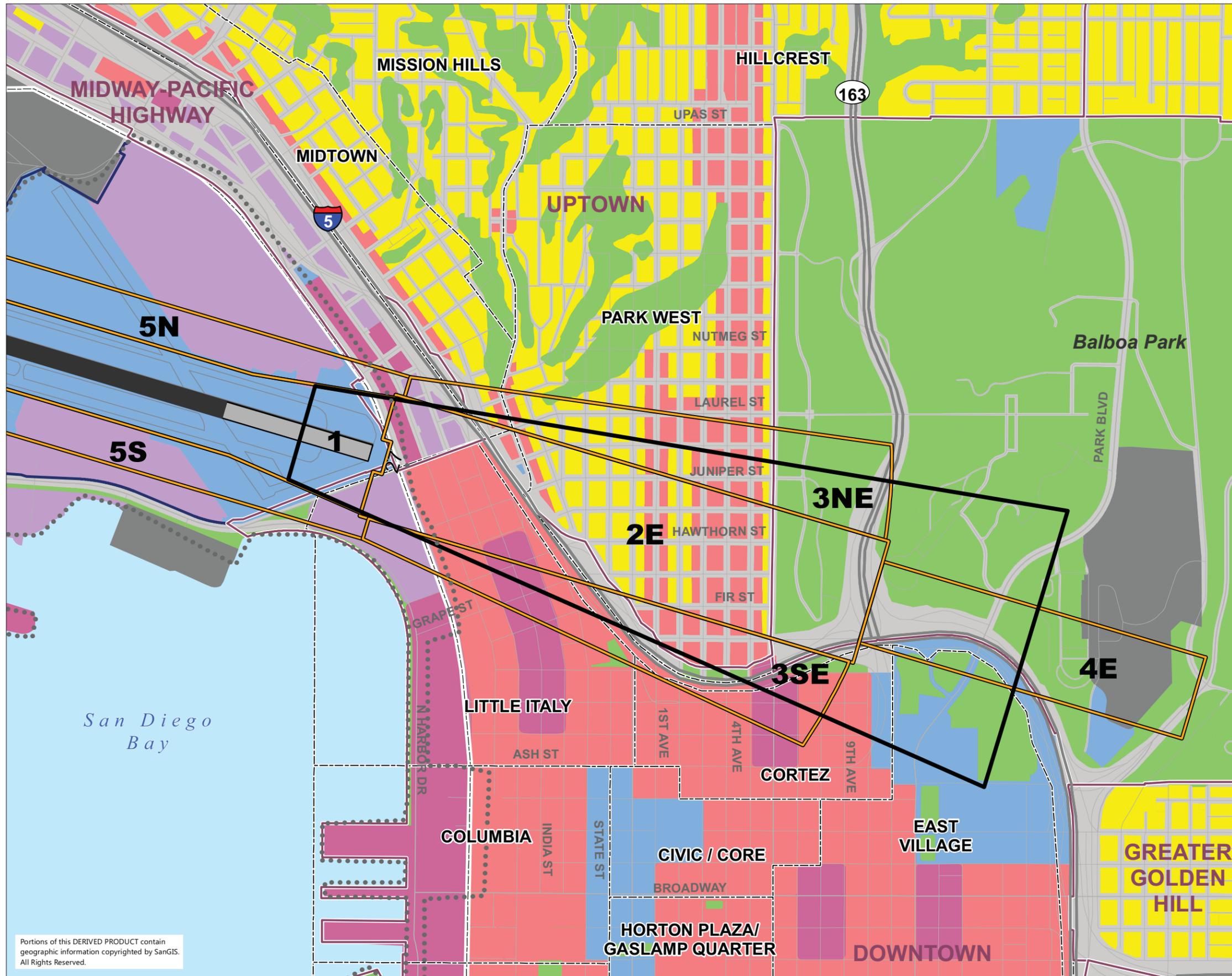
SOURCE: San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan, San Diego International Airport, San Diego, California*, 1992, amended 1994 and 2004, pp. 13-19.

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Exhibit A-2 compares the Airport Approach Zone from the 2004 ALUCP with the proposed east side safety zones from the draft ALUCP.

The standards for Zones 2, 3, 4, and 5 of the draft ALUCP may result in displacement of specific new uses. In addition, the proposed safety standards would impose limits on the density of new residential uses and the intensity of many new nonresidential uses. To the extent that these standards are more restrictive than the density and intensity limits of the applicable ~~community plans and zoning~~ regulationscode, the incremental development that would be restricted by draft ALUCP could be displaced from the safety zones.

¹⁴ San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan, San Diego International Airport, San Diego, California*, 1992, amended 1994 and 2004, pp. 13-19.



LEGEND

- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ▭ Community Planning Area
 - - - Neighborhood Boundaries
 - ▭ Displaced Thresholds
 - San Diego Unified Port District
 - ▭ Airport Property Boundary
 - ▭ Safety Compatibility Zone
 - ▭ Airport Approach Zone
- General Plan Land Use**
- ▭ Residential
 - ▭ Commercial
 - ▭ Industrial
 - ▭ Mixed Use
 - ▭ Institutional - Services
 - ▭ Institutional - Utilities
 - ▭ Institutional - Military Use
 - ▭ School
 - ▭ Open Space
 - ▭ Transportation
 - ▭ Water
 - ▭ Planned Development



Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., July 2012, based on general plan land use community plans (general plan land use); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction).

Prepared by: Ricondo & Associates, Inc., May 2013.

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Exhibit A-2
Airport Approach Zone and Proposed Safety Zones

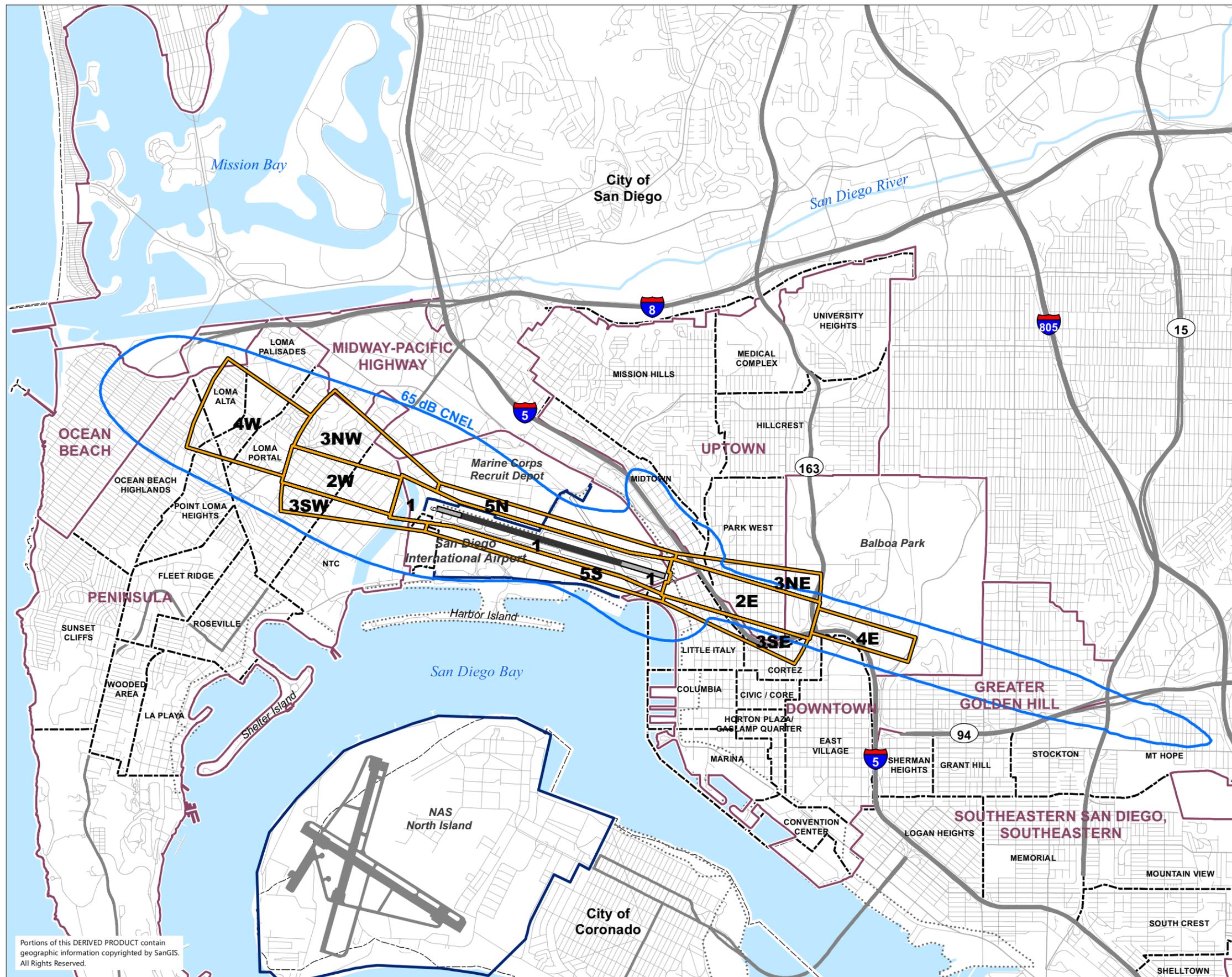
3. Structure of Displacement Analysis

The displacement analysis resulted in estimates of potential future development that would no longer be allowed after implementation of the draft ALUCP. As discussed in the preceding section, displacement would occur within the ALUCP safety zones and the area exposed to 65 dB CNEL and higher. This area, depicted on **Exhibit A-3**, is referred to as the ALUCP displacement study area.

The displacement analysis was structured to determine: (1) the maximum development yield (described as lot area, dwelling units and nonresidential floor area) allowable in accordance with current land use controls (i.e., community plan land use designations and existing zoning regulations) and (2) the maximum development yield allowable upon implementation of the draft ALUCP. The difference between the maximum yields in each case constitutes the amount of development that would potentially be displaced after implementation of the draft ALUCP. The approach used for the analysis is depicted schematically on **Exhibit A-4**.

The displacement analysis is divided into three broad components:

- 1. Displacement Attributable to New Incompatible Uses** – This component of the analysis considered the potential displacement caused by implementation of the draft ALUCP policies and standards rendering certain new nonresidential land uses incompatible within the area exposed to 65 dB CNEL and higher and the proposed safety zones. The potential displacement is measured as the land area (in acres) that would become unavailable for these uses after implementation of the draft ALUCP. (The affected land uses are listed in Tables A-1 and A-4.)
- 2. Displacement Attributable to Limits on the Density of New Residential Development** – This component of the analysis considered the potential displacement caused by implementation of the draft ALUCP policies and standards that would reduce the allowable density of future residential development. This was measured as the number of potentially displaced dwelling units.
- 3. Displacement Attributable to Limits on the Intensity of New Nonresidential Development** – This component of the analysis considered the potential displacement caused by implementation of the draft ALUCP policies and standards that would reduce the allowable intensity of future nonresidential development. This was measured as the potentially displaced floor area (in square feet).



LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Community Planning Area
- Neighborhood Boundaries
- Displaced Thresholds
- San Diego Unified Port District
- Airport Property Boundary
- Safety Compatibility Zone
- Noise Contour (65 dB CNEL)



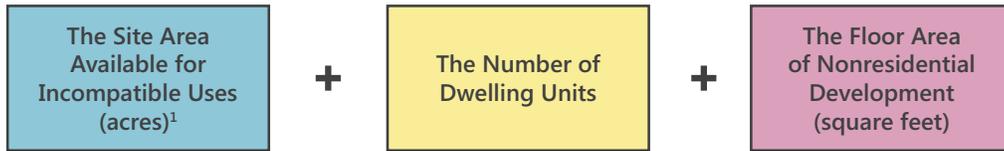
Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on general plan land use community plans and Draft SDIA ALUCP (general plan land use; safety compatibility zones and 65 dB CNEL noise contour).

Prepared by: Ricondo & Associates, Inc., December 2013.

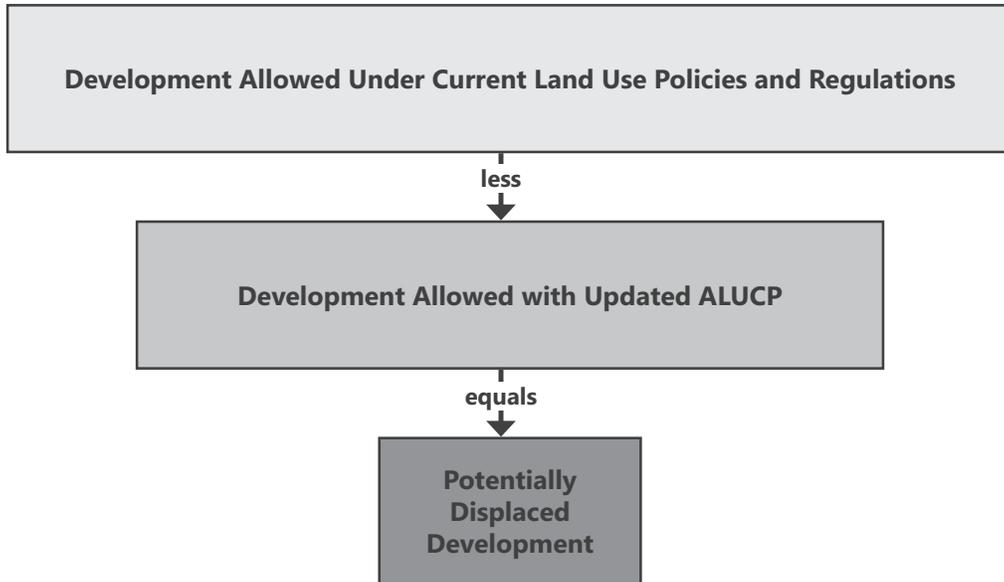
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Exhibit A-3
ALUCP Displacement
Study Area

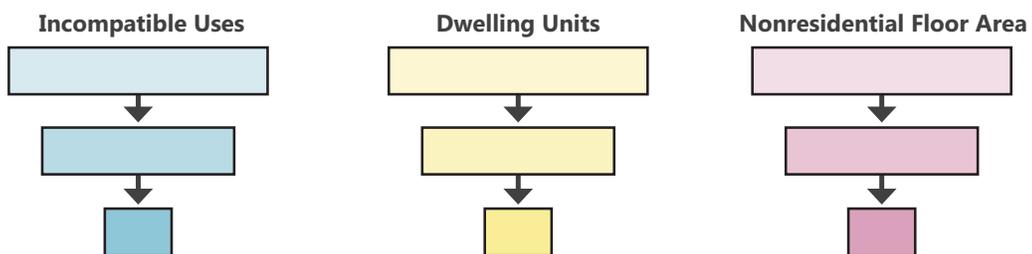
How is "development" measured?



How is displaced development calculated?



The process is repeated for each measure of development.



Note:

1/ These are the nonresidential land uses that would be prohibited in any of the proposed safety zones or noise contours.

Source: Ricondo & Associates, Inc., September 2012.

Prepared by: Ricondo & Associates, Inc., September 2012.



Exhibit A-4

Approach to the Analysis of Displaced Development

3.1 Developable Land

Before estimating the amount of future development that could be displaced as the result of implementation of the draft ALUCP, the land that would potentially be available for development or redevelopment must be identified. (Collectively, these areas are referred to as “developable land” in this report.) Nearly all land within the ALUCP displacement study area is currently developed, but redevelopment in these areas is anticipated in the future. In fact, redevelopment can be expected almost anywhere on the east side of the Airport, and in some areas on the west side.

The identification of developable land began by creating a database of all parcels recorded by the San Diego County Assessor within the ALUCP displacement study area. In consultation with the City of San Diego, screening criteria were identified to cull the parcel database of properties that were unlikely to be available for additional development or redevelopment. Parcels removed from the database of potentially developable property included the following:

- Properties developed to the maximum FAR allowed under current zoning
- Properties developed in accordance with an approved Specific Plan
- Properties developed as single-family and multi-family residential condominiums
- Properties developed for apartments at densities of 29 or more units per acre
- Properties designated as historic
- Parks, golf courses and dedicated open space
- Properties developed within the past 5 years¹⁵

In addition, the following public and quasi-public institutional properties were considered to be unavailable for residential, commercial, or industrial development:

- Purpose-built places of worship, including their grounds and support buildings
- Fire and police stations and government office buildings
- Universities and colleges, including playing fields
- K-12 schools, including playgrounds and playing fields
- Public utilities, such as power substations and water treatment plants

¹⁵ The City's permit records are effectively organized to identify the year of origin of development projects since 2007. It was hoped that projects up to 15 years old could be identified, but the City's records prior to 2007 are not organized in an automated database, making the complete review of those records impractical. It is likely that many projects and buildings developed as long ago as 15 years to 20 years still have substantial economic lifespans and would not be redevelopment candidates for many years. By keeping these properties in the database of potentially developable properties, the displacement analysis likely overestimates the potential for displacement attributable to implementation of the draft ALUCP.

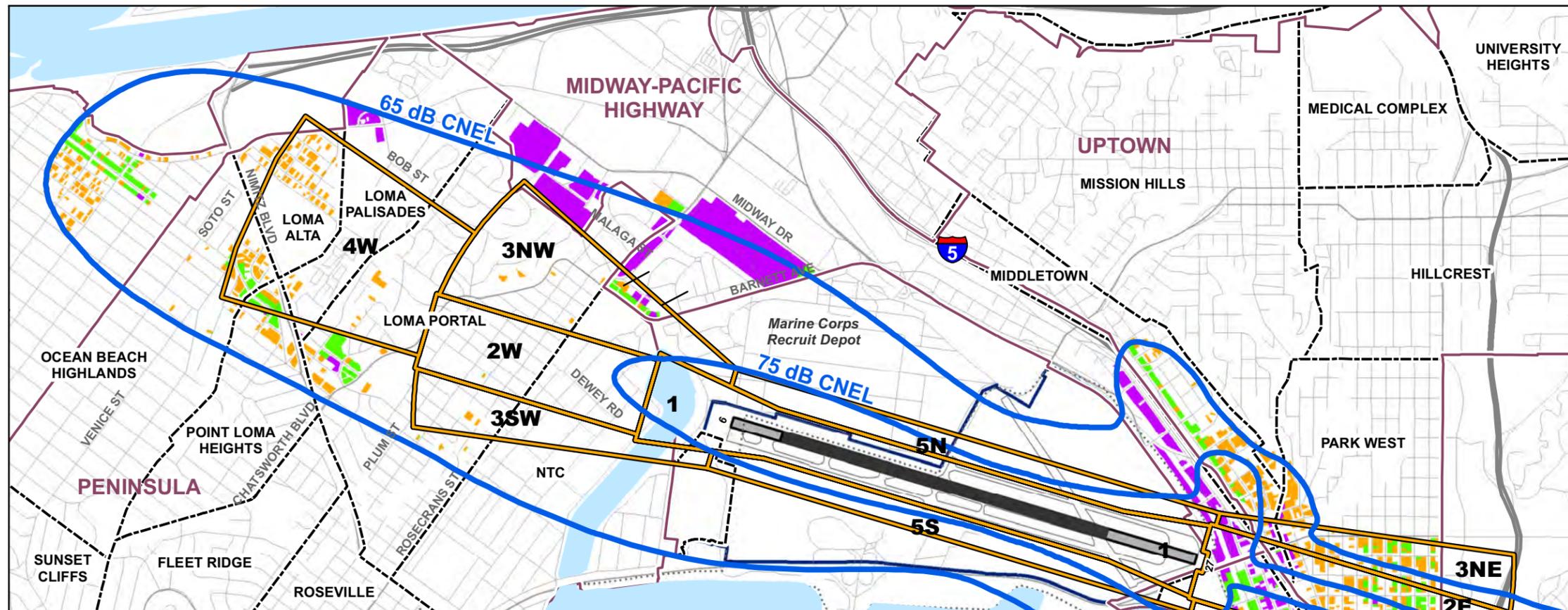
Exhibit A-5 depicts the developable land in the ALUCP displacement study area. A total of 1,577 parcels are identified on the map, of which 891 are designated for residential use, 291 for nonresidential use, and 395 for mixed residential/nonresidential use.

3.2 Potential Future Land Use

The potential future use of developable properties was based on the current land use designations in each affected Community Plan. The land use designations and nomenclature differ among the various Community Plans. Therefore, a common set of generalized future land use designations was created for this analysis after reviewing the Community Plans and correlating similar land use categories.¹⁶

The database also includes key development standards [per the City of San Diego Municipal Code](#), including maximum allowable dwelling unit densities and maximum FARs for nonresidential development for each land use designation. **Exhibit A-6** depicts the community plan land use designations in the ALUCP displacement study area.

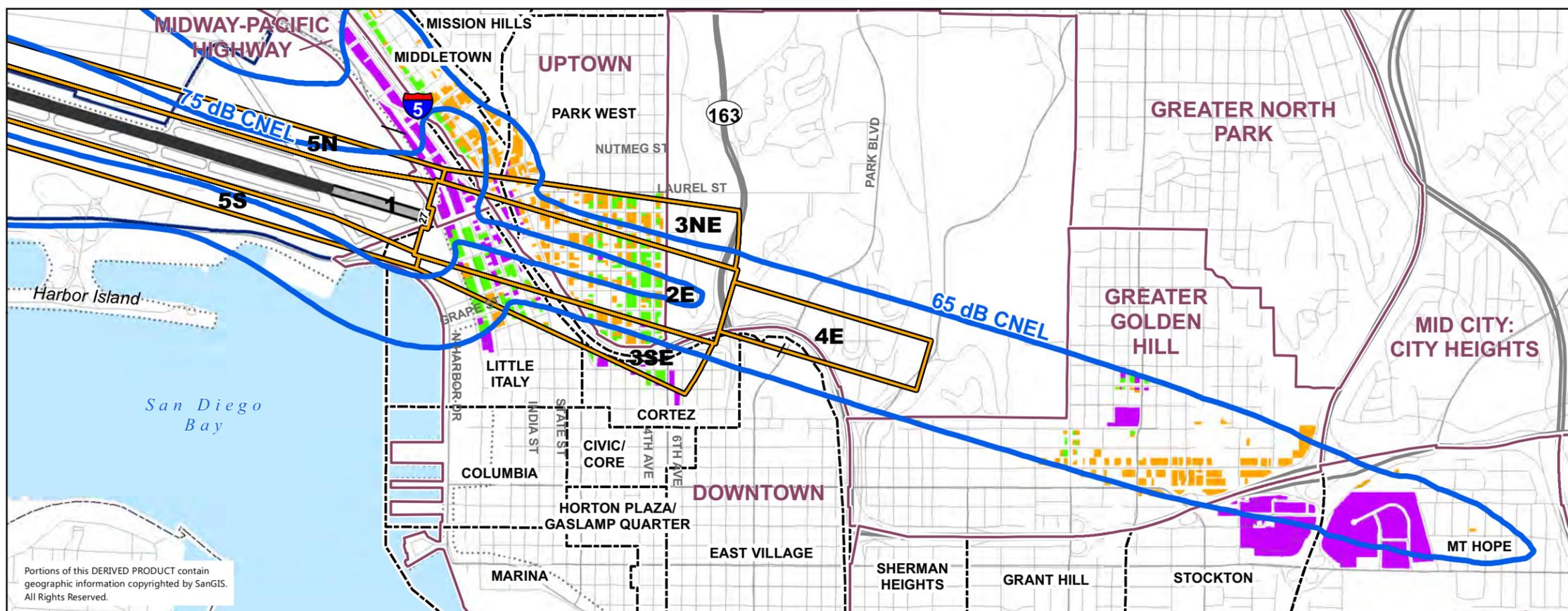
¹⁶ See Attachment C for documentation of the correlation of the different plans.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- Community Planning Area
- - - Neighborhood Boundaries
- Displaced Thresholds
- - - San Diego Unified Port District
- Airport Property Boundary
- Safety Compatibility Zone
- Noise Contour (65 dB + CNEL)
- Additional Dwelling Unit Capacity
- Additional Nonresidential Floor Area Capacity
- Additional Dwelling Unit and Nonresidential Capacity

The results of the Displacement Analysis discussed in Appendix A of the Draft EIR for the San Diego International Airport Land Use Compatibility Plan are indicative of one displacement methodology identified by SDCRAA and the Technical Team. Parcels determined to have development potential were selected based on multiple factors such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department has been supplemented with data observed in aerial photography and site surveys.

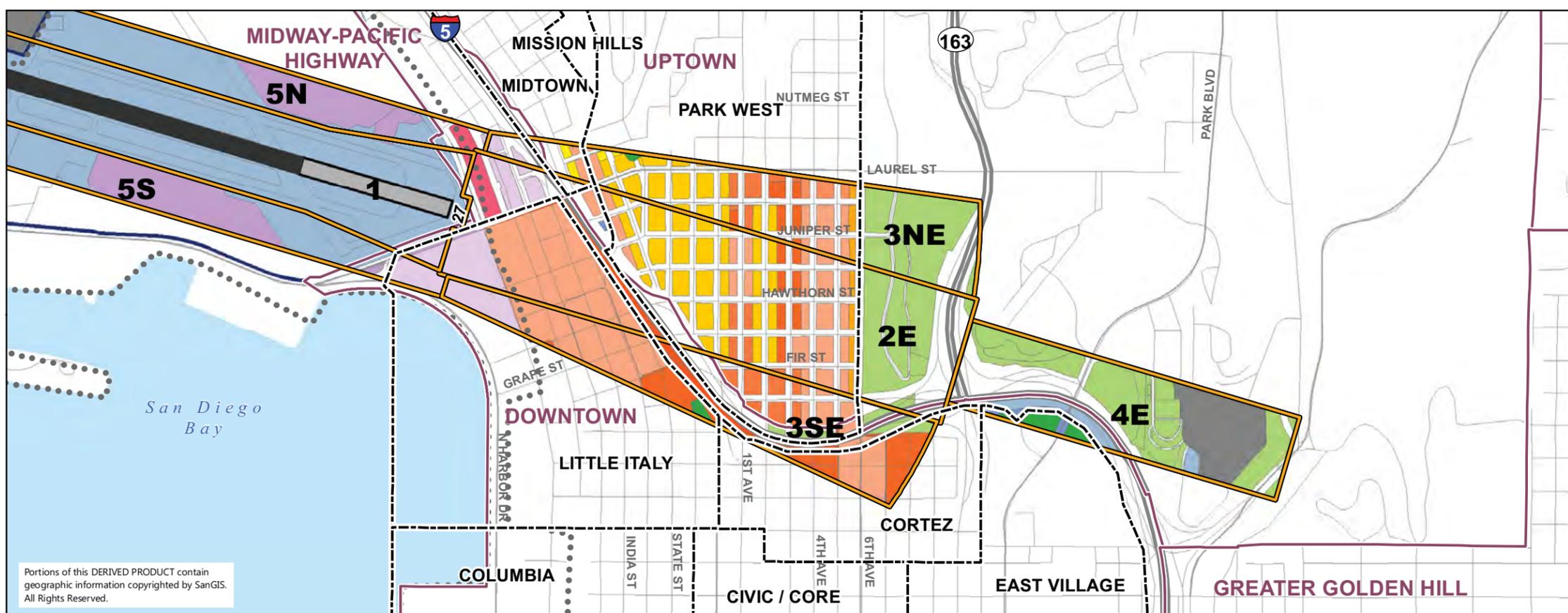
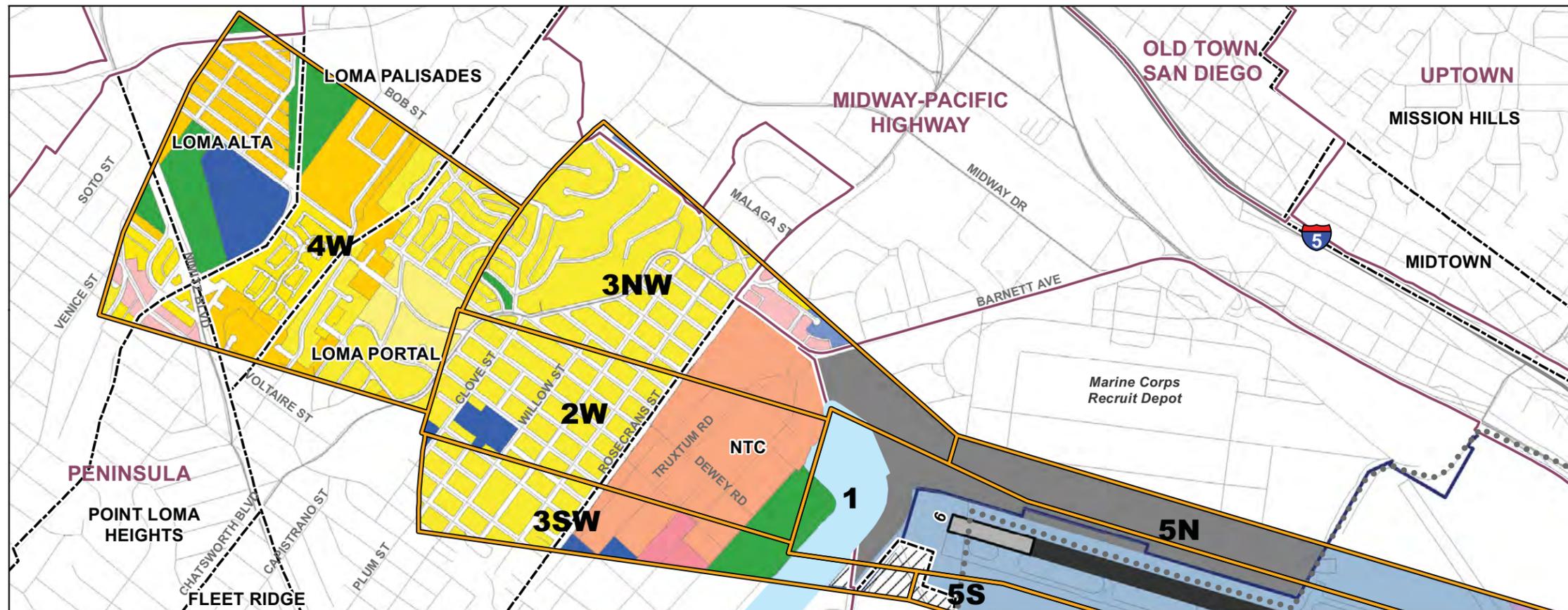


Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones and noise contours).

Prepared by: Ricondo & Associates, Inc., December 2013.

**Exhibit A-5
Potentially Developable Property
within Displacement Study Area**

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- LEGEND**
- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ▭ Community Planning Area
 - - - Neighborhood Boundaries
 - ▭ Displaced Thresholds
 - San Diego Unified Port District
 - ▭ Airport Property Boundary
 - ▭ Safety Compatibility Zone
 - ▭ Residential
 - ▭ Residential - Very Low
 - ▭ Residential - Low
 - ▭ Residential - Medium
 - ▭ Residential - Medium High
 - ▭ Residential - High
 - ▭ Commercial - Neighborhood
 - ▭ Commercial - Office
 - ▭ Commercial - Transportation Related
 - ▭ Commercial Employment, Retail, & Services
 - ▭ Mixed Use - Commercial Emphasis
 - ▭ Mixed Use - No Emphasis
 - ▭ Mixed Use - Office Emphasis
 - ▭ Mixed Use - Residential Emphasis
 - ▭ Multiple Use
 - ▭ Institutional & Public and Semi-Public Facilities
 - ▭ Institutional - Public Services
 - ▭ Institutional - Public Utility
 - ▭ School
 - ▭ Industrial - Light
 - ▭ Industrial Employment
 - ▭ Open Space - Park or Preserve
 - ▭ Park, Open Space, & Recreation
 - ▭ Military Use
 - ▭ Planned Development
 - ▭ Water

↑ north

0 1,500 ft.

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., February 2011, based on information received from the City of San Diego Development Services Planning Division (general plan land use designation GIS data for Peninsula, Midway-Pacific Highway, Old Town San Diego, Uptown, Centre City and Greater Golden Hill community planning areas); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

Exhibit A-6
General Plan Land Use Designations
in Displacement Study Area

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4. Displacement Attributable to Incompatible Land Uses

As described in Section 2, the noise and safety standards in the draft ALUCP would render the future development of several categories of land use incompatible within the area exposed to 65 dB CNEL and higher and in the safety zones. Incompatible uses are indicated in Tables A-1 and A-4, presented earlier.

The potential displacement attributable to new incompatible land uses in the ALUCP displacement study area was measured using a three-step process:

1. The zoning districts within which uses incompatible under the draft ALUCP would be allowed under current regulations were identified and mapped within the ALUCP displacement study area.
2. Developable properties within each zoning district and proposed safety zone or noise contour range were then identified and matched with the incompatible uses.
3. The developable parcels zoned for uses that would be incompatible under the draft ALUCP were then identified and the land area of the parcels totaled.

Some of the land uses that would be incompatible with implementation of the draft ALUCP require relatively large sites if they are to be viable development projects. To account for those site requirements, developable parcels that failed to meet the minimum site area requirements for those land uses were identified in Step 3. Parcels that were smaller than the minimum site area were considered to be unavailable for those land uses under current regulations and, therefore, were not considered subject to the potential displacement of those uses.¹⁷

Minimum site areas, listed in **Table A-6**, were defined based on a study of comparable land uses already developed in other parts of the City.¹⁸

¹⁷ It was assumed that developable parcels adjacent to vacant parcels could possibly be combined for purposes of development. In those cases, the size of the combined parcels was considered with respect to the minimum site requirements of the selected incompatible uses.

¹⁸ This study is documented in Attachment E.

Table A-6: Minimum Site Area Requirements for Selected Land Uses

LAND USE	MINIMUM SITE AREA REQUIRED (SQUARE FEET)
Educational, Institutional, Public Services	
Convention Center	1,000,000
Medical Care – Hospital	44,000
School for Adults – College, University, Vocational/Trade School	10,000
School – Kindergarten through Grade 12	7,500
Transportation, Communication, Utilities	
Electrical Power Generation Plant	2,800,000
Water, Wastewater Treatment Plant	1,000,000
Recreation, Park, Open Space	
Arena, Stadium	750,000

SOURCE: Ricondo & Associates, Inc., September 2012 (minimum site area requirements). See Attachment E for documentation.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Exhibit A-7 depicts the properties within the ALUCP displacement study area that would potentially be affected by the displacement of incompatible future land uses with implementation of the draft ALUCP.

As summarized in **Table A-7**, 537 properties would be rendered unavailable for development of one or more of the various incompatible uses described in the draft ALUCP. The affected properties total 170.4 acres. (The total land area within the ALUCP displacement study area is 3,962 acres.) Most of the affected properties (i.e., 98.3 percent) are smaller than 2.0 acres. 78.8 percent of these properties are smaller than 0.25 acre, and another 12.1 percent are between 0.25 acre and 0.5 acre.

Table A-7: Properties Rendered Unavailable for Development of One or More Incompatible Land Uses after Implementation of the Draft ALUCP

PARCEL SIZE (ACRES)	COUNT OF PROPERTIES ¹	PERCENTAGE OF PROPERTIES	CUMULATIVE PERCENTAGE OF PROPERTIES ²
0.0-.24	423	78.8%	78.8%
0.25-0.49	65	12.1%	90.9%
0.50-0.74	16	3.0%	93.9%
0.75-0.99	3	0.6%	94.4%
1.00-1.99	21	3.9%	98.3%
2.00-2.99	4	0.7%	99.1%
3.00-3.99	0	0.0%	99.1%
4.00-4.99	1	0.2%	99.3%
5.00-5.99	0	0.0%	99.3%
6.00-6.99	1	0.2%	99.4%
7.00-7.99	1	0.2%	99.6%
8.00-8.99	1	0.2%	99.8%
9.00-9.99	0	0.0%	99.8%
10.00+	1	0.2%	100.0%
Grand Total	537	100.0%	--

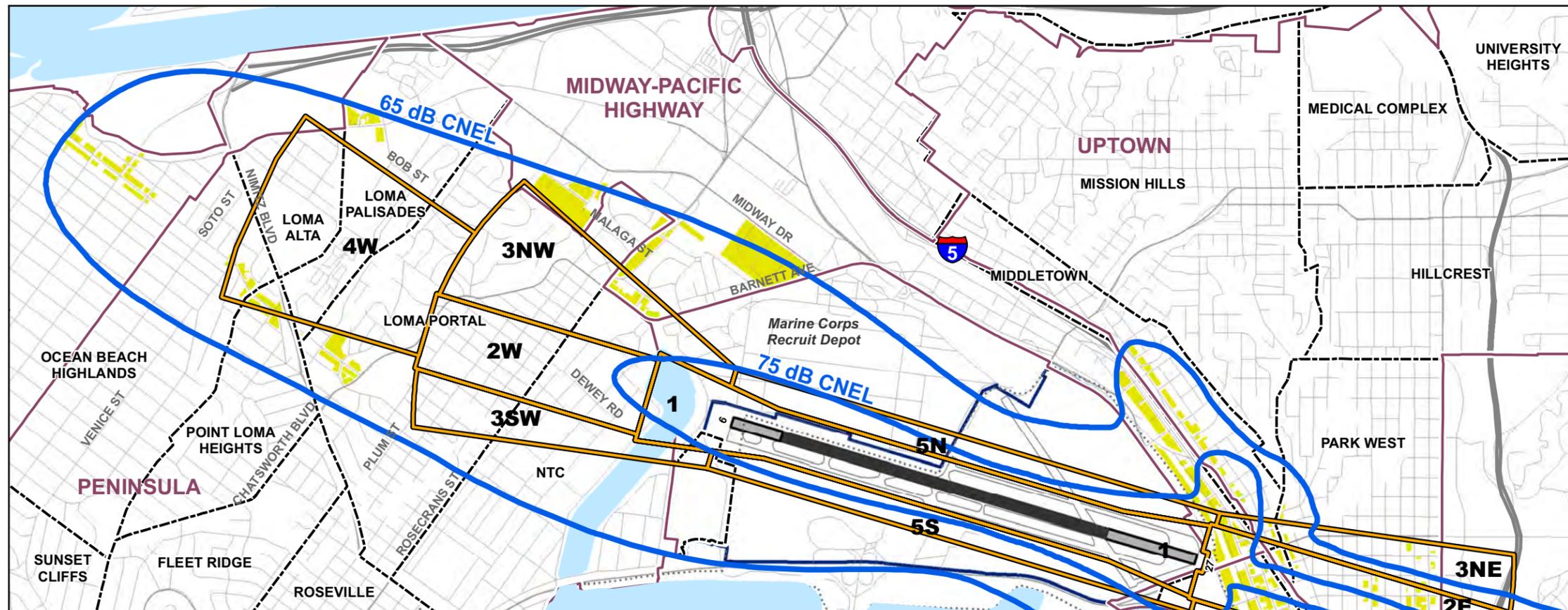
NOTES:

1/ The data in this table represent all properties in the ALUCP displacement study area that would be made unavailable for development of any incompatible land use established under the draft ALUCP.

2/ Percentages may not sum as indicated due to rounding.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of incompatible land uses after implementation of the draft ALUCP).

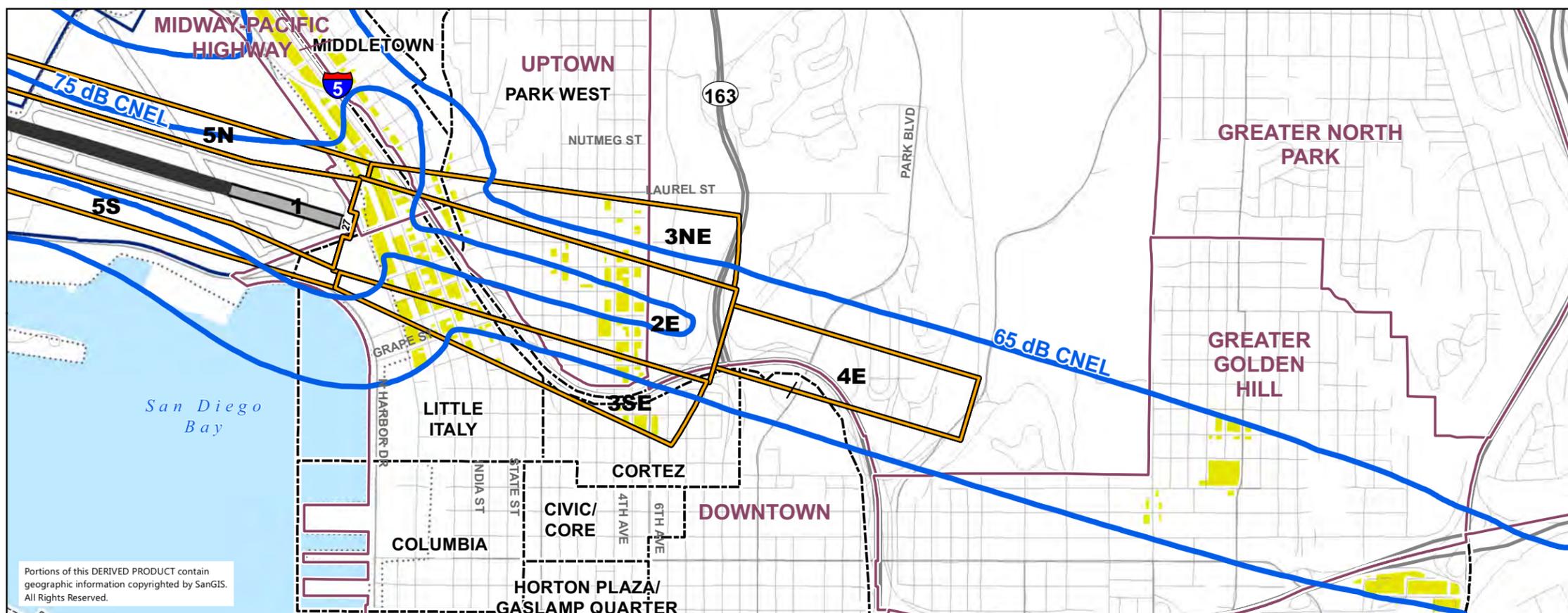
PREPARED BY: Ricondo & Associates, Inc. October 2012.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- Community Planning Area
- - - Neighborhood Boundaries
- Displaced Thresholds
- San Diego Unified Port District
- Airport Property Boundary
- Safety Compatibility Zone
- Noise Contour (65 dB & 75 dB CNEL)
- Properties Unavailable for at Least One Incompatible Land Use

The results of the Displacement Analysis discussed in Appendix A of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.



Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on draft SDIA ALUCP (safety compatibility zones and noise contours).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit A-7
Properties Unavailable for at Least One Incompatible Land Use**

Table A-8 presents the results of this portion of the displacement analysis by land use category. The total land area and number of parcels within the ALUCP displacement study area that would become unavailable to each land use type with implementation of the draft ALUCP are shown. The results and the design of the table reflect two aspects of the land use regulatory system:

1. The number of safety zones or noise contour ranges within which the land use would be incompatible – the more zones, the greater the number of parcels.
2. The number of City zoning districts within which the use is allowed – the more zones, the greater the number of parcels.

The red-shaded cells indicate the safety zones and noise contour ranges in which the use would be incompatible. Cells marked with an "X" indicate that developable land zoned to allow the land use exists within the safety zone or noise contour range.

The uses that would be most greatly affected by implementation of the draft ALUCP would be places of assembly for children (475 properties rendered unavailable under the draft ALUCP noise standards and 240 properties under the draft ALUCP safety standards), child day care centers (353 and 176 properties rendered unavailable, respectively), medical – congregate care facilities (329 and 174 properties rendered unavailable, respectively), medical care – hospital (25 and 5 properties rendered unavailable, respectively) and medical – outpatient surgery centers (303 and 154 properties rendered unavailable, respectively). Kindergarten through Grade 12 schools would be unable to be developed on 132 properties under the draft ALUCP noise standards and 74 properties under the draft ALUCP safety standards. These are the only uses that would be incompatible in all safety zones and within the area exposed to 65 dB CNEL and higher.

Under the draft ALUCP safety standards, the next most widely affected uses would be sport/fitness facilities (133 properties), transit centers and bus/rail stations (109 properties) and jails and prisons (108 properties). Note that the data in the columns presenting the acreage and numbers of properties rendered unavailable to the incompatible land uses cannot validly be summed because many of the same properties are counted for multiple land uses.

Table A-8 (1 of 2): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Draft ALUCP

LAND USE CATEGORIES	SAFETY ZONES				NOISE CONTOUR RANGES		SAFETY ZONES		NOISE CONTOUR RANGES	
	SZ2	SZ3	SZ4	SZ5	65+	75+	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹
RESIDENTIAL										
Single-Family, Multi-family										
Single Room Occupancy (SRO) Facility				X			1.1	1	-	-
Group Quarters	X			X			16.2	73	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING										
Hotel, Motel, Resort				X			1.1	1	-	-
Sport/Fitness Facility	X			X			31.2	133	-	-
Theater - Movie/Live Performance/Dinner				X			1.1	1	-	-
EDUCATIONAL, INSTITUTIONAL, AND PUBLIC SERVICES										
Assembly - Adult (Religious, Fraternal, Other)				X			1.1	1	-	0
Assembly - Children (Instructional Studios, Cultural Heritage Schools, Religious, Other)	X	X	X	X	X	X	48.2	240	129.0	475
Child Day Care Center/Family Child Care Home	X	X	X	X	X	X	38.7	176	134.2	353
Convention Center										
Fire and Police Stations	X						5.8	15	-	-
Jail, Prison	X	X	X	X			27.0	108	-	-
Library, Museum, Gallery				X			1.1	1	-	-
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	X	X	X	X	X	X	38.3	174	131.0	329
Medical Care - Hospital	X	X		X	X	X	7.4	5	75.3	25
Medical Care - Out-Patient Surgery Centers	X	X	X	X	X	X	34.3	154	121.5	303
School for Adults - College, University, Vocational/Trade School	X			X		X	13.4	27	14.3	22
School - Kindergarten through Grade 12	X	X	X	X	X	X	28.0	74	110.5	132
INDUSTRIAL										
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	X	X					15.1	77	-	-
Manufacturing/Processing of Hazardous Materials	X	X					20.3	88	-	-
Sanitary Landfill							-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only							-	-	-	-
Warehousing/Storage of Hazardous Materials							-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES										
Electrical Power Generation Plant							-	-	-	-
Electrical Substation	X			X			18.0	67	-	-
Emergency Communications Facilities	X			X			17.9	66	-	-
Marine Passenger Terminal	X			X			6.8	16	-	-
Transit Center, Bus/Rail Station	X						25.9	109	-	-
Water, Wastewater Treatment Plant							-	-	-	-

Table A-8 (2 of 2): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Draft ALUCP

LAND USE CATEGORIES	SAFETY ZONES				NOISE CONTOUR RANGES		SAFETY ZONES		NOISE CONTOUR RANGES	
	SZ2	SZ3	SZ4	SZ5	65+	75+	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹
RECREATION, PARK AND OPEN SPACE										
Arena, Stadium							-	-	-	-
Marina	X						5.8	15	-	0
AGRICULTURE										
Aquaculture										

NOTE: The red-highlighted cells indicate that the use is incompatible in those safety zones or noise exposure ranges. An “X” indicates that developable land of sufficient size to accommodate the land use currently exists in those areas and is counted in the “area rendered unavailable” column.

1/ Parcel areas and numbers of parcels cannot be summed because many of the properties currently allow several different uses that would become incompatible under the draft ALUCP. Thus, many parcels are reported in multiple rows of the table.

SOURCE: Ricondo & Associates, Inc. September 2012 (analysis of incompatible land uses after implementation of the draft ALUCP).
 PREPARED BY: Ricondo & Associates, Inc. October 2012.

5. Displacement Attributable to Limits on Residential Density

As explained in Section 2, the safety standards of the draft ALUCP would limit the density of new residential development above and beyond the density limits within the proposed safety zones. The difference in potential dwelling unit yields with and without implementation of the draft ALUCP was estimated, as described in this section.

5.1 Residential Development under Current Regulations

Developable parcels zoned for exclusive residential use or for mixed residential/nonresidential use were identified for the residential displacement analysis. The potential future development yield for each parcel, based on current community plan land use designations and zoning regulations, was provided by the City of San Diego. The City maintains a State-mandated list of parcels on which future development of dwelling units would be feasible (the Adequate Housing Sites Inventory), including estimates of the number of additional dwelling units that could be accommodated on each parcel.¹⁹

The potential additional dwelling units within the draft ALUCP safety zones were totaled to produce an estimate of total housing yield within the ALUCP displacement study area, based on current land use designations and regulations.

The City of San Diego Municipal Code features a density bonus option that allows proposed project sponsors to exceed the base allowances for dwelling units that may be constructed on a parcel. Residential developments may exceed the base dwelling unit allowance for a site by 20 to 35 percent depending on whether the extra units are designated for very low-income, low-income, moderate-income or senior households.²⁰ Although an option for all proposed sponsors of residential development projects, City of San Diego staff has indicated the density bonus is not commonly pursued.²¹

¹⁹ City of San Diego *General Plan, Housing Element*, FY 2005–2010 December 2006.

²⁰ City of San Diego Municipal Code, §143.0710

²¹ Tait Galloway, Senior Planner, City of San Diego, Development Services Department, Conversation with Mark R. Johnson, June 12, 2013.

There is no way to determine with certainty how many parcels would be developed to achieve the density bonus or how many bonus units each parcel would yield. However, to get an idea of the amount of dwelling units that could potentially be developed using the density bonus program, parcels that could be suitable candidates for the program were identified. It was assumed that relatively large parcels zoned for relatively high densities would be necessary for a project committing a share of units to the eligible populations to be financially feasible. For purposes of this analysis, parcels with at least 10,000 square feet of land area zoned for densities exceeding 29 dwelling units per acre were selected. (Parcels located within the Approach Zone defined by the 2004 ALUCP and AEOZ, where density restrictions currently apply, were excluded.) Eleven parcels, all in Centre City, met the [these](#) criteria. **Table A-9** summarizes the potential dwelling unit yield that would be attainable with density bonuses of 20 percent and 35 percent.

According to Table A-9, from 165 to 290 additional units could be built on the candidate parcels if all were developed under the density bonus program.

Table A-9: Potential Dwelling Units Attainable with Density Bonuses

APN 8	PARCEL ACREAGE	TOTAL DWELLING UNIT CAPACITY		
		WITH BASELINE ZONING	WITH 20% BONUS	WITH 35% BONUS
53311403	1.44	84	101	113
53321105	0.40	68	82	92
53321107	0.75	170	204	230
53321401	0.56	95	114	128
53322109	0.23	38	46	51
53322110	0.23	38	46	51
53322312	0.23	53	64	72
53322314	0.23	37	44	50
53322402	0.69	119	143	161
53336604	0.38	65	78	88
53338313	0.35	61	73	82
53311403	1.44	84	101	113
53321105	0.40	68	82	92
Totals		828	993	1,118

SOURCES: City of San Diego Municipal Code, §143.0710; City of San Diego, Development Services Department; Ricondo & Associates, Inc., 2013.
PREPARED BY: Ricondo & Associates, Inc., June 2013.

5.2 Residential Development with Implementation of Draft ALUCP

The maximum number of dwelling units allowed with implementation of the draft ALUCP was calculated. The ALUCP safety compatibility standards limit future residential density within the proposed safety zones by setting maximum limits for each safety zone by Community Plan Area (CPA)/neighborhood. These limits are indicated in the top panels of each page of Table A-4. The number of dwelling units allowed on each parcel was calculated, and then summed for each safety zone.

5.3 Residential Development Displacement

The number of dwelling units allowed with implementation of the draft ALUCP was subtracted from the number of units allowed under current regulations to produce an estimate of the number of dwelling units that would potentially be displaced with implementation of the draft ALUCP.

Table A-10 presents the results of the residential displacement analysis by CPA and, for Centre City, by neighborhood. As indicated, 3,645 additional dwelling units could be built within the safety zones, based on current land use designations and regulations. With implementation of the draft ALUCP, the number of potential new dwelling units would decrease to 2,866. A total of 779 potential dwelling units would be displaced with implementation of the draft ALUCP, 21 percent of the potential units that could be built based on current land use designations and regulations. By far, the largest share of housing units, 696, would be displaced from the Centre City CPA (all from the Little Italy neighborhood).²² A potential 42 units would be displaced from the Peninsula CPA, 40 from Uptown, and one from Midway-Pacific Highway. **Exhibit A-8** depicts the properties that would potentially be subject to the displacement of housing units with implementation of the draft ALUCP. Note that the draft ALUCP would not completely prevent housing from being developed on the affected properties. Rather, the ALUCP would reduce the allowable density of housing units on the affected parcels.

Table A-11 presents the residential displacement results for each safety zone. As expected, the analysis indicates a potential for much greater residential displacement on the east side than the west side safety zones. A total of 549 units would potentially be displaced in Safety Zone (SZ) 2E, 40 percent of the potential units that could be built under current land use designations and regulations. A potential 22 units would be displaced from SZ 3NE and 165 units would be displaced from SZ 3SE. SZ 4E would be unaffected. A potential total of 43 units would be displaced from the west side safety zones – 42 from SZ 4W and 1 from SZ 3NW.

²² This figure does not reflect displacement of dwelling units that could be developed through density bonuses. As discussed in section 5.11, eleven parcels were identified as potential candidates for the density bonus program. Of the 828 units that could be built on these parcels under existing conditions, 108 units would be potentially displaced with implementation of the proposed ALUCP. The number of displaced units could increase by 151 to 275 units if each parcel is assumed to gain density bonuses of 20 to 35 percent under existing conditions.

Table A-10: Potential Displacement of Future Dwelling Units with Implementation of the Draft ALUCP by Community Plan Area/Neighborhood

COMMUNITY PLAN AREA/NEIGHBORHOOD	EXISTING DWELLING UNITS ON DEVELOPABLE PARCELS	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH DRAFT ALUCP	
		With Current Regulations	With Draft ALUCP	Dwelling Units	Percentage ¹
Centre City	181	2,150	1,454	696	32%
<i>Cortez</i>	11	244	244	0	0%
<i>Little Italy</i>	170	1,906	1,210	696	37%
Midway-Pacific Highway	5	51	50	1	2%
Peninsula	227	431	389	42	10%
Uptown	718	1,013	973	40	4%
Total	1,131	3,645	2,866	779	21%

NOTE: 1/ Displaced dwelling units as a percentage of the additional units that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Table A-11: Potential Displacement of Future Dwelling Units by Safety Zone with Implementation of the Draft ALUCP by Safety Zone

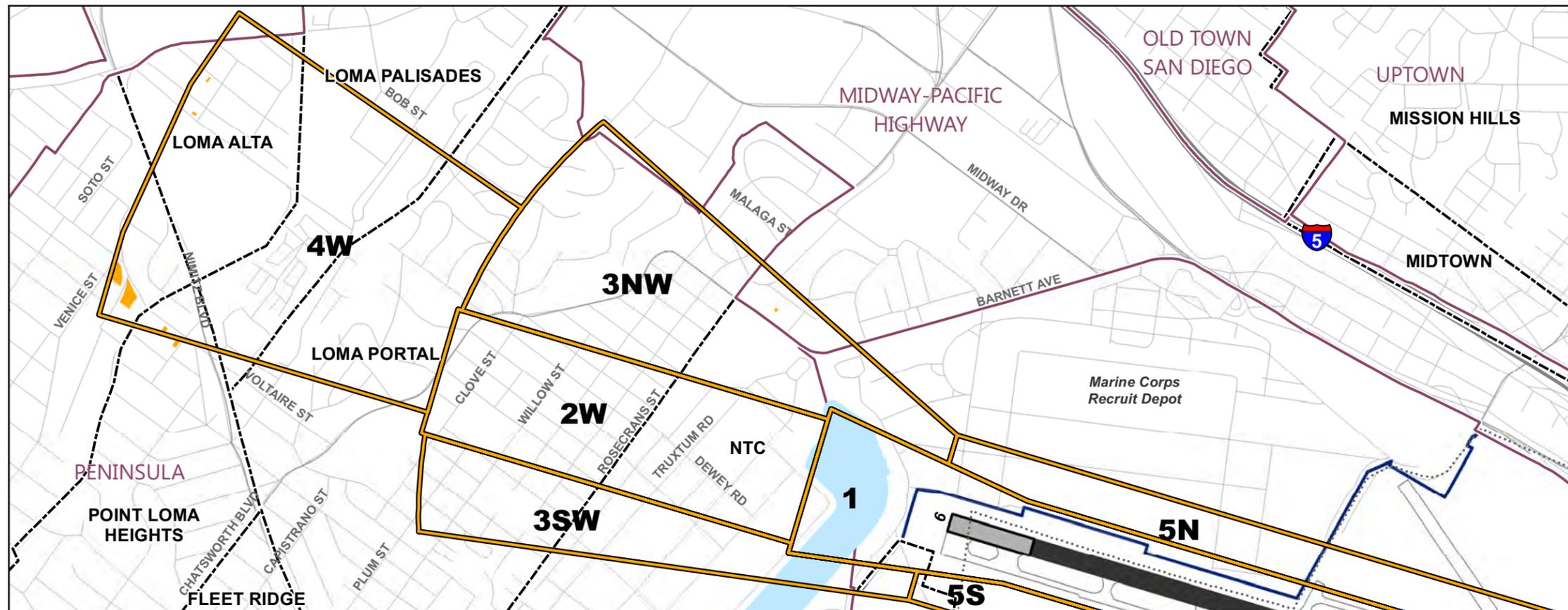
SAFETY ZONE	EXISTING DWELLING UNITS ON DEVELOPABLE PARCELS	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH DRAFT ALUCP	
		With Current Regulations	With Draft ALUCP	Dwelling Units	Percentage ¹
EAST SIDE	899	3,163	2,427	736	23%
<i>SZ 2E</i>	380	1,365	816	549	40%
<i>SZ 3NE</i>	332	316	294	22	7%
<i>SZ 3SE</i>	187	1,482	1,317	165	11%
<i>SZ 4E</i>	0	0	0	0	--%
WEST SIDE	232	482	439	43	9%
<i>SZ 2W</i>	0	1	1	0	--%
<i>SZ 3NW</i>	5	57	56	1	2%
<i>SZ 3SW</i>	0	4	4	0	--%
<i>SZ 4W</i>	227	420	378	42	10%
Total	1,131	3,645	2,866	779	21%

NOTES: No residential displacement would occur in Safety Zones 1, 5N, and 5S.

1/ Displaced dwelling units as a percentage of the additional units that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

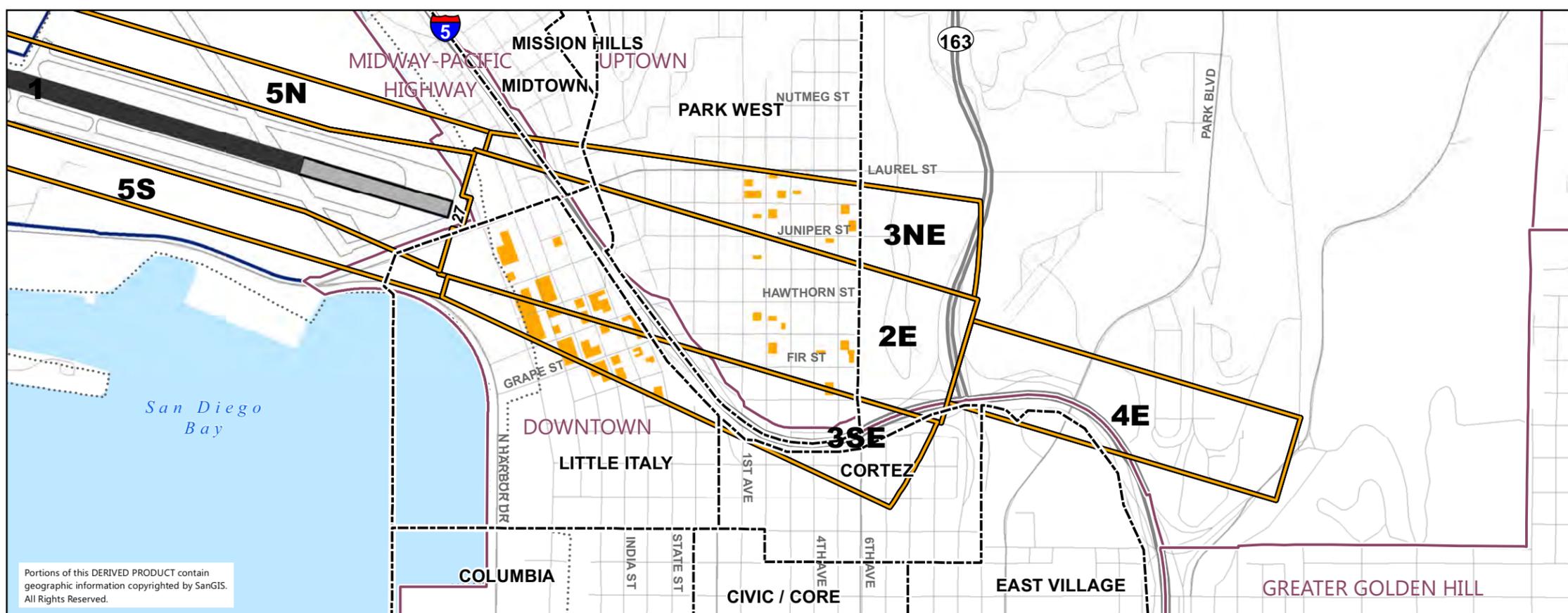
PREPARED BY: Ricondo & Associates, Inc. October 2012.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Community Planning Area
- - - Neighborhood Boundaries
- ▭ Displaced Thresholds
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Safety Compatibility Zone
- ▭ Potential Displacement of Future Residential Development

The results of the Displacement Analysis discussed in Appendix A of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.



Note: Implementation of the ALUCP would reduce the number of allowable dwelling units on the indicated properties but would not prohibit housing development.

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit A-8
Properties Subject to the Potential
Displacement of Future Residential
Development**

6. Displacement Attributable to Limits on Nonresidential Development Intensity

As explained in Section 2, the safety standards of the draft ALUCP would limit the intensity of new nonresidential development within the proposed safety zones. Displaced nonresidential development is described as the amount of floor area that would be prevented from being developed above and beyond the intensity limits in the proposed safety zones after implementation of the draft ALUCP.

The first step in this portion of the analysis was to estimate the potential floor area of future nonresidential development that can be developed under current land use regulations. The second step was to estimate the floor area of future nonresidential development that would be allowed with implementation of the draft ALUCP. The difference between the two estimates is the amount of nonresidential development that may be displaced after implementation of the draft ALUCP.

Estimating the potential displacement of future nonresidential development is subject to greater uncertainty than the analyses described in Sections 4 and 5. This is because the City's General Plan, as detailed in the applicable Community Plans, and zoning ordinance allow a broad mix of land uses in most nonresidential-designated areas in the ALUCP displacement study area. This regulatory flexibility affords developers the ability to adjust to changing market conditions over time as they develop and redevelop property. This flexibility makes it difficult to anticipate the specific types of land uses that may be developed in these areas in the future.

To account for this uncertainty, the analysis of nonresidential displacement provides a range of potential displacement outcomes. This is done by testing alternate values of [the weighted occupancy factor, at two](#) key variables used to project the ultimate nonresidential development yield with and without implementation of the draft ALUCP. [This sensitivity test is discussed in Section 6.4.](#)

6.1 Nonresidential Development under Current Regulations

Current land use policies and regulations within the area covered by the draft ALUCP safety zones include the City of San Diego zoning code and the 2004 ALUCP for SDIA. The City's zoning standards regulating the size

of nonresidential developments are expressed as maximum floor area ratios (FAR).²³ As the land area of all developable parcels in the proposed safety zones is known, the FARs can be applied to each parcel to derive the maximum floor area that could potentially be developed for nonresidential uses on each parcel.

As discussed in Section 5, the City's AEOZ (~~adopted to reflect the 2004 ALUCP~~) includes standards limiting infill development within the Airport Approach Zone. Within this area, new nonresidential infill development is limited to an intensity of no greater than 110 percent of the intensity of existing uses within a 0.25-mile radius of the project site. As an alternative to the 110 percent limitation, in the parts of the Little Italy and Cortez neighborhoods within the Airport Approach Zone, development is limited to a maximum FAR of 2.0 or a maximum height of 36 feet. (Exhibit A-2, presented earlier, depicts the relationship of the Airport Approach Zone to the draft ALUCP safety zones on the east side of the Airport.)

The nonresidential floor area allowed under current regulations was estimated by applying the maximum FARs allowed under current regulations to the area within the proposed safety zones of the draft ALUCP.

6.1.1 NONRESIDENTIAL DEVELOPMENT POTENTIAL OUTSIDE THE AIRPORT APPROACH ZONE

The floor area of nonresidential development that could be accommodated in the portion of the safety zones outside the Airport Approach Zone (and in the portions of Little Italy and Cortez inside the Airport Approach Zone) was calculated in three steps.

1. Parcels designated for commercial, industrial, institutional, or mixed-use development were sorted into two sets:
 - a. Parcels designated exclusively for nonresidential use
 - b. Parcels designated for mixed-use (residential/nonresidential) that were allocated future housing units in the City's Adequate Housing Sites Inventory
2. The potential ultimate floor area of parcels designated exclusively for nonresidential use was calculated by multiplying the parcel area by the maximum FAR for the applicable City zoning/planned district ordinance designation.
3. For mixed-use parcels that were allocated future housing units (in the analysis described in Section 5), the share of the property devoted to nonresidential use was calculated by multiplying the parcel area by a FAR representing the share of the property devoted to nonresidential use. The nonresidential FARs for mixed-use properties were developed for each Community Plan land use designation within the ALUCP safety zones based on an analysis of existing mixed-use developments in the portion of each CPA within the ALUCP displacement study area. The nonresidential FARs resulting from that analysis are listed in **Table A-12**.²⁴ Note that, for two land use designations, "Mixed Use – Commercial

²³ Floor area ratios indicate the square footage of building floor area allowed per square foot of lot area.

²⁴ Mixed-use developments in each mixed-use land use category were analyzed. The FARs in the table were based on the results of that analysis. The analysis is documented in Attachment F.

Emphasis” and “Mixed Use – Residential Emphasis,” different FARs were used for Centre City and Uptown, reflecting the findings of the existing land use analysis.

Table A-12: Nonresidential Floor Area Ratios for Mixed-Use Parcels within ALUCP Displacement Study Area by Community Plan Land Use Designation

GENERALIZED COMMUNITY PLAN LAND USE DESIGNATION	EXISTING NONRESIDENTIAL FLOOR AREA RATIO ¹
Commercial – Neighborhood	0.26
Commercial – Office	0.26
Institutional – Public Services	0.38
Mixed Use – Commercial Emphasis	
<i>Centre City</i>	0.38
<i>Uptown</i>	0.28
Mixed Use – No Emphasis	0.36
Mixed Use – Office Emphasis	0.41
Mixed Use – Residential Emphasis	
<i>Centre City</i>	1.76
<i>Uptown</i>	0.54
Multiple Use	1.00

NOTE:

1/ The existing FARs were derived through an analysis of existing nonresidential land uses in mixed residential/nonresidential developments in each Community Plan land use designation within the safety zones and a 0.25-mile buffer area around the safety zones. Refer to Attachment G for a discussion of the analysis that produced these FARs.

SOURCE: Ricondo & Associates, Inc. September 2012 (analysis of potential nonresidential use displacement).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

6.1.2 NONRESIDENTIAL DEVELOPMENT POTENTIAL INSIDE THE AIRPORT APPROACH ZONE

Inside the Airport Approach Zone (but outside the Little Italy and Cortez neighborhoods), nonresidential development potential was calculated for each parcel by applying the requirements of the AEOZ regulations. The average FAR of all existing nonresidential uses within 0.25 mile of each parcel was determined and then multiplied by 110 percent to determine the allowable FAR on each parcel.

6.1.3 TOTAL NONRESIDENTIAL DEVELOPMENT POTENTIAL

The results of the analyses of nonresidential development inside and outside the Airport Approach Zone were summed to produce an estimate of total nonresidential development potential within the proposed safety zones based on current land use designations and regulations.

6.2 Nonresidential Development with Implementation of the Draft ALUCP

The amount of nonresidential floor area that could be developed with implementation of the draft ALUCP is limited by the maximum allowable intensity (people per acre) in each safety zone and CPA. At any given intensity, the corresponding amount of nonresidential floor area can vary depending on the type of land use involved because different occupancy factors apply to different uses. Consider, for example, a 15,000-square-foot (0.34-acre) site in the Uptown portion of SZ 3NE. Under the draft ALUCP, the maximum allowable intensity in that area would be 278 people per acre, corresponding to 96 people on the 15,000-square-foot (0.34 acre) site.²⁵ If a restaurant, with an occupancy factor of 60 square feet per person, was proposed on the site, the building could not exceed 5,760 square feet (96 people x 60 square feet per person). If an office building (occupancy factor of 215 square feet per person) was proposed on the site, it could not exceed 20,640 square feet (96 people x 215 square feet per person). This example makes it clear that the amount of potential floor area that can be developed under the draft ALUCP is greatly influenced by the proposed land use type and corresponding occupancy factor.

The approach taken in this displacement analysis was to estimate the potential amount of displaced nonresidential square footage by using weighted occupancy factors for the portions of each CPA and Community Plan land use designation within the safety zones. The weighted occupancy factors were intended to reflect the mixed-use land use patterns in these areas. The SDIA displacement study area, while fully developed, is subject to intense redevelopment pressures because of its location near the core of Downtown San Diego. Development in the area is a dense fabric of mixed land uses, including residential, commercial, office, hotel, light industrial, and institutional uses. Based on the applicable Community Plans, future development and redevelopment in the area will continue to be mixed-use. Thus, a realistic analysis of displaced development must account for the effects of implementation of the draft ALUCP on this mixed-use pattern.

The first step in developing weighted occupancy factors was to calculate the floor areas of the varied existing nonresidential land uses in each CPA (or neighborhood) within the safety zones. Each existing nonresidential land use was assigned to one of the following seven categories:

- Commercial – Eating, Drinking, Entertainment
- Commercial – Lodging
- Commercial – Retail
- Commercial – Services
- Industrial

²⁵ The intensity limits and occupancy factors discussed in this example were taken from Table A-4.

- Institutional
- Office

Table A-13 describes the percentage of each land use category (in terms of floor area) by Community Plan land use designation and by CPA/neighborhood. This information was derived from the parcel-based existing land use data for the portion of each CPA/neighborhood within the safety zones and within a 0.25-mile buffer area outside the safety zones.²⁶ For example, in areas designated in the Community Plans as “Mixed Use – Commercial Emphasis” in the Cortez neighborhood of the Centre City CPA, commercial lodging accounted for 37 percent, commercial retail accounted for 1 percent, and offices accounted for 62 percent of the total nonresidential floor area.

Table A-14 presents the weighted occupancy factors used to calculate the nonresidential floor area that could be developed with implementation of the draft ALUCP. The occupancy factors were developed from the data presented in Table A-1213. (For each land use designation in each CPA/neighborhood, the percentage of each land use type was multiplied by the corresponding occupancy factor. The results were summed to yield the weighted occupancy factor.)

The amount of nonresidential development that would be allowed with implementation of the draft ALUCP was calculated in three steps.

1. The area of each parcel was multiplied by the maximum intensity that would be allowed with implementation of the draft ALUCP, based on the safety zone and CPA within which the parcel is located (as indicated in the top panel of Table 4). This calculation produced an estimate of the maximum number of occupants for the parcel.
2. The number of occupants for each parcel was multiplied by the weighted occupancy factor for the CPA/neighborhood and Community Plan land use designation in which the parcel was located to derive the allowable building floor area for the parcel.
3. The floor areas for all parcels were summed to derive an estimate of the total nonresidential floor area that could be developed with implementation of the draft ALUCP

²⁶ The buffer area was included in the analysis to secure information for a larger sample of properties in each nonresidential land use category than was available within the safety zones. See Attachment G for a discussion of the analysis that was done to produce the estimated shares of land uses in the safety zones, CPAs, and neighborhoods.

Table A-13: Percentage of Existing Nonresidential Floor Area by Land Use Category, Community Plan Area/Neighborhood and Community Plan Land Use Designation

CPA/NEIGHBORHOOD GENERALIZED LAND USE DESIGNATION	LAND USE CATEGORY AND CORRESPONDING OCCUPANCY FACTOR (PEOPLE PER SQUARE FOOT)						
	COMMERCIAL - EATING, DRINKING, ENTERTAINMENT 60	COMMERCIAL - LODGING 200	COMMERCIAL - RETAIL 170	COMMERCIAL - SERVICES 200	INDUSTRIAL 300	INSTITUTIONAL 170	OFFICE 215
CENTRE CITY							
Cortez							
Mixed Use – Commercial Emphasis	0%	37%	1%	0%	0%	0%	61%
Mixed Use – Residential Emphasis	1%	33%	5%	0%	0%	36%	26%
Multiple Use	0%	0%	100%	0%	0%	0%	0%
Little Italy							
Mixed Use – Commercial Emphasis	6%	7%	37%	3%	24%	0%	24%
Mixed Use – Residential Emphasis	0%	85%	3%	0%	0%	0%	13%
MIDWAY-PACIFIC HIGHWAY							
Commercial – Neighborhood	3%	0%	78%	6%	0%	0%	13%
Commercial – Transportation-Related	0%	0%	31%	30%	39%	0%	0%
Industrial – Light	6%	0%	0%	30%	48%	0%	15%
Institutional - Public Services	0%	0%	0%	0%	0%	52%	48%
PENINSULA							
Commercial – Neighborhood	5%	0%	82%	0%	0%	0%	13%
UPTOWN							
Commercial – Office	0%	0%	0%	0%	0%	0%	100%
Institutional - Public Services	0%	0%	0%	0%	0%	100%	0%
Mixed Use – Commercial Emphasis	4%	9%	14%	1%	3%	0%	68%
Mixed Use - No Emphasis	0%	0%	0%	0%	0%	0%	100%
Mixed Use - Office Emphasis	0%	0%	3%	0%	0%	31%	66%
Mixed Use – Residential Emphasis	2%	2%	28%	0%	0%	10%	57%

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential nonresidential use displacement). Analysis of existing land use database, developed by Ricondo & Associates, Inc. from data provided by SanGIS, City of San Diego, and independent field surveys. See Attachment G for an explanation of the analysis used to calculate these land use proportions.

PREPARED BY: Ricondo & Associates, Inc. October 2012.

**Table A-14: Weighted Occupancy Factors by Community Plan Area and
Community Plan Land Use Designation**

CPA/NEIGHBORHOOD GENERALIZED LAND USE DESIGNATION	BASELINE WEIGHTED OCCUPANCY FACTORS
CENTRE CITY	
Cortez	
Mixed Use – Commercial Emphasis	209
Mixed Use – Residential Emphasis	191
Multiple Use	170
Little Italy	
Mixed Use – Commercial Emphasis	208
Mixed Use – Residential Emphasis	201
MIDWAY-PACIFIC HIGHWAY	
Commercial – Neighborhood	174
Commercial – Transportation-Related	230
Industrial – Light	242
Institutional - Public Services	191
PENINSULA	
Commercial – Neighborhood	170
UPTOWN	
Commercial – Office	215
Institutional - Public Services	170
Mixed Use – Commercial Emphasis	204
Mixed Use - No Emphasis	215
Mixed Use - Office Emphasis	200
Mixed Use – Residential Emphasis	194

NOTES:

1/ Weighted occupancy factor computed using the (unrounded) data in Table A-12.

SOURCE: Ricondo & Associates, Inc., September 2012

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Exhibit A-9 is a flow chart describing the sequence of these calculations.

6.3 Nonresidential Development Displacement – Baseline Estimates

The potential nonresidential development displacement was calculated by subtracting the amount of nonresidential floor area that could be built after implementation of the draft ALUCP from the amount that could be built under current regulations. In the first phase of the analysis, estimates of nonresidential displacement were calculated using the baseline weighted occupancy factor, which reflects the existing land use pattern in the safety zone. These initial estimates are referred to as the baseline case.

Table A-15 provides the results of the baseline case analysis. An estimated 2,294,698 square feet of new nonresidential development could be accommodated within the safety zones under current ~~regulations~~ zoning. After implementation of the draft ALUCP, the new allowable floor area would be reduced to 1,767,930 square feet. The resulting displacement of new nonresidential development would be 526,768 square feet. This is a 23 percent reduction in the future development yield that could be achieved under current regulations. **Exhibit A-10** depicts the properties affected by the potential displacement of nonresidential development with implementation of the draft ALUCP.

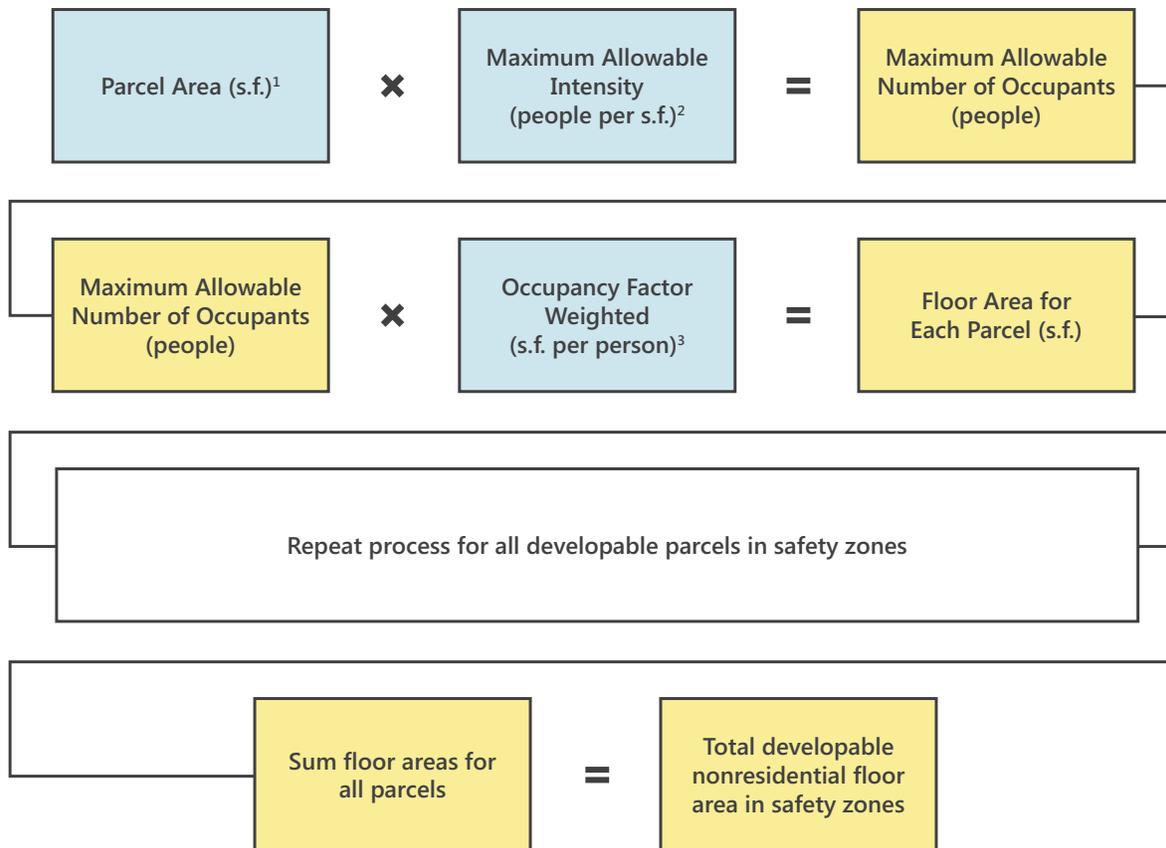
As indicated in Table A-~~1415~~, most of the displacement (398,883 square feet) would occur in the Centre City CPA. Another 62,532 square feet would be displaced from the Midway-Pacific Highway CPA, 22,792 square feet from the Uptown CPA and 1,586 square feet from the Peninsula CPA.

Table A-16 summarizes nonresidential displacement for the baseline case by safety zone. Most of the displacement would occur in the east side safety zones, with 217,386 square feet from SZ 3SE, 183,233 square feet from SZ 2E, and 59,769 square feet from SZ 3NE.

On the west side, 15,539 square feet would be displaced from SZ 3NW and 1,586 square feet from SZ 4W. Nothing would be displaced from SZ 2W and SZ 3SW.

In SZ 5N, on the northeast side of the Airport, 8,280 square feet of nonresidential development would be displaced.

For each developable parcel, calculate:



LEGEND

- Values are given
- Values are calculated

Notes:

- 1/ Taken from parcel data base.
- 2/ Taken from top panel of Table 4, listing maximum allowable intensities by safety zone and CPA/neighborhood.
- 3/ Taken from the righthand column of the bottom portion of Table 4, listing occupancy factors for land use categories.

Source: Ricondo & Associates, Inc., September 2012.

Prepared by: Ricondo & Associates, Inc., September 2012.

Exhibit A-9

Calculation of Developable Nonresidential Floor Area with Implementation of Updated ALUCP



Table A-15: Potential Displacement of Nonresidential Building Floor Area with the Implementation of the Draft ALUCP by CPA/Neighborhood – Baseline Case

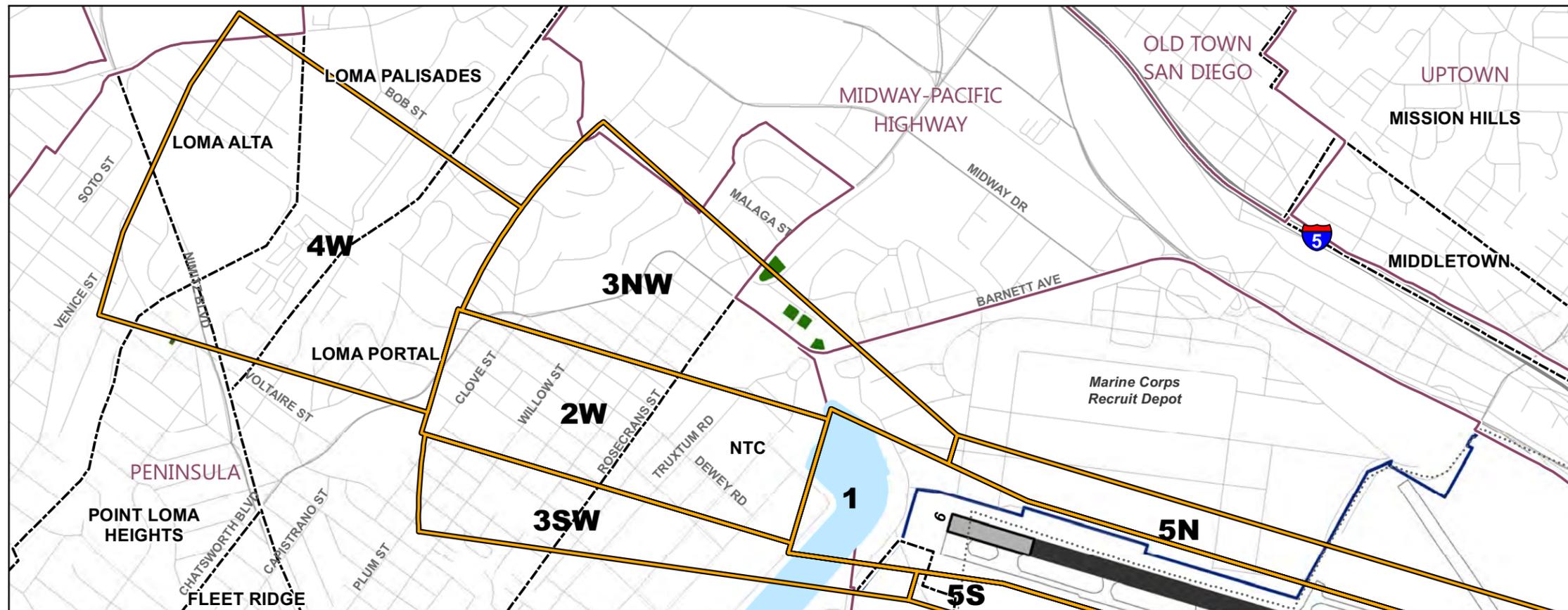
CPA/NEIGHBORHOOD	ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQUARE FEET)		DISPLACEMENT WITH DRAFT ALUCP	
	With Current Regulations	With Draft ALUCP	Floor Area (Square Feet)	Percentage ¹
Centre City	1,188,308	789,426	398,883	34%
<i>Cortez</i>	<i>412,567</i>	<i>232,784</i>	<i>179,783</i>	<i>44%</i>
<i>Little Italy</i>	<i>775,741</i>	<i>556,642</i>	<i>219,099</i>	<i>28%</i>
Midway-Pacific Highway	491,532	428,999	62,532	13%
Peninsula	52,904	51,318	1,586	3%
Uptown	487,935	465,143	22,792	5%
Total	2,220,678	1,734,886	485,793	22%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., May 2012 (analysis of potential nonresidential use displacement). Columns may not sum to totals shown because of rounding.

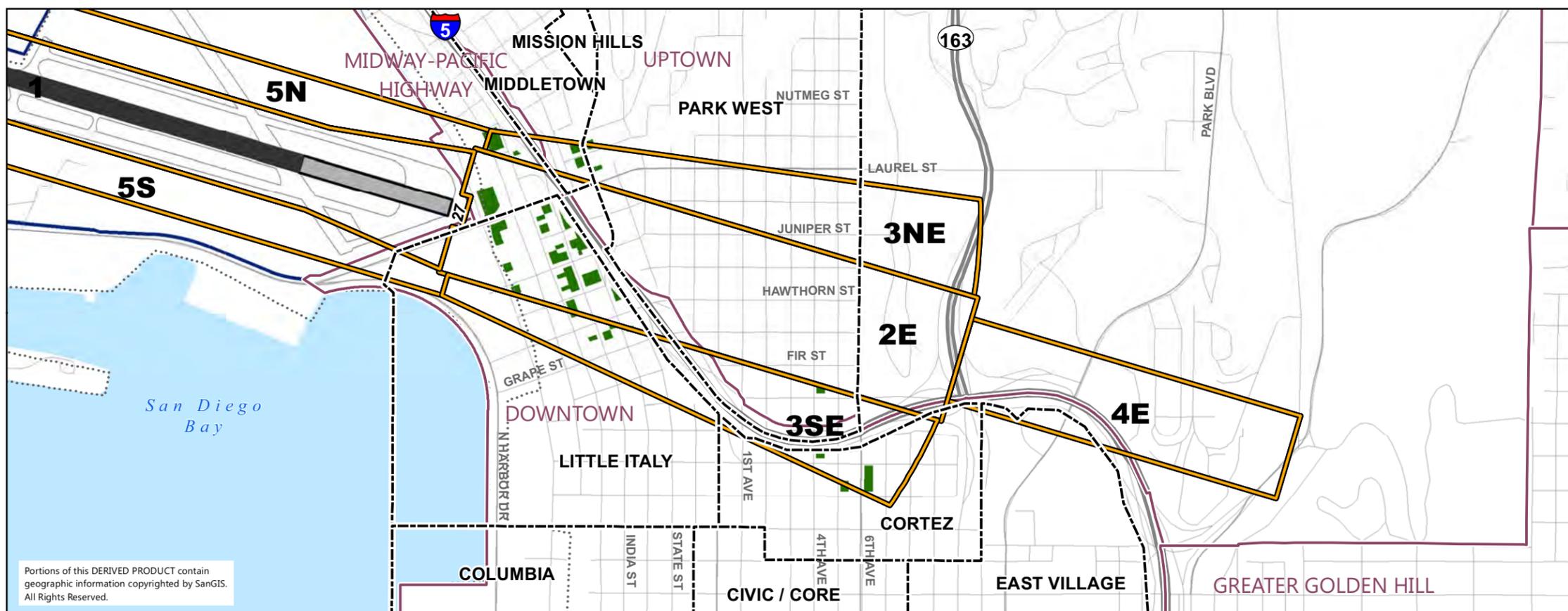
PREPARED BY: Ricondo & Associates, Inc. May 2013.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Community Planning Area
- - - Neighborhood Boundaries
- ▭ Displaced Thresholds
- - - San Diego Unified Port District
- ▭ Airport Property Boundary
- ▭ Safety Compatibility Zone
- ▭ Potential Displacement of Future Nonresidential Development

The results of the Displacement Analysis discussed in Appendix A of the EIR are based on the displacement methodology identified by SDCRAA and the consultant team. Parcels determined to have development potential were selected based on multiple factors, such as existing land use classifications, intensities of existing development and future planned land use designations. Results may reflect limitations of the availability and accuracy of the parcel level data used to conduct the analysis and are based on data available in July 2012 from the following sources: SanGIS (parcel data for 2nd quarter of 2012) and the City of San Diego, Development Services Department (residential housing capacity data for 2008). Parcel level data obtained from SanGIS and the City of San Diego, Development Services Department was supplemented through aerial photo interpretation and site surveys by the consultant team.



Note: Implementation of the ALUCP would reduce the allowable nonresidential floor area on the indicated properties by would not prohibit nonresidential development.

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., December 2013.

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**Exhibit A-10
Properties Subject to the Potential
Displacement of Future Nonresidential
Development**

Table A-16: Potential Displacement of Nonresidential Building Square Footage by Safety Zone with Implementation of the Draft ALUCP– Baseline Case

SAFETY ZONE	ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQARE FEET)		DISPLACEMENT WITH DRAFT ALUCP (SQARE FEET)	
	With Current Regulations	With Draft ALUCP	Floor Area (Square Feet)	Percentage ¹
EAST SIDE				
SZ 2E	1,061,609	878,376	183,233	17%
SZ 3NE	253,784	194,015	59,769	24%
SZ 3SE	693,121	475,735	217,386	31%
SZ 4E	--	--	--	--%
WEST SIDE				
SZ 2W	--	--	--	--%
SZ 3NW	109,017	93,478	15,539	14%
SZ 3SW	--	--	--	--%
SZ 4W	52,904	51,318	1,586	3%
NORTH AND SOUTH SIDES				
SZ 5N	50,244	41,963	8,280	16%
SZ 5S	--	--	--	--%
Total	2,220,678	1,734,886	485,793	22%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential nonresidential use displacement). Columns may not sum to totals shown because of rounding.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The use of a weighted occupancy factor derived from the existing land use pattern to calculate future nonresidential development is generally equivalent to projecting a future proportional mix of land uses that is the same as it is today. This approach provides a basis for allocating the displacement results among the various existing land use categories. **Table A-17** summarizes the potential nonresidential displacement by land use type for the baseline case.

It is estimated that 174,030 square feet of Office space would be subject to displacement, followed by 101,214 square feet of Commercial – Retail space, 82,788 square feet of Commercial – Lodging space, and 75,185 square feet of Industrial space. An estimated 21,358 square feet of Commercial – Services space, 17,174 square feet of Commercial – Eating, Drinking, Entertainment space, and 14,043 square feet of would Institutional space also be subject to displacement.

Table A-17: Potential Nonresidential Displacement by Land Use Type, by Community Plan Area/Neighborhood – Baseline Case

CPA/NEIGHBORHOOD	COMMERCIAL – EATING, DRINKING, ENTERTAINMENT	COMMERCIAL – LODGING	COMMERCIAL – RETAIL	COMMERCIAL – SERVICES	INDUSTRIAL	INSTITUTIONAL	OFFICE	TOTAL
Centre City	12,771	80,626	84,279	6,143	51,810	13,948	149,305	398,883
<i>Cortez</i>	<i>225</i>	<i>65,503</i>	<i>3,871</i>	<i>0</i>	<i>0</i>	<i>13,948</i>	<i>96,236</i>	<i>171,071</i>
<i>Little Italy</i>	<i>12,546</i>	<i>15,123</i>	<i>80,408</i>	<i>6,143</i>	<i>51,810</i>	<i>0</i>	<i>53,069</i>	<i>219,099</i>
Midway-Pacific Highway	3,428	0	12,555	14,890	22,611	0	9,049	62,532
Peninsula	87	0	1,295	0	0	0	204	1,586
Uptown	888	2,162	3,085	324	765	95	15,472	22,792
Totals – Square Feet	17,174	82,788	101,214	21,358	75,185	14,043	174,030	485,793
Percentage of Total	3.5%	17.0%	20.8%	4.4%	15.5%	2.9%	35.8%	100%

SOURCE: Ricondo & Associates, Inc., May 2013 (analysis of potential nonresidential use displacement). Columns and rows may not sum to totals shown because of rounding.

PREPARED BY: Ricondo & Associates, Inc., May 2013.

6.4 Sensitivity Test of Nonresidential Development Displacement

The estimate of potential nonresidential development displacement with implementation of the draft ALUCP is subject to greater uncertainty than the estimates of the other displacement components (land made unavailable for development of new incompatible uses and displaced residential units). Four variables are involved in the calculation of future displaced nonresidential development, as listed in **Table A-18**. As indicated in the table, three of the variables are common to both sides of the analysis: (1) the amount of property available for development or redevelopment; (2) the maximum floor area that can be developed based on current land use designations and zoning and (3) the assumed nonresidential FARs in mixed-use projects. Thus, any variations in the values of these variables will affect both future development scenarios equally. The net results of the displacement analysis are not affected by these variables.

Table A-18: Key Variables in Calculating Nonresidential Development Yield

VARIABLES	DEVELOPMENT SCENARIO	
	Under Current Regulations	After Implementation of Draft ALUCP
Amount of property available for development or redevelopment	Y	Y
The maximum floor area that can be developed per current designations/zoning	Y	Y
Assumed nonresidential FAR in mixed-use projects	Y	Y
The occupancy factors used to project the floor area of development allowable under the draft ALUCP	N	Y

KEY:

Y – Variable used in estimating potential development yield

N – Variable not used in estimating potential development yield.

SOURCE: Ricondo & Associates, Inc., September 2012 (variables in calculating nonresidential development yield).

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The fourth variable, the set of occupancy factors used to project future development under the draft ALUCP, is used only for estimating development yield with implementation of the draft ALUCP. Thus, the use of alternate occupancy factors would result in different estimates of future development yield after implementation of the draft ALUCP.

The results of the baseline nonresidential displacement analysis were tested for sensitivity to the weighted occupancy factor used to derive future nonresidential floor area after implementation of the draft ALUCP. Two alternative weighted occupancy factors, presented in **Table A-19**, were used for the sensitivity test. One alternative set of factors is 10 percent higher than the baseline case factors, which is equivalent to projecting a somewhat less intensive future development pattern in the area than now exists. A less intensive pattern would involve a higher proportion of offices or hotels and a lower proportion of retail stores and restaurants than now exist in the area.²⁷ The other set of alternative weighted occupancy factors are 10 percent lower than the baseline case factors, which is equivalent to projecting a more intensive future development pattern than now exists, including a greater share of restaurants and retail stores than now exist in the area.

Table A-20 summarizes the results of the sensitivity test. The higher set of occupancy factors results in a future displaced floor area of 414,324 square feet, a reduction of approximately 71,500 square feet (15 percent) compared with the baseline estimate. This reduction results because the higher set of occupancy factors, which corresponds to less intensive development, would allow the construction of more floor area than the baseline occupancy factors. The lower set of occupancy factors result in a future displaced floor area of 564,492, an increase of approximately 78,700 square feet (16 percent) above the baseline case. The lower set of occupancy factors, which correspond to more intensive development, would allow the construction of less floor area than the baseline occupancy factors.

²⁷ Note the use of the term "land use proportions." In all cases, a greater level of development in the safety zones than now exists was assumed in developing the projections of development patterns. Thus, while the proportional distribution of land uses may change, it is highly likely that the floor area allocated to any specific land use type will increase in the future.

Table A-19: Alternative Weighted Occupancy Factors by Community Plan Area and Community Plan Land Use Designation

CPA/NEIGHBORHOOD GENERALIZED LAND USE DESIGNATION	ALTERNATIVE WEIGHTED OCCUPANCY FACTORS		
	Baseline Factor – Based on Existing Land Use ¹	Sensitivity Test – Higher Alternative Factor ²	Sensitivity Test – Lower Alternative Factor ²
CENTRE CITY			
Cortez			
Mixed Use – Commercial Emphasis	209	230	188
Mixed Use – Residential Emphasis	191	210	172
Multiple Use	170	187	153
Little Italy			
Mixed Use – Commercial Emphasis	208	229	187
Mixed Use – Residential Emphasis	201	221	181
MIDWAY-PACIFIC HIGHWAY			
Commercial – Neighborhood	174	191	156
Commercial – Transportation-Related	230	253	207
Industrial – Light	242	266	218
Institutional - Public Services	191	211	172
PENINSULA			
Commercial – Neighborhood	170	187	153
UPTOWN			
Commercial – Office	215	237	194
Institutional - Public Services	170	187	153
Mixed Use – Commercial Emphasis	204	224	184
Mixed Use - No Emphasis	215	236	193
Mixed Use - Office Emphasis	200	220	180
Mixed Use – Residential Emphasis	194	213	174

NOTES:

1/ Weighted occupancy factor computed using the (unrounded) data in Table A-12.

2/ The alternative occupancy factors are 10 percent higher and 10 percent lower than the occupancy factor based on existing land use.

SOURCE: Ricondo & Associates, Inc., September 2012 (alternative weighted occupancy factors).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Table A-20: Range of Potential Nonresidential Displacement Outcomes with Implementation of the Draft ALUCP

	DISPLACED NONRESIDENTIAL DEVELOPMENT ¹		
	BASELINE CASE	WITH HIGHER OCCUPANCY FACTORS (LESS INTENSE OCCUPANCY)	WITH LOWER OCCUPANCY FACTORS (MORE INTENSE OCCUPANCY)
Floor Area (Square Feet)	485,793	414,324	564,492
As Percentage of Potential Additional Floor Area under Current Regulations	22%	19%	25%

SOURCE: Ricondo & Associates, Inc., May 2013 (analysis of nonresidential development).

PREPARED BY: Ricondo & Associates, Inc. May 2013.

Attachments

Documentation of Technical Studies Providing the Basis for Calculations of Displacement

Seven attachments explain detailed aspects of the displacement analysis and provide documentation of the technical studies undertaken to complete the displacement analysis.

- A. Residential Sound Insulation Materials and Costs
- B. Database of Developable Land
- C. Generalization of Community Plan Land Use Designations
- D. Zoning Crosswalk
- E. Site Area Requirements for Selected Incompatible Uses
- F. Nonresidential Floor Area Ratios in Mixed-Use Developments
- G. Proportions of Nonresidential Development in the ALUCP Displacement Study Area

Attachment A

Residential Sound Insulation Materials and Costs

The draft ALUCP would require that all new housing within the 60 dB CNEL contour be built to ensure an indoor sound level from exterior noise sources of 45 dB CNEL. It is widely recognized in the acoustical treatment industry that the costs of sound-insulated new construction is a small fraction of the cost of retrofitting existing construction with sound attenuation features. The higher costs of retrofitting existing construction are attributable to the higher labor costs associated with removal of existing materials, daily clean-up, and installing new materials in a finished building. In contrast, the additional costs of acoustical treatment in new construction are almost solely attributable to the cost of materials. Labor costs are nearly identical to standard construction.

A report prepared by the Naval Facilities Engineering Command provides guidance relating to sound insulation materials and costs for different kinds of housing construction exposed to varying aircraft noise levels¹. It is summarized in this Attachment as documentation of the approximate costs of acoustical treatment in new housing construction. Recognizing the great variety in housing construction types around the country, the report developed acoustical design guidance and cost estimates for a wide variety of prototype housing styles. Seven prototype homes, described in **Table AA-1**, were chosen for the SDIA analysis because they were the most similar to typical housing styles within the SDIA study area.

¹ Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, prepared for the Department of the Navy, Naval Facilities Engineering Command, April 2005. The report applies to acoustical treatment required to attenuate noise from military jet aircraft. The findings are generally applicable to noise from civil jet aircraft.

Table AA-1: Prototype Housing Styles Most Applicable to SDIA Study Area

HOUSE CATEGORY	HOUSE ID NO. ¹	DESCRIPTION
Single Family Houses	5	2-Story with Sided 2x6 Walls
	6	2-Story with Stucco or EIFS on 2x6 Walls
Townhouses	11	24'-Wide End-unit 2-Story with Brick, Concrete Block, or ICF Front Walls, and Sided 2x4 End and Rear Walls
	12	20' Wide with Sided 2x4 Walls
Apartments	15	Top Floor Apartment with Brick Walls (flat built-up roof)
	17	End Apartment with Sided 2x4 Walls
	18	Top-Floor Apartment with Sided 2x4 Walls

1/ Identification numbers used in the Wyle Research report.

Key to abbreviations:

ICF – Insulating concrete forms

EIFS – Exterior Insulation and Finish Systems

SOURCE: Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, April 2005, pp. 4-2 – 4-3.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AA-2 describes the sound attenuation features required for each prototype housing style within noise contour ranges from 60 dB DNL to 80 dB DNL.² Note that no noise attenuation is needed for any of the housing units in the 60 to 65 dB DNL range. Standard construction provides adequate noise attenuation in that noise range.

At higher noise levels, various modifications are specified to ensure adequate interior sound levels. Within the 65 to 70 dB DNL range, where an outdoor-to-indoor noise level reduction (NLR) of 20 to 25 dB is required to meet the 45 dB DNL interior noise level goal, acoustical windows are specified. Within the 70 to 75 dB DNL range, where an NLR of 25 to 30 dB is required, acoustical windows and doors are specified. In some housing prototypes, the installation of resilient channels in walls and ceilings are specified to dampen vibration and reduce sound transmission. Within the 75 to 80 dB DNL range, where an NLR of 30 to 35 dB is required, acoustical windows and doors are required as are resilient channels. In most of the prototypes, other measures are also required to reduce the sound transmission through walls.

The costs of the acoustical treatment are relatively modest. At noise levels below 75 dB DNL, the additional costs for acoustical windows range from \$22 to \$124 per window, depending on the STC rating. The additional costs of acoustical doors range from \$220 to \$661. For construction within the 75 dB DNL range, the costs increase considerably, but are still a small share of total construction costs. At that level, the additional cost of acoustical windows ranges up to \$276 and acoustical doors up to \$1,784. The additional

² DNL, yearly day-night sound level, is a time-weighted cumulative noise metric similar to CNEL. It differs from CNEL only in excluding the extra 4.8 dB weight for evening noise.

costs of wall treatments, including resilient channels, staggered wall studs, and doubled sheet rock, range from \$0.95 to \$2.28 per square foot.

Table AA-2 (1 of 2): Acoustical Treatment Modifications and Additional Costs for Sound Attenuation of New Residential Construction

HOUSE ID NO.	ROOM TYPE	NOISE ZONE							
		DNL 60-65 dB		DNL 65-70 dB		DNL 70-75 dB		DNL 75-80 dB	
		MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹
5	Bedroom	none	\$0	None	\$0	STC 30 (window) ²	\$22-31	RC	\$1.50/sf
								STC 34 (window) ⁴	\$90-124
	Other rooms	none	\$0	STC 28 (window) ²	\$22-31	STC 32 (window)	\$22-31	Stag	\$2.28/sf
								2 gyp	\$0.95/sf
								STC 36 (window)	\$90-124
							STC 40 (door)	\$1,187	
6	Bedroom	none	\$0	STC 26 (window) ²	\$22-31	STC 32 (window)	\$22-31	RC	\$1.50/sf
								2gyp	\$0.95/sf
								STC 34 (door)	\$661
	Other rooms	none	\$0	STC 28 (window) ²	\$22-31	STC 34 (window) ⁴	\$90-124	RC	\$1.50/sf
						STC 29 (door)	\$220	2gyp	\$0.95/sf
								STC 40 (window)	\$200-276
								STC 34 (door)	\$661
						STC 37 (sliding glass door)	\$1,784		
11	Bedroom	none	\$0	None	\$0	RC	\$1.50/sf	RC	\$1.50/sf
						STC 30 (window) ²	\$22-31	STC 32 (window)	\$22-31
	Other rooms	none	\$0	STC 26 (window) ²	\$22-31	RC,	\$1.50/sf	RC	\$1.50/sf
						STC 30 (window) ²	\$22-31	STC 38 (window)	\$200-276
						STC 29 (door)	\$220	STC 34 (door)	\$661

**Table AA-2 (2 of 2): Acoustical Treatment Modifications and Additional Costs
for Sound Attenuation of New Residential Construction**

HOUSE ID NO.	ROOM TYPE	NOISE ZONE							
		DNL 60-65 dB		DNL 65-70 dB		DNL 70-75 dB		DNL 75-80 dB	
		MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹
12	Bedroom	none	\$0	None	\$0	STC 30 (window) ²	\$22-31	RC	\$1.50/sf
								STC 34 (window) ⁴	\$90-124
	Other rooms	none	\$0	None	\$0	RC	\$1.50/sf	RC	\$1.50/sf
						STC 30 (window) ²	\$22-31	STC 38 (window)	\$200-276
								STC 34 (door)	\$594
15	Bedroom	none	\$0	None	\$0	STC 28 (window) ²	\$22-31	STC 34 (window) ⁴	\$90-124
17	Bedroom	none	\$0	None	\$0	STC 32 (window)	\$22-31	Stag	\$2.28/sf
								STC 34 (window) ⁴	\$90-124
	Other rooms	none	\$0	STC 32 (window)	\$22-31	RC	\$1.50/sf	Stag	\$2.28/sf
				STC 31 (door) ³	\$661	STC 34 (door)	\$661	2 gyp	\$0.95/sf
						STC 32 (sliding glass door) ⁵	\$594	STC 40 (window)	\$200-276
								STC 34 (sliding glass door)	\$594
								STC 40 (door)	\$1,187
18	Bedroom	none	\$0	None	\$0	STC 32 (sliding glass door) ⁵	\$594	RC	\$1.50/sf
						STC 28 (window) ²	\$22-31	STC 34 (sliding glass door)	\$594
								STC 32 (window)	\$22-31
	Other rooms	none	\$0	None	\$0	STC 32 (window)	\$22-31	RC	\$1.50/sf
						STC 31 (door) ³	\$661	STC 34 (window) ⁴	\$90-124
								STC 34 (door)	\$661

Notes:

Key: "2 gyp" – Two layers of ½" minimum gypsum board for exterior walls or ceilings; "DNL" – Yearly day-night sound level, a time-weighted cumulative noise metric similar to CNEL; "RC" – Single-leaf resilient channels mounted horizontally across the wall studs, or ceiling joists (or roof rafters for vaulted ceilings).

"sf" – square foot; "Stag" – 2x4 studs staggered on a 2x6 base plate (see drawing in Appendix C). If 2x6 studs must be used for structural reasons, use 2x6 studs staggered on a 2x8 base; "STC xx"—Sound transmission class rating required for the window or door.

- "Additional costs" are those above the cost of standard construction. Cost ranges reflect the cost of varying window sizes. The original report estimated costs as of 2004. The costs reported in this table have been adjusted to account for inflation and reflect cost estimates as of 2012. The implicit price deflator for mining, utilities, and construction inventories, produced by the U.S. Bureau of Economic Analysis, which showed costs increasing by 36 percent during the period, was used as the inflation index.
- The costs are for windows with a rating of STC-32, the lowest rated window for which cost estimates were provided in the report.
- The additional costs are for doors with a rating of STC-34, the next highest rated door for which cost estimates were provided in the report.
- The additional costs are for windows with a rating of STC-36, the next highest rated window for which cost estimates were provided in the report.
- The additional costs are for sliding glass doors with a rating of STC-34, the next highest rated door for which cost estimates were provided in the report.

SOURCES: Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, April 2005; pp. 4-5 – 4-10, 5-5.

United States Department of Commerce, Bureau of Economic Analysis, Table 5.7.9B. Implicit Price Deflators for Private Inventories by Industry, October 26, 2012, <http://www.bea.gov/iTable/iTable.cfm?ReqID=9&step=1> (accessed October 26, 2012).

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment B

Database of Developable Land

B.1 Existing Land Use Database

The existing land use database that was used in the draft ALUCP planning process was developed from a geographic information systems (GIS) assessor's parcel data set downloaded from the SanGIS data warehouse in January 2011. The dataset included parcel boundaries, parcel sizes, and existing land uses. This dataset was supplemented with existing land use information obtained from the San Diego Association of Governments (SANDAG) and the City of San Diego. The number of existing dwelling units on each parcel was included in the assessor's parcel data set and was refined with data from the City of San Diego. The presence of dwelling units was confirmed by the consultant through field surveys and examination of aerial imagery. Existing floor area data was obtained from the City of San Diego and was supplemented with data gathered through field surveys by the consultant. Data indicating existing dwelling unit density and nonresidential intensity (occupants) was developed from the existing floor area and dwelling unit data.

B.2 Developable Land

The development displacement analysis database was developed from a GIS dataset of County of San Diego assessor's parcels downloaded from the SanGIS data warehouse in March 2012. Parcels from seven community plan areas intersected by the displacement analysis study area boundary were retained for analysis. The parcel database was supplemented with data indicating the safety zone and noise contour range within which the parcel was located; the land area within each safety zone and noise contour range for each parcel; planned land use according to the relevant community plan; zoning designation; maximum allowable floor area ratio (FAR) per zoning; existing dwelling unit count provided by the City of San Diego; and existing FAR per the existing land use database.

B.2.1 PROPERTY AVAILABLE FOR FUTURE RESIDENTIAL DEVELOPMENT

Parcels with capacity for additional dwelling units were provided by the City of San Diego (ALUCP_SDIA_Displacement_Housing_Capacity.shp). The data was provided in GIS shapefile format and included a count of existing units, capacity for additional dwelling units and the total dwelling unit yield for the parcel. The data was last updated in 2010. The City's estimate of additional housing units within the

safety zones proposed in the draft ALUCP represented the potential dwelling unit yield based on existing City land use regulations, without implementation of the draft ALUCP.

B.2.2 PROPERTY AVAILABLE FOR FUTURE NONRESIDENTIAL DEVELOPMENT OR REDEVELOPMENT

For the analysis of nonresidential development displacement, parcels intersected by the proposed safety zones of the draft ALUCP were identified. The first step toward defining development and redevelopment potential on these parcels was to compare the existing floor area ratio (FAR) on the parcel with the maximum FAR prescribed by the applicable zoning designation in the City of San Diego Municipal Code. Parcels with existing FARs lower than the allowable maximum were presumed to have potential for more intense development or redevelopment. Those parcels were subjected to a series of screening filters to remove parcels with minimal practical development potential within the planning period of approximately 20 years. Parcels remaining after the screening process were assumed to have realistic development or redevelopment potential.

The first filter removed parcels designated in the applicable community plan for uses that would be unaffected by the nonresidential intensity criteria of the draft ALUCP, including:

- Planned residential uses
- Military uses
- Parks & open space
- Water
- Roads/freeways/transportation

The second filter removed parcels associated with fully built-out planned developments described in approved Specific Plans. These developments are assumed to remain essentially as-is throughout the planning period. The only such development in the study area is Liberty Station (NTC).

The third filter removed parcels listed on national, state or local historic registers. This data was included in the original parcel data set as downloaded from SanGIS. Redevelopment of these properties was deemed unlikely due to recognized status as cultural resources. The City of San Diego Municipal Code stipulates that unless specific circumstances are present, “[i]t is unlawful to substantially alter, demolish, destruct, remove, or relocate any designated historical resource or any historical building, historical structure, historical object or historical landscape located within a historical district”.³ Also, the California Environmental Quality Act (CEQA) directs that “[a] project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.”⁴ This would necessitate preparation of an environmental impact report and further complicate the development process for any

³ City of San Diego Municipal Code §143.0251(a)

⁴ California Public Resources Code §21084.1

wholesale redevelopment of historic properties. The fourth filter removed parcels with existing land uses deemed unlikely to be redeveloped or intensified. These land uses included:

- Condominium developments – assumed to be unavailable for future redevelopment because of the difficulty of securing unified ownership of the building.
- Arenas/stadiums – entire property, including parking and landscaped open space, assumed to be fully used in support of primary use.
- Junior colleges and universities – entire property assumed to be fully used for college and university purposes, including parking, landscaped open space and playfields.
- Elementary, junior high/middle, senior high schools – entire property assumed to be fully used for school purposes, including parking, landscaped open space and playfields.
- Religious facilities built for that purpose (excluding, for example, storefront churches) – entire property assumed to be fully used in support of the primary facility, including parking, landscaped open space and playfields.

The fifth filter removed parcels that were recently developed or redeveloped. The original intent was to remove properties developed within the past 15 years on the assumption that they would remain economically viable throughout the planning period and would be unlikely to be redeveloped. Unfortunately, the City of San Diego's Development Services Department's searchable database of permit records only goes back to January 2007. Thus, only parcels developed since January 2007 were identified and removed from the database of potentially developable property. (Identifying projects built before 2007 would have required a labor-intensive manual review of the permit records.)

The final filter removed existing multi-family apartment developments with densities greater than 29 dwelling units per acre. These parcels were removed at the suggestion of city planning staff because the apartment complexes are anticipated to remain economically viable throughout the planning period.

The parcels remaining after the filtering process constituted the properties considered to be available for potential nonresidential development and redevelopment.

Table AB-1 presents the sources used to develop the displacement analysis database.

Table AB-1: Sources for Displacement Analysis Database

DATA	SOURCE	DATE
Parcels	SanGIS. Parcels_South. SanGIS/SANDAG Data Warehouse, February 2012; San Diego Geographic Information Source - JPA/San Diego Association of Governments (SANDAG); February 2012: http://www.sangis.org	February 8, 2012
Baseline Future Dwelling Units	ALUCP_SDIA_Displacement_Housing_Capacity.shp. City of San Diego. Transmitted by Tait Galloway, 7/26/2012 6:05 PM	July 26, 2012
Maximum Baseline FAR	San Diego Municipal Code, Chapter 13: Zones San Diego Municipal Code, Chapter 15, Article 6, Centre City Planned District San Diego Municipal Code, Chapter 15, Article 8, Golden Hill Planned District San Diego Municipal Code, Chapter 15, Article 12, Mid-City Communities Planned District San Diego Municipal Code, Chapter 15, Article 16, Old Town Planned District San Diego Municipal Code, Chapter 15, Article 19, Southeastern San Diego Planned District	February 2012 March 2007 March 2007 February 2012 February 2012 November 2008
Planned Land Uses	City of San Diego General Plan, Land Use and Community Planning Element Downtown Community Plan Midway-Pacific Highway Community Plan Peninsula Community Plan Ocean Beach Precise Plan Uptown Community Plan NTC Precise Plan	March 2008 March 2006 May 8, 1991 July 14, 1987 April 2, 1975 February 2, 1988 September 2001
Existing Land Use Database	Ricondo & Associates, Inc. Developed from SanGIS parcel data downloaded January, 2011 and supplemented with data collected from the City of San Diego (dwelling units, floor areas, existing land uses), the San Diego Association of Governments (SANDAG) (existing land uses) and data observed during field surveys (proportions of mixed-use, existing land use, approximate floor areas)	2011 – 2012
Airport Approach Zone Density/Intensity Criteria	San Diego Municipal Code, Chapter 13, §132.0306 San Diego County Regional Airport Authority. <i>Airport Land Use Compatibility Plan</i> , San Diego International Airport	February 2012 October 04, 2004

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment C

Generalization of Community Plan Land Use Designations

The Land Use and Community Planning Element of the San Diego General Plan, adopted in March 2008, declares that the mix of land use types, densities, and intensities in the city are to be determined at the Community Plan level.⁵ The Land Use and Community Planning Element also stipulates that the land use designations in the Community Plans are to be based on the land use classification system described in the General Plan's Land Use and Community Planning Element.⁶ Many Community Plans are relatively old, however, and have not been updated since the Land Use and Community Planning Element was updated in March 2008. Thus, there is currently a wide variation in the land use categories used in the Community Plans.

Planned land use designations from the various Community Plans applying within the study area were generalized in order to create a set of common land use plan designations across all Community Planning Areas (CPAs) in the ALUCP displacement study area. This allowed the project team to prepare planned land use build-out scenarios throughout the study area and across multiple CPAs with greater efficiency and clarity than would have been possible with the original CPA planned land use categories.

The categorization of land use plan designations was based on the description of each designation in each Community Plan. The land use plan designations for each CPA within the study area were generalized into the categories listed below.

⁵ City of San Diego General Plan, Land Use and Community Planning Element, March 2008, policies LU-A.7 and LU-A.8, pp. LU-10 – LU- 11..

⁶ City of San Diego General Plan, Land Use and Community Planning Element, March 2008, Goal B, p. LU-11.

- Commercial - Community
- Commercial – Neighborhood
- Commercial - Office
- Commercial - Recreation
- Commercial - Transportation Related
- Commercial - Visitor
- Industrial - Heavy
- Industrial - Light
- Industrial Park
- Institutional - Military
- Institutional - Public Services
- Institutional - Public Utility
- Mixed Use - Commercial Emphasis
- Mixed Use - No Emphasis
- Mixed Use - Office Emphasis
- Mixed Use - Residential Emphasis
- Open Space - Cemetery
- Open Space - Park or Preserve
- Planned Development
- Residential - High
- Residential - Low
- Residential - Low Medium
- Residential - Medium
- Residential - Medium High
- Residential - Very High
- Residential - Very Low
- Right-of-Way
- School
- Transportation
- Water

Table AC-1 explains how the detailed land use designations in the Community Plans were assigned to the generalized categories used for the development displacement analysis. The left-hand column lists the Community Plan land use designations, the middle columns the Community Plans in which each land use designation occurs, and the right-hand column the generalized land use plan designation to which the corresponding Community Plan designation is assigned.

Table AC-1 (1 of 3): Assignment of Community Plan Land Use Designations to Generalized Categories

COMMUNITY PLAN LAND USE DESIGNATION	COMMUNITY PLAN					R&A GENERALIZED LAND USE PLAN DESIGNATION
	Centre City	Midway-Pacific Highway	Ocean Beach	Peninsula	Uptown	
Commercial – Visitor		X				Commercial - Visitor
Commercial: Commercial Recreation				X		Commercial - Recreation
Commercial: Neighborhood Commercial				X		Commercial - Neighborhood
Commercial: Office Commercial				X		Commercial - Office
Commercial: Mixed Commercial (Community Commercial, Commercial Recreation, Marine Related Commercial)				X		Commercial - Community
Community Commercial		X	X			Commercial - Community
Liberty Station Specific Plan				X		Planned Development
Neighborhood Commercial		X	X			Commercial – Neighborhood
Office Commercial		X				Commercial – Office
Transportation Related Commercial		X				Commercial - Transportation Related
Industrial Park		X				Industrial Park
Industrial: Commercial Fishing (marine related industry)				X		Industrial – Heavy
Light Industrial		X				Industrial – Light
Community Commercial (Fire Station)			X			Commercial – Community
Community Commercial (Library)			X			Commercial – Community
Community Commercial (Post Office)			X			Commercial – Community
Fire Station					X	Institutional - Public Services
Hospital					X	Institutional - Public Services
Institutional		X				Institutional - Public Services
Library					X	Institutional - Public Services
Post Office					X	Institutional - Public Services
Public, Semi-Public: Fire Station				X		Institutional - Public Services
Public, Semi-Public: Library				X		Institutional - Public Services
Public, Semi-Public: Public Utility				X		Institutional - Public Utility
Public, Semi-Public: School				X		School
School					X	School
Utility		X				Institutional - Public Utility
Boat Channel				X		Institutional – Military
Industrial: Military Related Industry				X		Institutional – Military
Public, Semi-Public: National Cemetery				X		Open Space – Cemetery
Commercial/Residential (residential density 3)					X	Mixed Use - Commercial Emphasis
Commercial/Residential (residential density 4)					X	Mixed Use - Residential Emphasis
Commercial/Residential (residential density 5)					X	Mixed Use - Residential Emphasis
Commercial/Residential (residential density 6)					X	Mixed Use - Residential Emphasis
Mixed Use (residential density 4)					X	Mixed Use - No Emphasis
Mixed Use (residential density 5)					X	Mixed Use - No Emphasis

Table AC-1 (2 of 3): Assignment of Community Plan Land Use Designations to Generalized Categories

COMMUNITY PLAN LAND USE DESIGNATION	COMMUNITY PLAN					R&A GENERALIZED LAND USE PLAN DESIGNATION
	Centre City	Midway-Pacific Highway	Ocean Beach	Peninsula	Uptown	
Mixed Use (residential density 6)	--	--	--	--	X	Mixed Use - No Emphasis
Multiple Use	--	X	--	--	--	Mixed Use - No Emphasis
Neighborhood Commercial (residential density 3)	--	--	--	--	X	Mixed Use - Commercial Emphasis
Office/Residential (residential density 3)	--	--	--	--	X	Mixed Use - Office Emphasis
Office/Residential (residential density 4)	--	--	--	--	X	Mixed Use - Residential Emphasis
Office/Residential (residential density 5)	--	--	--	--	X	Mixed Use - Residential Emphasis
Ballpark Mixed Use	X	--	--	--	--	Mixed Use - Commercial Emphasis
Convention Center/Visitor	X	--	--	--	--	Commercial – Visitor
Core	X	--	--	--	--	Mixed Use - Office Emphasis
Employment/Residential Mixed-Use	X	--	--	--	--	Mixed Use - Residential Emphasis
Industrial	X	--	--	--	--	Industrial – Light
Mixed Commercial	X	--	--	--	--	Mixed Use - Commercial Emphasis
Neighborhood Mixed-Use Center	X	--	--	--	--	Mixed Use - Commercial Emphasis
Park/Open Space	X	--	--	--	--	Open Space - Park or Preserve
Public/Civic	X	--	--	--	--	Institutional - Public Services
Residential Emphasis	X	--	--	--	--	Mixed Use - Residential Emphasis
Transportation	X	--	--	--	--	Transportation
Waterfront/Marine	X	--	--	--	--	Commercial – Visitor
Open Space	--	--	--	--	X	Open Space - Park or Preserve
Park	--	--	--	--	X	Open Space - Park or Preserve
Park and Public Ownership	--	--	X	--	--	Open Space - Park or Preserve
Public, Semi-Public: Park	--	--	--	X	--	Open Space - Park or Preserve
High Density Residential 5 (44-73 du/ac*)	--	--	--	--	X	Residential - High
Low Density Residential 1 (5-10 du/ac)	--	--	--	--	X	Residential - Low
Low Medium Density Residential 2 (10-15 du/ac)	--	--	--	--	X	Residential - Low Medium
Low-Medium Density Res. (8-14 du/ac)(Elem Sch)	--	--	X	--	--	Residential - Low Medium
Low-Medium Density Res. (8-14 du/ac)(Rec Ctr)	--	--	X	--	--	Residential - Low Medium
Low-Medium Density Residential (25 du/ac highest *)	--	--	X	--	--	Residential - Medium
Low-Medium Density Residential (8-14 du/ac)	--	--	X	--	--	Residential - Low Medium
Medium Density Residential (29 du/ac)	--	X	--	--	--	Residential - Medium
Medium Density Residential 3 (15-29 du/ac)	--	--	--	--	X	Residential - Medium
Medium High Density Residential 4 (29-44 du/ac*)	--	--	--	--	X	Residential - Medium High
Medium High Density Residential (43 du/ac)	--	X	--	--	--	Residential - Medium High
Residential: Multi-Family (15 du/ac)	--	--	--	X	--	Residential - Medium
Residential: Multi-Family (29 du/ac)	--	--	--	X	--	Residential - Medium
Residential: Multi-Family (44 du/ac)	--	--	--	X	--	Residential - Medium High
Residential: Multi-Family (73 du/ac)	--	--	--	X	--	Residential - High
Residential: Single Family (2 du/ac)	--	--	--	X	--	Residential - Very Low
Residential: Single Family (4 du/ac)	--	--	--	X	--	Residential - Very Low

Table AC-1 (3 of 3): Assignment of Community Plan Land Use Designations to Generalized Categories

COMMUNITY PLAN LAND USE DESIGNATION	COMMUNITY PLAN					R&A GENERALIZED LAND USE PLAN DESIGNATION
	Centre City	Midway-Pacific Highway	Ocean Beach	Peninsula	Uptown	
Residential: Single Family (5 du/ac)	--	--	--	X	--	Residential - Low
Residential: Single Family (9 du/ac)	--	--	--	X	--	Residential - Low
Special Study Area	--	--	--	X	--	Planned Development
Very High Density Residential (75-110 du/ac)	--	X	--	--	--	Residential - Very High
Very High Density Residential 6 (73-110 du/ac)	--	--	--	--	X	Residential - Very High
Freeway	--	--	--	X	--	Right-of-Way
Right-of-Way	--	X	--	X	X	Right-of-Way
Road / Freeway	--	--	--	--	X	Right-of-Way
Various	--	--	--	--	X	Right-of-Way
Canal Alignment (approximate)	--	X	--	--	--	Water

LEGEND

X Land use applicable in this CPA

* Analysis determined this use is an existing Institutional - Public Services use.

SOURCES: City of San Diego General Plan, Land Use Element, March 10, 2008; Downtown Community Plan, March 2006; Midway-Pacific Highway Community Plan, May 8, 1991; Peninsula Community Plan, July 14, 1987; Ocean Beach Precise Plan, April 2, 1975; Uptown Community Plan, February 2, 1988.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The NTC Precise Plan (Liberty Station) was also reviewed because it is within the study area. Its planned land uses are generalized separately as shown in **Table AC-2**. Liberty Station is built-out, and while the use of buildings in the area may change over time, no additional building development is anticipated in the area within the planning period.

Table AC-2: Assignment of Liberty Station Specific Plan Land Use Designations to Generalized Designations

LIBERTY STATION SPECIFIC PLAN USE DESIGNATION	R&A GENERALIZED LAND USE PLAN DESIGNATION
MWWD (Metropolitan Wastewater Department)	Industrial Park
Park/Open Space	Open Space - Park or Preserve
Office/R&D	Commercial – Office
Mixed Use	Mixed Use - Commercial Emphasis
Educational	School
Residential	Residential - Low Medium
Navy Housing	Residential – Medium
Hotel/Retail	Commercial – Visitor
Hotel	Commercial – Visitor
RPSTI (Regional Public Safety Training Institute)	Institutional - Public Services
Boat Channel	Water

SOURCE: NTC Precise Plan, September 2001.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment D

Zoning Designations in Study Area

In order to analyze the potential effects of the draft ALUCP noise and safety policies and standards on future development, it is necessary to understand the type and level of development allowed under current development regulations. Because the land uses listed in the draft ALUCP noise and safety matrices do not precisely mirror the land uses enumerated in the various permitted use tables in the City of San Diego Municipal Code (Municipal Code), crosswalks were produced to aid in correlating the use types specified in each document. This allowed the project team to readily determine which land uses permitted under existing conditions would be incompatible upon implementation of the draft ALUCP.

Land use regulations applying in the study area are established in the Municipal Code, which includes regulations that divide the City into zones within which different mixes of land uses are permitted. In analyzing the potential future development that could occur within the study area based on current land use regulations, it was necessary to identify the zoning designation applying to each developable parcel in the study area.

The Municipal Code establishes base zones, overlay zones, and Planned District Ordinances (PDOs). The base zones, within which different sets of land uses are permitted, apply throughout the City. In some parts of the City, development is regulated by PDOs. The purpose of a PDO “is to provide the means to adopt plans for certain areas of the City which provide land use controls in lieu of conventional zoning” (article 1, division 1, section 151.0101). Each PDO includes a set of distinct zoning districts. In this Attachment, the term “zoning designation” is used for both base zones and PDO zones.

The zoning designations within an area extending approximately one mile outside the study area boundary include 37 base zones and 66 PDO zoning designations in 11 PDOs. The PDOs include Mission Valley, Golden Hill, Old Town, Southeastern San Diego, West Lewis Street, Marina, Gaslamp, Centre City, Mid-City, Mount Hope, and Mission Beach. **Table AD-1** lists each base zone and zoning designation in the area.

TABLE AD-1 (1 of 3): Description of Zoning Designations in Study Area

CODE PROVISION	ZONING DESIGNATIONS WITHIN STUDY AREA	ZONE DESIGNATION DESCRIPTION
Municipal Code – Base Zones	AR-1-1	Agricultural-Residential
	CC-1-3	Commercial-Community
	CC-3-4	Commercial-Community
	CC-3-5	Commercial-Community
	CC-4-2	Commercial-Community
	CC-4-5	Commercial-Community
	CC-5-4	Commercial-Community
	CC-5-5	Commercial-Community
	CN-1-1	Commercial-Neighborhood
	CN-1-2	Commercial-Neighborhood
	CO-1-2	Commercial-Office
	CP-1-1	Commercial-Parking
	CR-1-1	Commercial-Regional
	CV-1-1	Commercial-Visitor
	CV-1-2	Commercial-Visitor
	IL-3-1	Industrial-Light
	IP-2-1	Industrial-Park
	IS-1-1	Industrial-Small Lot
	OC-1-1	Open Space-Conservation
	OP-1-1	Open Space-Park
	OP-2-1	Open Space-Park
	RM-1-1	Residential-Multiple Unit
	RM-2-4	Residential-Multiple Unit
	RM-2-5	Residential-Multiple Unit
	RM-2-6	Residential-Multiple Unit
	RM-3-7	Residential-Multiple Unit
	RM-3-9	Residential-Multiple Unit
	RM-4-10	Residential-Multiple Unit
	RM-5-12	Residential-Multiple Unit
	RS-1-1	Residential-Single Unit
	RS-1-11	Residential-Single Unit
	RS-1-14	Residential-Single Unit
RS-1-2	Residential-Single Unit	
RS-1-4	Residential-Single Unit	
RS-1-5	Residential-Single Unit	
RS-1-7	Residential-Single Unit	
RT-1-4	Residential-Townhouse	

TABLE AD-1 (2 of 3): Description of Zoning Designations in Study Area

CODE PROVISION	ZONING DESIGNATIONS WITHIN STUDY AREA	ZONE DESIGNATION DESCRIPTION
Centre City Planned District PDO	CCPD-BP	Ballpark Mixed-Use
	CCPD-CORE	Core
	CCPD-ER	Employment/Residential Mixed-Use
	CCPD-MC	Mixed Commercial
	CCPD-NC	Neighborhood Mixed-Use Center
	CCPD-OS	Park/Open Space
	CCPD-PC	Public/Civic
	CCPD-R	Residential Emphasis
Gaslamp PDO	GQPD-GASLAMP-QTR	Gaslamp Quarter Planned District Ordinance
	GHPD-GH-1000	Residential Density - 1,000 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-1250	Residential Density - 1,250 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-1500	Residential Density - 1,500 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-2500	Residential Density - 2,500 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-3000	Residential Density - 3,000 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-600	Residential Density - 600 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-CC GHPD-GH-CN	Commercial Commercial
Marina PDO	MPD-MARINA	Marina Planned District Ordinance
Midcity PDO	MCCPD-CL-2	Commercial Linear
	MCCPD-CL-5	Commercial Linear
	MCCPD-CL-6	Commercial Linear
	MCCPD-CN-1	Commercial Node
	MCCPD-CN-1A	Commercial Node
	MCCPD-CN-2	Commercial Node
	MCCPD-CN-2A	Commercial Node
	MCCPD-CN-3	Commercial Node
	MCCPD-CN-4	Commercial Node
	MCCPD-CV-1	Commercial Village
	MCCPD-CV-2	Commercial Village
	MCCPD-CV-3	Commercial Village
	MCCPD-CV-4	Commercial Village
	MCCPD-MR-1000	Residential-One Unit per 1,000 Sq. Ft.
	MCCPD-MR-1500	Residential-One Unit per 1,500 Sq. Ft.
	MCCPD-MR-3000	Residential-One Unit per 3,000 Sq. Ft.
MCCPD-MR-400	Residential-One Unit per 400 Sq. Ft.	
MCCPD-MR-800B	Residential-One Unit per 800 Sq. Ft.	
MCCPD-NP-1	Neighborhood Professional	
MCCPD-NP-2	Neighborhood Professional	
MCCPD-NP-3	Neighborhood Professional	
Mission Beach PDO	MBPD-R-S	Residential Subdistrict South
Mission Valley PDO	MVPD-MV-CO	Commercial Office

TABLE AD-1 (3 of 3): Description of Zoning Designations in Study Area

CODE PROVISION	ZONING DESIGNATIONS WITHIN STUDY AREA	ZONE DESIGNATION DESCRIPTION
Mount Hope PDO	MHPD-SUBD-1	Subdistrict I
	MHPD-SUBD-2	Subdistrict II
	MHPD-SUBD-3	Subdistrict III
Old Town PDO	OTSDPD-CORE	Core
	OTSDPD-PUB-PRO-PK	Public Properties – Park
	OTSDPD-PUB-PRO-PKG-C	Public Properties - Public Parking C
Southeastern San Diego PDO	SESDPD-CSF-1	Commercial
	SESDPD-CSF-2	Commercial
	SESDPD-CSF-2-R-3000	Commercial – Residential
	SESDPD-CSF-3	Commercial
	SESDPD-CSR-1	Commercial
	SESDPD-CSR-2	Commercial
	SESDPD-CSR-2-R-1500	Commercial – Residential
	SESDPD-CSR-2-R-3000	Commercial – Residential
	SESDPD-CT-2	Commercial
	SESDPD-CT-3	Commercial
	SESDPD-I-1	Light Industrial
	SESDPD-I-2	Industrial
	SESDPD-MF-1500	Multiple-Family - Maximum 1,500 Dwelling Units Per Net Acre (du/ac)
	SESDPD-MF-2000	Multiple-Family - Maximum 2,000 Dwelling Units Per Net Acre (du/ac)
	SESDPD-MF-2500	Multiple-Family - Maximum 2,500 Dwelling Units Per Net Acre (du/ac)
SESDPD-MF-3000	Multiple-Family - Maximum 3,000 Dwelling Units Per Net Acre (du/ac)	
SESDPD-SF-40000	Single-Family - Minimum Lot Size Area - 40,000 Sq. Ft.	
SESDPD-SF-5000	Single-Family - Minimum Lot Size Area - 5,000 Sq. Ft.	
West Lewis PDO	WLSPPD-W-LEWIS-ST	West Lewis Planned District Ordinance

Notes: PDO – Planned District Ordinance.

SOURCES: San Diego Municipal Code, Chapter 15, Article 6, Division 3, The Centre City Planned District, April 3, 2006; San Diego Municipal Code, Chapter 13, Zones, December 9, 1997; San Diego Municipal Code, Chapter 15, Article 7, Division 3, Gaslamp Quarter – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 11, Division 3, Marina – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 12, Division 3, Mid-City Communities – Zoning, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 13, Division 3, Mission Beach – Zones and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 14, Division 3, Mission Valley – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 15, Division 3, Mount Hope – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 16, Division 3, Old Town – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 19, Division 3, Southeastern San Diego – Zoning, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 20, Division 3, West Lewis – Zones, March 27, 2007

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AD-2: Land Use Categories Crosswalked with Municipal Code and PDO Zoning Designations

ALUCP LAND USE CATEGORIES	CITY OF SAN DIEGO MUNICIPAL CODE																			
	AR-1-1	CC-1-3	CC-3-4	CC-3-5	CC-4-2	CC-4-5	CC-5-4	CC-5-5	CN-1-1	CN-1-2	CO-1-2	CP-1-1	CR-1-1	CV-1-1	CV-1-2	IL-3-1	IP-2-1	IS-1-1	OC-1-1	OP-1-1
RESIDENTIAL																				
Single-Family, Multi-family	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-
Single Room Occupancy (SRO) Facility	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-
Group Quarters	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																				
Hotel, Motel, Resort	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Retail	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-
Service - Low-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Service - Medium-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Service - High Intensity*	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	Y
Sport/Fitness Facility	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	Y	Y	Y	Y	Y	Y	-	Y
Theater - Movie/Live Performance/Dinner	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	Y
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																				
Assembly - Adults (religious, fraternal, other)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Assembly - Children (instructional studios, cultural heritage schools, religious, other)	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	-	Y	-	-
Cemetery	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Child Day Care Center/Pre-K	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	Y
Convention Center	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	Y
Fire and Police Stations	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	-	-	Y	Y	Y	-	-
Jail, Prison	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Library, Museum, Gallery	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	-	-	-	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Medical Care - Hospital	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Medical Care - Out-Patient Surgery Centers	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
School for Adults - College, University, Vocational/Trade School	Y	Y	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
School - Kindergarten through Grade 12	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
INDUSTRIAL																				
Junkyard, Dump, Recycling Center	Y	-	-	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Manufacturing/Processing - General	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	-	-
Mining, Extractive Industry	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	-	-
Research and Development - Scientific, Technical	Y	Y	-	-	Y	Y	Y	Y	-	-	Y	-	Y	-	-	Y	Y	Y	-	-
Sanitary Landfill	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Self-storage Facility	-	-	-	-	Y	Y	Y	Y	-	-	-	-	-	-	-	Y	-	Y	-	-
Warehousing/Storage - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Warehousing/Storage of Hazardous Materials	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
TRANSPORTATION, COMMUNICATION, UTILITIES																				
Auto Parking	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-
Electrical Power Generation Plant	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Electrical Substation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Emergency Communications Facilities	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Marine Cargo Terminal	-	-	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	-	-
Marine Passenger Terminal	-	-	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	-	-
Transit Center, Bus/Rail Station	-	Y	Y	Y	-	-	-	-	-	-	-	-	Y	-	-	Y	-	Y	-	-
Transportation, Communication, Utilities - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	Y	-	-	Y	-	Y	-	-
Water, Wastewater Treatment Plant	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	-	-
RECREATION, PARKS, OPEN SPACE																				
Arena, Stadium	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	-	-	-
Golf Course	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	Y	Y	Y	Y	Y	Y	-	Y
Golf Course Clubhouse	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Marina	-	-	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
AGRICULTURE																				
Aquaculture	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	-	Y	-	-
Agriculture	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	-

ALUCP LAND USE CATEGORIES	CITY OF SAN DIEGO MUNICIPAL CODE																
	OP-2-1	RM-1-1	RM-2-4	RM-2-5	RM-2-6	RM-3-7	RM-3-9	RM-4-10	RM-5-12	RS-1-1	RS-1-11	RS-1-14	RS-1-2	RS-1-4	RS-1-5	RS-1-7	RT-1-4
RESIDENTIAL																	
Single-Family, Multi-family	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	-	-	-	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Group Quarters	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																	
Hotel, Motel, Resort	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Office - Medical, Financial, Professional Services, Civic	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
Retail	-	-	-	-	-	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Service - Low-Intensity*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Service - Medium-Intensity*	-	-	-	-	-	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Service - High Intensity*	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Sport/Fitness Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Theater - Movie/Live Performance/Dinner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																	
Assembly - Adults (religious, fraternal, other)	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Assembly - Children (instructional studios, cultural heritage schools, religious, other)	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	-	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y
Medical Care - Hospital	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
School for Adults - College, University, Vocational/Trade School	-	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y
School - Kindergarten through Grade 12	-	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y
INDUSTRIAL																	
Junkyard, Dump, Recycling Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sanitary Landfill	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Self-storage Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage - General	-	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Warehousing/Storage of Hazardous Materials	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
TRANSPORTATION, COMMUNICATION, UTILITIES																	
Auto Parking	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	-	-	-	-	-	-	-	Y	Y	-	-	-	-	-	-	-	-
Electrical Substation	-	-	-	-	-	-	-	Y	Y	-	-	-	-	-	-	-	-
Emergency Communications Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE																	
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y
Golf Course Clubhouse	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
AGRICULTURE																	
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

ALUCP LAND USE CATEGORIES	CENTRE CITY PDO								GASLAMP PDO GASLAMP-QTR	GOLDEN HILL PDO						MARINA PDO MARINA	
	BP	CORE	ER	MC	NC	OS	PC	R		GH-1000	GH-1250	GH-1500	GH-2500	GH-3000	GH-600		GH-CC
RESIDENTIAL																	
Single-Family, Multi-family	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	Y	Y	Y	Y	Y	-	-	Y	Y	-	-	-	-	-	-	-	-
Group Quarters	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																	
Hotel, Motel, Resort	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	-	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Retail	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Service - Low-Intensity*	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Service - Medium-Intensity*	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Service - High Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Sport/Fitness Facility	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	Y	-	Y
Theater - Movie/Live Performance/Dinner	Y	Y	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																	
Assembly - Adults (religious, fraternal, other)	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y
Assembly - Children (instructional studios, cultural heritage schools, religious, other)	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y	Y	Y
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	Y	Y	Y	Y	Y	-	Y	Y	-	Y	-	-	-	Y	Y	Y	Y
Convention Center	-	-	-	Y	-	-	Y	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	Y	-	Y	-	-	Y	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	Y	Y	-	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	Y	Y	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-	-	Y
Medical Care - Hospital	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-	-	-
School for Adults - College, University, Vocational/Trade School	Y	Y	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-	-	-
School - Kindergarten through Grade 12	Y	Y	Y	Y	Y	-	Y	Y	-	Y	Y	Y	Y	Y	Y	-	Y
INDUSTRIAL																	
Junkyard, Dump, Recycling Center	Y	Y	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	Y	Y	Y	Y	-	-	-	-	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	Y	Y	Y	Y	-	-	-	-	Y	-	-	-	-	-	-	-	-
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage - General	Y	Y	Y	Y	-	-	-	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES																	
Auto Parking	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-	-	-
Electrical Substation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y
Emergency Communications Facilities	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
Truck Terminal	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE																	
Arena, Stadium	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	-	-	-
AGRICULTURE																	
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-

ALUCP LAND USE CATEGORIES	MID-CITY PDO																				
	CL-2	CL-5	CL-6	CN-1	CN-1A	CN-2	CN-2A	CN-3	CN-4	CV-1	CV-2	CV-3	CV-4	MR-1000	MR-1500	MR-3000	MR-400	MR-800B	NP-1	NP-2	NP-3
RESIDENTIAL																					
Single-Family, Multi-family	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
Single Room Occupancy (SRO) Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	-	-	-
Group Quarters	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																					
Hotel, Motel, Resort	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	Y	-	-	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Retail	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Service - Low-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Service - Medium-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
Service - High Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Sport/Fitness Facility	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
Theater - Movie/Live Performance/Dinner	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																					
Assembly - Adults (religious, fraternal, other)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Assembly - Children (instructional studios, cultural heritage schools, religious, other)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	-	-	Y	Y	-	-	-
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y	-	-	-
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medical Care - Hospital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
School for Adults - College, University, Vocational/Trade School	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
School - Kindergarten through Grade 12	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	-	-	-
INDUSTRIAL																					
Junkyard, Dump, Recycling Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage - General	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES																					
Auto Parking	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Substation	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Emergency Communications Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE																					
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
AGRICULTURE																					
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ALUCP LAND USE CATEGORIES	MISSION BEACH PDO	MISSION VALLEY PDO	MOUNT HOPE PDO			CORE	OLD TOWN PDO			CSF-1	CSF-2	SOUTHEASTERN SAN DIEGO PDO			
	R-S	MV-CO	SUBD-1	SUBD-2	SUBD-3		PUB-PRO-PK	PUB-PRO-PKG-C	CSF-2-R-3000			CSF-3	CSR-1	CSR-2	
RESIDENTIAL															
Single-Family, Multi-family	Y	-	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	
Single Room Occupancy (SRO) Facility	-	-	-	-	-	Y	-	-	-	-	Y	-	-	-	
Group Quarters	-	-	-	-	-	-	-	-	-	-	Y	-	-	-	
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING															
Hotel, Motel, Resort	-	-	-	-	-	-	-	-	-	-	-	Y	-	-	
Office - Medical, Financial, Professional Services, Civic	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	
Retail	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	
Service - Low-Intensity*	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	
Service - Medium-Intensity*	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	
Service - High Intensity*	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	
Sport/Fitness Facility	Y	Y	Y	Y	Y	-	-	-	-	Y	Y	Y	-	Y	
Theater - Movie/Live Performance/Dinner	-	Y	Y	Y	Y	Y	-	-	-	Y	Y	Y	-	Y	
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES															
Assembly - Adults (religious, fraternal, other)	-	Y	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	
Assembly - Children (instructional studios, cultural heritage schools, religious, other)	-	Y	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Child Day Care Center/Pre-K	-	Y	-	-	-	-	-	-	Y	Y	Y	-	Y	Y	
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Library, Museum, Gallery	-	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	Y	Y	
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	-	-	-	-	-	-	-	-	-	Y	-	-	-	
Medical Care - Hospital	-	-	-	-	-	-	-	-	-	Y	Y	-	-	Y	
Medical Care - Out-Patient Surgery Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
School for Adults - College, University, Vocational/Trade School	-	Y	Y	Y	Y	Y	-	-	-	Y	Y	-	-	Y	
School - Kindergarten through Grade 12	-	Y	-	-	-	Y	-	-	Y	Y	Y	Y	Y	Y	
INDUSTRIAL															
Junkyard, Dump, Recycling Center	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	
Manufacturing/Processing - General	-	Y	-	-	Y	Y	-	-	-	Y	Y	-	-	Y	
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y	
Manufacturing/Processing of Hazardous Materials	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y	
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Research and Development - Scientific, Technical	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y	
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Self-storage Facility	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	
Warehousing/Storage - General	-	-	-	-	-	-	-	-	-	Y	Y	-	-	Y	
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TRANSPORTATION, COMMUNICATION, UTILITIES															
Auto Parking	Y	Y	-	-	-	-	-	Y	-	Y	Y	Y	-	Y	
Electrical Power Generation Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Electrical Substation	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y	
Emergency Communications Facilities	-	Y	-	-	-	-	-	-	-	Y	Y	-	-	Y	
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transit Center, Bus/Rail Station	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation, Communication, Utilities - General	-	-	Y	Y	Y	-	-	-	-	-	-	-	-	-	
Truck Terminal	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RECREATION, PARKS, OPEN SPACE															
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Park, Open Space, Outdoor Recreation	Y	Y	-	-	-	-	Y	-	-	-	Y	-	-	-	
AGRICULTURE															
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Agriculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

ALUCP LAND USE CATEGORIES	SOUTHEASTERN SAN DIEGO PDO											WEST LEWIS PDO	
	CSR-2-R-1500	CSR-2-R-3000	CT-2	CT-3	I-1	I-2	MF-1500	MF-2000	MF-2500	MF-3000	SF-40000	SF-5000	W-LEWIS-ST
RESIDENTIAL													
Single-Family, Multi-family	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	Y	Y	-	-	-	-	Y	Y	Y	Y	-	-	-
Group Quarters	Y	Y	-	-	-	-	Y	Y	Y	Y	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING													
Hotel, Motel, Resort	-	-	-	Y	-	-	-	-	-	-	-	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Retail	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y
Service - Low-Intensity*	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y
Service - Medium-Intensity*	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y
Service - High Intensity*	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	Y
Sport/Fitness Facility	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Theater - Movie/Live Performance/Dinner	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES													
Assembly - Adults (religious, fraternal, other)	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	-
Assembly - Children (instructional studios, cultural heritage schools, religious, other)	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	Y
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	-
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	Y	Y	-	-	-	-	Y	Y	Y	Y	Y	Y	-
Medical Care - Hospital	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	-	-	-	-	-	-	-	-	-	-	-	-	-
School for Adults - College, University, Vocational/Trade School	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
School - Kindergarten through Grade 12	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	-
INDUSTRIAL													
Junkyard, Dump, Recycling Center	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	-	-	-	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage - General	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES													
Auto Parking	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Substation	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Emergency Communications Facilities	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	-	-	-	-	-	-	-	-	-	-	-	-	-
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE													
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	-	-	-	-	-	Y	Y	Y	Y	Y	-
AGRICULTURE													
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes:
 * Refer to Appendix A of the Draft ALUCP for further detail.
 Y = Use is allowed.
 - = Use is not allowed.
 Sources: Ricondo & Associates, Inc., October 2012, based on the following sources: City of San Diego Municipal Code, Chapter 13, Article 1, January 1, 2000 (base zones); City of San Diego Municipal Code, Chapter 15, Article 6, Division 3, April 3, 2006 (Centre City PDO); City of San Diego Municipal Code, Chapter 15, Article 7, Division 3, March 27, 2007 (Gaslamp PDO); City of San Diego Municipal Code, Chapter 15, Article 8, Division 3, April 26, 2007 (Golden Hill PDO); City of San Diego Municipal Code, Chapter 15, Article 11, Division 3, March 27, 2007 (Marina PDO); City of San Diego Municipal Code, Chapter 15, Article 12, Division 3, April 26, 2007 (Mid-City Communities PDO); City of San Diego Municipal Code, Chapter 15, Article 13, Division 3, March 27, 2007 (Mission Beach PDO); City of San Diego Municipal Code, Chapter 15, Article 14, Division 3, April 26, 2007 (Mission Valley PDO); City of San Diego Municipal Code, Chapter 15, Article 15, Division 3, April 26, 2007 (Mount Hope PDO); City of San Diego Municipal Code, Chapter 15, Article 16, Division 3, April 26, 2007 (Old Town PDO); City of San Diego Municipal Code, Chapter 15, Article 19, Division 3, April 26, 2007 (Southeastern San Diego PDO).
 Prepared by: Ricondo & Associates Inc., March 2013.

Attachment E

Site Area Requirements for Selected Incompatible Uses

E.1 Introduction and Summary

Although many kinds of land uses, such as dwellings and retail shops, may be built on very small lots, some land uses require relatively large sites. In considering the potential displacement of future incompatible development after implementation of the draft ALUCP, the minimum practical site area for certain land uses had to be determined. The following uses were of specific concern:

- Convention Centers
- Hospitals
- Schools for Adults – College, University, Vocational/Trade School
- Schools -- Kindergarten through Grade 12
- Electrical Power Generation Plants
- Water, Wastewater Treatment Plants
- Arenas, Stadiums

It was decided to base the minimum useable lot size (or site area) for each land use on the smallest site area for comparable existing land uses in the San Diego area. The existing development patterns in the community provide a clear record of site areas adequate to support the various land uses of concern.

A survey and analysis of existing land uses was undertaken. The approximate site areas for each existing land use were calculated using Google Earth Pro. The findings of the survey are summarized in **Table AE-1**. Details of the land use survey are discussed in Section E.2.

Table AE-1: Summary of Land Use Survey Findings – Site Areas

LAND USE	NUMBER OF CASES	RANGE OF SITE AREAS (SQUARE FEET)		
		Minimum	Maximum	Average
Educational, Institutional, Public Services				
Convention Center	1	1,013,618	1,013,618	1,013,618
Medical Care – Hospitals	12	43,974	1,242,331	460,313
Schools for Adults	7	10,001	3,558,416	707,400
Schools -- Kindergarten – Grade 12	64	7,496	1,356,023	257,632
Transportation, Communication, Utilities				
Electrical Power Generation Plant	2	2,781,306	3,641,616	,211,461
Water, Wastewater Treatment Plant	6	1,086,329	3,447,065	1,964,425
Recreation, Park, Open Space				
Arenas, Stadiums	2	751,410	6,600,640	3,676,025

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

E.2 Land Use Survey and Analysis

E.2.1 CONVENTION CENTERS

The wider San Diego region has only one convention center -- the San Diego Convention Center, which occupies a site of 1,013,618 square feet. Thus, the minimum required site area for any potential future convention center in San Diego was considered to be 1,000,000 square feet.

E.2.2 HOSPITALS

The study area for this land use covered the area from University City south to just east and south of SDIA and included the following CPAs: University City, Serra Mesa, Uptown, Greater North Park and Balboa Park, in addition to the City of Coronado. This study area was chosen because it has been built-up for many years and has land use and lot patterns that are similar to those in the SDIA area. New hospitals developed in outlying areas were not considered to be applicable to this analysis, because the objective was to determine a minimum site area for potential future hospitals that might be developed in an urban location with higher land values than suburban areas. Hospitals in this special study area were identified using GIS data obtained from the SanGIS data warehouse in October 2012 (Hospitals.shp)⁷ Site areas for the 12 hospitals in the study area ranged from 43,974 square feet to 1,242,331 square feet, as presented in **Table AE-2**. For the

⁷ SanGIS/SANDAG Data Warehouse, February 2012; San Diego Geographic Information Source - JPA/San Diego Association of Governments (SANDAG), February 2012, <http://www.sangis.org>.

displacement analysis, the minimum site area requirement for future hospitals was assumed to be 44,000 square feet.

Table AE-2: Lot Sizes of Hospitals

HOSPITAL NAME	APPROXIMATE LOT SIZE (SQURE FEET)
Thornton-Perلمان Hospital	579,264
Naval Hospital Balboa Park	98,900
Sharp Mary Birch Women's Hospital	43,974
Veterans Administration Hospital	739,213
Sharp Mesa Vista Hospital	247,420
Sharp Coronado Hospital	113,256
Scripps Green Hospital	552,776
Kindred Hospital	149,846
UCSD Medical Center – Hillcrest	301,435
Scripps La Jolla Hospital	1,242,331
Scripps Mercy Hospital	669,517
Rady Children's Hospital	785,822

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

E.2.3 SCHOOLS

The study area for schools was defined as the urbanized area extending several miles around the Airport, including the City of Coronado and 9 CPAs: Old Town San Diego, Midway-Pacific Highway, Uptown, Balboa Park, Centre City, Greater Golden Hill, Peninsula, Ocean Beach, and Southeastern San Diego. The schools within this study area were identified using GIS data acquired from the SanGIS data warehouse in October 2012 (Schools.shp).⁸ Seven schools for adults and 64 K-12 schools were identified.

Two of the seven schools for adults shown in **Table AE-3** have lot sizes that are relatively small, probably because of their specialized purposes. San Diego University Integrative Studies, a small private university focused on humanistic and integrative philosophy, occupies a 27,442 square-foot lot.⁹ Paul Mitchell, the School, which has a lot of 10,001 square feet, is a beauty and cosmetology school.

For the displacement analysis, the minimum site area requirement for future adult schools was assumed to be 10,000 square feet.

⁸ SanGIS/SANDAG Data Warehouse, February 2012; San Diego Geographic Information Source - JPA/San Diego Association of Governments (SANDAG), February 2012: <http://www.sangis.org>.

⁹ San Diego University for Integrative Studies, <http://www.sduis.edu> (accessed October 19, 2012).

Table AE-3: Lot Sizes of Schools for Adults

SCHOOL NAME	SCHOOL TYPE	APPROXIMATE LOT SIZE (SQARE FEET)
Point Loma Nazarene University	Colleges, Universities, and Professional Schools	3,558,416
California Western School of Law	Colleges, Universities, and Professional Schools	54,786
Paul Mitchell the School	Cosmetology and Barber Schools	10,001
San Diego University Integrative Studies	Colleges, Universities, and Professional Schools	27,442
San Diego City College	Junior College	1,166,101
Thomas Jefferson School of Law	Colleges, Universities, and Professional Schools	61,056
Newschool of Architecture & Design	Colleges, Universities, and Professional Schools	73,997

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AE-4 lists the 64 K-12 schools in the study area. The varied schools include public elementary schools, intermediate/middle schools, high schools, continuation high schools, juvenile court schools, alternative schools and charter schools. (Only public schools were selected for this analysis. Private and parochial schools were not considered.) Some schools listed in the table share the same facilities, such as High Tech Middle and High Tech High located in Liberty Station just west of SDIA. Where schools share the same campus, they are considered one school for purposes of this site area analysis.

Table AE-4: Lot Sizes of K-12 Schools

SCHOOL NAME	SCHOOL TYPE	APPROXIMATE LOT SIZE (SQARE FEET)
Baker Elementary	Elementary Schools (Public)	278,348
Balboa Elementary	Elementary Schools (Public)	331,927
Barnard Elementary	Elementary Schools (Public)	392,911
Birney Elementary	Elementary Schools (Public)	305,112
Burbank Elementary	Elementary Schools (Public)	179,031
Cabrillo Elementary	Elementary Schools (Public)	263,538
Chavez Elementary	Elementary Schools (Public)	387,684
Coronado High	High Schools (Public)	457,815
Coronado Middle	Intermediate/Middle Schools (Public)	149,846
Coronado Village Elementary	Elementary Schools (Public)	199,940
Correia Middle	Intermediate/Middle Schools (Public)	861,181
Dana	Elementary Schools (Public)	568,893
Dewey Elementary	Elementary Schools (Public)	230,000
Einstein Academy (Elementary)/Middle	Elementary Schools (Public)-Charter	192,535
Emerson/Bandini Elementary	Elementary Schools (Public)	351,964

Table AE-4: Lot Sizes of K-12 Schools

SCHOOL NAME	SCHOOL TYPE	APPROXIMATE LOT SIZE (SQARE FEET)
Explorer Elementary/High Tech Middle Media Arts/High Tech High Media Arts	Elementary Schools (Public)-Charter	114,562
Florence Elementary	Elementary Schools (Public)	150,282
Garfield High	Continuation High Schools	98,445
Golden Hill K-8	Elementary Schools (Public)	180,774
Grant K-8	Elementary Schools (Public)	310,582
High Tech High International	High Schools (Public)-Charter	27,878
High Tech Middle/High	High Schools (Public)-Charter	400,881
iHigh Virtual Academy	Alternative Schools of Choice	191,228
Kimbrough Elementary	Elementary Schools (Public)	338,461
King/Chavez Academy Excellence/Memorial Scholars & Athletes	K-12 Schools (Public)-Charter/Intermediate/Middle Schools (Public)	93,654
King/Chavez Community High	High Schools (Public)-Charter	9,997
King/Chavez Preparatory Academy	Intermediate/Middle Schools (Public)-Charter	20,000
King/Chavez Primary Academy/Arts Academy/Athletics Academy	Elementary Schools (Public)-Charter	312,325
KIPP Adelante	Intermediate/Middle Schools (Public)-Charter	7,496
Logan K-8	Elementary Schools (Public)	195,274
Loma Portal Elementary	Elementary Schools (Public)	137,649
McGill School of Success	Elementary Schools (Public)-Charter	53,578
Metro Region Community/Metro Region Court	County Community-High School-Juvenile Court Schools	17,848
Monarch Elementary Community/Hope Region Community	County Community-Elementary and Intermediate/Middle School	9,801
Museum School (Elementary)	Elementary Schools (Public)-Charter	11,159
Ocean Beach Elementary	Elementary Schools (Public)	179,902
Old Town Academy K-8 Charter	Elementary Schools (Public)-Charter	15,999
Palm Academy for Learning	Continuation High Schools	45,302
Point Loma High	High Schools (Public)	495,712
Rodriguez Elementary	Elementary Schools (Public)	280,476
Roosevelt International Middle	Intermediate/Middle Schools (Public)	758,815
San Diego High School	High Schools (Public)	1,356,022
Sherman Elementary	Elementary Schools (Public)	271,814
Silver Gate Elementary	Elementary Schools (Public)	247,420
Sunset View Elementary	Elementary Schools (Public)	372,873
Urban Discovery Academy Charter	Elementary Schools (Public)-Charter	36,154
Washington Elementary	Elementary Schools (Public)	215,622

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The smallest school in the study area is KIPP Adelante, which has a lot size of 7,496 square feet. For the displacement analysis, the minimum site area requirement for future k-12 schools was assumed to be 7,500 square feet.

E.2.4 ELECTRICAL POWER GENERATION PLANTS

Two electrical power generation plants in San Diego County were considered for this analysis -- the San Onofre Nuclear Generating Station and the Otay Mesa Generating Project. Adjacent to the Otay Mesa Generating Project, the Pio Pico Energy Center was recently approved but has not yet been developed and was not reviewed for this study. The Pio Pico Energy center is expected to respond to periods of high demand in the San Diego area in the future.¹⁰ The San Onofre Nuclear Generating Station occupies 3,641,616 square feet while the Otay Mesa Generating Project, with a site area of 2,781,306 square feet, has the smaller site area of the two power plants. Therefore, the minimum site area requirement for future electrical power generation plants was assumed to be 2,800,000 square feet.

E.2.5 WATER, WASTEWATER TREATMENT PLANTS

The study area for water and wastewater treatment plants was the City of San Diego. The City of San Diego has three water treatment plants and three wastewater treatment plants, all managed by the City's Public Utilities Department.¹¹ The smallest site among the six plants in **Table AE-5** is 1,372,576 square feet. Therefore, the minimum site area requirement for future water and wastewater treatment plants is 1,400,000 square feet.

Table AE-5: Lot Sizes of Water and Wastewater Treatment Plants

WATER OR WASTEWATER TREATMENT PLANT NAME	APPROXIMATE LOT SIZE (SQARE FEET)
Point Loma Wasterwater Treatment Plant	1,747,192
North City Wastewater Reclamation Plant	1,372,576
South Bay Water Reclamation Plant	2,107,868
Alvarado Water Treatment Plant	2,025,520
Otay Water Treatment Plant	1,086,329
Miramar Water Treatment Plant	3,447,065

SOURCE: Ricondo & Associates Inc., November 2012.

PREPARED BY: Ricondo & Associates, Inc., November 2012.

¹⁰ The California Energy Commission, <http://www.energy.ca.gov/sitingcases/otaymesa/>.

¹¹ The City of San Diego Public Utilities Department, <http://www.sandiego.gov/mwwd/>.

E.2.6 ARENAS, STADIUMS

Table AE-6 describes the lot area of the five arenas and stadiums reviewed in the City of San Diego. The smallest, Viejas Arena, occupies a site of 150,500 square feet, which was used as the minimum site area requirement for arenas and stadiums.

Table AE-6: Lot Sizes of Arenas and Stadiums

ARENA OR STADIUM NAME	APPROXIMATE LOT SIZE (SQARE FEET)
Qualcomm Stadium	6,600,640
Petco Park	751,410
Valley View Casino Center	1,441,726
Viejas Arena	150,496
RIMAC Arena	199,333

SOURCE: Ricondo & Associates Inc., November 2012.

PREPARED BY: Ricondo & Associates, Inc., November 2012.

Attachment F

Nonresidential Floor Area Ratios in Mixed-use Developments

The Community Plans in the SDIA area include land use designations with different combinations of permitted uses, maximum permitted FARs, and maximum permitted residential densities. Several of the commercial land use designations allow residential use in addition to commercial use, and other mixed-use land use designations are specifically intended to encourage both residential and nonresidential uses.

In analyzing the potential displacement of nonresidential uses after implementation of the draft ALUCP, it was necessary to estimate the amount of nonresidential development that could occur in the areas designated for mixed-use development. To provide a basis for that estimate, an analysis of existing land use was undertaken to determine the nonresidential FARs for all mixed-use developments in the ALUCP displacement study area.

For existing mixed-use developments, the total floor area was apportioned between the nonresidential and residential parts of the building. The overall FAR was calculated and then multiplied by the nonresidential proportion of the total floor area. This yielded the nonresidential FAR for the site. The nonresidential FARs for all mixed-use developments in the displacement study area were then grouped according to community plan land use designation. The average nonresidential FAR was calculated for each community plan land use designation.

The results of the existing land use analysis are summarized in **Table AF-1**. Eight generalized Community Plan land use designations in the displacement analysis study area allow mixed residential/nonresidential development. Within some of the Community Plan land use designations, multiple base zones and zoning requirements apply. (The maximum permitted FARs in the different base zones are indicated in the right-hand columns of Table AF-1.) The results of the analysis are summarized by Community Plan land use designation. For the mixed-use designations in the Centre City CPA that also occur in other CPAs, the results for Centre City are summarized separately.

The typical mixed-use building in the displacement analysis study area has nonresidential development on the ground floor and dwelling units on the upper floors. The ground floors often include covered parking areas, lobbies, and management offices serving the residential complex. Thus, the nonresidential FARs in mixed-use buildings are usually less than 1.0. As indicated in the table, the existing land use study found nonresidential FARs ranging from 0.26 to 1.76 in the different Community Plan land use designations. For the two land use

designations in Centre City, the study found that the FARs were greater than in the areas with the same land use designation outside Centre City (in Uptown). This reflects both City policy, which permits higher FARs in Centre City than in other parts of the study area, and the value the real estate market places on Centre City for nonresidential development. (Note that the maximum FARs permitted in Centre City area higher than permitted in Uptown.) Unfortunately, no data was available for three land use designations.

Table AF-1: Existing Nonresidential FARs in Mixed-use Developments

GENERALIZED COMMUNITY PLAN LAND USE DESIGNATION	AVERAGE NON RESIDENTIAL FAR	TOTAL	NUMBER OF PARCELS						
			BY MAXIMUM FAR PERMITTED BY EXISTING ZONING						
			1 FAR	1.5 FAR	2 FAR	4 FAR	6 FAR	6.5 FAR	8 FAR
Commercial – Neighborhood	0.26	3	1	--	2	--	--	--	--
Commercial – Office	No Data	0	--	--	--	--	--	--	--
Institutional - Public Services	No Data	0	--	--	--	--	--	--	--
Mixed Use - Commercial Emphasis	0.34	20	--	--	7	--	8	4	1
<i>Centre City</i>	<i>0.38</i>	<i>13</i>	--	--	--	--	8	4	1
<i>Uptown</i>	<i>0.28</i>	<i>7</i>	--	--	7	--	--	--	--
Mixed Use - No Emphasis	0.36	6	--	--	--	6	--	--	--
Mixed Use - Office Emphasis	0.41	3	--	3	--	--	--	--	--
Mixed Use - Residential Emphasis	1.03	10	--	--	--	--	--	--	--
<i>Centre City</i>	<i>1.76</i>	<i>4</i>	--	--	--	--	4	--	--
<i>Uptown</i>	<i>0.54</i>	<i>6</i>	--	6	--	--	--	--	--
Multiple Use	No Data	0	--	--	--	--	--	--	--

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AF-2 presents the assumed future nonresidential FARs in mixed-use developments that were used for the nonresidential development displacement analysis. The basis for the selected FARs is described in the table.

Table AF-2: Mixed-use Nonresidential FAR Assumptions Used for Displacement Analysis

GENERALIZED COMMUNITY PLAN LAND USE DESIGNATION	AVERAGE NONRESIDENTIAL FAR	BASIS FOR ASSUMED FAR
Commercial – Neighborhood	0.26	Existing land use study, Table AF-1.
Commercial – Office	0.26	Areas with this land use designation are similar in character to areas designated Commercial-Neighborhood.
Institutional - Public Services	0.38	Areas with this land use designation are similar in character to areas in Centre City designated Mixed Use-Commercial Emphasis
Mixed Use - Commercial Emphasis, except in Centre City	0.28	Existing land use study, Table AF-1.
<i>Centre City</i>	<i>0.38</i>	<i>Existing land use study, Table AF-1.</i>
Mixed Use - No Emphasis	0.36	Existing land use study, Table AF-1.
Mixed Use - Office Emphasis	0.41	Existing land use study, Table AF-1.
Mixed Use - Residential Emphasis, except in Centre City	0.54	Existing land use study, Table AF-1.
<i>Centre City</i>	<i>1.76</i>	<i>Existing land use study, Table AF-1.</i>
Multiple Use	1.00	This land use designation appears to promote a greater range of nonresidential uses than the other mixed-use designations. Assumed that entire ground floor would be developed for nonresidential use.

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment G

Proportions of Nonresidential Development in Displacement Analysis Study Area

The safety compatibility standards of the draft ALUCP establish maximum intensity levels (people per acre) for nonresidential uses in each safety zone and CPA/neighborhood. Because the rates of occupancy of different uses vary, the maximum allowable floor area for different uses also varies depending on the corresponding occupancy factor (the square feet per person). For example, restaurants generally experience more intense use than libraries, and libraries tend to experience more intense use than warehouses. Thus, different land uses then have different associated occupancy factors. To calculate the maximum allowable nonresidential floor area in each safety zone and CPA/neighborhood, it is necessary to apply an occupancy factor (square feet per person) for each land use type that may be developed in the area. The occupancy factor is negatively correlated with intensity as measured in people per acre.

G.1 Generalized Land Use Categories

For the displacement analysis, nonresidential land uses were classified into seven generalized categories. The generalized categories, rather than the detailed set of land uses described in the safety compatibility standards matrix, allowed for a more manageable analysis while being comprehensive enough to reflect the range of nonresidential land use types that could occur in the safety zones.

The generalized land use categories were created by grouping together land uses with similar occupancy factors to ensure that the occupancy factor selected for the generalized category would adequately reflect the intensity standards of the draft ALUCP. The detailed land uses specified in the Safety Compatibility Standards matrix of the draft ALUCP, a copy of which is in Table A-4 in the main body of this report, were assigned to each generalized land use category. The occupancy factors selected for each generalized land use category were based on the occupancy factors for the detailed land uses assigned to each generalized category. The classification of detailed land uses to generalized land use categories and the occupancy factors for the uses are presented in **Table AG-1**.

Table AG-1: Occupancy Factors by Land Use Type

GENERALIZED LAND USE CATEGORY AND ASSIGNED DETAILED LAND USES	OCCUPANCY FACTOR (SQUARE FEET PER PERSON)
Commercial – Eating/Drinking/Entertainment	60
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)	60
Sport/Fitness Facility	60
Theater - Movie/Live Performance/Dinner	60
Commercial – Lodging	200
Hotel, Motel, Resort	200
Commercial – Retail	170
Retail (e.g., Convenience Market, Drug Store, Pet Store)	170
Golf Course Clubhouse	170
Commercial – Services	200
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)	250
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)	200
Industrial	300
Manufacturing/Processing - General	300
Manufacturing/Processing of Hazardous Materials 3	300
Mining, Extractive Industry	1000
Research and Development - Scientific, Technical	300
Warehousing/Storage - General	1000
Warehousing/Storage of Hazardous Materials	1000
Marine Passenger Terminal	200
Water, Wastewater Treatment Plant	1000
Institutional	170
Single Room Occupancy (SRO) Facility	200
Group Quarters	100
Convention Center	110
Fire and Police Stations	215
Library, Museum, Gallery	170
Public Assembly (religious, fraternal)	60
School for Adults – College, University, Vocational/Trade School	110
Transit Center, Bus/Rail Station	200
Transportation, Communication, Utilities - General	1000
Marina	170
Offices	215
Office - Medical, Financial, Professional Services, Civic	215

SOURCE: Ricondo & Associates, Inc., January 2013.

PREPARED BY: Ricondo & Associates, Inc., January 2013.

G.2 Accounting for Future Mixed-Use Development Patterns

The Community Plans that apply within much of the displacement analysis study area, especially on the east side of the Airport, propose a continuation of the mixed land use pattern in the area. Rather than attempting to predict the specific mixes of land use types that would be developed throughout the area, it was decided to develop weighted occupancy factors which would indirectly reflect the mix of land uses that could be developed in the area after implementation of the draft ALUCP. The weighted occupancy factors were used in calculating the potential development in the area with the draft ALUCP.

The first step toward the development of weighted occupancy factors was to understand the existing mix of nonresidential land uses in the study area. An analysis of the existing land use pattern was undertaken to determine the mix of land uses in the various community plan areas. The area of study included the parts of each CPA/neighborhood within the safety zones, with a buffer area of approximately 0.25 miles beyond the safety zone boundaries. The buffer was used to increase the sample of nonresidential land uses in the analysis. This was necessary because each part of each CPA/safety zone/community plan designation was so small that without enlarging the area, too few land uses would be included in the study to yield meaningful results. This was considered a valid way to increase the sample size of parcels because the 0.25-mile buffer areas were very similar in character to the areas within the safety zones.

Existing nonresidential floor areas for each community and planned land use designation was sorted and totaled by land use type. The existing nonresidential land use types were then clustered into seven generalized land use categories. The existing floor areas were then subtotaled according to the generalized land use categories and divided by total nonresidential floor area to arrive at the percentage of total nonresidential floor area occupied by each generalized land use type. The weighted occupancy factors were developed based on the proportions of the seven generalized land use categories that currently exist in each CPA. The total floor area of each land use type was calculated and the proportions of floor area relative to the total for each CPA/neighborhood were determined. A summary of the data and the calculated nonresidential FARs for each CPA and land use type are reported in **Table AG-2**. (In the Centre City CPA, data is reported by neighborhood.)

Table AG-2: Proportions of Existing Nonresidential Floor Area by Land Use Type, CPA and Neighborhood

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
Centre City	Cortez	Mixed Use - Commercial Emphasis		16	267,552	
			Commercial - Lodging	1	100,000	0.37
			Commercial - Retail	3	3,859	0.01
	Offices		12	163,693	0.61	
		Mixed Use - Residential Emphasis		22	535,155	
			Commercial - Eating/Drinking/Entertainment	1	3,064	0.01
			Commercial - Lodging	5	176,960	0.33
			Commercial - Retail	5	25,131	0.05
			Institutional	6	190,000	0.36
			Offices	5	140,000	0.26
		Multiple Use		1	0	
			Commercial - Retail	1	0	1.00 ^b
Centre City	East Village	Institutional - Public Services		5	440,000	
			Institutional	5	440,000	1.00
Centre City	Little Italy	Commercial - Visitor		1	300,000	
			Offices	1	300,000	1.00
		Mixed Use - Commercial Emphasis		104	731,849	
			Commercial - Eating/Drinking/Entertainment	7	41,908	0.06
			Commercial - Lodging	5	50,516	0.07
			Commercial - Retail	40	268,583	0.37
			Commercial - Services	6	20,520	0.03
			Industrial	19	173,058	0.24
			Offices	27	177,264	0.24
		Mixed Use - Residential Emphasis		21	406,563	

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
			Commercial - Lodging	8	344,345	0.85
			Commercial - Retail	3	10,579	0.03
			Offices	10	51,639	0.13
Midway-Pacific Highway		Commercial - Community		25	549,539	
			Commercial - Eating/Drinking/Entertainment	4	15,834	0.03
			Commercial - Lodging	5	100,000	0.18
			Commercial - Retail	14	421,105	0.77
			Commercial - Services	1	2,600	0.00 ^c
			Offices	1	10,000	0.02
		Commercial - Neighborhood		21	191,362	
			Commercial - Eating/Drinking/Entertainment	2	6,628	0.03
			Commercial - Retail	10	148,690	0.78
			Commercial - Services	7	10,996	0.06
			Offices	2	25,048	0.13
		Commercial - Office		4	109,960	
			Offices	4	109,960	1.00
		Commercial - Transportation Related		16	76,420	
			Commercial - Retail	5	23,315	0.31
			Commercial - Services	8	23,105	0.30
			Industrial	2	30,000	0.39
			Offices	1	0	0.00
		Industrial - Light		20	41,304	
			Commercial - Eating/Drinking/Entertainment	1	2,628	0.06
			Commercial - Services	17	12,296	0.30
			Industrial	1	20,000	0.48
			Offices	1	6,380	0.15

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
		Institutional - Public Services		5	105,197	
		Institutional		4	55,197	0.52
		Offices		1	50,000	0.48
Peninsula		Commercial - Neighborhood		43	182,377	
		Commercial - Eating/Drinking/Entertainment		5	10,028	0.05
		Commercial - Retail		33	148,885	0.82
		Offices		5	23,464	0.13
		Commercial - Office		1	30,000	
		Offices		1	30,000	1.00
		Commercial - Recreation		5	72,373	
		Commercial - Retail		5	72,373	1.00
		Institutional - Public Services		2	10,000	
		Institutional		2	10,000	1.00
Uptown		Institutional - Public Services		1	2,008	
		Institutional		1	2,008	1.00
		Mixed Use - Commercial Emphasis		90	632,480	
		Commercial - Eating/Drinking/Entertainment		7	24,639	0.04
		Commercial - Lodging		5	60,000	0.09
		Commercial - Retail		19	85,612	0.14
		Commercial - Services		1	9,000	0.01
		Industrial		2	21,222	0.03
		Institutional		1	2,645	0.00 ^d
		Offices		55	429,361	0.68

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
		Mixed Use - No Emphasis		9	174,149	
		Commercial - Retail		1	293	0.00 ^e
		Offices		8	173,856	1.00
		Mixed Use - Office Emphasis		32	326,145	
		Commercial - Retail		1	10,000	0.03
		Institutional		7	101,302	0.31
		Offices		24	214,843	0.66
		Mixed Use - Residential Emphasis		34	223,792	
		Commercial - Eating/Drinking/Entertainment		1	5,015	0.02
		Commercial - Lodging		1	4,746	0.02
		Commercial - Retail		10	63,640	0.28
		Institutional		2	22,613	0.10
		Offices		20	127,778	0.57

^a This column presents the floor area of each existing land use type as a proportion of the total floor area situated within each Community Plan Designation in each CPA/neighborhood.

^b In Cortez, the Multiple Use-designated land included only a single parcel of 4,138 square feet, which was the paved portion of an automobile service station. Although this small parcel has no existing floor area, it is described in the table as having a floor area proportion of 1.00, which effectively presumes that a commercial-retail building will eventually occupy the site.

^c The proportion is actually 0.00473, which rounds to 0.00.

^d The proportion is actually 0.00418, which rounds to 0.00.

^e The proportion is actually 0.00168, which rounds to 0.00.

Sources: City of San Diego General Plan, Land Use Element, March 10, 2008; Downtown Community Plan, May 22, 2012; Midway-Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan, July 12, 2010; Peninsula Community Plan and Local Coastal Program Land Use Plan, April 27, 2004; Uptown Community Plan, May 7, 2002; Ricondo & Associates, Inc., October 2012 (parcel count, existing floor area and proportion of existing floor area).

Prepared by: Ricondo & Associates, Inc., March 2013.

Attachment H

Displacement Attributable to Limits on Residential and Nonresidential Development – Bar Charts

Bar charts were produced to graphically depict the degree of potential displacement which may occur on developable parcels within each safety zone. The bar charts are intended to aid the reader in understanding the displacement analysis results relative to the existing development on each parcel with potential for additional development.

Each bar chart depicts development capacities of parcels within the portions of each CPA/neighborhood intersected by a proposed ALUCP safety zone. Vertical scales depicted on the left axis of each chart may differ due to the variation in the scale of development permitted in CPA/neighborhood. For instance, the vertical scales depicting nonresidential development capacities in Little Italy (100,000 square feet) are higher than those depicting development in the Peninsula CPA (20,000 square feet).

For parcels split by a safety zone boundary, the numbers represent the potential development capacities for the portions of the parcel within the each safety zone.

In each chart, the blue bars indicate the level of development currently on the parcel. The red bars indicate the maximum level of development allowed under current zoning. The green bars indicate the maximum level of development that would be allowed under the proposed ALUCP. The potential amount of displaced future development under the proposed ALUCP is indicated by the portion of each red bar that rises above the corresponding green bar. Parcels for which no red bars are visible would not be subject to any displacement under the proposed ALUCP.

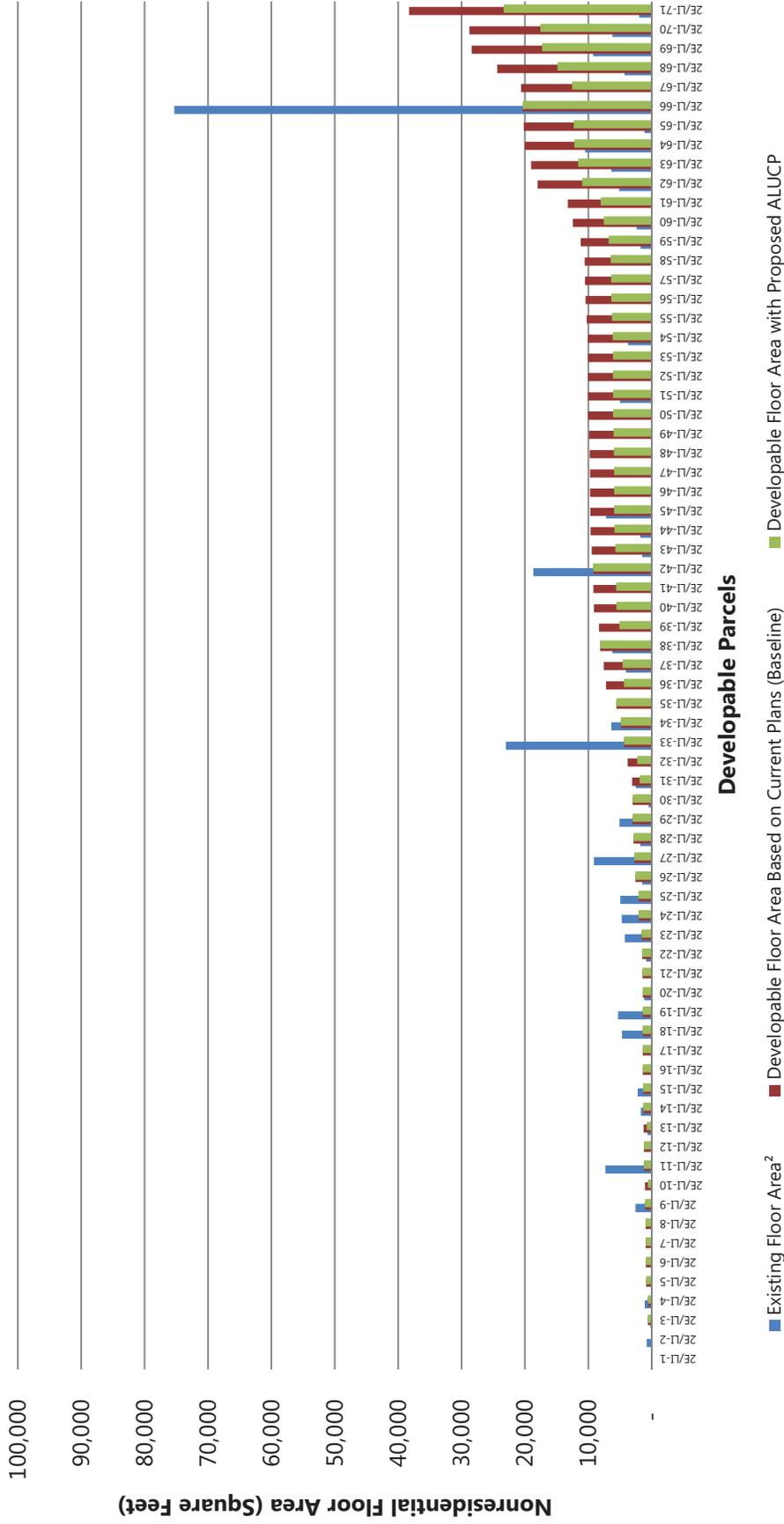
On the charts depicting nonresidential development capacity, the blue bars exceed the height of the red or green bars for some parcels. This indicates that the existing development on the parcel exceeds the levels allowed under current zoning and under the proposed ALUCP. A detailed examination of the data indicate that most of these parcels are zoned for mixed use development but are currently developed exclusively or primarily for nonresidential uses with little or no residential use.

The following charts are provided in this Attachment:

- Chart 1: Safety Zone 2E/Little Italy Nonresidential Displacement by Parcel
- Chart 2: Safety Zone 2E/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel
- Chart 3: Safety Zone 2E/Uptown Nonresidential Displacement by Parcel
- Chart 4: Safety Zone 3NE/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel
- Chart 5: Safety Zone 3NE/Uptown Nonresidential Displacement by Parcel
- Chart 6: Safety Zone 3NW/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel
- Chart 7: Safety Zone 3SE/Cortez Nonresidential Displacement by Parcel
- Chart 8: Safety Zone 3SE/Little Italy Nonresidential Displacement by Parcel
- Chart 9: Safety Zone 3SE/Uptown Nonresidential Displacement by Parcel
- Chart 10: Safety Zone 4W/Peninsula Nonresidential Displacement by Parcel
- Chart 11: Safety Zone 5N/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel
- Chart 12: Safety Zone 2E/Little Italy Residential Displacement by Parcel
- Chart 13: Safety Zone 2E/Uptown Residential Displacement by Parcel
- Chart 14: Safety Zone 3NE/Uptown Residential Displacement by Parcel
- Chart 15: Safety Zone 3NW/Midway-Pacific Highway Corridor Residential Displacement by Parcel
- Chart 16: Safety Zone 3NW/Peninsula Residential Displacement by Parcel
- Chart 17: Safety Zone 3SW/Peninsula Residential Displacement by Parcel
- Chart ~~17~~18: Safety Zone 3SE/Cortez Residential Displacement by Parcel
- Chart ~~18~~19: Safety Zone 3SE/Little Italy Residential Displacement by Parcel
- Chart ~~19~~20: Safety Zone 3SE/Uptown Residential Displacement by Parcel
- Chart ~~20~~21: Safety Zone 4W/Peninsula Residential Displacement by Parcel

Chart 1

Safety Zone 2E/Little Italy Nonresidential Displacement by Parcel¹



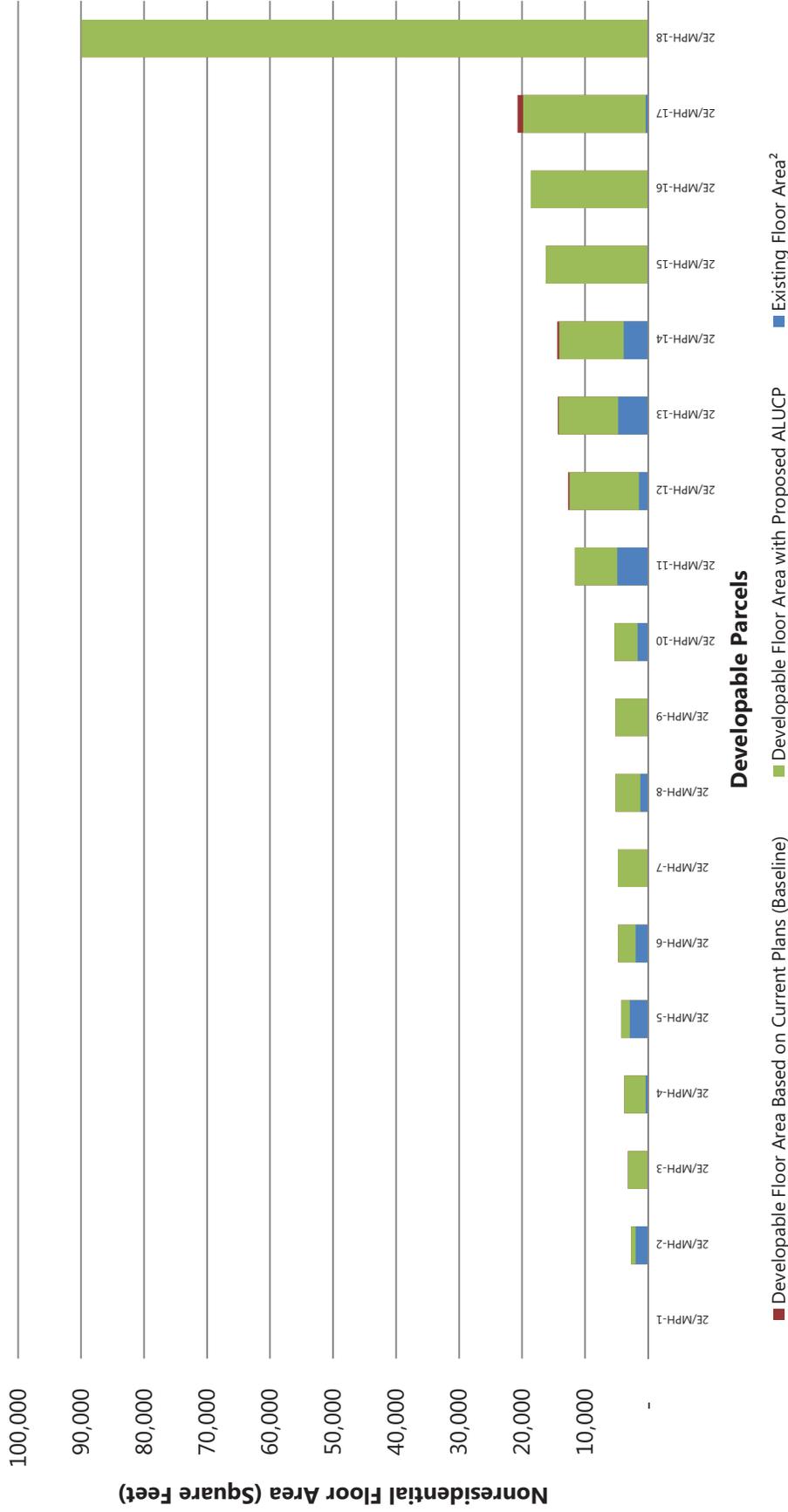
Notes:

¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.

² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 2

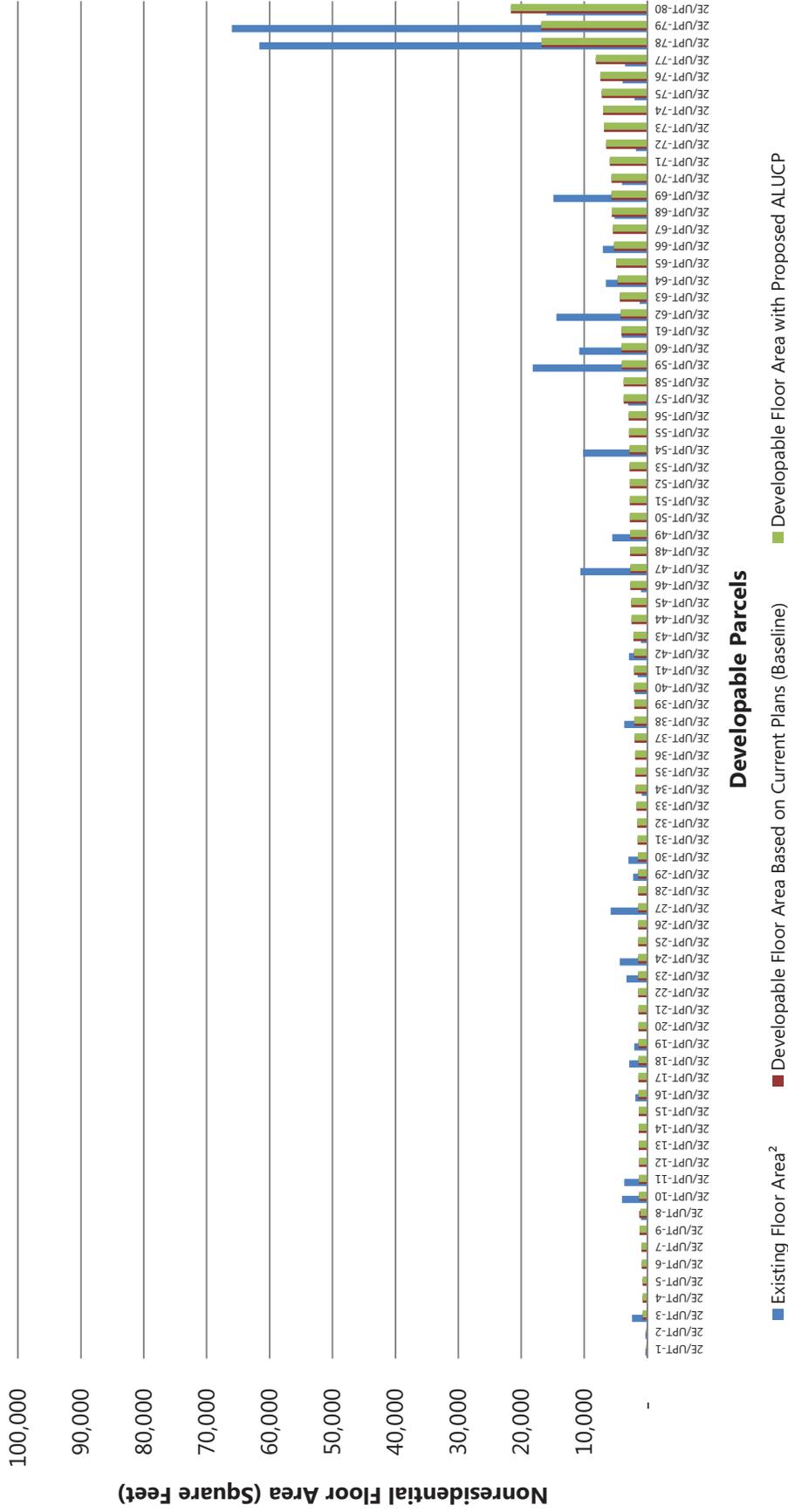
Safety Zone 2E/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel¹



Notes:
¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.
² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 3

Safety Zone 2E/Uptown Nonresidential Displacement by Parcel¹



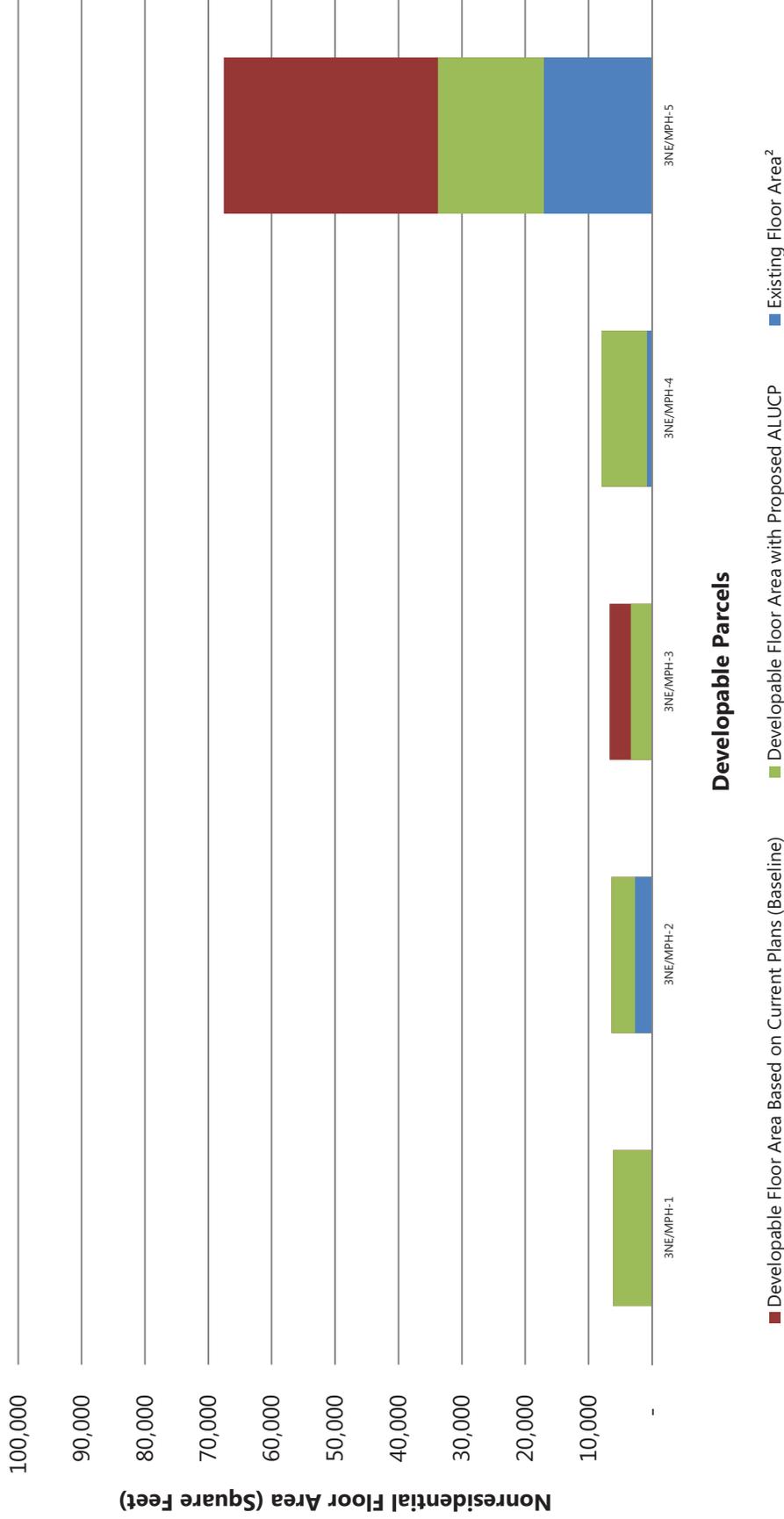
Notes:

¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.

²Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 4

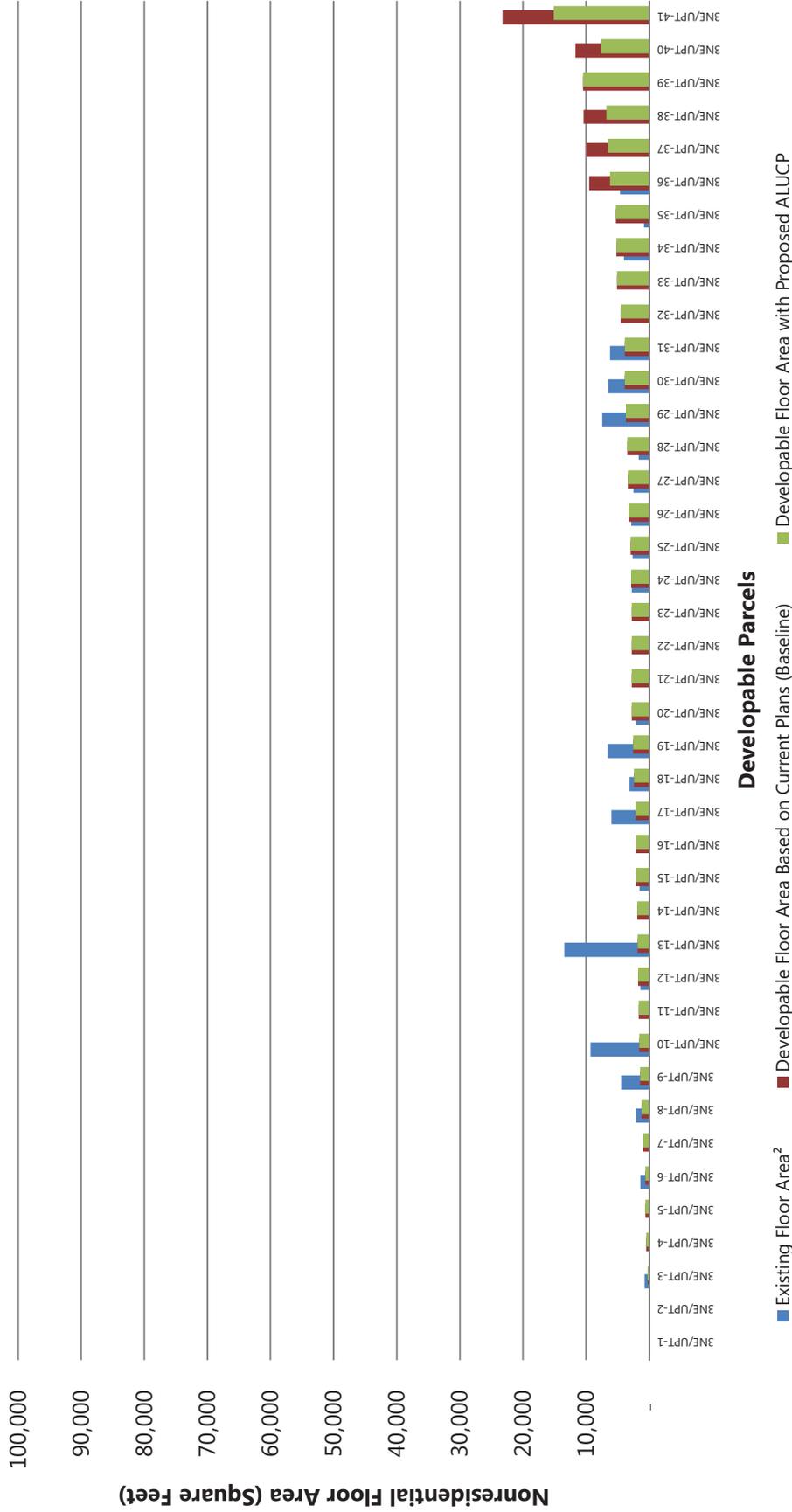
Safety Zone 3NE/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel¹



Notes:
¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.
² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 5

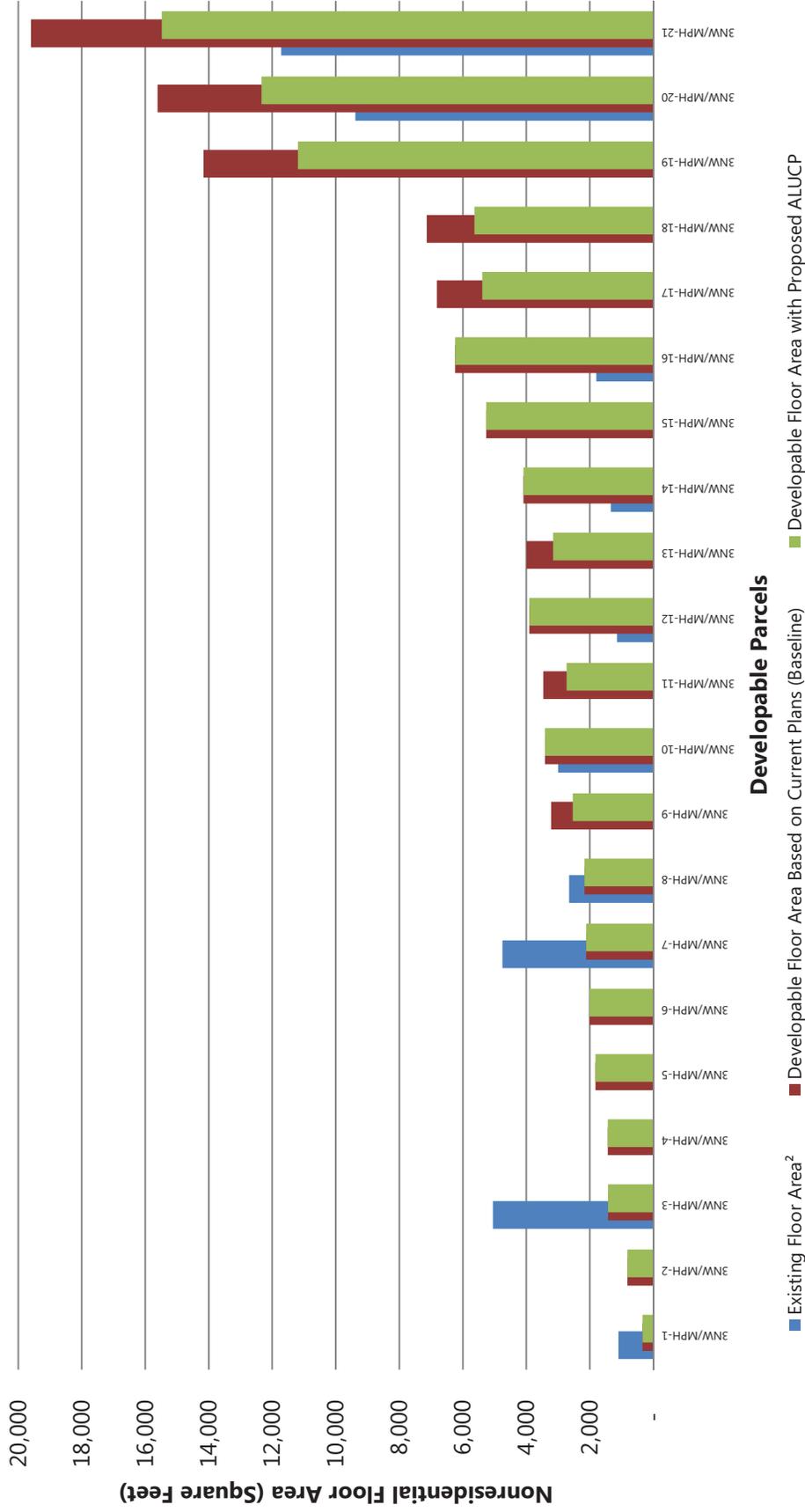
Safety Zone 3NE/Uptown Nonresidential Displacement by Parcel¹



Notes:
¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.
² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 6

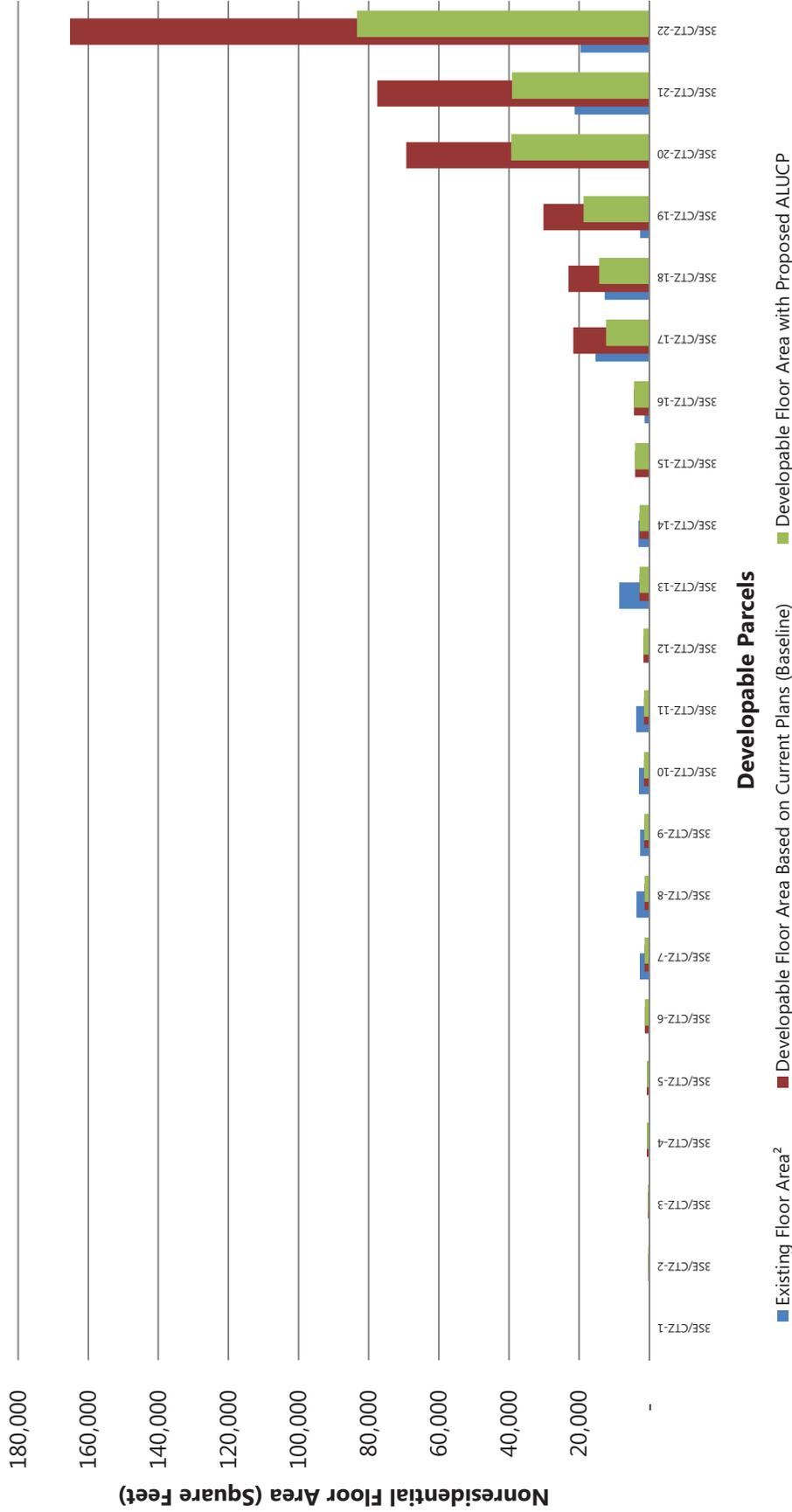
Safety Zone 3NW/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel¹



Notes:
¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.
² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 7

Safety Zone 3SE/Cortez Nonresidential Displacement by Parcel¹



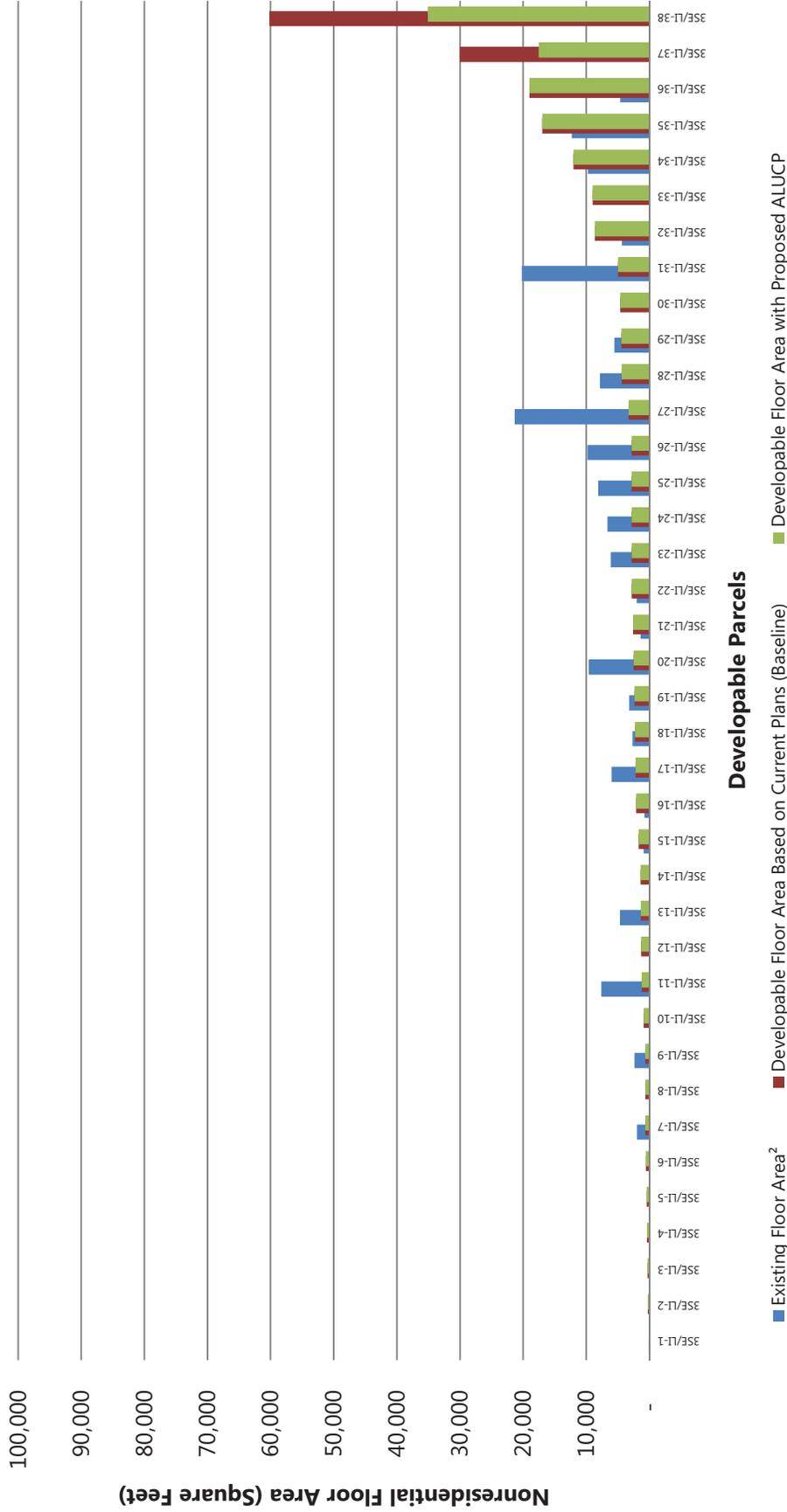
Notes:

¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.

² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 8

Safety Zone 3SE/Little Italy Nonresidential Displacement by Parcel¹



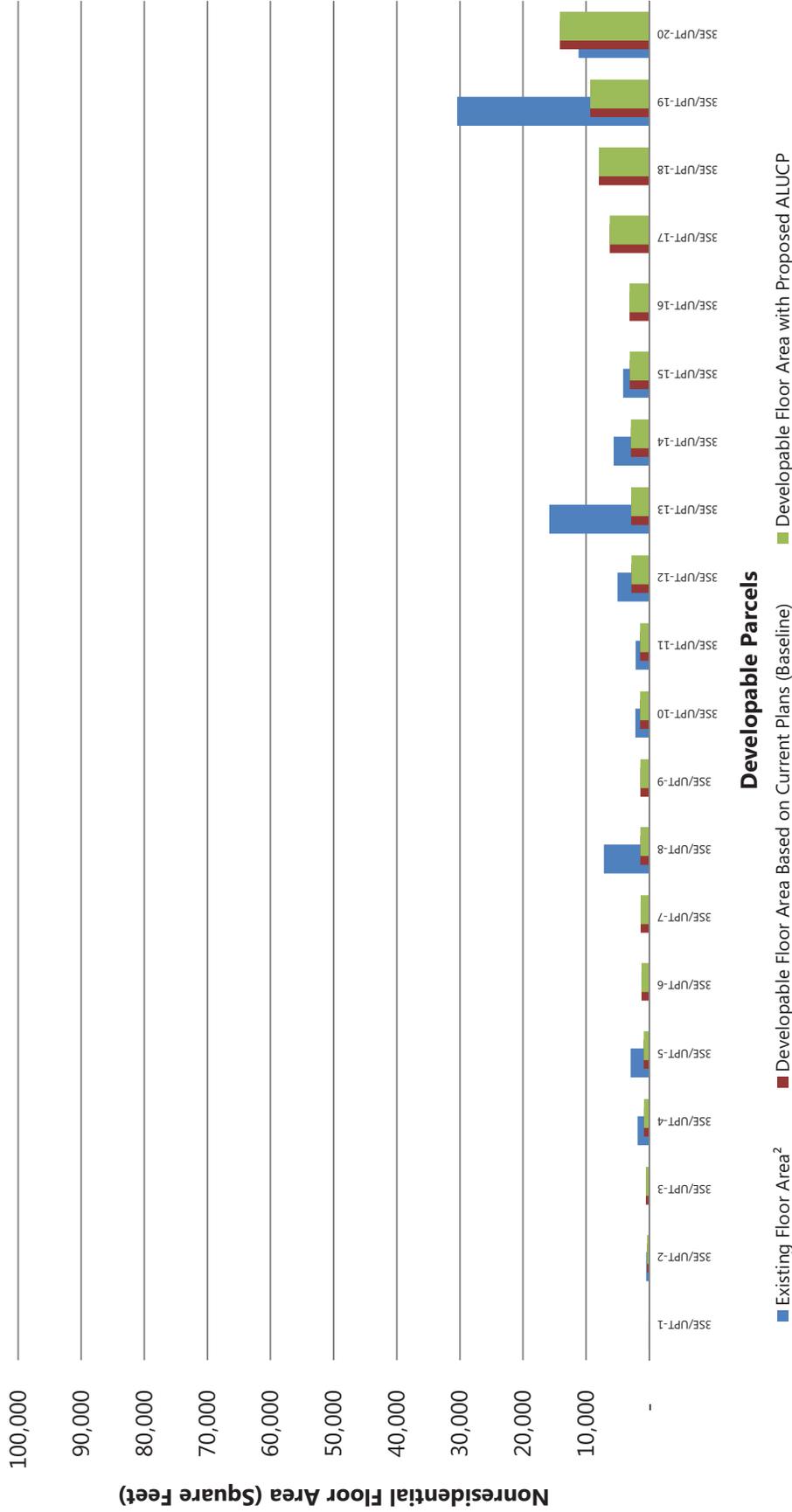
Notes:

¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.

² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 9

Safety Zone 3SE/Uptown Nonresidential Displacement by Parcel¹



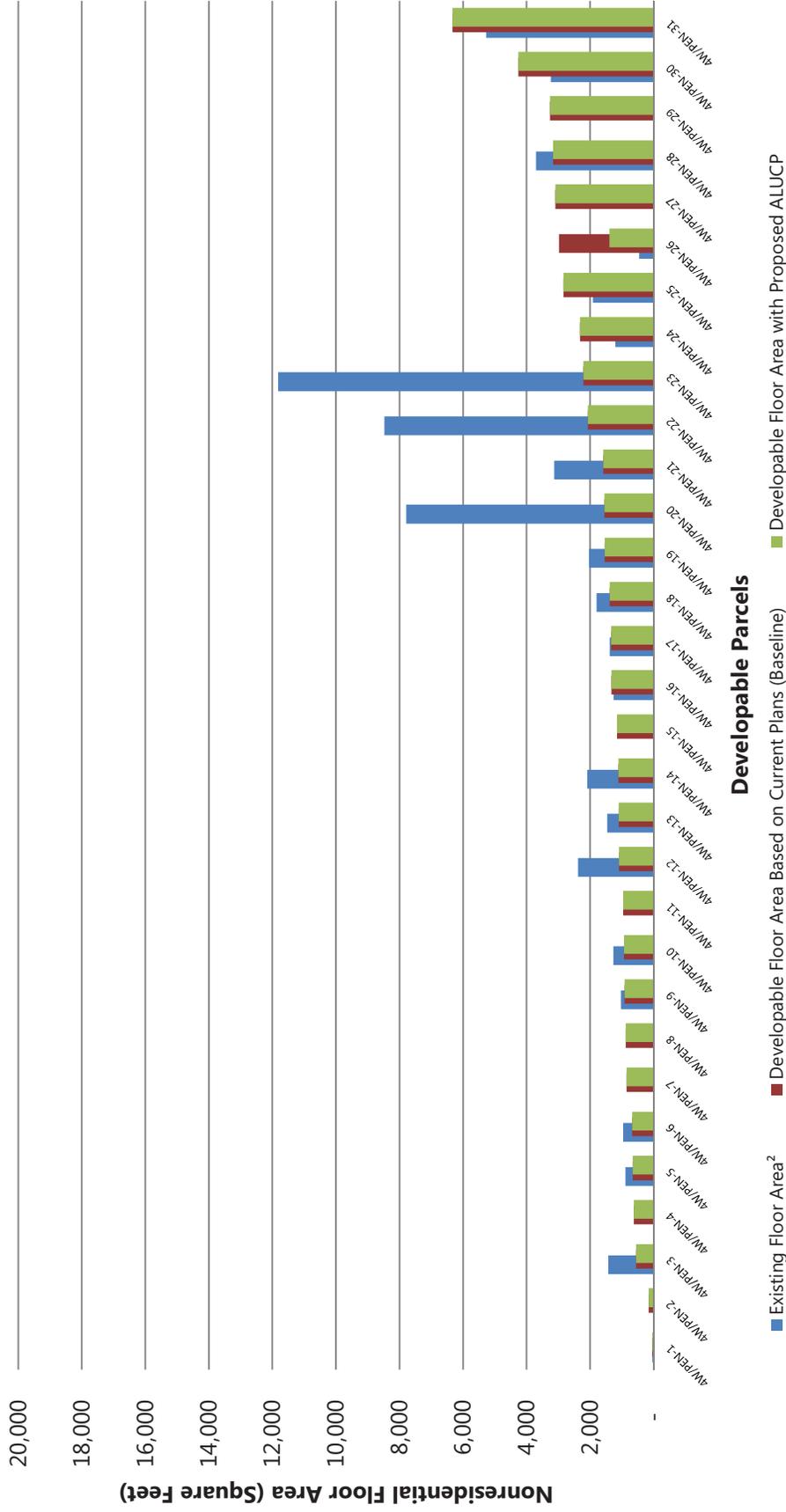
Notes:

¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.

² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 10

Safety Zone 4W/Peninsula Nonresidential Displacement by Parcel¹



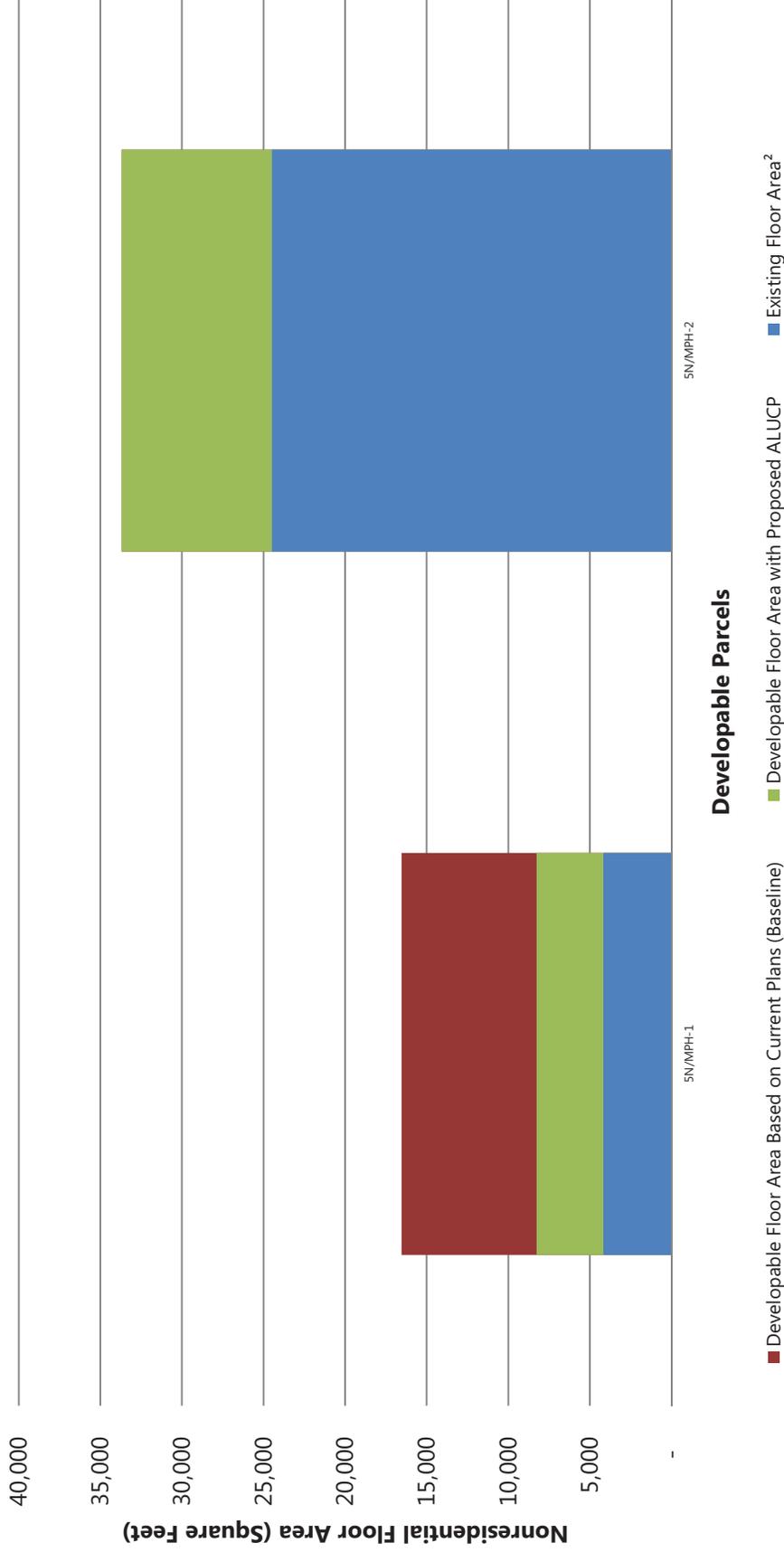
Notes:

¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.

² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 11

Safety Zone 5N/Midway-Pacific Highway Corridor Nonresidential Displacement by Parcel¹

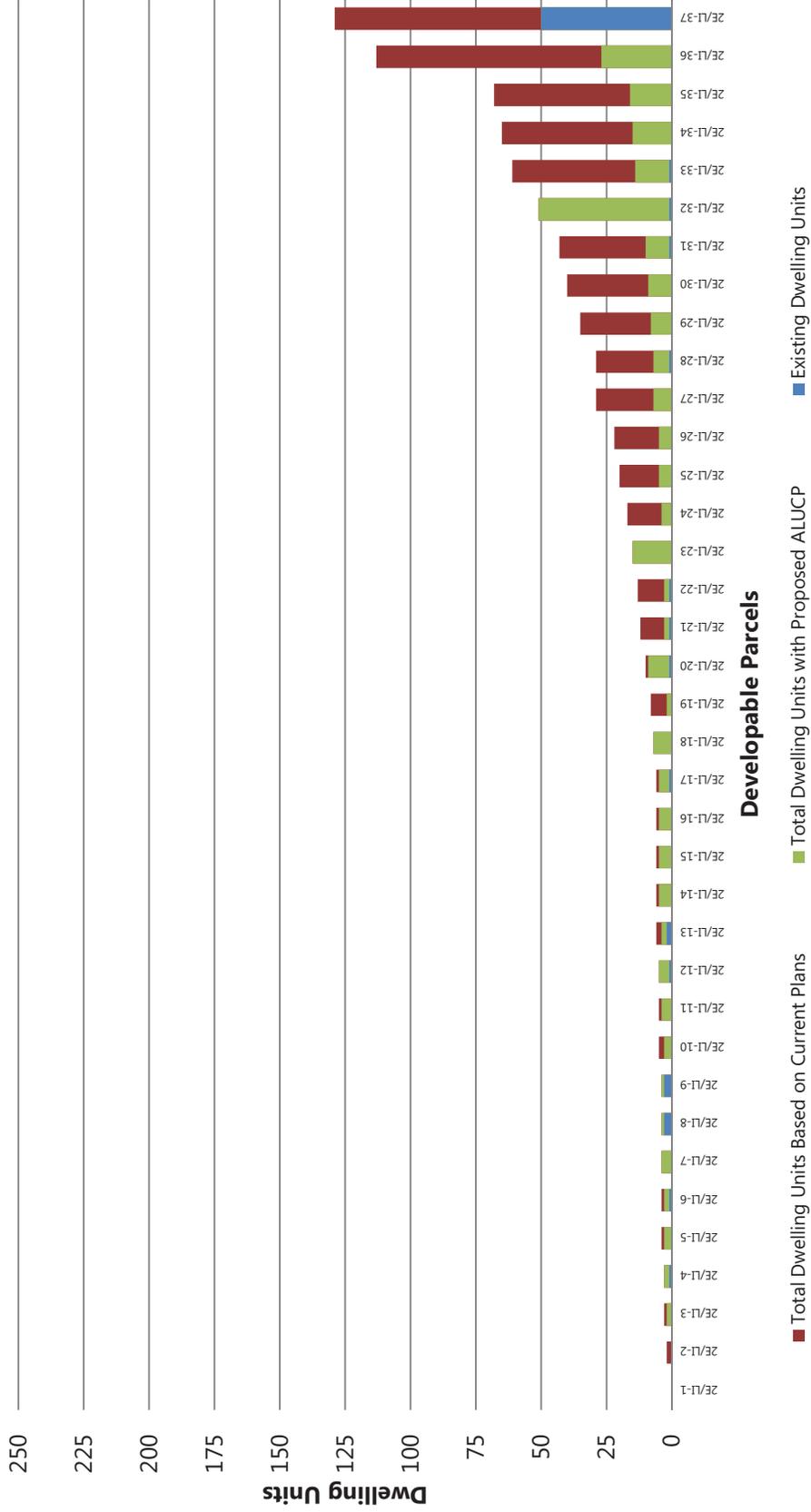


Notes:

- ¹Nonresidential Displacement is the difference between the potential floor area for baseline conditions and potential floor area with implementation of the proposed ALUCP.
- ² Properties where the existing floor area exceeds the baseline floor area are used today only for nonresidential uses but are designated for future mixed use. Parcels designated for mixed use development are those located in planned mixed use or commercial districts and which have capacity for additional residential units based on data received from the City of San Diego, Development Services. The potential nonresidential floor area (based on current plans and with the proposed ALUCP) was calculated using an assumed nonresidential floor area ratio for mixed use development based on existing mixed use developments. These assumptions are explained in Attachment G of Appendix A, Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan.

Chart 12

Safety Zone 2E/Little Italy Residential Displacement by Parcel¹

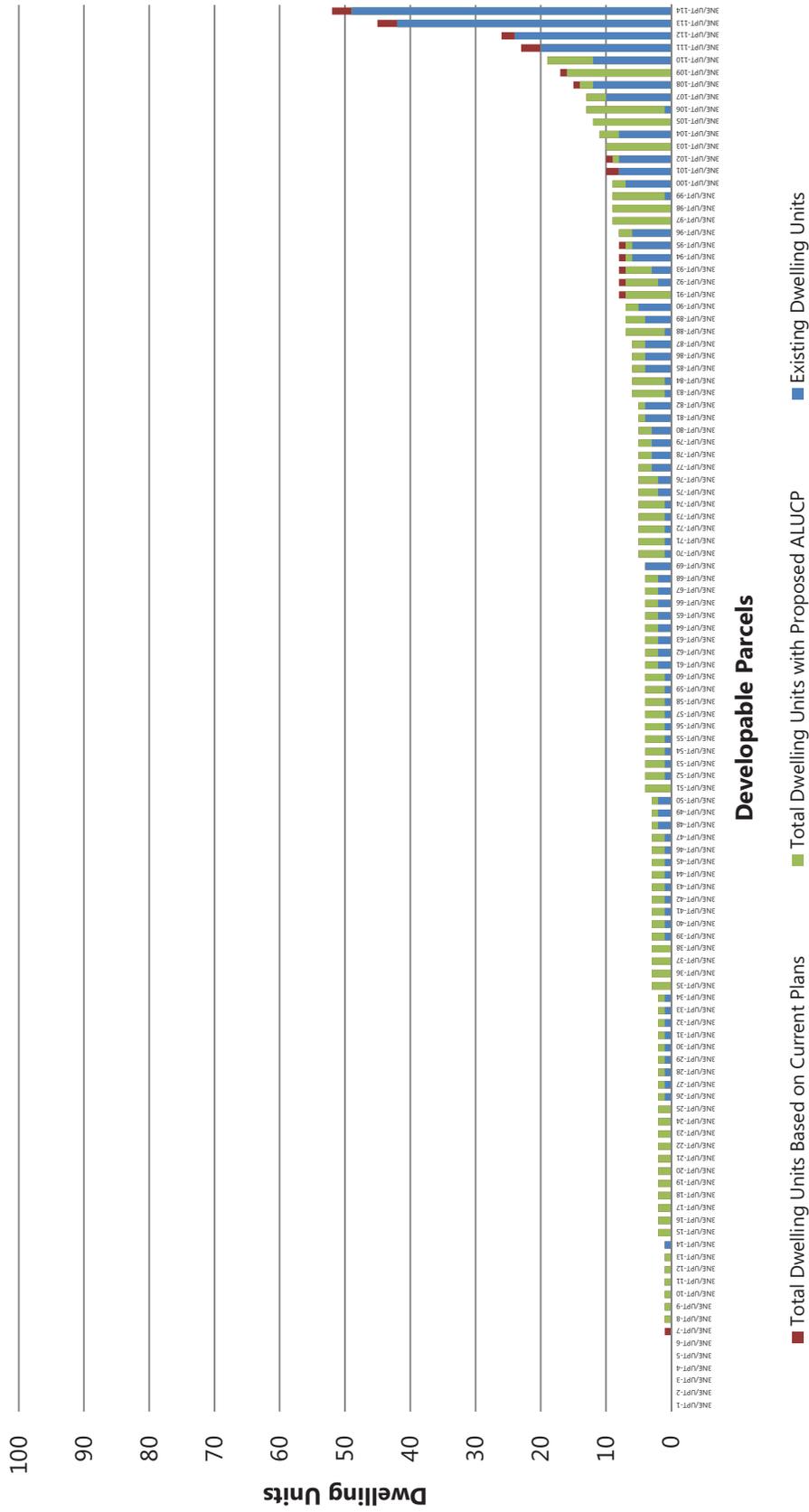


Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 14

Safety Zone 3NE/Uptown Residential Displacement by Parcel¹

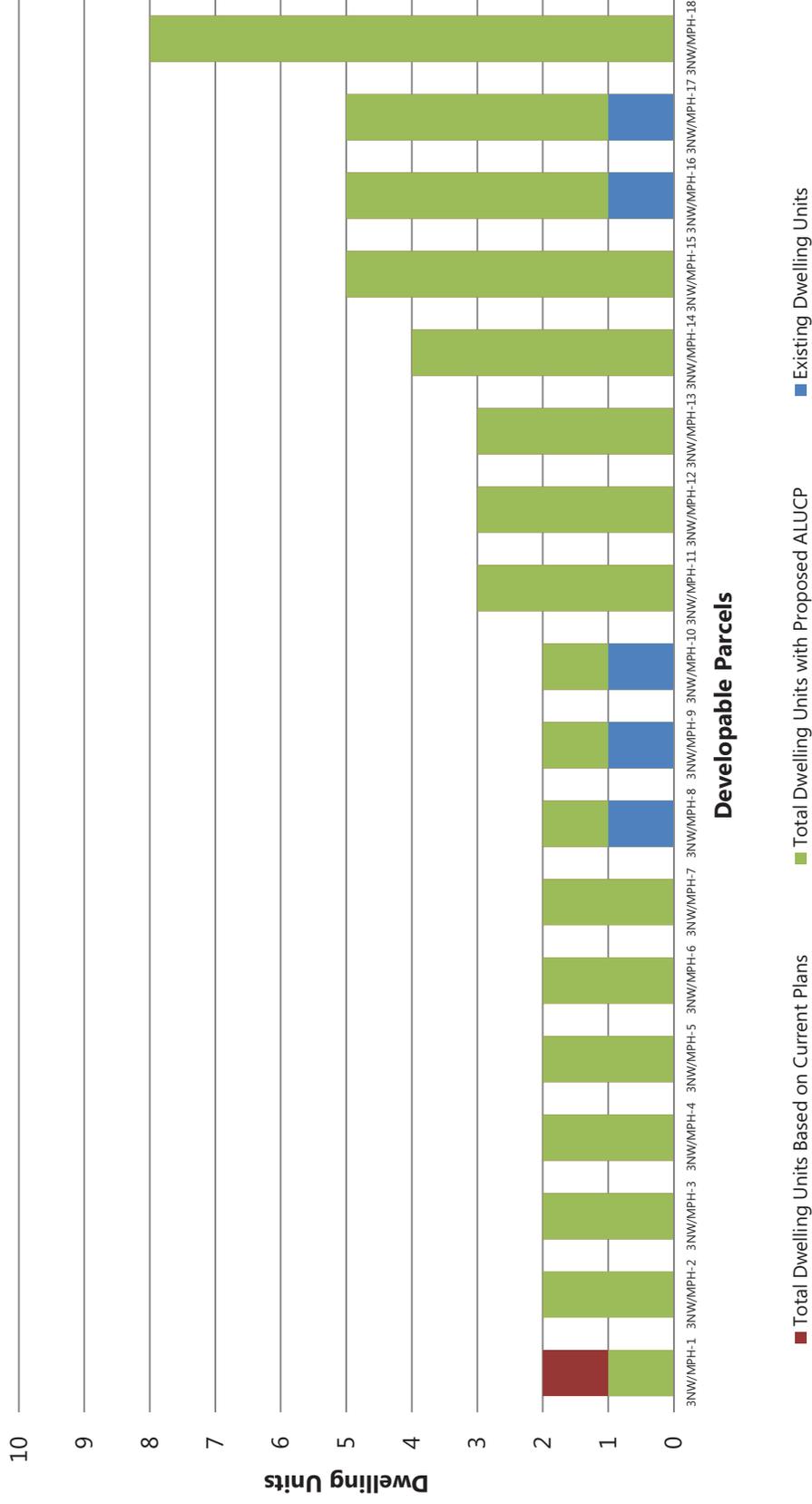


Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 15

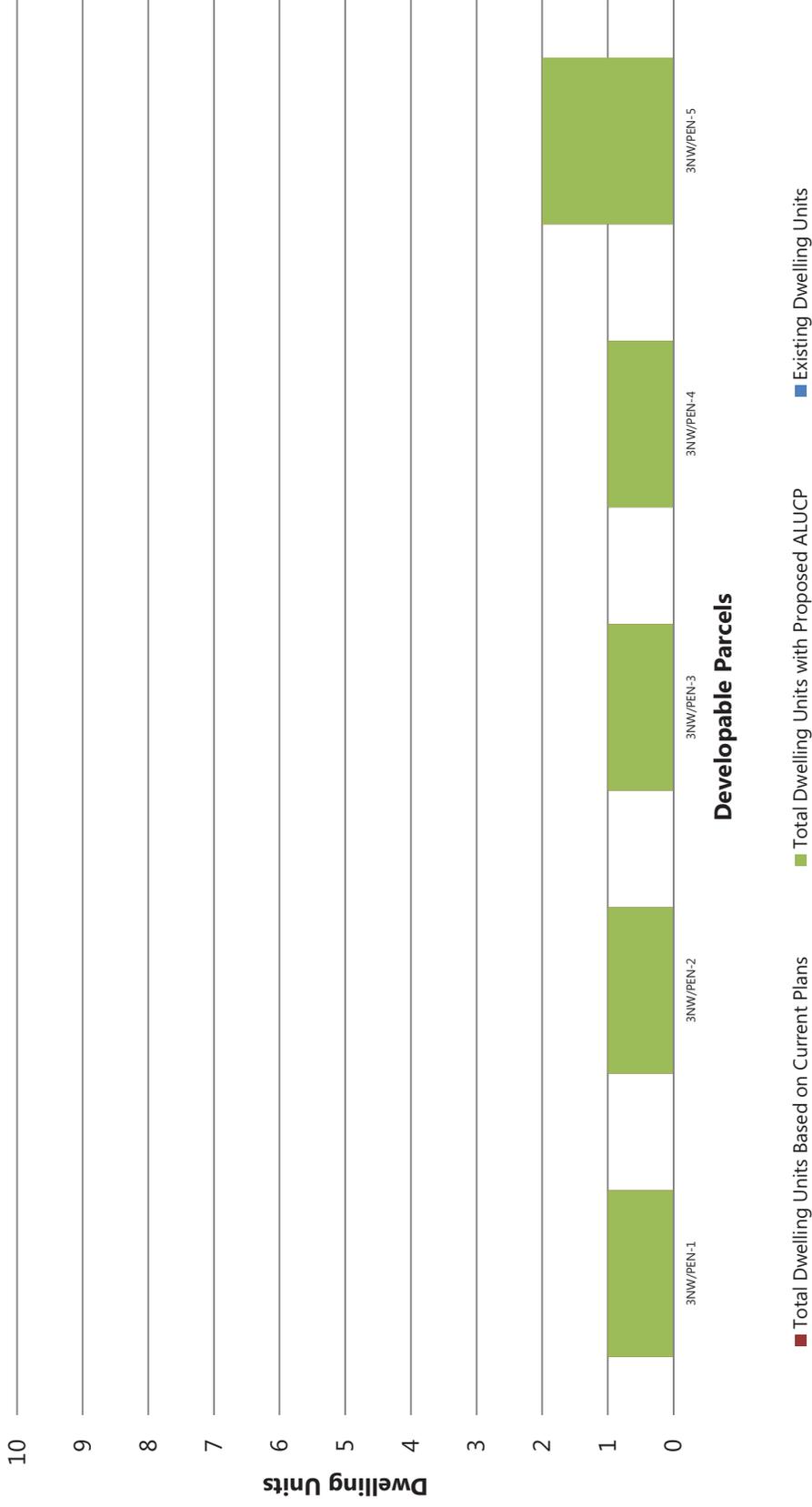
Safety Zone 3NW/Midway-Pacific Highway Corridor Residential Displacement by Parcel¹



Notes:
¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 16

Safety Zone 3NW/Peninsula Residential Displacement by Parcel¹



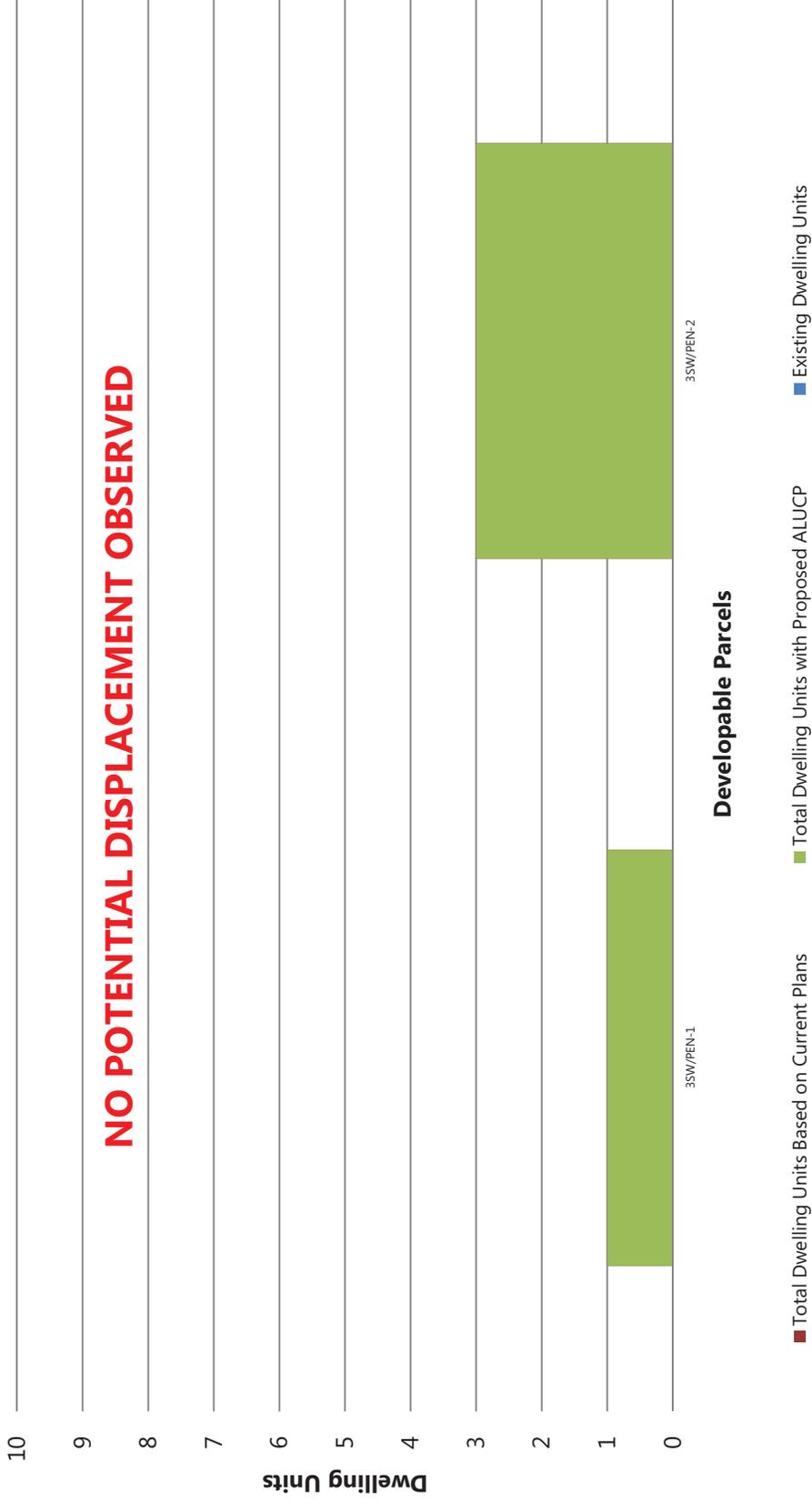
Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 17

Safety Zone 3SW/Peninsula Residential Displacement by Parcel

NO POTENTIAL DISPLACEMENT OBSERVED

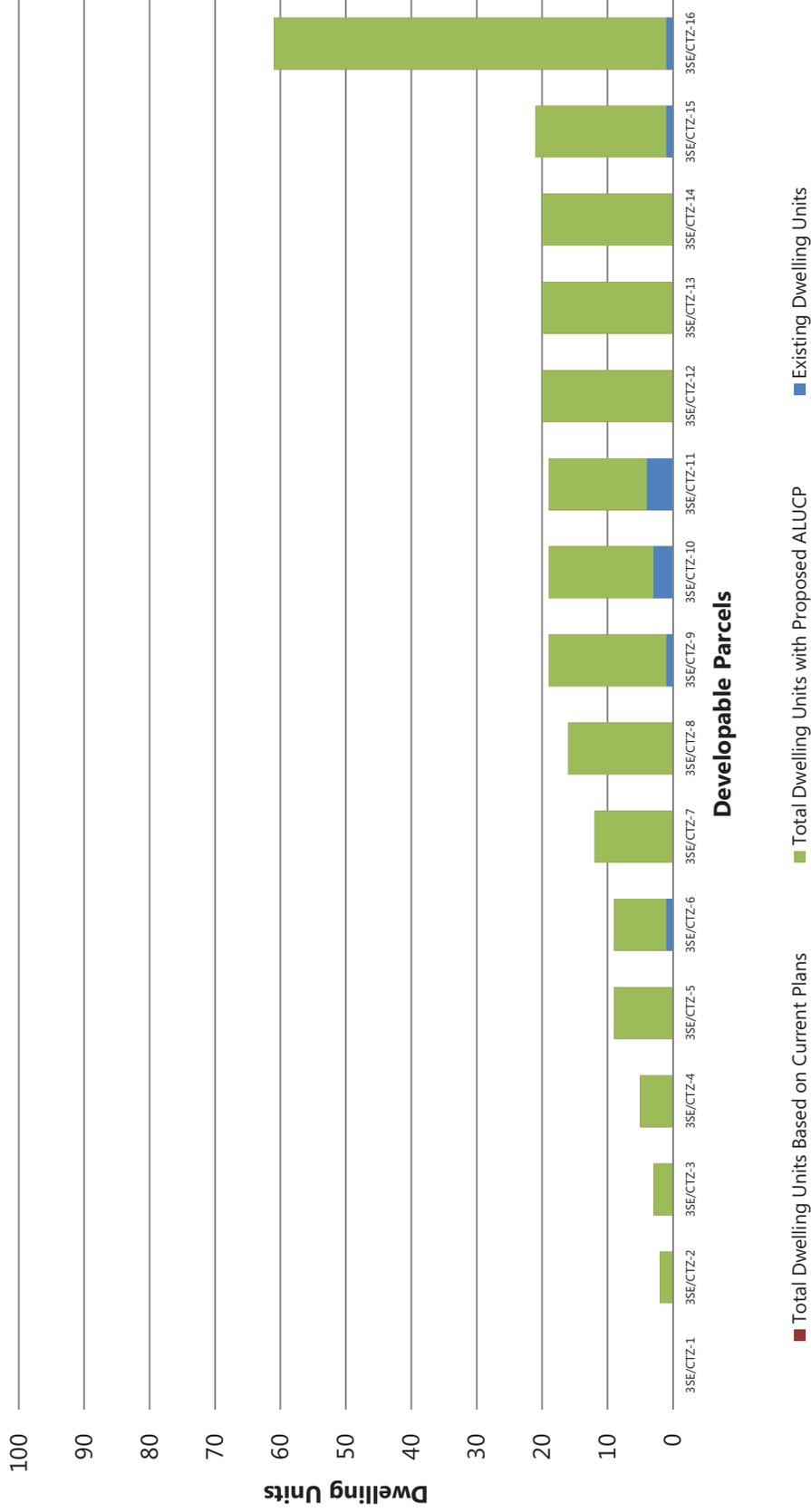


Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 17 18

Safety Zone 3SE/Cortez Residential Displacement by Parcel¹

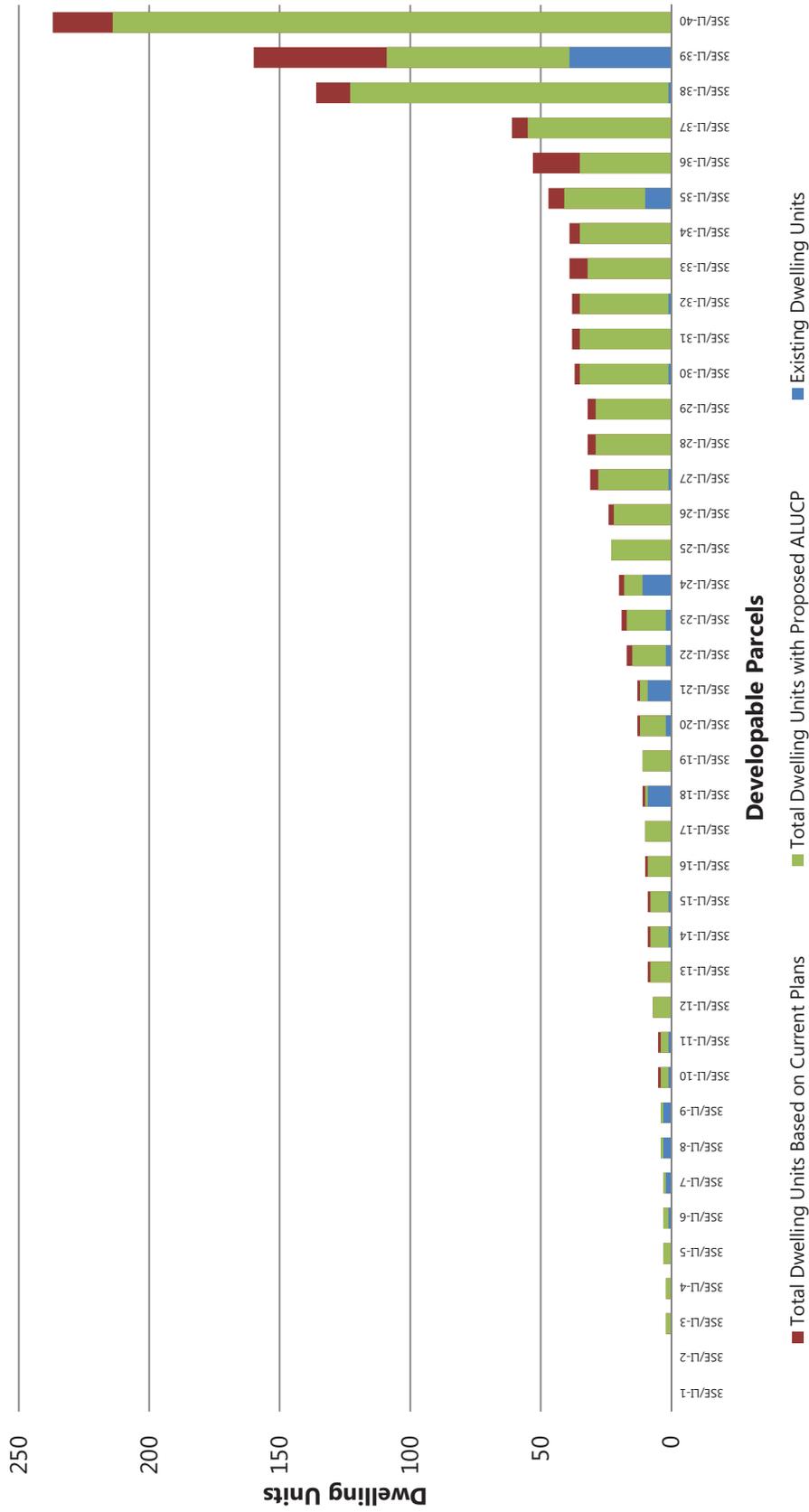


Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 18 19

Safety Zone 3SE/Little Italy Residential Displacement by Parcel¹

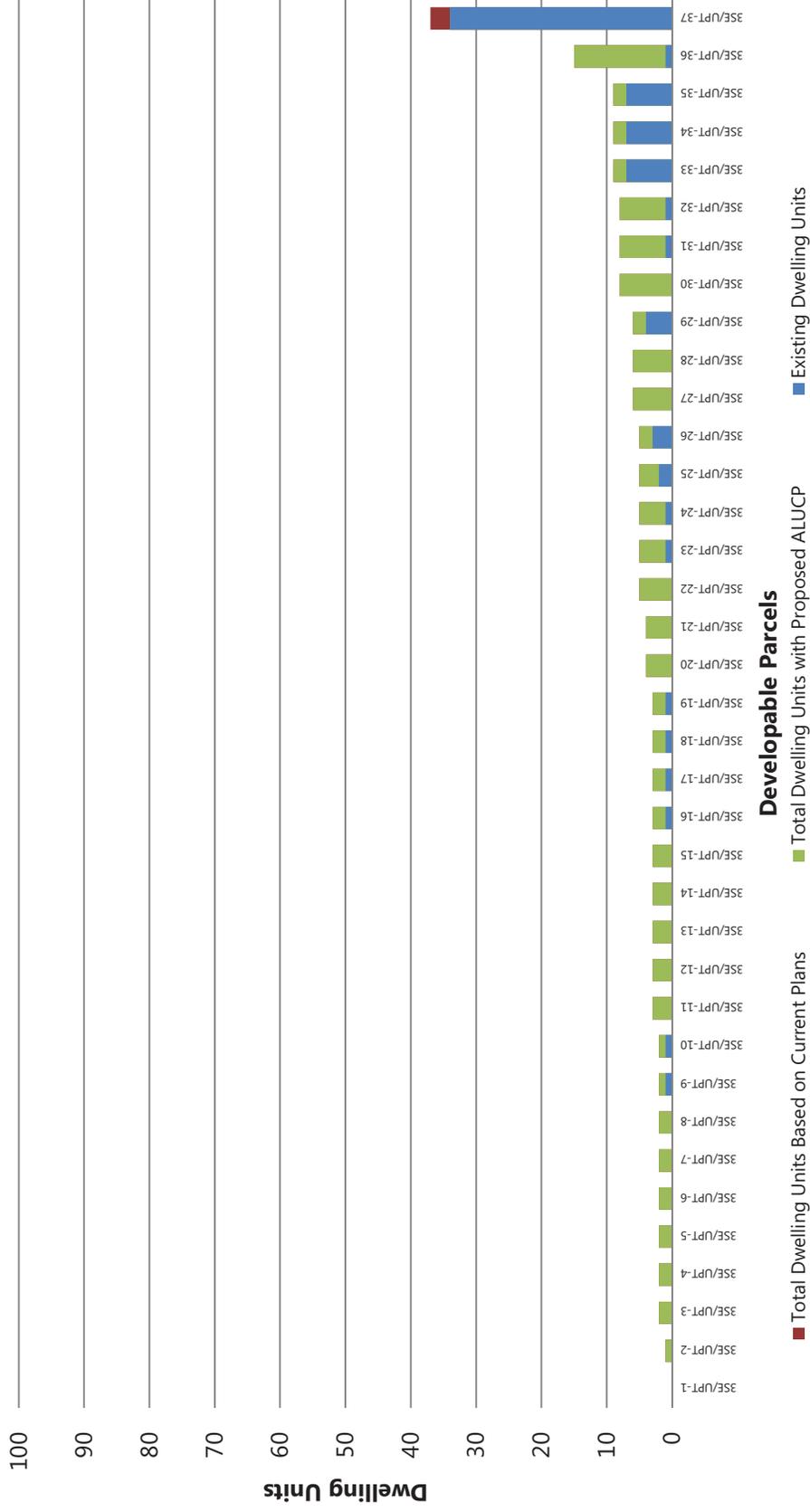


Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 19 20

Safety Zone 3SE/Uptown Residential Displacement by Parcel¹

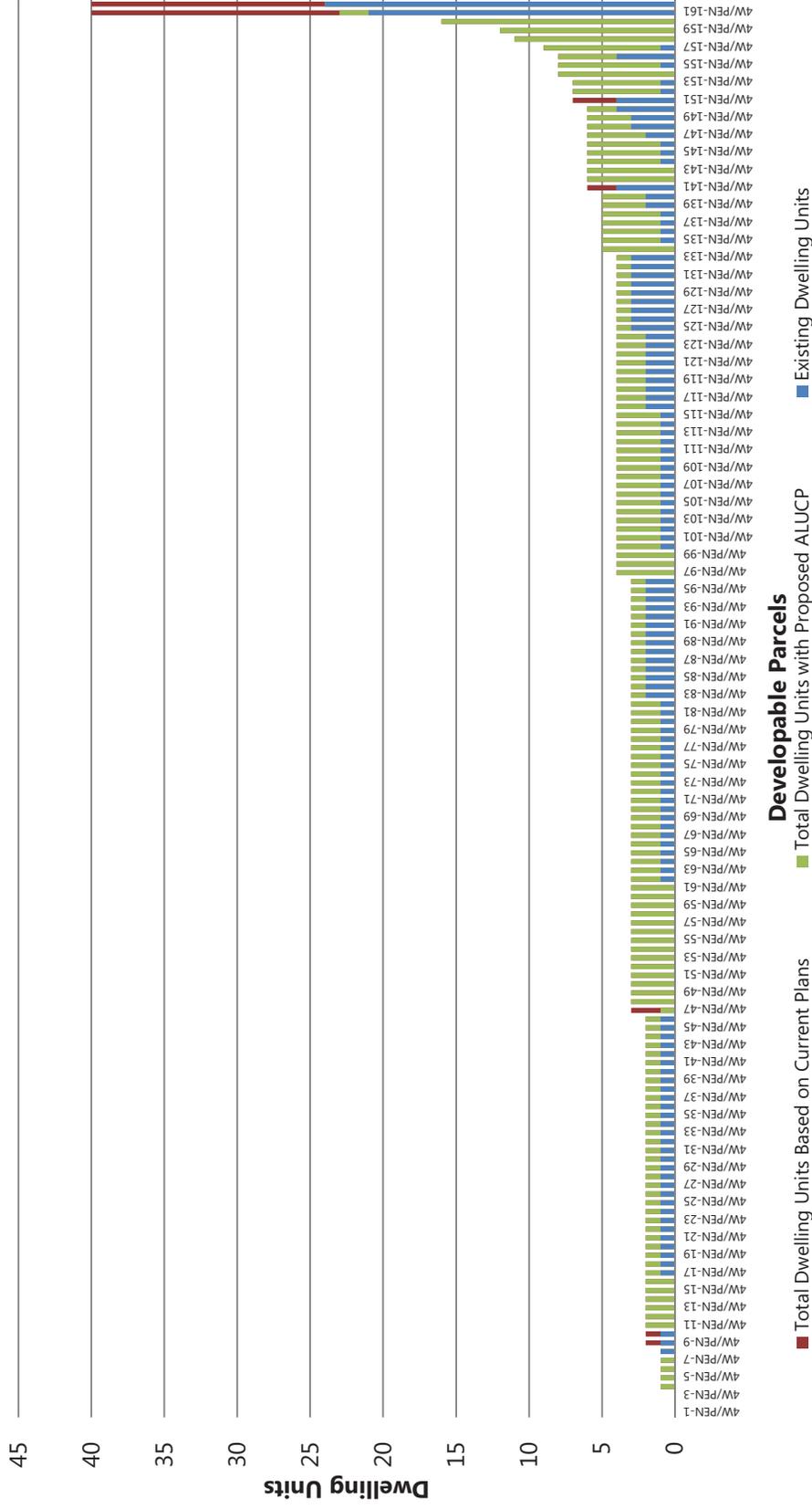


Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Chart 20 21

Safety Zone 4W/Peninsula Residential Displacement by Parcel¹



Notes:

¹Residential Displacement is the difference between the potential dwelling units based on current plans and potential dwelling units with the proposed ALUCP.

Appendix B Initial Study for the San Diego International Airport Land Use Compatibility Plan

San Diego County Regional Airport Authority



Notice of Preparation of Draft Environmental Impact Report and Initial Study for the San Diego International Airport Land Use Compatibility Plan

PREPARED FOR:

San Diego County Regional Airport Authority – Airport Land Use
Commission



PREPARED BY:

RICONDO & ASSOCIATES, INC.

March 13, 2013

Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of the San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

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Notice of Preparation

To: State Agencies
Responsible Agencies
Local Agencies
Interested Parties

From: Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Subject: Notice of Preparation of an Environmental Impact Report for the Airport Land Use Compatibility Plan for the San Diego International Airport

The San Diego County Regional Airport Authority (SDCRAA), acting as the local Airport Land Use Commission (ALUC), will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP). SDCRAA is seeking public and agency input on the scope and content of the environmental information to be included in the EIR. The project description, location and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Any agencies (or other interested parties) that respond to this Notice of Preparation are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures that they would like to have addressed in the Draft EIR.
2. State whether they are a responsible or trustee agency for the project, explain why and note the specific project elements that are subject to their regulatory authority.
3. Describe special studies and other information that they believe are necessary for SDCRAA to analyze the significant effects, alternatives, and mitigation measures they have identified.
4. Identify alternatives that they believe need to be explored in the EIR.
5. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this project.

Due to the time limits mandated by State law, responses must be sent at the earliest possible date but **not later than 30 days** following the publication of this Notice of Preparation (5:00 p.m. on April 12, 2013).

Please send your response to Angela Jamison, Manager, Airport Planning, at the address shown above. Comments may also be submitted via email to: alucpcomments@san.org or via fax 619-400-2459. Additional information on SDCRAA's ALUCP process for SDIA and an electronic version of this notice and attached materials is posted at: <http://www.san.org/ALUCP>



If a response from any agency or organization is not received, we will presume that that agency or organization has no response to make. A responsible agency or other public agency may request a meeting with SDCRAA representatives in accordance with Section 15082(c) of the CEQA Guidelines.

A scoping meeting for the Draft EIR will be held on Wednesday, March 27, 2013 from 4:00 p.m. to 7:00 p.m. at the Commuter Terminal, located at 3225 N. Harbor Drive, in the Board Room on the 3rd floor. Those attending may park in the Commuter Terminal Parking lot. Parking will be validated.

Distribution List: A list of the federal, state and local agencies, organizations, and individuals to whom this Notice was sent is included in Appendix B.

Project Title: San Diego International Airport – Airport Land Use Compatibility Plan

Project Location: San Diego San Diego
City (nearest) County

Project Description: The ALUCP for SDIA addresses future land use within the Airport Influence Area (AIA) surrounding the Airport. The AIA is the area in which current and projected future airport-related noise, safety, airspace protection or overflight factors may significantly affect future land uses by necessitating restrictions on those uses or warranting the disclosure of potential airport impacts to buyers of residential property. The ALUCP establishes land use compatibility policies and standards for the AIA, and consists of several components, including procedural polices, implementation guidelines, as well as noise, safety, airspace protection and overflight compatibility policies, standards and maps.
The AIA includes portions of the Cities of San Diego, Coronado, National City, and parts of unincorporated County of San Diego. It also includes lands managed or regulated by the San Diego Unified Port District and Civic San Diego. The AIA will be established by the ALUC after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

Date: March 13, 2013 **Signature** Angela Jamison
Title Manager, Airport Planning
Telephone (619) 400-2400

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

1. Initial Study: Introduction

This Initial Study has been prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, to determine if adoption and implementation of the San Diego International Airport (SDIA or Airport) Airport Land Use Compatibility Plan (ALUCP) may result in a significant effect on the environment, pursuant to the requirements of the California Environmental Quality Act (CEQA)¹ and the implementing CEQA Guidelines.² Pursuant to the CEQA Guidelines, if the Airport Authority, acting as the ALUC, upon reviewing this Initial Study determines that there is “substantial evidence that any aspect of the [SDIA ALUCP], either individually, or cumulatively, may cause a significant effect on the environment,” an EIR shall be prepared.³ If the Airport Authority determines that an EIR is required, this Initial Study will assist in preparing the EIR by, among other things: (1) focusing the EIR on the environmental effects determined to be potentially significant; (2) identifying the effects determined not to be significant; and (3) explaining the reasons for determining that potentially significant effects would not be significant.⁴

With these CEQA parameters in mind, the Airport Authority prepared this Initial Study, and specifically intends for this Initial Study to satisfy the “content” requirements of CEQA Guidelines section 15063, subdivision (d)(1)-(6). Further, the Airport Authority has determined that, based on the analysis contained in this Initial Study, potentially significant impacts may result from implementation of the SDIA ALUCP relative to land use planning, population and housing, and public services. The Airport Authority also has determined, based on the analysis contained in the Initial Study, implementation of the ALUCP would result in no impact to any other environmental impact categories.

Based on the analysis presented in this Initial Study, the Airport Authority will prepare a Draft EIR to further analyze the ALUCP’s potential environmental impacts relative to the following three impact categories: (1) Land Use and Planning; (2) Population and Housing; and (3) Public Services. No other environmental impact categories will be analyzed in the EIR.

¹ Public Resources Code §21000 et seq.

² California Code of Regulations, Title 14, §15000 et seq.

³ CEQA Guidelines §15063, subdivision (b)(1).

⁴ CEQA Guidelines §15063, subdivision (c)(3).

Project Title

San Diego International Airport – Airport Land Use Compatibility Plan

Lead Agency Name and Address

San Diego County Regional Airport Authority
Airport Land Use Commission
PO Box 82776
San Diego, CA 92138-2776

Contact Person and Phone Number

Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101
(619) 400-2464

Project Location

SDIA and adjacent surrounding Airport Influence Area, San Diego, California

Project Sponsor's Name and Address

San Diego County Regional Airport Authority
Airport Land Use Commission
PO Box 82776
San Diego, CA 92138-2776

General Plan/Community Plan Designation/Zoning

The project area, which is defined by the proposed Airport Influence Area (AIA), covers approximately 103.4 square miles in the cities of San Diego, Coronado, and National City, and unincorporated San Diego County, as depicted in **Exhibit 1**. As shown on the exhibit, the proposed AIA is divided into two areas: Review Area 1 and Review Area 2. The area is subject to numerous general plan or community plan land use plan designations and zoning designations. This section lists the applicable plans and zoning ordinances.

General Plans and Community Plans Applying in Review Area 1:

- City of San Diego General Plan 2008, March 10, 2008
- San Diego County General Plan: A Plan for Growth, Conservation and Sustainability, August 3, 2011
- Unified Port of San Diego, Port Master Plan, October 2012
- San Diego Downtown Community Plan: Rising on the Pacific, May 22, 2012
- Golden Hill Community Plan, June 19, 1990

- Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan, July 12, 2010
- Ocean Beach Precise Plan and Local Coastal Program Addendum, January 1985
- Peninsula Community Plan and Local Coastal Program Land Use Plan, April 27, 2004
- Southeastern San Diego Community Plan, May 21, 2009
- Uptown Community Plan, May 7, 2002

Zoning Applying in Review Area 1:

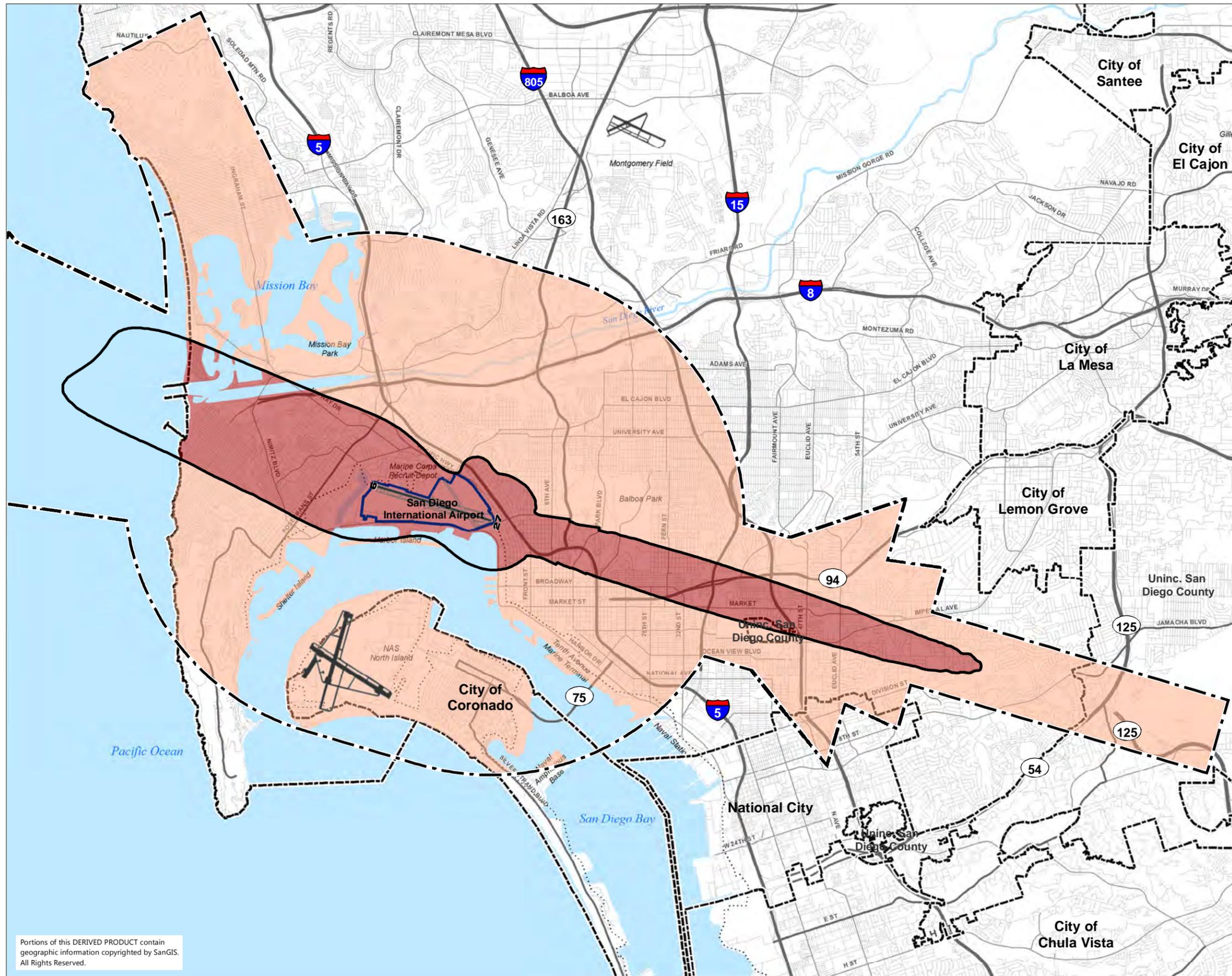
- City of San Diego, San Diego Municipal Code, Chapter 13, Zones, Chapter 15, Planned Districts
- County of San Diego, The Zoning Ordinance of San Diego County, Ordinance No. 5281 (as amended)

General Plans and Community Plans Applying Only in Review Area 2:

- City of Coronado General Plan, November 22, 2011
- National City General Plan, June 7, 2011
- Barrio Logan Harbor 101 Community Plan, November 2005
- Clairemont Mesa Community Plan, April 26, 2011
- Greater North Park Community Plan, June 26, 1990
- La Jolla Community Plan and Local Coastal Program Land Use Plan, February 19, 2004
- Linda Vista Community Plan, April 26, 2011
- Mid-City Communities Plan, September 23, 2003
- Mission Beach Precise Plan and Local Coastal Program Addendum, November 21, 1989
- Mission Valley Community Plan, October 21, 2008
- Old Town San Diego Community Plan, November 27, 2001
- Pacific Beach Precise Plan and Local Coastal Program Land Use Plan, February 28, 1995
- Serra Mesa Community Plan, April 26, 2011
- Skyline-Paradise Hills Community Plan, May 21, 2009
- Spring Valley Community Plan, August 3, 2011
- Sweetwater Community Plan, July 1, 2009

Zoning Applying Only in Review Area 2:

- City of Coronado Municipal Code, Title 86, Zoning
- National City Municipal Code, Chapter 18, Land Use Code



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- San Diego Unified Port District Boundary
- ▭ Airport Property Boundary

Airport Influence Area (AIA)

- ▭ Airport Influence Area: the AIA is the area within which real estate disclosure is required, under state law.¹
- ▭ Review Area 1: the combination of the 60 dB CNEL noise contour, the outer boundary of all safety zones, and the Threshold Siting Surfaces (TSSs).
- ▭ Review Area 2: the combination of the airspace protection and overflight boundaries beyond Review Area 1.



1. California Business and Professions Code §11010(a) and (b)(13); California Civil Code §§1102.6, 1103.4 and 1353; California Code of Civil Procedure §731a.

Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., January 2012, based on previous steering committee reports (review area 1 and 2 boundaries).

Prepared by: Ricondo & Associates, Inc., July 2012.

**Exhibit 1
Airport
Influence Area**

Portions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved.

2. Local and Regional Setting

SDIA is the primary commercial airport serving the San Diego metropolitan area. It is operated by the Airport Authority and lies within the city limits of San Diego. Although it is limited to a single runway, the Airport is heavily used and is provided with instrument approach and departure procedures typical of busy airports. Use of the Airport, as indicated by the over three-fold increase in passengers and the four-fold increase in cargo, has increased substantially in the three decades since 1980.⁵ The most recent forecasts project an increase of nearly 6 million enplaned passengers and over 100,000 tons of cargo by the year 2030.⁶

SDIA is located on 661 acres in the central portion of the City of San Diego, as shown on **Exhibit 2**. The immediate Airport environs are almost fully developed with urban uses. The City of San Diego's General Plan and various community plans call for preservation of these communities and neighborhoods, with selected redevelopment to encourage employment opportunities and vibrant mixed-use neighborhoods.

The geographic scope of the ALUCP is the Airport Influence Area (AIA) – the area within which current or future airport-related noise, safety, airspace and/or overflight compatibility factors may affect future land uses or necessitate restrictions on those uses. The AIA represents the boundary of the ALUC's planning and review authority for SDIA and includes portions of the cities of San Diego, Coronado, and National City, and parts of unincorporated San Diego County. Review Area 1 encompasses the area located within the 60 dB CNEL noise contour and the five safety zones for the Airport. All four compatibility factors apply in Review Area 1, which includes land within the City of San Diego and unincorporated San Diego County. Land under the jurisdiction of the Unified Port of San Diego is also within Review Area 1. In addition, Civic San Diego has regulatory authority in the portions of the AIA within downtown San Diego. Review Area 2 extends outside Review Area 1 and includes the area within the overflight boundary and the airspace protection boundary. Only the airspace protection and overflight compatibility factors apply within Review Area 2. It includes land within the cities of Coronado and National City in addition to the City of San Diego and unincorporated San Diego County.

⁵ San Diego County Regional Airport Authority, *Air Traffic Reports for 1980–2010*, http://www.san.org/sdia/at_the_airport/education/airport_statistics.aspx (accessed in January 2013).

⁶ San Diego County Regional Airport Authority, *Air Traffic Reports for CY 2010*, http://www.san.org/sdia/at_the_airport/education/airport_statistics.aspx (accessed in January 2013); Jacobs Consultancy Team, Destination Lindbergh Technical Report, San Diego International Airport, p. 3-21, March 2009.



Exhibit 2

**Regional Location Map
San Diego International Airport**

In addition to the county and municipal governments, numerous special districts, which provide limited and specialized public services, are within the AIA. State law stipulates that special districts, including school and community college districts, are among the local agencies that are subject to the requirements of the airport land use compatibility statute.⁷

Exhibit 3 depicts the boundaries of the three community college districts within the AIA: Grossmont-Cuyamaca, San Diego, and Southwestern Community Colleges. **Exhibit 4** depicts the boundaries of school districts in the AIA.⁸ They include:

- Chula Vista General Elementary School District
- Coronado Unified School District
- Grossmont Union High School District
- La Mesa-Spring Valley General Elementary School District
- National City General Elementary School District
- San Diego Unified School District
- Sweetwater Union High School District

Exhibit 5 depicts the boundaries of utility and service districts with specialized land development authority.

- The Metropolitan Water District of the San Diego County Water Authority (SDCWA) serves most of the communities in western San Diego County. The SDCWA is charged with meeting the region's water supply needs. The SDCWA pursues this obligation by developing new water supplies and promoting conservation.⁹
- The San Diego County Flood Control District (FCD) is responsible for protecting waterways, watersheds and water quality in unincorporated areas of San Diego County. The FCD manages all storm waters entering the district through precipitation, surface and ground flow. Among its responsibilities is the construction and maintenance of flood control facilities as well as recreation facilities within the watercourses of San Diego County.¹⁰

⁷ Public Utilities Code, Section 21670(f).

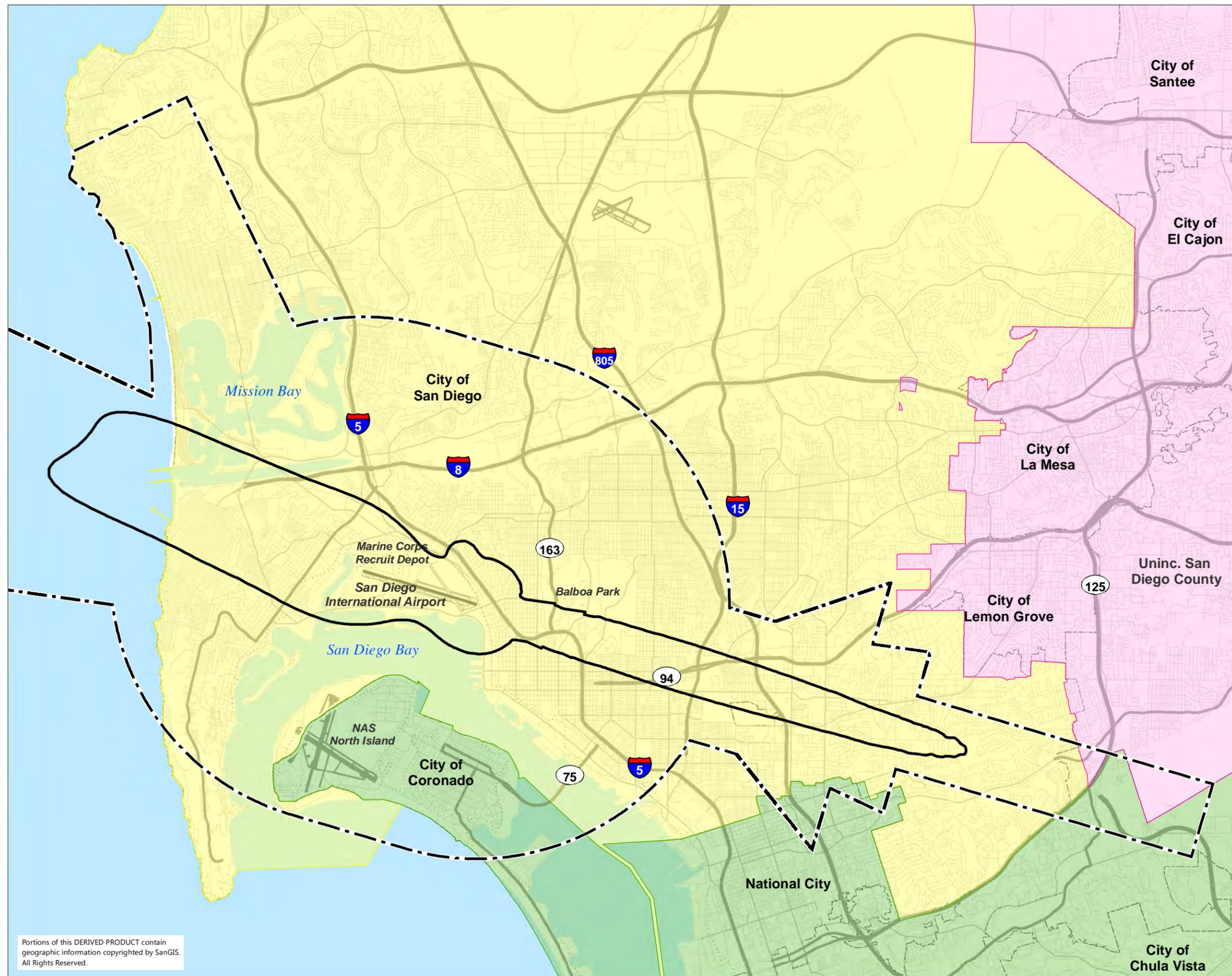
⁸ San Diego Geographic Information Source, <http://www.sangis.org/> (accessed December 15, 2012).

⁹ Metropolitan Water District of Southern California, <http://www.mwdh2o.com/mwdh2o/pages/memberag/agencies/sandiego.htm> (accessed December 20, 2012).

¹⁰ San Diego County Flood Control District, <http://www.sdcfcd.org/about.html> (accessed December 20, 2012).

- The San Diego Unified Port District oversees maritime operations, recreation, tourism and public safety in the tidelands of San Diego Bay and the surrounding waterfront. The Port District also has land development authority within its jurisdiction.¹¹

¹¹ Unified Port of San Diego, <http://www.portofsandiego.org/about-us.html> (accessed December 20, 2012).



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- San Diego Unified Port District Boundary
- █ Grossmont-Cuyamaca Community College District
- █ San Diego Community College District
- █ Southwestern Community College District
- ▭ AIA Review Area 1
- ▭ AIA Review Area 2



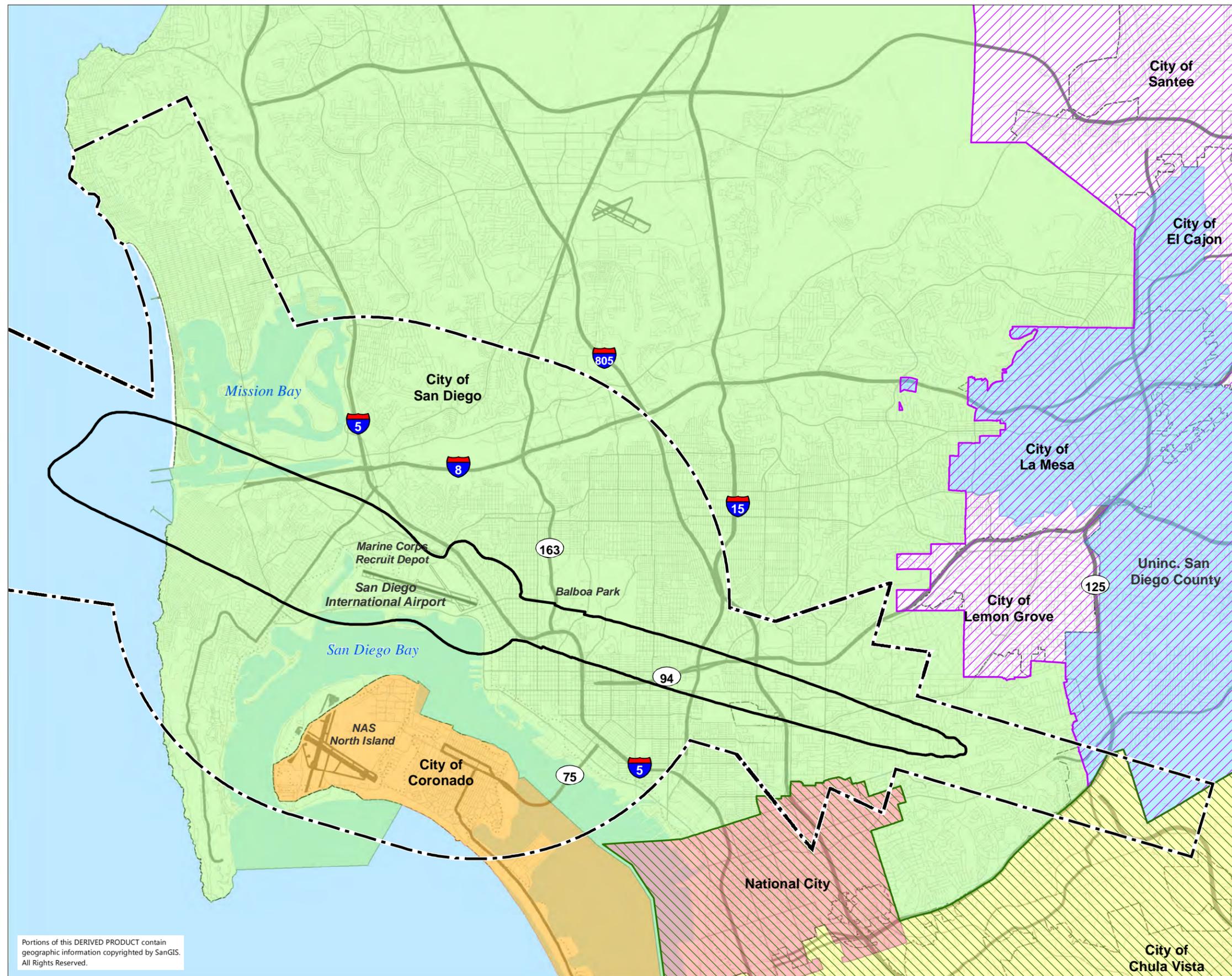
Sources: San Diego Geographic Information Source (SanGIS), 2008, 2011 and 2012 (school district boundaries, municipal boundaries, roads and highways).

Prepared by: Ricondo & Associates, Inc., December 2012.

Exhibit 3

Community College Districts

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LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- San Diego Unified Port District Boundary
- Coronado Unified School District
- San Diego Unified School District
- Chula Vista General Elementary School District
- La Mesa-Spring Valley General Elementary School District
- National General Elementary School District
- Grossmont Union High School District
- Sweetwater Union High School District
- ⎓ AIA Review Area 1
- ⎓ AIA Review Area 2

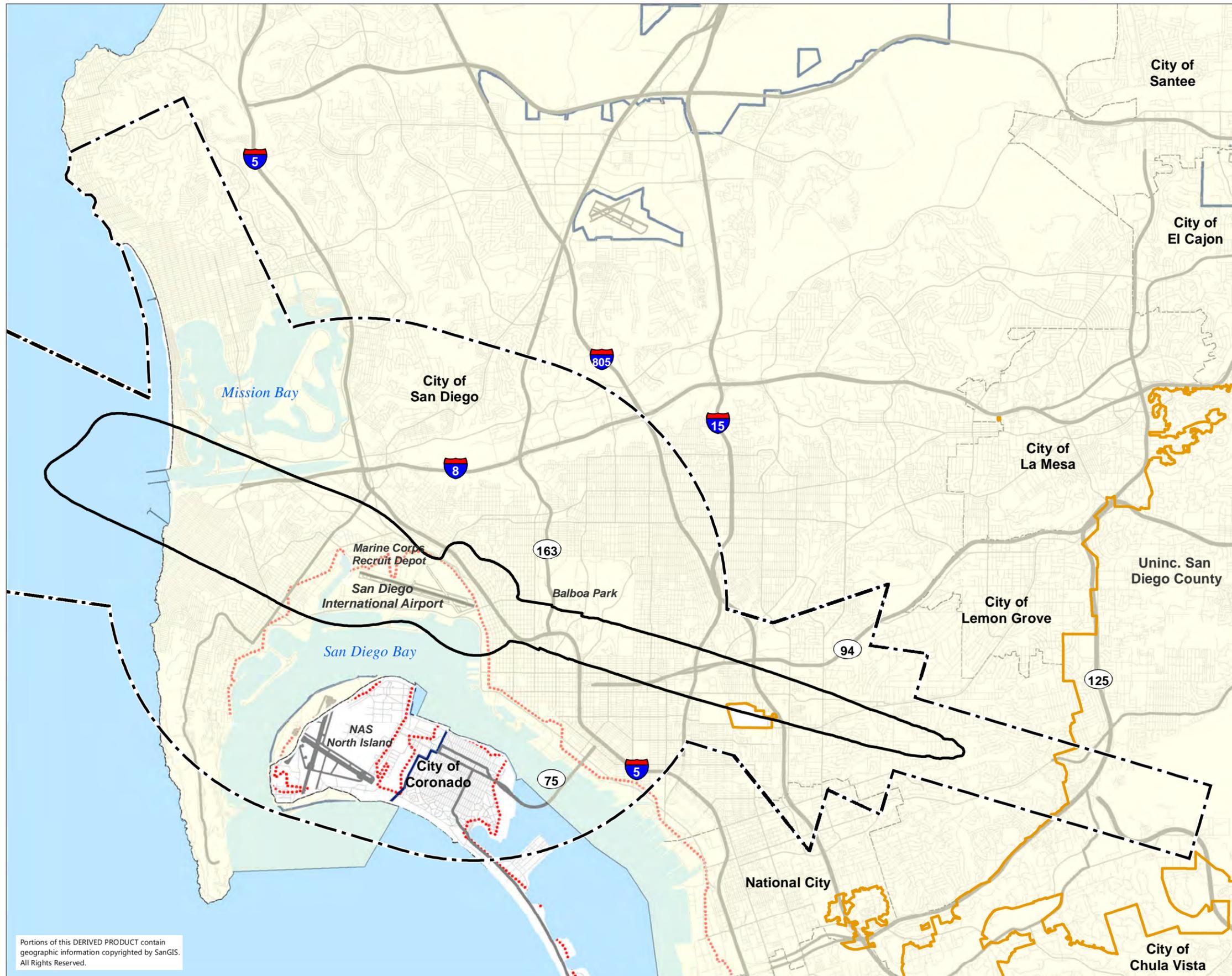


Sources: San Diego Geographic Information Source (SanGIS), 2008, 2011 and 2012 (school district boundaries, municipal boundaries, roads and highways).

Prepared by: Ricondo & Associates, Inc., December 2012.

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Exhibit 4
School Districts



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- Metropolitan Water District
- San Diego County Flood Control District¹
- San Diego Unified Port District — Mean High Tide Line
- AIA Review Area 1
- AIA Review Area 2



1. Boundaries of the San Diego County Flood Control District are coterminous with the unincorporated area of the County.

Sources: San Diego Geographic Information Source (SanGIS), 2008, 2011 and 2012 (district boundaries, municipal boundaries, roads and highways).

Prepared by: Ricondo & Associates, Inc., January 2013.

Exhibit 5
Utility and Service Districts with
Specialized Development Authority

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Other special districts within the AIA include business improvement districts, maintenance assessment districts, parking districts and utility and other service districts. Given their limited responsibilities, they are less likely to be affected by the proposed ALUCP than the districts depicted on Exhibits 3, 4, and 5. They are listed in the following sections.

2.1 Business Improvement Districts (BID)

In BIDs, owners of businesses are assessed a fee to pay for marketing campaigns, physical improvements and activities aimed at promoting the economic viability of the district. BID representatives also work with elected officials to voice local business concerns. The following BIDs are within the AIA:¹²

- Adams Avenue
- City Heights
- Diamond
- Downtown San Diego
- East Village
- El Cajon Boulevard Central
- El Cajon Boulevard Gateway Improvement District
- Gaslamp Quarter
- Hillcrest
- Little Italy (Proposed)
- Midway
- Mission Hills
- Morena (Proposed)
- North Park
- Ocean Beach
- Old Town
- Pacific Beach

¹² City of San Diego, Development Services Department, <http://www.sandiego.gov/development-services/smallbus/bids.shtml> (accessed December 20, 2012).

2.2 Maintenance Assessment Districts (MAD)

Maintenance assessment districts are created by a vote of the property owners in a specified area. They assess themselves to pay for maintenance, landscaping and lighting services above the baseline services offered by the City of San Diego. The City oversees administration of MADs. MADs within the AIA are listed below:¹³

- Adams Avenue
- Bay Terraces-Honey Drive
- Bird Rock
- Central Commercial
- City Heights
- Coronado View
- Downtown Property and Business Improvement District
- El Cajon Boulevard
- First San Diego River Improvement Project
- Gateway
- Greater Golden Hill
- Hillcrest/University Avenue
- Kings Row
- Liberty Station Naval Training Center
- Linda Vista
- Little Italy
- Mission Boulevard
- Newport Avenue
- North Park
- University Heights
- Washington Street
- Webster/Federal Boulevard

¹³ City of San Diego, Economic Development Department, <http://www.sandiego.gov/economic-development/about/maintenance.shtml> (accessed December 20, 2012).

2.3 Parking Districts

In community parking districts, a portion of parking meter revenues is earmarked for funding parking lots, parking structures and valets in addition to parking-related signage, landscaping, maintenance and security in the district. Six districts, listed below, are within the AIA:¹⁴

- Downtown
- La Jolla
- Mid-City
- Old Town
- Pacific Beach
- Uptown

2.4 Lighting District

One other special district, the San Diego County Street Lighting District, exercises authority in portions of the AIA. This is an assessment district covering the unincorporated areas of the county. It was created to fund the installation and upkeep of street lights.¹⁵

¹⁴ City of San Diego, Economic Development Department, <http://www.sandiego.gov/economic-development/about/parking/district.shtml> (accessed December 20, 2012).

¹⁵ County of San Diego, Department of Public Works, <http://sdcdpw.org/specialdistricts/csaformed.html> (accessed December 20, 2012).

3. History of the ALUC and SDIA ALUCP

In 1967, the State of California enacted a law requiring the formation of an ALUC in each county containing a public airport.¹⁶ The legislative findings and declarations set forth in Section 21670 of the California Public Utilities Code define the goals of the California Legislature and underscore the parameters and limitations of this statutory scheme:

(a) The Legislature hereby finds and declares that:

- (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
- (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use 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.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission...

The California Legislature set important parameters on the ALUC statutory mandate. First, it states that the mandated principal purpose of the land use planning is to foster the "orderly expansion" of airports by protecting against the encroachment of *new* incompatible land uses in areas affected by aircraft noise. That is, the ALUC statutory mandate is intended to provide appropriate prospective land use planning through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards

¹⁶ Public Utilities Code §21670, et seq.

within areas around public airports, to the extent that such areas do not already contain incompatible uses. ALUCs, accordingly, are empowered to establish policies and standards limiting the height of naturally occurring objects (e.g., trees), man-made temporary objects (e.g., cranes), and structures (e.g., buildings); specify future land uses that are compatible with airport operations; and determine future building standards to limit or mitigate potential noise and safety impacts, including sound attenuation standards, in the environs of airports. However, ALUCs have no authority over existing land uses or the operation of airports.¹⁷

The San Diego County Board of Supervisors, by unanimous vote on December 15, 1970, designated the San Diego Association of Governments ("SANDAG") as the ALUC for the San Diego region. In February 1992, SANDAG, as the ALUC for the San Diego region, approved and adopted a Comprehensive Land Use Plan ("CLUP") for the Airport. The CLUP was last amended in 2004, following designation of the Airport Authority as ALUC for San Diego County, when it was redesignated as an ALUCP.

The Airport Authority was created by state legislation and became operative on January 1, 2003. As required by this same legislation, the Airport Authority became the new ALUC for all the airports in San Diego County and assumed the responsibilities and duties formerly held by SANDAG. The ALUC's membership is comprised of the Airport Authority's 12-member Board (nine members with three ex-officio members).

The legislation establishing the Airport Authority gives the agency not only the role as the County's ALUC, but also two other key roles with regard to aviation in San Diego County. First, the Airport Authority is the operator of SDIA, the sole major commercial domestic and international airport in the County. Second, the Airport Authority is responsible for leading the comprehensive planning effort directed at meeting the long-term air transportation service demands of the region.

¹⁷ Public Utilities Code §21674 subds.(a) and (e). The ALUC has no authority over the operation of SDIA. For purposes of the ALUCP, the Airport is assumed to continue to function as provided in the adopted Airport Master Plan for the Airport.

4. Description of Proposed Project

The function of the proposed ALUCP is to promote compatibility between the Airport and the land uses that surround the Airport to the extent that these areas are not already devoted to incompatible uses. The SDIA ALUCP would accomplish this, in part, by regulating the future development of new residential dwellings, commercial structures and other noise- or risk-sensitive uses within the AIA based on multiple factors established by the ALUCP, including location relative to the safety zones, the CNEL contours, the airspace protection surfaces and the areas subject to aircraft overflight. The ALUCP renders the future development of specified uses incompatible in certain portions of the AIA, conditionally limits the future development of these uses in other portions and permits these uses without limitation in yet other portions.

The proposed ALUCP for SDIA would serve as the ALUC's primary tool in conducting reviews for compatibility of proposed land use development in the area surrounding SDIA. In addition, the proposed ALUCP is intended to assist local agencies (the cities of San Diego, Coronado and National City along with the County of San Diego, the San Diego Unified Port District, and Civic San Diego) in their preparation or amendment of land use plans and regulations and during their review of land use projects within their respective areas of jurisdiction. The term "land use plans and regulations" includes any general plan, community plan, specific plan, precise plan, zoning ordinance, rezone, building regulation or any amendments to these policy and regulatory documents. Land use plans and regulations also include any school district, community college district or special district master plans or amendments to master plans.¹⁸ A "land use project" is a proposed development that requires a ministerial or discretionary permit or approval from a local agency or that is sponsored by a local agency and involves any of the following: construction of a new building, enlargement of the floor area of an existing building, the subdivision of land, a change of use within an existing structure, or an increase in the height of a structure or object. Finally, the ALUCP is applicable to landowners – including local governments, school districts, special districts and private parties – in their design of new development.

The SDIA ALUCP consists of several components, including the provision of airport information, compatibility policies and standards, compatibility maps, procedural policies, and land use information. The following is an overview of the contents of the proposed ALUCP:

- **Scope of the Plan.** Chapter 1 of the ALUCP provides information regarding the scope and function of the ALUCP, the AIA, and affected local agencies. Chapter 1 also contains policies describing the process the ALUC will use in reviewing land use plans, regulations and projects.

¹⁸ Public Utilities Code, §21676.

- **Compatibility Policies, Standards, and Maps.** In Chapters 2 through 5, the proposed ALUCP provides policies and standards for each land use category within the AIA to address each type of compatibility concern (i.e., noise, safety, airspace protection and overflight). The ALUCP also provides compatibility maps for noise, safety, airspace protection and overflight, and an updated AIA for SDIA.
- **Examples of the Application of ALUCP Policies and Standards.** Chapter 6 includes several examples explaining how the policies and standards of the proposed ALUCP would apply to various, hypothetical development projects.
- **Technical Documentation and Supporting Information.** Seven appendices include information explaining the land use classification system used in the ALUCP, definitions of aviation and land use planning terms, implementation documents, correspondence with the Caltrans Division of Aeronautics, descriptions of the airport facilities and existing and forecast operations, and technical analyses explaining the basis for the compatibility policies and standards in the ALUCP.

5. Lead Agency and Other Affected Agencies

The Airport Authority, acting in its capacity as the ALUC, is the lead agency for the SDIA ALUCP and is the "public agency which has the principal responsibility for carrying out or approving [the] project."¹⁹ As the lead agency, the Airport Authority is responsible for complying with the requirements of CEQA and the CEQA Guidelines. There are no responsible agencies for the project because no agency, other than the Airport Authority, has discretionary approval power over the project (the ALUCP), or would carry out or approve the project.

However, as defined by section 15366 of the CEQA Guidelines, the cities of San Diego, Coronado, and National City, and San Diego County, along with Civic San Diego and the San Diego Unified Port District, the school districts, community college districts, and special districts are local agencies with "jurisdiction by law" over the project because each local agency has primary jurisdiction over areas within the AIA for the Airport.²⁰ A certified copy of the Notice of Preparation (NOP) and this Initial Study will be provided to each of these local agencies. All of the districts listed above will be provided with a certified copy of the NOP.

¹⁹ California Code of Regulations, title 14, §15367; Public Resources Code, §21067.

²⁰ California Code of Regulations, title 14, §15366, subdivision (b).

6. Environmental Factors Potentially Affected

The CEQA statute and Guidelines require the consideration of the environmental topics listed below in Initial Studies. The environmental topics with checked boxes would be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact," as indicated on the checklist in Section 8.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

7. Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Angela Jamison, Manager, Airport Planning

San Diego County Regional Airport Authority

March 13, 2013

Date

8. Initial Study Checklist

This section provides an explanation of the potential impacts associated with each environmental topic addressed in the Initial Study Checklist, as provided in Appendix G of the CEQA Guidelines. These discussions provide conclusions to questions outlined in the Initial Study Checklist. In accordance with Section 15063, Subdivision (d) of the CEQA Guidelines, the following checklist was prepared to identify the potential environmental effects of the proposed project. After each environmental topic is assessed, a discussion of the basis for the assessment is provided.

Instructions for completing the Initial Study checklist are quoted from the CEQA Guidelines below²¹:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly

²¹ CEQA Guidelines, Appendix G, 2012.

explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS: Would the proposed project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Thresholds (a) - (d): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed ALUCP would not directly affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, or create a new source of light or glare, and, as such, would not directly impact the environment or result in any direct impacts to aesthetics. The proposed ALUCP would not increase levels of development in any area located within the airport influence area (AIA) above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to aesthetics. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to aesthetics or visual quality.

The ALUCP may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development in other locations. Any indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of aesthetic or visual quality impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on aesthetics or visual resources. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on aesthetics and visual resources. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES: Would the proposed project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?			X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	
<p>Thresholds (a) - (e): No Prime Farmland, Unique Farmland or Farmland of Statewide Importance (collectively, "Farmland") is within the AIA.²² However, some areas in the AIA are zoned as Agricultural Residential (AR-1-1). The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed ALUCP would not: (a) have any effect on "Farmland,"; or (b) conflict with existing zoning for agricultural use, or a Williamson Act contract; or (c) involve other changes in the existing environment that, due to their location or nature, could result in the conversion of "Farmland" to a non-agricultural use; or (d) result in the loss of forest land or conversion of forest</p>				

²² California Department of Conservation, Division of Land Resource Protection, http://redirect.conservation.ca.gov/dlrp/fmmp/county_info_results.asp (accessed January 4, 2013).

land to non-forest use; or (e) involve other changes to the existing environment that would result in the conversion of "Farmland" to non-agricultural use or the conversion of forest land to non-forest use. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to agriculture and forestry resources. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to agriculture and forestry resources.

The ALUCP may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development in other locations. Any indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of agriculture resources impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on agriculture or forestry resources. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on agriculture or forestry resources. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY: Would the proposed project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Thresholds (a) - (e): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not directly conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people; and, as such, would not directly impact the environment or result in any direct impacts to air quality. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to air quality. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to air quality.

The ALUCP may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development in other locations. Any indirect effect that may arise from shifts in future

development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of air quality impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on air quality. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on air quality. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES: Would the proposed project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally-protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	

-
- | | |
|---|---|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | X |
|---|---|
-
- | | |
|--|---|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | X |
|--|---|
-

Thresholds (a) - (f): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not directly impact biological resources or their habitat, or conflict with applicable policies protecting biological resources or an adopted or approved habitat conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to biological resources. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to biological resources. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to biological resources.

The ALUCP 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 indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of biological resources impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts to biological resources. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on biological resources. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Threshold (e) Only: The ALUCP would establish airspace protection policies and standards to ensure compliance with federal and state regulations and guidance pertaining to airspace protection and the restriction of structures that could obstruct navigable airspace. The policies and standards apply to the construction or placement of new objects that could obstruct the navigable airspace. Although it is possible that trees may grow to a height that could penetrate critical airspace surfaces and become obstructions or hazards to air navigation, the growth of existing trees is not subject to regulation under the draft ALUCP.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: Would the proposed project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Thresholds (a) - (d): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not directly cause a substantial adverse change in the significance of a historical resource or an archaeological resource; directly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries, and, as such, would not directly impact the environment or result in any direct impacts to cultural resources. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to cultural resources. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to cultural resources.

The ALUCP 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 effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of cultural resource impacts with which it would be associated.

Threshold (a) Only: Historic resources, primarily buildings, are known to be located in the SDIA Airport Influence Area. Historic buildings could become subject to selected requirements of the ALUCP in certain circumstances. Specifically, any existing building, including historic buildings, within the 60 dB CNEL contour may become subject to the noise compatibility policies and standards described in Chapter 2 of the ALUCP if they are proposed for reuse by any of several noise-sensitive land uses. **Exhibit 6** depicts the locations of historic buildings within the 60 dB CNEL contour on the west side of the Airport.

Exhibit 7 depicts historic buildings on the east side. The number of historic buildings in each 5 dB CNEL range is indicated in **Table 1**. A total of 267 buildings are exposed to noise above 60 dB CNEL, six of which are listed on the National Register of Historic Places.

Table 1: Historic Buildings Exposed to Noise Above 60 dB CNEL 2030 Forecast Noise Exposure

NOISE CONTOUR RANGE (DB CNEL)	NUMBER OF HISTORIC BUILDINGS		
	NATIONAL REGISTER	LOCALLY DESIGNATED	TOTAL
60-65	4	101	105
65-70	0	102	102
70-75	1	50	51
75 and higher	1	8	9
Total	6	261	267

Source: Ricondo & Associates, Inc., March 2013, based on SanGIS/SANDAG Data Warehouse, <http://www.sangis.org> (accessed December 20, 2012); City of San Diego Historic Resources Board, Register of Historic Resources, <http://www.sandiego.gov/planning/programs/historical/pdf/2013/register130124.pdf> (accessed January 25, 2013); California State Parks, Office of Historic Preservation, <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=37> (accessed February 15, 2013); National Park Service, National Register of Historic Places, <http://nrhp.focus.nps.gov/natreghome.do> (accessed February 15, 2013).

Table 2, below, is excerpted from the noise compatibility standards of the ALUCP. It lists all land uses where noise attenuation would be required for new construction or the reuse of existing buildings. Those uses include residential, selected commercial uses, and selected educational, institutional, and public service uses.

Depending on the outdoor-to-indoor noise level reduction capabilities of the existing structure, additional sound attenuation measures could be required, depending on the interior noise level target (45 or 50 dB CNEL) and the noise contour range within which the building is located. Most new noise attenuation measures would have no effect on the exterior appearance of buildings. Improvements such as acoustical doors, year-round closed-window ventilation systems (including air conditioning), improved weather-stripping, and the baffling of vents to the outdoors are examples of sound attenuation measures that would have little or no effect on the exterior appearance of buildings. The replacement of conventional windows with acoustical windows could change the exterior appearance of a building, but design treatments could be used to ameliorate the degree of change. In fact, acoustical windows designed for use in historic homes are commercially available.²³

While the ALUCP may lead to the need for sound attenuation in historic structures proposed for reuse by noise-sensitive land uses, the proposed reuse of existing buildings is uncertain from a timing and location standpoint. Therefore, it is speculative to anticipate the specific characteristics of proposed reuse and any impacts that reuse might have on any specific historic structure. Because of this uncertainty, and because noise attenuation measures are generally unlikely to adversely affect the exterior appearance of historic buildings, it is not reasonable to conclude that impacts associated with the sound attenuation of historic structures would be significant. Absent information to the contrary, any such impacts are reasonably considered less than significant.

Thresholds (b) – (d): Since any potential shifts in future land use development cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts to archaeological

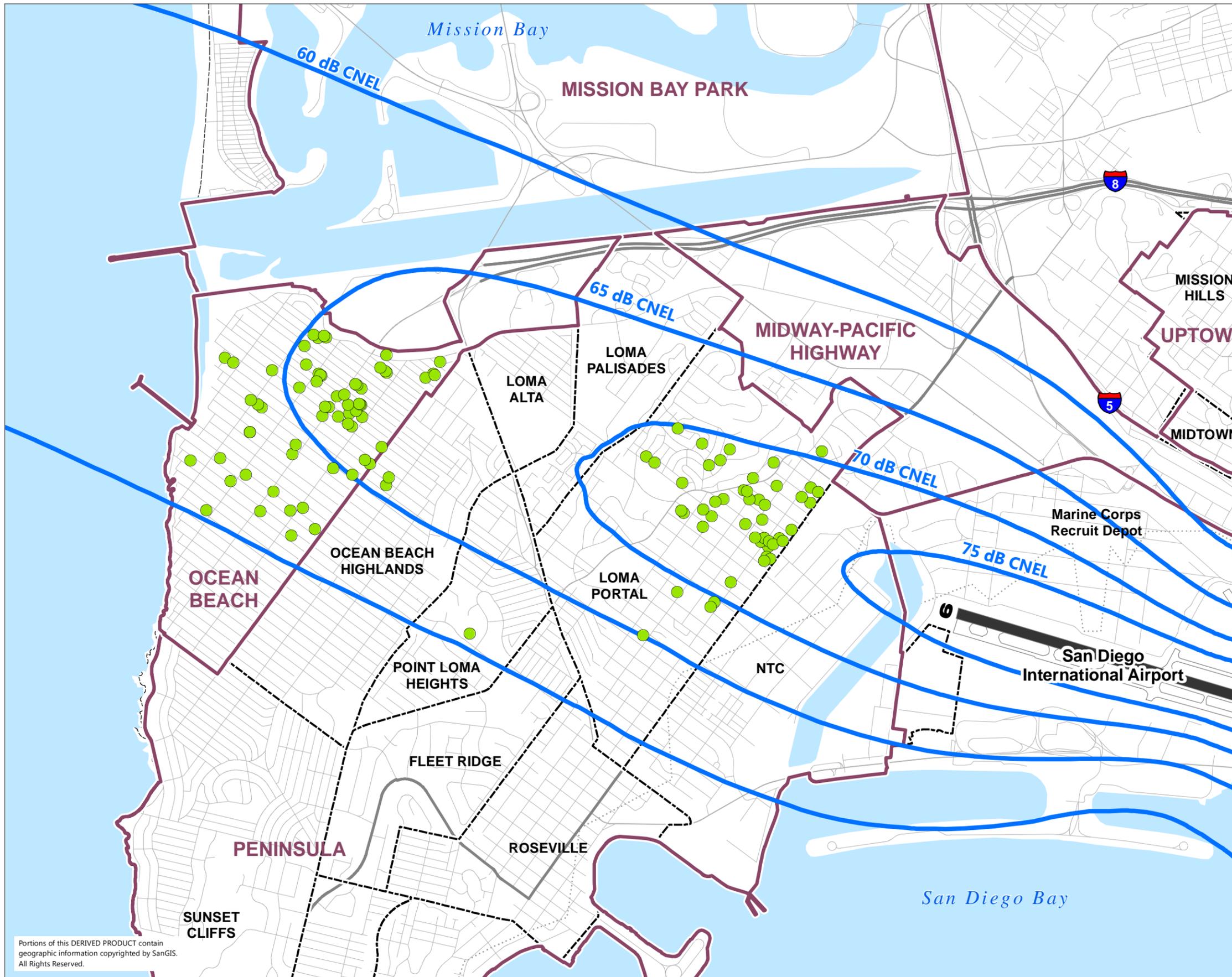
²³ Through its Quieter Home Program, the Airport Authority has experience with sound attenuation in older homes with distinctive architectural or historic attributes. See San Diego County Regional Airport Authority, Quieter Home Program website, http://www.san.org/sdcraa/airport_initiatives/qhp/info.aspx (accessed December 18, 2012).

or paleontological resources or to sites containing human remains. Because any indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no adverse impact on archaeological or paleontological resources or to sites containing human remains. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Table 2: Selected Noise Compatibility Standards of Draft ALUCP: Uses Requiring Sound Attenuation

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
RESIDENTIAL				
Single-Family, Multi-family	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Single Room Occupancy (SRO) Facility	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Group Quarters ^b	45	45 ¹	45 ^{1,2}	45 ^{1,2}
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office - Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)			50	50
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)			50	50
Sport/Fitness Facility			50	50
Theater - Movie/Live Performance/Dinner		45	45	45
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES				
Child Day Care Center/Pre-K	45			
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/50
Library, Museum, Gallery		45	45	45
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	45			
Medical Care - Hospital	45			
Medical Care - Out-Patient Surgery Centers	45			
Public Assembly (Religious, Fraternal, Other)	45	45 ¹	45 ¹	45 ¹
School for Adults – College, University, Vocational/Trade School	45	45 ¹	45 ¹	
School – Kindergarten through Grade 12 ³	45			
LEGEND				
	Compatible: Use is permitted.			
	Conditionally Compatible: Use is permitted subject to stated conditions.			
	Incompatible: Use is not permitted under any circumstances.			
45	Indoor uses: building must be capable of attenuating exterior noise to 45 dB CNEL.			
50	Indoor uses: building must be capable of attenuating exterior noise to 50 dB CNEL.			
45/50	Sleeping rooms must be attenuated to 45 dB CNEL and any other indoor areas must be attenuated to 50 dB CNEL.			
1	Avigation easement must be dedicated to the Airport owner/operator.			
2	New residential use is permitted above the 70 dB CNEL contour only if the current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted.			
3	Refer to Appendix A for definition of School – Kindergarten through Grade 12.			
4	Refer to Appendix A for definitions of manufacturing, processing and storage of hazardous materials.			
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A.			
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.			

Source: San Diego County Regional Airport Authority, Airport Land Use Commission, *San Diego International Airport, Draft Airport Land Use Compatibility Plan*, February 2013, Table 2-1.



LEGEND

- Major Roads
 - Highways
 - - - Municipal Boundaries
 - - - Neighborhood Boundary
 - Community Plan Area Boundary
 - CNEL Contour
- Historic Buildings¹
- Locally Designated
 - National Register of Historic Places



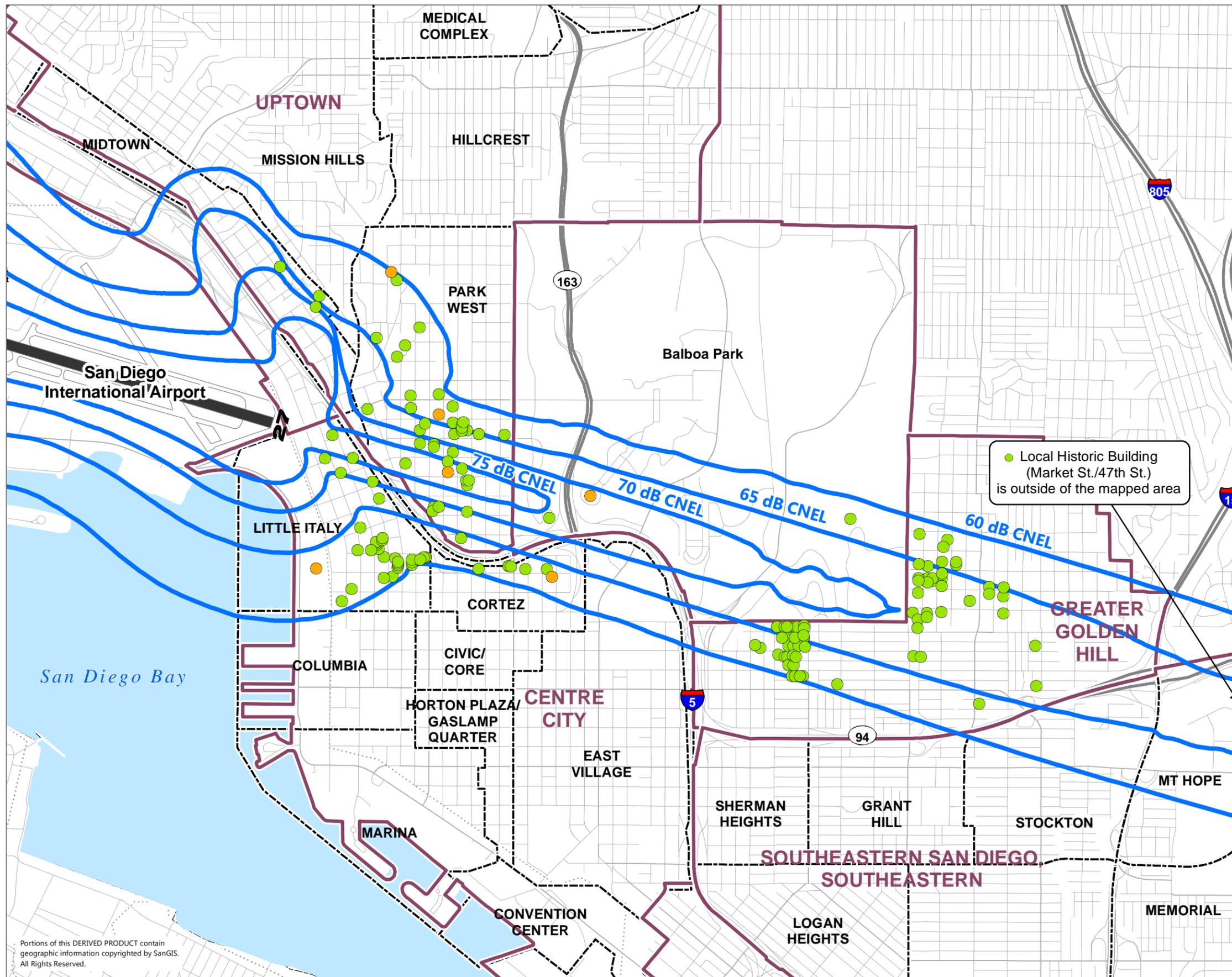
1. Includes buildings on sites recognized as historic resources by the City of San Diego Historic Resources Board.

Sources: Ricondo & Associates, Inc., March 2013, based on San Diego Geographic Information Source (SanGIS), 2008, 2011 and 2012 (historic properties, municipal boundaries, roads and highways); City of San Diego Historic Resources Board, <http://www.sandiego.gov/planning/programs/historical/pdf/2013/register130124.pdf> (accessed January 25, 2013).

Prepared by: Ricondo & Associates, Inc., February 2013.

Exhibit 6
Historic Buildings within
the SDIA 60 dB CNEL Contour - West

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LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- - - Neighborhood Boundary
- Community Plan Area Boundary
- CNEL Contour

- Historic Buildings¹
- Locally Designated
 - National Register of Historic Places

● Local Historic Building (Market St./47th St.) is outside of the mapped area



1. Includes buildings on sites recognized as historic resources by the City of San Diego Historic Resources Board.

Sources: Ricondo & Associates, Inc., March 2013, based on San Diego Geographic Information Source (SanGIS), 2008, 2011 and 2012 (historic properties, municipal boundaries, roads and highways); City of San Diego Historic Resources Board, <http://www.sandiego.gov/planning/programs/historical/pdf/2013/register130124.pdf> (accessed January 25, 2013).

Prepared by: Ricondo & Associates, Inc., February 2013.

Exhibit 7
Historic Buildings within the SDIA 60 dB CNEL Contour - East

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Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS: Would the proposed project:				
a) Expose people or structures to potential substantial adverse effects, including the risk or loss, injury or death involving:			X	
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				
(ii) Strong seismic ground shaking?				
(iii) Seismic-related ground failure, including liquefaction?				
(iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?			X	

Thresholds (a) - (e): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The project will not change topography or ground surface relief features, will not create

cut or fill slopes, and involves no grading. The project also does not involve land disturbance and, therefore, will not result in a change in deposition, siltation, or erosion, or in an increase in wind erosion or blow sand. Therefore, the ALUCP would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; be located on expansive soil; or have soils incapable of adequately supporting the use of septic tanks; and, as such, would not directly impact the environment or result in any direct impacts to geology and soils. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to geology and soils. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to geology and soils.

The ALUCP may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development in other locations. Any indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of geology and soils impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts to geology and soils. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on geology and soils. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS: Would the proposed project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Thresholds (a) - (b): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The project will not generate greenhouse gas emissions or conflict with any plans, policies, or regulations whose purpose is to reduce greenhouse gas emissions. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to greenhouse gas emissions. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to greenhouse gas emissions.

The ALUCP 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 indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or any change in greenhouse gas emissions with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on greenhouse gas emissions. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on greenhouse gas emissions. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS: Would the proposed project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of the public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere			X	

with an adopted emergency response plan or emergency evacuation plan?

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| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland are adjacent to urbanized areas or where residences are intermixed with wildlands? | X |
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Thresholds (a) - (h): Airports are industrial uses and have the potential to create safety hazards related to aircraft activity. Pursuant to the State Aeronautics Act, the proposed ALUCP establishes policies and standards by which safety hazards related to future land use and aircraft activity would be managed. These policies and standards are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and nonresidential concentrations of people in defined areas (i.e., safety zones) surrounding the Airport. The risk of aircraft accident occurrence is also reduced by policies limiting the height of new structures, trees, and other objects that might penetrate airport airspace as defined by Code of Federal Regulations (CFR), Title 14, Part 77.

The proposed ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Moreover, the proposed ALUCP does not involve the transport, use, or disposal of hazardous materials; the emission or handling of hazardous or acutely hazardous materials, substances, or waste; or the location of a building, structure, or public facility on a hazardous materials site compiled by the State of California pursuant to Government Code section 65962.5. The AIA also is not susceptible to wildland fire hazards.

The ALUCP would not affect the incidence of hazardous materials in the area; affect the potential for upsets or accidents involving hazardous materials; result in hazardous emissions within one-quarter mile of an existing or proposed school; affect any sites included on a list of hazardous materials sites; create a significant hazard to the public or the environment; or affect emergency response plans or the incidence of wildland fires in the area. The proposed ALUCP would decrease airport-related safety hazards by limiting development within the safety zones delineated in the ALUCP; therefore, if adopted, the ALUCP would result in a beneficial impact by reducing the exposure of people to airport-related safety hazards, including aircraft accidents, consistent with the objectives of the State Aeronautics Act. In summary, the ALUCP would not directly impact the environment or result in any direct impacts relating to hazards and hazardous materials. The proposed ALUCP would not increase levels of development in areas within the AIA above those projected for this area in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to hazards and hazardous materials. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which may result in potentially significant impacts to hazards and hazardous materials.

The ALUCP may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development in other locations. Any indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of hazards and hazardous material impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on hazards and hazardous materials. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on hazards and hazardous materials. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Overall, implementation of the ALUCP may result in a reduction of the potential build-out population within the AIA compared with the potential allowed under the local agencies' respective general plans. This reduction would achieve the objectives set forth in the State Aeronautics Act²⁴, which call for the ALUC to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use 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.²⁵

²⁴ Public Utilities Code §§21670-21679.5.

²⁵ Public Utilities Code §21670, subdivision (a)(2).

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY: Would the proposed project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or- contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	

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| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | X |
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| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | X |
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- | | |
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| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | X |
|--|---|
-
- | | |
|--|---|
| j) Inundation by seiche, tsunami or mudflow? | X |
|--|---|
-

Thresholds (a) - (j): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not violate any water quality standards; affect groundwater supplies; substantially alter drainage patterns; or expose people or structures to a significant risk involving flooding, seiche, tsunami or mudflow. As such, the ALUCP would not directly impact the environment or result in any direct impacts to hydrology and water quality. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to hydrology and water quality. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to hydrology and water quality.

The ALUCP 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 indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of hydrology and water quality impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on hydrology and water quality. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on hydrology and water quality. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING: Would the proposed project:				
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

Thresholds (a) and (c): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to land use and planning, with respect to thresholds (a) and (c).

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to land use and planning. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to land use and planning.

The ALUCP 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 indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts that would result in physical divisions of established communities or conflicts with habitat or natural community conservation plans. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will not result in physical divisions of established communities or conflicts with habitat or natural community conservation plans. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Threshold (b) Only: The proposed ALUCP does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of a local agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

To the extent that the ALUCP conflicts with other land use plans, policies, or regulations (i.e., those not adopted for the purpose of avoiding or mitigating an environmental effect), the local government may alleviate any conflicts by amending the applicable land use plans and regulations, consistent with Government Code section 65302.3. Alternatively, if the local agency does not concur with a provision of the ALUCP, it may take steps to overrule the ALUC pursuant to section 21676 of the Public Utilities

Code. Such actions are within the responsibility and jurisdiction of the local governments, and not the ALUC.

If implemented, the ALUCP would limit the location and distribution of future residential and nonresidential land uses in the AIA to minimize potential noise impacts and safety concerns. The proposed ALUCP would render new residential development incompatible within Safety Zones 1 and 5 and limit the density of new residential development within Safety Zones 2, 3, and 4, as long as the parcel is already designated in the applicable general/community plan to allow for residential use. In addition, new residential development would be incompatible in areas exposed to noise above 70 dB CNEL unless the parcel is already designated in the applicable general/community plan to allow for residential use. Several nonresidential uses are incompatible in all safety zones and others are limited to specified intensity levels by community planning area. Certain uses are incompatible above the 65 dB CNEL contour and others above the 75 dB CNEL contour. To the extent that such restrictions conflict with currently adopted land use plans for the applicable local agencies, adoption of the ALUCP could necessitate changes to local general plans and land use regulations that could result in changes in future development patterns, shifts in the location of future population and employment, and related impacts on future planning and land use (e.g., impacts to future transportation and circulation plans, public services plans, parks and recreation plans, etc.).

The potential impacts of the land use restrictions of the proposed ALUCP are analyzed in the "Analysis of Potentially Displaced Development," Appendix A of this Initial Study. The results indicate the potential for significant impacts associated with changes in general/community plan land use designations, and the resulting changes in development patterns, that may be necessitated by implementation of the ALUCP. The potential displacement effects described in Appendix A are briefly summarized below.

Land Rendered Unavailable for Incompatible Uses:

The following land uses would be incompatible within the noise contours in the proposed ALUCP:²⁶

- Residential incompatible above 70 dB in areas not already designated to allow for residential use
- Child day care centers and pre-kindergartens within the 65 dB CNEL contour
- Convention Center within the 75 dB CNEL contour
- Nursing home/congregate care facilities within the 65 dB CNEL contour
- Hospitals within the 65 dB CNEL contour
- Out-patient surgery centers within the 65 dB CNEL contour
- Schools for Adults within the 75 dB CNEL contour
- Kindergarten through grade 12 schools within the 65 dB CNEL contour
- Arenas/stadiums within the 75 dB CNEL contour

The following land uses would be incompatible within all of the safety zones proposed in the ALUCP:²⁷

- Child day care centers and pre-kindergartens
- Jails/prisons
- Nursing home/congregate care facilities
- Hospitals
- Out-patient surgery centers
- Schools for children (kindergarten through grade 12)
- Manufacturing/processing of biomedical agents, biosafety levels 3 and 4 only
- Sanitary landfills

²⁶ See Table A-1 in Appendix A for the complete list of noise compatibility standards from the proposed ALUCP.

²⁷ See Table A-4 in Appendix A for the complete list of safety compatibility standards from the proposed ALUCP.

-
- Warehousing/storage of biomedical agents, biosafety levels 3 and 4 only
 - Electrical power generation plants
 - Arenas/stadiums

A number of other land uses would be incompatible in only some of the safety zones.

Table A-8 in Appendix A describes the amount of developable property within the noise contours and safety zones that would become unavailable for the development of land uses incompatible in any safety zones or noise contour ranges after implementation of the proposed ALUCP. The effects vary widely among the different land uses, based on whether the uses are allowed under the current zoning regulations and on the availability of developable parcels large enough to meet the site requirements of land-extensive uses (which include convention centers, hospitals, schools, electrical power generation plants, water and wastewater treatment plants, arenas and stadiums).²⁸

Potentially Displaced Residential Development:

Single-family and multi-family residential uses would be incompatible in Safety Zones 1 and 5. Residential densities would be limited in Safety Zones 2, 3, and 4. Tables A-9 and A-10 in Appendix A indicate that a total of 779 future potential dwelling units would be unable to be built within the noise contours and safety zones after implementation of the ALUCP.

Potentially Displaced Nonresidential Development:

Virtually all nonresidential land uses that are not incompatible and that involve the construction of buildings would be restricted through limits on intensity (people per acre) in all safety zones.²⁹ Tables A-14, A-15, A-16, and A-18 in Appendix A indicate that 465,362 to 593,699 square feet of nonresidential floor area could be displaced (i.e., unable to be developed) within the noise contours and safety zones after implementation of the ALUCP. Based on the existing development patterns and future development patterns indicated in the local community plans, the displaced development is estimated to be apportioned among different land uses as follows:

- Commercial (Eating, Drinking, Entertainment) – 2.6%
- Commercial (Lodging) – 14.2%
- Commercial (Retail) – 13.9%
- Commercial (Services) – 3.8%
- Industrial – 12.4%
- Institutional – 2.7%
- Office – 50.4%

²⁸ Minimum site area requirements for these uses are described in Appendix A, Table A-6.

²⁹ Refer to Table A-4 in Appendix A for the complete list of safety compatibility standards from the proposed ALUCP.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES: Would the proposed project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Thresholds (a) and (b): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or result in the loss of availability of a locally-important mineral resource recovery site. As such, the ALUCP would not directly impact the environment or result in any direct impacts to mineral resources. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to mineral resources. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to mineral resources.

The ALUCP 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 indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of mineral resources impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on mineral resources. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on mineral resources. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE: Would the proposed project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	

Thresholds (a) - (f): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, and does not include any changes in aircraft or airport operations that would generate additional noise. Moreover, the ALUCP would reduce exposure to airport-related noise by limiting development within the Airport's AIA. Therefore, the ALUCP would not result in the exposure of people to increased noise or vibration. As such, the ALUCP would not directly impact the environment or result in any direct impacts related to noise. The proposed ALUCP would result in a beneficial impact by reducing the exposure of people to increased noise levels, which is an important objective of

the State Aeronautics Act. The ALUCP would not increase levels of development in areas within the AIA above those projected for this area in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to noise. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public-use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to noise.

Overall, implementation of the ALUCP may result in a reduction of the potential build-out population within the AIA that is now allowed under the local agencies' respective adopted general/community plans. This reduction could occur if the local agencies amend their general/community plans in order to make the land use designations consistent with the ALUCP. If this occurs, the reduction would achieve the objectives set forth in the State Aeronautics Act (Pub. Util. Code §§21670-21679.5), which call for the ALUC to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that would 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. (Pub. Util. Code §21670, subd. (a)(2).)

Threshold (a) Only: The State of California has established airport noise standards (California Code of Regulations, Title 21, Subchapter 6, Section 5000, et seq. -- the Airport Noise Law) for the purpose of "provid[ing] a positive basis to accomplish resolution of existing noise problems in communities surrounding airports and to prevent the development of new noise problems."³⁰ The law declares that "[n]o airport proprietor shall operate an airport with a noise impact area based on the standard of 65 dB CNEL unless the operator has applied for and received a variance" from the Department of Transportation.³¹ A "noise impact area" is defined as the area within the 65 dB CNEL contour that is composed of incompatible land use. Incompatible land uses include:

- Residences
- Public and private schools
- Hospitals and convalescent homes
- Churches, synagogues, temples, and other places of worship

These uses may be rendered compatible if the airport proprietor secures an avigation easement for noise on the property or if the building is capable of attenuating outdoor aircraft noise to an indoor level of 45 dB CNEL.³²

The policies of the updated ALUCP would ensure that any new development within the 65 dB CNEL contour would be compatible with airport noise, as defined in the Airport Noise Law. Table 1 (in the preceding section on Cultural Resources), indicates that new kindergarten through grade 12 (K-12) schools and hospitals and convalescent homes would not be allowed in areas exposed to noise above 65 dB CNEL. Other potentially incompatible uses allowed in areas exposed to noise above 65 dB CNEL (residences, places of worship, and schools for adults) would have to incorporate noise attenuation measures ensuring maximum indoor noise levels of 45 dB CNEL. The dedication of avigation easements to the Airport operator would also be required for those uses. Thus, the proposed ALUCP would establish noise policies and standards that are consistent with the objectives of the Airport Noise Law.

The City of San Diego, the only local government affected by the noise policies and standards of the updated ALUCP, has established noise standards in the noise element of its general plan. Section 21676 of the Public Utilities Code requires that

³⁰ California Code of Regulations, Title 21, §5010.

³¹ California Code of Regulations, Title 21, §5012.

³² California Code of Regulations, Title 21, §5014.

local governments with jurisdiction in areas covered by an ALUCP amend their general plans and land use regulations to be consistent with the ALUCP or to take action to overrule the ALUCP.³³ Upon adoption of an updated ALUCP, the burden is on the local government to either revise its noise standards to be consistent with the ALUCP or to overrule the ALUCP in that regard. Thus, any inconsistencies between the proposed ALUCP and the City's general plan must be addressed by the City and cannot reasonably be considered a significant impact of the ALUCP. As it happens, however, the City's airport noise policies are generally consistent with the proposed ALUCP. The City's policies are briefly described below.

The City considers the development of new single family housing and various noise-sensitive institutions (including hospitals, nursing facilities, children's schools, libraries, museums, and places of worship) as generally incompatible with noise levels above 65 dB CNEL.³⁴ Multi-family housing is considered incompatible with noise levels above 70 dB CNEL. In areas exposed to noise between 60 dB CNEL and 65 dB CNEL, these uses, in addition to colleges and other schools for adults and visitor accommodations, require sound attenuation measures to reduce outdoor noise levels to 45 dB CNEL indoors.

Because of the dense pattern of development around SDIA, the Noise Element includes a different set of policies for the SDIA area, as quoted below:

NE-D.2. Limit future residential uses within airport influence areas to the 65 dBA CNEL airport noise contour, except for multiple-unit, mixed-use, and live work residential uses within the San Diego International Airport influence area in areas with existing residential uses and where a community plan and the Airport Land Use Compatibility Plan allow future residential uses.

NE-D.3. Ensure that future multiple-unit, mixed-use, and live work residential uses within the San Diego International Airport influence area that are located greater than the 65 dBA CNEL airport noise contour are located in areas with existing residential uses and where a community plan and Airport Land Use Compatibility Plan allow future residential uses.

a. Limit the amount of outdoor areas subject to exposure above the 65 dBA CNEL; and;

b. Provide noise attenuation to ensure an interior noise level that does not exceed 45 dBA CNEL.³⁵

In conclusion, implementation of the draft ALUCP would not result in the exposure of people to noise levels in excess of standards established in the state Airport Noise Law or the local general plan.

Threshold (b) – (d) Only: The ALUCP 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 indirect effect on ambient noise or groundborne noise and vibration that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of ambient or groundborne noise impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect ambient or groundborne noise impacts. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse noise impacts related to ambient or groundborne noise. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA

Threshold (e) Only: Airports are industrial uses and have the potential to create airport-related noise. The ALUCP establishes policies and standards for future land use development by which the public's exposure to airport-related noise would be managed. These policies and standards are intended to reduce the public's exposure to noise by limiting the development of and requiring noise mitigation measures for future noise-sensitive land uses proposed within the 60 dB CNEL contour. Thus,

³³ An overrule requires a two-thirds majority vote by the local governing body and the adoption of findings that its plan and regulations, as they stand, are consistent with the purposes of the ALUC statute, Section 21670.

³⁴ City of San Diego General Plan 2008, Noise Element, Table NE-3, pp. NE-7 – NE-8.

³⁵ City of San Diego General Plan 2008, Noise Element, p. NE-14.

the ALUCP would not result in the exposure of people residing or working within the AIA to excessive noise levels.

Threshold (f) Only: No private airstrips are located within the AIA. Thus no noise impacts related to private airstrips could be attributable to the ALUCP.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING: Would the proposed project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension or roads or other infrastructure)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	X			

Thresholds (a) – (c): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not displace existing dwelling units or necessitate the construction of replacement housing elsewhere. Under State law, the ALUC has no authority over existing land use, except for the proposed expansion of existing nonconforming uses.

Overall, implementation of the ALUCP may result in a reduction of the potential build-out population within the AIA compared with the potential population that is now allowed under the City of San Diego’s general/community plans. This reduction could occur if the City amends its general/community plans to become consistent with the ALUCP. If this occurs, the reduction would achieve the objectives set forth in the State Aeronautics Act, which call for the ALUC to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that would 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.³⁶ Achievement of those objectives, however, may lead to significant impacts related to the relocation of future housing and population. These potential impacts are discussed in greater detail below.

Threshold (a) Only: The ALUCP does not involve or entail any new development or construction and would not directly induce population growth (see discussion of thresholds (b) and (c) below). However, to the extent that the ALUCP would constrain the development of some land uses within the 65 dB CNEL contour and within the proposed safety zones, the ALUCP has the potential to result in shifting future development and, therefore, has the potential to impact the geographic pattern of population growth.

If implemented, the ALUCP would limit the location and distribution of future residential land uses in the AIA to minimize potential noise impacts and safety concerns. The proposed ALUCP would render new residential development incompatible

³⁶ Public Utilities Code §21670, subdivision (a)(2).

within Safety Zones 1 and 5 and limit the density of new residential development within Safety Zones 2, 3, and 4 on parcels already designated in the applicable general/community plan to allow for residential use. In addition, new residential development would be incompatible in areas exposed to noise above 70 dB CNEL unless the parcel is already designated in the applicable general/community plan to allow for residential use. Several nonresidential uses are incompatible in all safety zones and others are limited to specified intensity levels by community planning area. Furthermore, certain nonresidential uses are incompatible above the 65 dB CNEL contour and others above the 75 dB CNEL contour. To the extent that these restrictions conflict with currently adopted land use plans and zoning regulations of the applicable local agencies, adoption and implementation of the ALUCP could potentially shift the location of planned population growth, potentially resulting in significant indirect impacts.

As explained in the previous section on "Land Use and Planning," the analysis of potentially displaced development, documented in Appendix A, found that 779 future potential dwelling units would be unable to be built within the noise contours and safety zones after implementation of the ALUCP. Assuming an average household size of 1.83 per unit, this would result in population of approximately 1,430 fewer people in these areas than could be accommodated under current land use plans and regulations.³⁷ In addition, an estimated 465,362 to 593,699 square feet of nonresidential floor area could be displaced (i.e., unable to be developed) within the noise contours and safety zones after implementation of the ALUCP. Approximately 2,400 to 3,000 occupants (representing employees, customers, clients and visitors) would be associated with this displaced nonresidential development.³⁸ If this displaced development is shifted to another location, it could influence the demand for nearby housing (for employees or customers), thus exerting an indirect impact on the geographic pattern of population growth.

Threshold (b) Only: As explained previously, the ALUCP does not propose or entail any new development, construction, demolition or physical changes to existing land uses or the environment. Therefore, the ALUCP would not displace existing dwelling units or necessitate the construction of replacement housing elsewhere. As such, the ALUCP would not directly impact the environment or result in any direct impacts necessitating or causing the relocation of existing housing.

Threshold (c) Only: As explained in the discussion of Threshold (a), above, the proposed ALUCP has the potential to cause potential shifts in the location of future development from within the 65 dB CNEL contour and the proposed safety zones to other areas. This could include the displacement of 779 dwelling units that could otherwise be developed within the safety zones. It is possible that this displacement of future housing could lead to the development of more housing units in other areas than would otherwise occur, potentially resulting in significant indirect impacts.

³⁷ This was the average household size in the area within all proposed safety zones as of January 1, 2012, based on a custom report provided by SANDAG to SDCRAA, October 2012.

³⁸ This estimate is based on occupancy factors for the broad nonresidential land use categories presented in Attachment G in Appendix A, the Analysis of Potentially Displaced Development.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES: Would the proposed project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	X			
b) Fire protection?	X			
c) Police protection?	X			
d) Schools?	X			
e) Parks?	X			
f) Other public facilities?	X			

Threshold (a): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and would not result in the need for new or physically altered governmental facilities. As such, the ALUCP would not result in any direct impacts related to public services. The proposed ALUCP would not increase levels of development within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

As discussed in the section on Land Use and Planning, a number of public service uses would be incompatible in some safety zones or within areas exposed to noise above 65 dB CNEL. These include:

- Fire/police protection facilities, incompatible within Safety Zones 1 and 2
- Hospitals, and congregate care facilities and outpatient surgery centers, incompatible in all safety zones and within the 65 dB CNEL noise contour
- Child day care centers, pre-kindergarten schools and K-12 Schools incompatible within the 65 dB CNEL noise contour and within all safety zones

Jails and prisons, incompatible within all safety zones

Libraries, museums, galleries and public assembly uses, incompatible within Safety Zones 1 and 5

Schools for adults and convention centers, incompatible within Safety Zones 1, 2 and 5 and the 75 dB CNEL contour

Marinas, incompatible within Safety Zones 1 and 2

The amount of land that would be rendered unavailable to those uses after implementation of the ALUCP is presented in **Table 3**. Note that some uses would be unaffected, including cemeteries, arenas, stadiums, golf courses, and parks, open space and recreation uses.

Table 3: Amount of Property Rendered Unavailable for Future Development of Public Services by Proposed ALUCP

LAND USE CATEGORY ^A	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
EDUCATIONAL, INSTITUTIONAL, AND PUBLIC SERVICES		
Cemetery	0	0
Child Day Care Center/Pre-kindergarten	147.8	393
Convention Center	0	0
Fire and Police Stations	5.2	13
Jail, Prison	28.4	121
Library, Museum, Gallery	1.1	1
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	143.9	364
Medical Care - Hospital	84.2	29
Medical Care - Out-Patient Surgery Centers	134.8	336
Public Assembly (religious, fraternal)	1.2	2
School for Adults – College, University, Vocational/Trade School	13.8	26
School – Kindergarten through Grade 12 (K-12)	121.1	142
RECREATION, PARK AND OPEN SPACE		
Arena, Stadium	0	0
Golf Course	0	0
Golf Course Clubhouse	0	0
Marina	5.2	13
Park, Open Space, Recreation	0	0

Source: Ricondo & Associates, Inc., December 2012.

In addition to rendering certain public service uses incompatible, the intensity limits of the ALUCP would constrain the scale of new public service uses in some safety zones. As explained in the section on Land Use and Planning, an estimated 465,362

to 593,699 square feet of future nonresidential floor area would be potentially displaced after implementation of the ALUCP. Approximately 2.7 percent of this floor area is estimated to represent institutional (or public service) land uses. This corresponds to a reduction of approximately 12,000 to 16,000 square feet of institutional floor area (with 75 to 95 occupants) that could be developed within the safety zones and 65 dB CNEL contour.³⁹

The area within which the land use restrictions of the ALUCP would apply – the safety zones and the 65 dB CNEL contour – has been fully developed with urban land uses for many years. The public services required to serve the residents and businesses within this area have also been in place for many years. At the same time, however, this area, especially the portion east of the Airport, is subject to redevelopment pressure. To the extent that redevelopment results in substantially increased housing density, population, and business intensity, it could lead to increased needs for additional public services. While the effect of the ALUCP would be to decrease the scale of potential redevelopment, compared with the potential under current land use planning policies and zoning regulations, considerable redevelopment would still be possible under the proposed ALUCP. Tables A-9 and A-10 in Appendix A indicate that up to 2,866 additional dwelling units could be built in these areas after implementation of the ALUCP. Assuming an average household size of 1.83 people per dwelling, this additional housing could serve approximately 5,250 residents could be accommodated within the safety zones and the 65 dB CNEL contour under the proposed ALUCP.⁴⁰ This additional nonresidential development would involve approximately 9,000 occupants.⁴¹

It is possible that additional public services may be required to serve the future development that could occur within the safety zones and 65 dB CNEL contour. Thus, it is possible that implementation of the proposed ALUCP could result in significant impacts to the public service uses subject to the strictest regulation – child day care centers and pre-kindergartens, medical care facilities, and K-12 schools.

³⁹ See Appendix A, Table A-16, page 6-16. The estimated number of occupants is based on the occupancy factor for institutional land uses presented in Attachment G in Appendix A, the Analysis of Potentially Displaced Development.

⁴⁰ This was the average household size in the area within all proposed safety zones as of January 1, 2012, based on a custom report provided by SANDAG to SDCRAA, October 2012.

⁴¹ This estimate is based on estimated occupancy factors for the broad nonresidential land use categories presented in Attachment G in the Analysis of Potentially Displaced Development, Appendix A of this Initial Study.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION:				
a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	
<p>Thresholds (a) and (b): The proposed ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed ALUCP would not increase the use of existing neighborhood and regional parks or other recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As such, the ALUCP would not directly impact the environment or result in any direct impacts to recreation. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.</p> <p>Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to recreation. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to recreation.</p> <p>The ALUCP 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 indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of recreation impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not reasonable to conclude that impacts associated with any potential shifts would be significant. Absent information to the contrary, any such shifts are reasonably considered less than significant. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.</p>				

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION / TRAFFIC: Would the proposed project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Thresholds (a) - (f): The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation. The proposed ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not cause an increase in traffic, substantially increase design hazards, result in inadequate emergency access or parking capacity, or conflict with applicable alternative transportation plans. As such, the ALUCP would not directly impact the environment or result in any direct impacts related to traffic. The proposed ALUCP would not increase levels of development

in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to traffic and transportation. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to traffic and transportation.

Thresholds (a), (b) and (f) Only: The ALUCP 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. Some shifts in future land use development could conceivably lead to conflicts with adopted plans and policies pertaining to transportation and circulation, congestion management, or public transit, bicycle or pedestrian facilities. Any indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of traffic and transportation impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not reasonable to conclude that any potential shifts would be significant. Absent information to the contrary, any such shifts are reasonably considered less than significant. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Thresholds (a) and (f) Only: The safety standards of the proposed ALUCP would render the development of transportation facilities incompatible in some safety zones, as described in **Table 4**.

Table 4: Proposed Safety Compatibility Standards for Transportation Uses

COMMUNITY PLANNING AREA - NEIGHBORHOOD	INTENSITY FOR CONDITIONAL USES BY SAFETY ZONE									
	2E	2W	3NE	3SE	3NW	3SW	4E	4W	5N	5S
Balboa Park	96	-	-	-	-	-	240	-	-	-
Centre City – Cortez	96	-	-	842	-	-	240	-	-	-
Centre City - East Village	-	-	-	-	-	-	240	-	-	-
Centre City - Little Italy	255	-	-	732	-	-	-	-	-	180
Midway - Pacific Highway	191	-	180	-	198	-	-	-	180	-
Ocean Beach	-	-	-	-	-	-	-	240	-	-
Peninsula - NTC	-	127	-	-	180	235	-	-	-	-
Peninsula - Other Neighborhoods	-	96	-	-	180	180	-	240	-	-
Uptown	272	-	278	674	-	-	-	-	-	-

NR: Maximum allowable nonresidential intensity, in people per acre.

- : No part of the Community Planning Area or neighborhood is in the Safety Zone.

Land Use Category ^a	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
TRANSPORTATION, COMMUNICATION, UTILITIES							
Auto Parking	Yellow	Green	Green	Green	Green	Zone 1: Structures not permitted. Allow surface lots only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of aviation easement to Airport operator is required for portion of use in Zone 1.	N/A
Marine Cargo Terminal	Red	Green	Green	Green	Green		N/A
Marine Passenger Terminal	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transit Center, Bus/Rail Station	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - General	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Truck Terminal	Red	Green	Green	Green	Green		N/A
LEGEND							
	Compatible Use: Use is permitted.						
	Conditional Use: Use is permitted subject to stated conditions.						
	Incompatible Use: Use is not permitted under any circumstances.						
NOTES							
1	Occupancy factor expressed as square feet per person for nonresidential uses in structures. The occupancy factor is used to estimate the average intensity of proposed nonresidential uses. N/A means "not applicable", since the land use does not involve the construction of habitable, nonresidential buildings.						
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A.						

Source: San Diego County Regional Airport Authority, Airport Land Use Commission, *San Diego International Airport Draft Airport Land Use Compatibility Plan*, February 2013, Table 3-1.

All uses involving structures would be incompatible in Safety Zone 1, nearly all of which is on Airport property. Marine passenger terminals, transit centers, and bus and rail stations would be incompatible in Safety Zones 2 and 5. Based on the Analysis of Potentially Displaced Development, presented in Appendix A, the draft ALUCP render approximately 6.4 acres of land unavailable for the development of new marine passenger terminals and 27.4 acres unavailable for transit centers and rail/bus stations, as indicated in **Table 5**.

Table 5: Property Rendered Unavailable for Future Development of Transportation Terminals by Proposed ALUCP

LAND USE CATEGORY	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES
Marine Passenger Terminals	6.4	15
Transit Center, Rail/Bus Station	27.4	121

Source: Ricondo & Associates, Inc., 2012.

While the information in Table 5 indicates the potential for the proposed ALUCP to affect marine passenger terminals, transit centers, and rail/bus stations, a review of the latest edition of the Regional Transportation Plan (RTP) indicates that no such facilities are planned in proposed Safety Zones 1, 2 or 5. The RTP, which is prepared by SANDAG, is the document that describes plans and policies related to the development of all modes of transportation in metropolitan San Diego.⁴² The RTP addresses roads and highways, rail transit systems operated by the Metropolitan Transportation System and the North Coast Transportation District, intercity rail transportation, and water transportation.

The current edition of the RTP includes proposals for improvements to existing marine terminals, all of which are outside the proposed safety zones, but does not propose new marine terminals in the Airport vicinity.⁴³ The RTP does propose the development of a new intermodal ground transportation center immediately north of the Airport, outside any proposed safety zones.⁴⁴ This center would be the terminus of the proposed high speed rail line to Sacramento and would also serve local rail and bus transit systems. In conclusion, nothing in the proposed ALUCP would conflict with the latest edition of the RTP.

Thresholds (c), (d) and (e) Only: The ALUCP would have no effect on air traffic patterns or air traffic levels. The ALUCP involves no designs for transportation features and, thus, would have not increase design-related transportation hazards. Nothing in the ALUCP would directly or indirectly affect emergency access to any existing or proposed development.

⁴² SANDAG, *Our Region. Our Future. 2050 Regional Transportation Plan*, October 2011.

⁴³ SANDAG, *Our Region. Our Future. 2050 Regional Transportation Plan*, October 2011, p. A-16.

⁴⁴ SANDAG, *Our Region. Our Future. 2050 Regional Transportation Plan*, October 2011, pp. 6-21, 6-27, 6-47.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: Would the proposed project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environment effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlement needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state and local statutes and regulations related to solid waste?			X	

Thresholds (a) - (g): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not result in the construction of new wastewater or stormwater facilities, and would not require additional water supplies, or wastewater treatment or landfill capacity. The ALUCP would render the development of new sanitary landfills incompatible in all Safety Zones (1 through 5). The ALUCP would render the development of new water treatment and wastewater treatment plants incompatible in Safety Zones 1, 2 and 5. The "Analysis of Potentially Displaced Development" (Appendix A) found that no developable land of sufficient size to accommodate these uses is available in the Safety Zones. Further, the Safety Zones are within a portion of the city that has been fully developed and provided with municipal utilities for many years. Thus, there is no basis to assume that additional wastewater, water treatment, or landfills would be required within the Safety Zones. As such, the ALUCP would not directly impact the environment or result in any direct impacts to utilities and service systems. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to utilities and service systems. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to utilities and service systems.

Thresholds (a) - (e) Only: The safety compatibility policies of the ALUCP would render the development of new water and wastewater treatment plants incompatible in Safety Zones 1, 2 and 5. Based on the most recent General Plan, the City of San Diego is planning the construction of no new wastewater treatment plants in those areas.⁴⁵ Neither are any new water treatment plants proposed in those safety zones.⁴⁶ Thus, the ALUCP would have no direct adverse effects on planned water and wastewater treatment plants.

The ALUCP 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. Some shifts in future land use development could conceivably require additional water supplies, wastewater treatment capacity, or the construction or modification of storm water drainage facilities. Any indirect effect that may arise is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of storm water and drainage systems impacts with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not reasonable to conclude that the impact of any potential shifts would be significant. Absent information to the contrary, any such shifts are reasonably considered less than significant. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Thresholds (f) and (g) Only: The ALUCP would render the development of solid waste landfills, trash transfer stations that are not fully enclosed, and commercial or institutional composting operations that accept food waste incompatible within the AIA. No such facilities are currently located within the AIA.⁴⁷ The Countywide Siting Element of the County Integrated Waste Management Plan indicates that no landfill sites are proposed within the AIA.⁴⁸ Based on the Five-Year Review Report of the

⁴⁵ City of San Diego General Plan, Public Services, Facilities and Safety Element, March 2008, p. PF-25 – PF-28.

⁴⁶ 2010 Urban Water Management Plan (draft), City of San Diego, May 2011,

⁴⁷ San Diego County Integrated Waste Management Plan, Countywide Siting Element, 2005 5-Year Revision, Department Of Public Works, Solid Waste Planning and Recycling, September 2005, p. 16; San Diego County Integrated Waste Management Plan, Non-Disposal Facility Element for the Unincorporated Area, 2005 Amendment, Final, County of San Diego, Solid Waste Planning and Recycling, pp. 2, 7.

⁴⁸ San Diego County Integrated Waste Management Plan, Countywide Siting Element, 2005 5-Year Revision, Department Of Public Works, Solid Waste Planning and Recycling, September 2005, pp. 42-47.

County Integrated Waste Management Plan, sanitary landfills in San Diego County have sufficient capacity meet project solid waste disposal demands until 2028.⁴⁹

While the ALUCP may lead to a shift in potential development patterns, it would not increase the levels of development anticipated in the metropolitan area and would have no significant effect on solid waste disposal needs or compliance with statutes and regulations related to solid waste.

⁴⁹ Five-Year Review Report of the County Integrated Waste Management Plan for the County Of San Diego, Department of Public Works, March 23, 2011, p. 11.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the proposed project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Threshold (a): The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local agencies' respective general (or community) plans, the environmental effects of which were already adequately analyzed in the certified general plan environmental documentation. Therefore, the ALUCP does not have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to wildlife, their habitats, or important examples of California history. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which could result in potentially significant impacts to wildlife, their habitats, or important examples of California history.

The ALUCP may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development in other locations. Any indirect effect that may arise from shifts in future development patterns is uncertain from a timing and location standpoint; therefore, it is speculative to anticipate the specific characteristics of any development or the types of impacts to wildlife, their habitats, or important examples of California history

with which it would be associated. Since such potential shifts cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not possible to attribute to the ALUCP any potential indirect impacts on wildlife, their habitats, or important examples of California history. Because any potential indirect impacts are not reasonably foreseeable, it is concluded that the ALUCP will have no significant adverse impact on wildlife, their habitats, or important examples of California history. If future shifts in development indirectly result from implementation of the ALUCP, the related project actions will be subject to further project-level environmental review in accordance with CEQA.

Threshold (b): As discussed in the preceding sections of this checklist, implementation of the draft ALUCP may have significant impacts on three CEQA impact categories: Land Use and Planning, Population and Housing, and Public Services. Any adverse effects, whether significant or less than significant, are expected to be concentrated in the immediate Airport environs, specifically, the area within the proposed safety zones and the 65 dB CNEL contour. Given the highly localized effects of ALUCP implementation, and the relatively small area of impact, it is unlikely that significant cumulative impacts would arise from implementation of the SDIA ALUCP. While unlikely, it is conceivable that those impacts, combined with the less than significant impacts associated with implementation of the ALUCPs for the five, urban civil aviation airports in San Diego County and the Marine airfields at MCAS Miramar and Camp Pendleton, could result in significant cumulative impacts on those three CEQA categories. This will be investigated in the EIR for the SDIA ALUCP.

No significant cumulative impacts are anticipated with respect to any other CEQA resource/impact categories. This is because of the clearly insignificant impacts which the SDIA ALUCP would impose on those resources and the similarly insignificant impacts associated with the ALUCPs for other airports prepared and adopted within the past 4 years in the urbanized part of San Diego County.⁵⁰

Threshold (c): As discussed in the preceding sections on Land Use and Planning, Population and Housing, and Public Services, implementation of the draft ALUCP could have potentially significant indirect effects on people by shifting future development patterns. Any potential shifts in development patterns that could lead to adverse effects on human beings will be studied in the EIR.

⁵⁰ San Diego County Regional Airport Authority, Airport Land Use Compatibility Plans for Brown Field Municipal Airport, Gillespie Field, Montgomery Field, and Marine Corps Air Station Miramar. http://san.org/sdcraa/airport_initiatives/land_use/adopted_docs.aspx

9. Fish and Game Determination

Based on the information presented in this Initial Study and the record as a whole, there is no substantial evidence before the Airport Authority that the ALUCP will have the potential to adversely affect, either individually or cumulatively, fish or wildlife resources or the habitat upon which each depends. The analysis in the Initial Study presents no substantial evidence that the project will cause physical disturbance to habitat or have any other effect on habitat, as described in 14 Cal. Code Regs. §753.5(d)(1) through (4). Therefore, a finding of no effect pursuant to 14 Cal. Code Regs. §753.5(c) is appropriate.

It is understood that the policy of the Fish and Game Department is to refrain from issuing determinations of no effect for any project for which an Environmental Impact Report has been prepared. Because this Initial Study finds the potential for significant impact to certain resource categories, the Airport Authority intends to prepare an Environmental Impact Report. Thus, the Airport Authority will not be filing a request with the Fish and Game Department for a determination of no effect.

10. Preparers

Stephen D. Culberson, Director
Patrick M. Hickman, AICP, LEED AP, Senior Consultant
Mark R. Johnson, AICP, Director
Thao Nguyen, Consultant
Ricondo & Associates, Inc.
1917 Palomar Oaks Way, Suite 350
Carlsbad, California 92008

Amy Gonzalez, Senior Director, Counsel Services
Angela Jamison, Manager, Airport Planning
Kim Sheredy, AICP, Senior Airport Planner
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101

11. References

The following reference materials are hereby incorporated by reference and made a part of this Initial Study. Copies of all reference materials may be viewed by appointment only at the offices of the San Diego County Regional Airport Authority, 3225 North Harbor Drive, San Diego, California, unless otherwise specified. An appointment can be made by contacting Angela Jamison, Manager, Airport Planning, (619) 400-2464.

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Appendix A Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan

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- B. Database of Developable Land
- C. Generalization of Community Plan Land Use Designations
- D. Zoning Crosswalk
- E. Site Area Requirements for Selected Incompatible Uses
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Exhibit A-10: Properties Subject to the Potential Displacement of Nonresidential Development.....6-13

1. Purpose of Displacement Analysis

The California Environmental Quality Act (CEQA) requires the evaluation of proposed projects for potential environmental impacts. The California courts have held that airport land use compatibility plans are “projects” under CEQA.¹ The draft Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (the Airport or SDIA) is a land use plan and does not involve or propose any specific development projects. Therefore, any environmental impacts attributable to the ALUCP would be limited to changes in land use plans and regulations required to implement ALUCP policies that would affect future development. CEQA resource categories that may be affected by adoption and implementation of the draft ALUCP include land use and planning, population and housing and public services.

The displacement analysis described in this report quantifies the amount of future development, described as dwelling units and nonresidential floor area that could be displaced from the areas subject to more restrictive land use controls after implementation of the draft ALUCP. It also quantifies the amount of lot area that would no longer be available for the development of land uses that would be deemed incompatible within the proposed noise and safety zones.

¹ Muzzy Ranch v. Solano County Airport Land Use Commission, 41 Cal.4th 372.

2. Potential Causes of Displacement

The draft ALUCP for SDIA includes policies and standards addressing four land use compatibility factors – noise, safety, airspace protection and overflight. Only the noise and safety policies have the potential to displace future development. The airspace protection policies of the draft ALUCP, while integrating the Airport Land Use Commission's (ALUC's)² policy more clearly with applicable Federal Aviation Administration (FAA) regulations and California law, involve no substantive changes to maximum allowable building heights. The overflight policies include no land use restrictions; they only provide real estate disclosure and residential property buyer awareness measures.

2.1 Land Use Planning and Regulation in the City of San Diego

Long-range planning in the City of San Diego is directed by the City's 2008 General Plan.³ The General Plan includes several elements addressing the different aspects of city development, including housing, mobility, recreation, urban design, noise, public facilities, economic prosperity, conservation, historic preservation, and land use. The General Plan elements address growth and development through citywide policies. The Land Use and Community Planning Element prescribes policies promoting a "city of villages" development concept.⁴ Policies LU-A.7 and LU-A.8 require that the appropriate mix of land uses and the intensity of development are to be defined at the Community Plan Area (CPA) level.⁵ The City has more than 50 CPAs, each of which has a Community Plan. Community Plans chart the course for future development through goals and objectives specific to community needs and through policies relating to land use, housing, and open space in a manner that reflect those goals and objectives. Planning staff from the City of San Diego collaborate with the Community Planning Group (CPG) representing each CPA to draft the community plans. The Community Plans allow the City to address development in a manner that is sensitive to the character unique to each of the diverse CPAs within San Diego. Thus, the land use plan component of the City's General Plan is essentially defined by the sum of all Community Plans.

² The San Diego County Regional Airport Authority (SDCRAA) serves as the Airport Land Use Commission for San Diego County.

³ City of San Diego, *City of San Diego General Plan 2008*, adopted March 10, 2008.

⁴ *City of San Diego General Plan*, "Land Use and Community Planning Element," 2008, p. LU-6.

⁵ *City of San Diego General Plan*, "Land Use and Community Planning Element," 2008, pp. LU-9 and LU-10.

California law also authorizes local governments to prepare Specific Plans for all or part of the area covered by the General Plan. A Specific Plan must be consistent with the General Plan, but it provides considerably more detail related to the type and distribution of land uses, the layout of development, the placement and design of public facilities and a program of implementation measures.

While the General Plan and the Community Plans prescribe policies directed at achieving goals and objectives for orderly growth and urban development, these policies are implemented through regulations in the City of San Diego's Municipal Code. The Municipal Code specifies land use and development controls primarily through zoning.⁶ A zoning ordinance assigns designations to specific geographic areas or zones where regulations specific to that zone are tailored to achieve a desired development outcome. The development regulations attached to a specific zone typically define the uses permitted in that zone, as well as how much development is to occur. The maximum density of residential development is typically specified in zones allowing residential or mixed use. The intensity of nonresidential development is typically regulated by assigning maximum floor area ratios (FARs) or a maximum amount of lot coverage. The Municipal Code assigns zoning designations through a series of City-wide base zones and Planned District Ordinance (PDO) zones. The PDOs address development in special districts where a distinctive character is to be maintained (e.g., Centre City, Old Town). California law requires that the zoning regulations must be based on the General Plan.⁷

Overlay zones have been applied in areas where the City has elected to enforce regulations protecting public health, safety, and welfare beyond that covered by the base zones. The regulations of the overlay zones supplement the requirements of the underlying base zones. The Airport Environs Overlay Zone (AEOZ) for SDIA was adopted by the City to implement the policies of the 1992 ALUCP.⁸ The AEOZ is intended to protect people and property on the ground by implementing ALUCP policies rendering certain land uses incompatible and limiting the density and intensity of development in the runway protection zones (RPZs) and the Airport approach area. The Environmental Impact Report (EIR) prepared for the 2008 General Plan describes the relationship of the AEOZ and the ALUCP.

The City implements the adopted ALUCPs [including the 1992 ALUCP for SDIA] with the Airport Environs Overlay Zone (AEOZ)... For SDIA, the AEOZ uses the 1999 annual noise contours rather than the 1990 projected noise contours from the ALUCP... The City has agreed to submit discretionary projects within the airport influence area for each airport in the City with an adopted ALUCP [including SDIA] to the ALUC for consistency determinations up until the time when the ALUC adopts the updated ALUCPs and subsequently determines that the City's affected land use plans are consistent with the ALUCPs.⁹

⁶ *City of San Diego Municipal Code*, February 2012, §131.0101.

⁷ *California Government Code*, 2011, Section 65860(a).

⁸ *City of San Diego Municipal Code*, February 2012, §132.0301.

⁹ *City of San Diego, Final Preliminary Environmental Impact Report*, City of San Diego Draft General Plan, September 2007, p. 3.10-13.

2.2 Noise Compatibility Policies and Standards

The noise policies and standards would restrict the future development of several institutional land uses within the 65 dB CNEL contour. **Table A-1** presents the noise compatibility standards from the draft ALUCP. Uses that would be incompatible within the area exposed to the 65 decibel (dB) Community Noise Equivalent Level (CNEL) include child day care centers, medical care facilities such as nursing homes and hospitals, and schools for children (kindergarten through grade 12). Uses that would be incompatible within the area exposed to the 75 dB CNEL include convention centers, schools for adults, arenas and stadiums. Residential uses would be considered conditionally compatible with noise above 60 dB CNEL. In areas exposed to noise above 70 dB CNEL, residential uses would be compatible only subject to strict conditions, including the provision of noise attenuation, the granting of avigation easements to the Airport operator and only if located in areas currently designated in the General Plan or applicable Community Plan for residential use.

The current ALUCP for SDIA, adopted in 1992 and amended in 1994 and 2004 (the 2004 ALUCP), includes noise compatibility policies with some similarities to those in the draft ALUCP. As noted in Section 2.1 of this document, the City of San Diego implemented the 2004 ALUCP by adopting the AEOZ. The AEOZ essentially incorporates the noise compatibility policies of the 2004 ALUCP. The 2004 ALUCP (and the AEOZ) lists several uses that can be considered compatible within the area exposed to 60 dB CNEL only if they are acoustically treated to reduce exterior noise to 45 dB CNEL indoors and if avigation easements are provided to the Airport operator. Those include:

- Schools and preschools
- Libraries
- Residential uses, including single family, multi-family, residential hotels and retirement homes
- Intermediate care facilities
- Hospitals
- Nursing homes

Table A-1 (1 of 2): Noise Compatibility Standards from Draft ALUCP, San Diego International Airport

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
RESIDENTIAL				
Single-Family, Multi-family	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Single Room Occupancy (SRO) Facility	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Group Quarters ^b	45	45 ¹	45 ^{1,2}	45 ^{1,2}
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office - Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)			50	50
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)			50	50
Sport/Fitness Facility			50	50
Theater - Movie/Live Performance/Dinner		45	45	45
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES				
Cemetery				
Child Day Care Center/Pre-K	45			
Convention Center				
Fire and Police Stations			50	50
Jail, Prison		45/50	45/50	45/50
Library, Museum, Gallery		45	45	45
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	45			
Medical Care - Hospital	45			
Medical Care - Out-Patient Surgery Centers	45			
Public Assembly (Religious, Fraternal, Other)	45	45 ¹	45 ¹	45 ¹
School for Adults - College, University, Vocational/Trade School	45	45 ¹	45 ¹	
School - Kindergarten through Grade 12 ³	45			
INDUSTRIAL				
Junkyard, Dump, Recycling Center, Construction Yard				
Manufacturing/Processing - General				
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Manufacturing/Processing of Hazardous Materials ⁴				
Mining, Extractive Industry				
Research and Development - Scientific, Technical				
Sanitary Landfill				
Self-storage Facility				
Warehousing/Storage - General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials ⁴				

Table A-1 (2 of 2): Noise Compatibility Standards from Draft ALUCP, San Diego International Airport

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
TRANSPORTATION, COMMUNICATION, UTILITIES				
Auto Parking	Green	Green	Green	Green
Electrical Power Generation Plant	Green	Green	Green	Green
Electrical Substation	Green	Green	Green	Green
Emergency Communications Facilities	Green	Green	Green	Green
Marine Cargo Terminal	Green	Green	Green	Green
Marine Passenger Terminal	Green	Green	Green	Green
Transit Center, Bus/Rail Station	Green	Green	Green	Green
Transportation, Communication, Utilities - General	Green	Green	Green	Green
Truck Terminal	Green	Green	Green	Green
Water, Wastewater Treatment Plant	Green	Green	Green	Green
RECREATION, PARK, OPEN SPACE				
Arena, Stadium	Green	Green	Green	Red
Golf Course	Green	Green	Green	Green
Golf Course Clubhouse	Green	Green	Green	Green
Marina	Green	Green	Green	Green
Park, Open Space, Recreation	Green	Green	Green	Green
AGRICULTURE				
Aquaculture	Green	Green	Green	Green
Agriculture	Green	Green	Green	Green
LEGEND				
Green	Compatible: Use is permitted.			
Yellow	Conditionally Compatible: Use is permitted subject to stated conditions.			
Red	Incompatible: Use is not permitted under any circumstances.			
45	Indoor uses: building must be capable of attenuating exterior noise to 45 dB CNEL.			
50	Indoor uses: building must be capable of attenuating exterior noise to 50 dB CNEL.			
45/50	Sleeping rooms must be attenuated to 45 dB CNEL and any other indoor areas must be attenuated to 50 dB CNEL.			
1	Avigation easement must be dedicated to the Airport owner/operator.			
2	New residential use is permitted above the 70 dB CNEL contour only if the current General/Community Plan designation allows for residential use. General/Community Plan amendments from a nonresidential designation to a residential designation are not permitted.			
3	Refer to Appendix A for definition of School – Kindergarten through Grade 12.			
4	Refer to Appendix A for definitions of manufacturing, processing and storage of hazardous materials.			
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A.			
b	If this land use would occur within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.			

SOURCE: Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Draft Airport Land Use Compatibility Plan*, February 2013, pp. 2-5 and 2.6.

PREPARED BY: Ricondo & Associates, Inc., March 2013.

In the 2004 ALUCP (and AEOZ), the following uses are considered compatible at levels below 70 dB CNEL but incompatible above that level:

- Office buildings
- Auditoriums
- Churches
- Concert halls
- Indoor arenas

Table A-2 compares the differences between the noise compatibility standards of the 2004 ALUCP (and AEOZ) and the draft ALUCP. As indicated, the policies and standards of the draft ALUCP could result in the displacement of several categories of land uses within the area exposed to 65 dB CNEL, including:

- Child day care centers
- Medical care facilities, including congregate care facilities and hospitals
- Schools -- kindergarten through grade 12 (K-12)

In addition, convention centers and schools for adults, which would be incompatible with noise above 75 dB CNEL, may also be subject to displacement with implementation of the draft ALUCP. Arenas and stadiums would continue to be incompatible under the draft ALUCP, as they are under the 2004 ALUCP and AEOZ.

Although the City of San Diego implemented the 2004 ALUCP by adopting the AEOZ, the AEOZ is based on the 1999 noise contours for SDIA rather than the 1990 noise contours used in the 2004 ALUCP. The 1999 contours cover considerably less area than the 1990 contours, so the regulations of the AEOZ apply to a smaller area than the 2004 ALUCP policies.

Exhibit A-1 compares the noise contours from the 2004 ALUCP, the AEOZ, and the draft ALUCP. The draft ALUCP noise contours cover a smaller area than the contours from the 2004 ALUCP and somewhat more area than the contours in the AEOZ, as indicated in **Table A-3**, below. Compared with the 2004 ALUCP noise contours, the area exposed to noise above 65 dB CNEL with the draft ALUCP is reduced by 971 acres and the area exposed to noise above 75 dB CNEL is reduced by 608 acres.¹⁰ However, the area exposed to noise above 65 dB CNEL is 729 acres larger with the draft ALUCP than in the AEOZ.

¹⁰ While the updated noise contours in the draft ALUCP cover less area overall than the noise contours from the 2004 ALUCP, the updated noise contours actually cover a larger area on the east side of the Airport than the older noise contours.

Table A-2: Comparison of Noise Compatibility Standards of 2004 ALUCP, AEOZ and Draft ALUCP

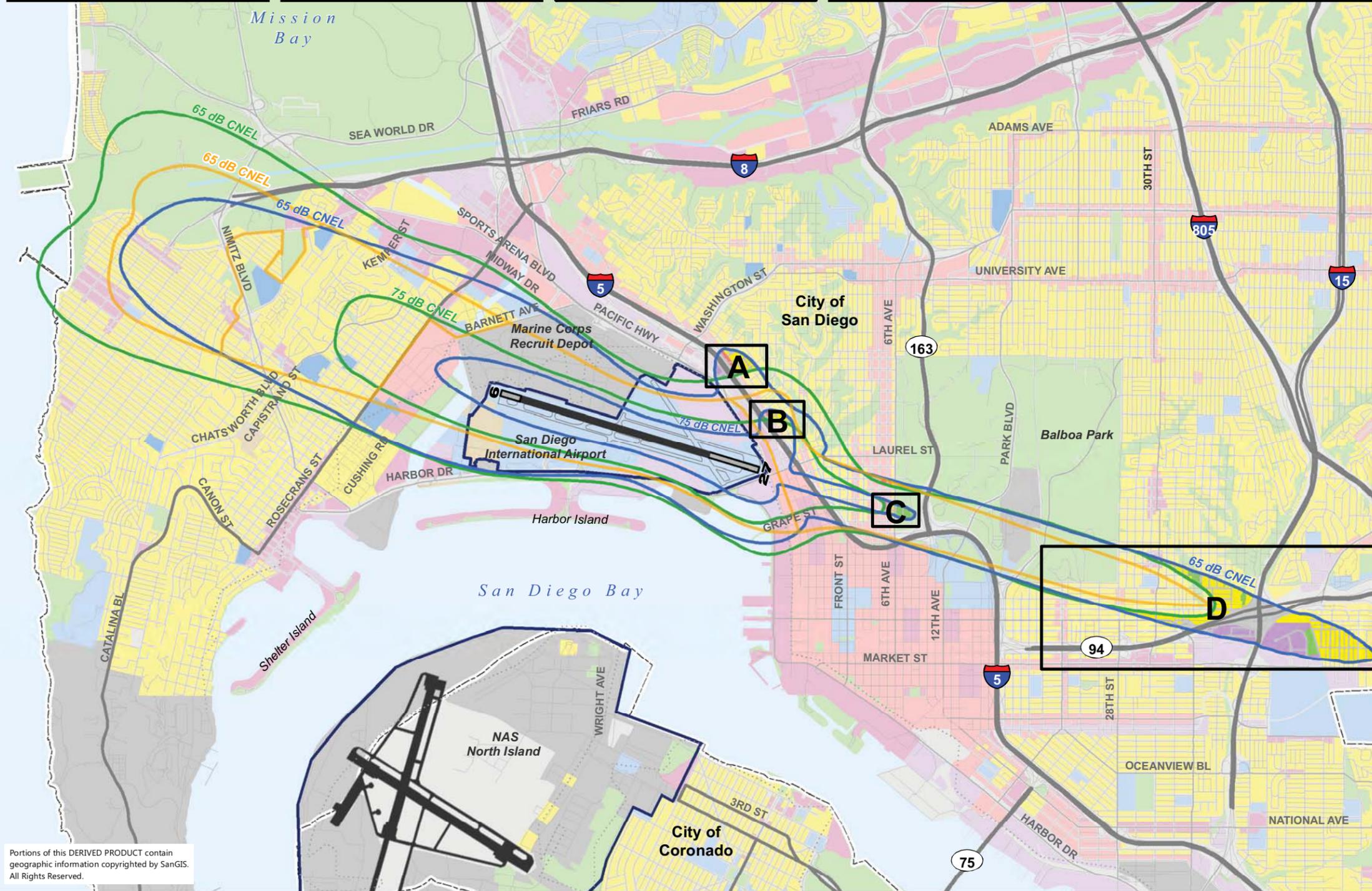
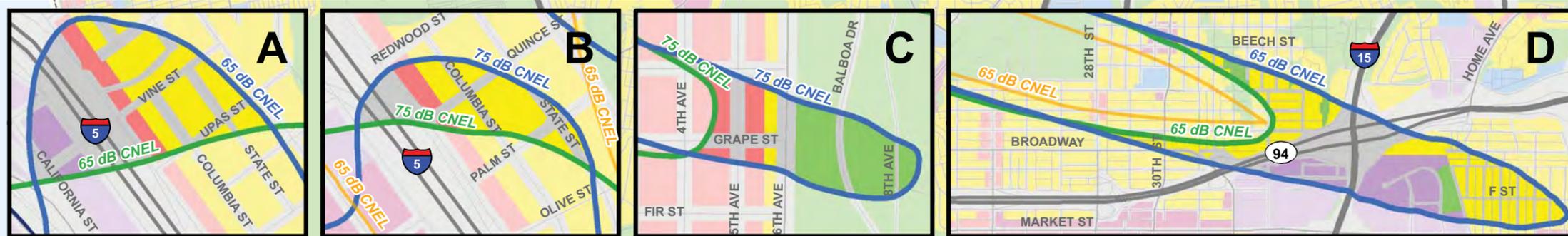
LAND USE CATEGORY	NOISE EXPOSURE RANGE (dB CNEL)	2004 ALUCP AND AEOZ	DRAFT ALUCP
Residential	60+	Noise attenuation required	Noise attenuation required
Hotel, Motel, Resort	60+	Compatible	Noise attenuation required
Office	70+	Incompatible	Noise attenuation required
Retail, Wholesale, Service	70+	Compatible	Noise attenuation required
Sport, Fitness Facility	70+	Compatible	Noise attenuation required
Theater	65-70	Compatible	Noise attenuation required
	70+	Noise attenuation required	Noise attenuation required
Child Day Care Center, Family Day Care Home	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Convention Center	70-75	Incompatible	Noise attenuation required
Fire, Police Stations	70+	Compatible	Noise attenuation required
Jail, Prison	65+	Compatible	Noise attenuation required
Library, Museum, Gallery	60-65	Noise attenuation required	Compatible
	65+	Noise attenuation required	Noise attenuation required
Medical Care – Congregate Care, Nursing Home	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Medical Care – Hospital	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Public Assembly (places of worship, auditoriums, concert halls, indoor arenas)	60-70	Noise attenuation required	Noise attenuation required
	70+	Incompatible	Noise attenuation required
School for Adults	60-75	Noise attenuation required	Noise attenuation required
	75+	Noise attenuation required	Incompatible
School -- Kindergarten – Grade 12	60-65	Noise attenuation required	Noise attenuation required
	65+	Noise attenuation required	Incompatible
Arena, Stadium	70-75	Incompatible	Incompatible
	75+	Incompatible	Incompatible

COLOR KEY:

-  Draft ALUCP is less restrictive than the 2004 ALUCP and AEOZ.
-  Draft ALUCP restrictions are the same as those in the 2004 ALUCP and AEOZ.
-  Draft ALUCP is more restrictive than the 2004 ALUCP and AEOZ in requiring mitigation.
-  Draft ALUCP is more restrictive than the 2004 ALUCP and AEOZ in declaring the use incompatible. Potential for displacement after implementation of draft ALUCP.

SOURCES: San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan for San Diego International Airport*, 1992 (updated 1994 and 2004), p. 11. *City of San Diego Municipal Code*, Chapter 13, Article 2, Division 3, "Airport Environs Overlay Zone," §132.0306(b). Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Draft Airport Land Use Compatibility Plan*, October 2012, pp. 2-5 and 2.6.

PREPARED BY: Ricondo & Associates, Inc., October 2012.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▬ Displaced Thresholds
- ⋯ San Diego Unified Port District Jurisdiction
- ▭ Airport Property Boundary
- ▭ 1992 ALUCP Noise Contour (1990 Noise Exposure)
- ▭ Updated CLUP Noise Contour (Forecast 2030 Noise Exposure)
- ▭ AEOZ Noise Contours (1999 Noise Exposure)
- General Plan Land Use**
- ▭ Residential
- ▭ Commercial
- ▭ Industrial
- ▭ Mixed Use
- ▭ Institutional - Services
- ▭ Institutional - Utilities
- ▭ Institutional - Military Use
- ▭ School
- ▭ Open Space
- ▭ Transportation
- ▭ Water
- ▭ Planned Development



Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., July 2012, based on general plan land use community plans (general plan land use); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (noise contour); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); San Diego Association of Governments, February 1992, Comprehensive Land Use Plan (1992 noise contours, San Diego Municipal Code, Chapter 13, Article 2, Division 3 AEOZ noise contour).

Prepared by: Ricondo & Associates, Inc., September 2012.

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**Exhibit A-1
Comparison of Noise Contours –
1992 CLUP, AEOZ and
Updated ALUCP**

Table A-3: Area Exposed to Noise above 65 dB CNEL – 2004 ALUCP, AEOZ, and Draft ALUCP

NOISE CONTOUR SCENARIO	AREA EXPOSED TO 75 dB CNEL (ACRES)	AREA EXPOSED TO 65 dB CNEL (ACRES)
2004 ALUCP (1990 noise)	1,157	4,830
AEOZ (1999 noise)	n.a.	3,130
Draft ALUCP (2030 forecast noise)	549	3,859
Difference between 2004 ALUCP and Draft ALUCP	-608	-971

n.a. – not available

SOURCE: Ricondo & Associates, Inc., September 2012 (area exposed to noise above 65 dB CNEL).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

As indicated in Exhibit A-1, the shapes of each noise contour set are somewhat different. Areas exposed to higher noise levels with the draft ALUCP are depicted in the inset maps on Exhibit A-1. For example, the draft ALUCP noise contours are somewhat larger on the east side of the Airport. At the same time, however, the updated noise contours are somewhat smaller on the west side of the Airport.¹¹ The updated 75 dB CNEL contour extends over an additional 7.4 acres in Area B and an additional 10.5 acres in Area C, as depicted on Exhibit A-1. The 65 dB CNEL contour extends over an additional 24.1 acres in Area A, an additional 12.2 acres in Area C and an additional 228.0 acres in Area D.

For land uses that would require noise attenuation under the draft ALUCP, no displacement is expected. The draft ALUCP would continue the noise attenuation requirement of the 2004 ALUCP for the most sensitive land uses, including schools, preschools, residences, hospitals, intermediate care facilities, hospitals and nursing homes. With the draft ALUCP, the area within which noise attenuation requirements apply would change somewhat, as indicated on Exhibit A-1. On the west side of the Airport, the affected area exposed to 65 dB CNEL would decrease. The area within the 65 dB CNEL contour would increase in some areas on the east side of the Airport, primarily along the extended runway centerline.

¹¹ The noise contours from the AEOZ, which are based on 1999 Airport activity, encompass less land than the contours from the 2004 ALUCP, which are based on 1990 Airport activity, primarily because of the quieter fleet of aircraft operating at SDIA in 1999 than in 1990. The noise contours in the draft ALUCP, which are based on the 2030 forecast of Airport activity, differ from the noise contours in the 2004 ALUCP for the following reasons. (1) The updated noise contours reflect activity by a significantly quieter fleet of aircraft. This change accounts for the reduction in the size of the noise contours on the west side of the Airport, which is subject to overflight by a far greater share of aircraft departures from the Airport than the east side. (2) The updated noise contours reflect a greater number of aircraft operations than the older noise contours. This increase is reflected in the larger noise contours along the extended runway centerline, east of the Airport, which is subject to overflight by a far greater share of aircraft arrivals than the west side. (The reduction in aircraft noise is much less noticeable beneath an arrival path than beneath a departure path, when aircraft engines are operating at much higher power settings and where the significant improvements in quiet engine technology are most apparent.) (3) The updated noise contours reflect the “hill effect” along the hillside above Interstate 5, north of the east end of the runway. This effect was not accounted for in the older noise contours.

The draft ALUCP would extend sound attenuation requirements for new construction to numerous commercial and institutional uses exposed to noise above 70 dB CNEL, as indicated in Table A-2. The indoor sound level targets, which require outdoor-to-indoor noise level reductions ranging from 20 dB to 30 dB, can be achieved by using conventional noise attenuation construction measures (e.g., installation of acoustical windows and doors and the baffling of vents to the outdoors). It is possible that this level of noise attenuation can be achieved without any special noise attenuation measures. Experience with residential sound insulation programs in southern California indicates that standard construction, with windows and doors closed, is capable of reducing exterior noise by 20 dB to 30 dB or more, depending on the type of construction. New dwellings built to meet State of California energy standards often achieve an outdoor-to-indoor noise level reduction (NLR) of 25 dB. Older homes built prior to adoption of the energy standards typically achieve closer to 20 dB NLR. Experience with the SDCRAA Quieter Home Program has shown that the NLR typically ranges from 17 dB to 27 dB, depending on the age of the structure, type of construction and room being tested.¹²

Thus, any special acoustical treatment measures needed to improve the NLR of new dwelling units within the draft ALUCP noise contours would add little to the cost of standard construction. If needed, the special materials most likely to be used would be acoustical windows and doors. Any additional costs are not expected to be significant enough to discourage nonresidential development within the area exposed to 70 dB CNEL and 75 dB CNEL where the new sound attenuation requirements would apply.¹³

¹² Email from James Clinnin, Jones Payne Group, re: FW: SDIA QHP Program, to Sjohnna Knack, Program Manager, SDCRAA, October 5, 2012; SDCRAA, Quieter Home Program noise measurement record.

¹³ See Attachment A for a discussion of sound attenuation measures and costs.

2.3 Safety Compatibility Policies and Standards

Table A-4 presents the proposed safety standards from the draft ALUCP. The safety compatibility standards would render a variety of land uses incompatible in the five safety zones, most of which consist of facilities with large concentrations of people, institutions serving groups of people with limited effective mobility (including K-12 schools, hospitals and congregate care facilities), critical public utilities, or establishments engaged in handling or processing hazardous materials. In addition, the proposed standards would limit the density of new residential development and the intensity of new nonresidential development.

The 2004 ALUCP includes safety compatibility policies and standards only for the RPZs and the approach area to Runway 27 (referred to as the "Airport Approach Zone"), as summarized in **Table A-5**.¹⁴ Within the RPZs (referred to as Zone 1 in the draft ALUCP), the requirements of the 2004 ALUCP and the draft ALUCP are essentially the same. In the Airport Approach Zone, the 2004 ALUCP sets limits on the density and intensity of infill development. The following uses are incompatible in the Airport Approach Zone: hospitals, nursing homes, school or college educational buildings, specialized recreational buildings and churches and other places of public assembly.

¹⁴ San Diego County Regional Airport Authority, Airport Land Use Compatibility Plan, San Diego International Airport, San Diego, California, 1992, amended 1994 and 2004, pp. 13-19.

Table A-4 (1 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	±	96											±	240						
Centre City - Cortez	±	96					210	842					±	240						
Centre City - East Village													±	240						
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198							±	180		
Ocean Beach													31	240						
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category *	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
RESIDENTIAL							
Single-Family, Multi-family	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4: Allow in areas designated for residential use in the applicable Community Plan, subject to the dwelling unit density limits shown above.	N/A
Single Room Occupancy (SRO) Facility ²	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Group Quarters ^{2b}	Red	Yellow	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	100
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING							
Hotel, Motel, Resort	Red	Yellow	Yellow	Yellow	Red	Zone 2: Allow if no more than 56 rooms per acre and no conference facilities. Zones 3, 4: Allow if development intensity does not exceed the NR limits.	200
Office - Medical, Financial, Professional Services, Civic	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	215
Retail (e.g., Convenience Market, Drug Store, Pet Store)	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	250
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	200
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	60
Sport/Fitness Facility	Red	Yellow	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
Theater - Movie/Live Performance/Dinner	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60

Table A-4 (2 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	±	96											±	240						
Centre City - Cortez	±	96					210	842					±	240						
Centre City - East Village													±	240						
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198							±	180		
Ocean Beach															31	240				
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category *	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES							
Cemetery	Red	Green	Green	Green	Green		N/A
Child Day Care Center/Pre-K	Red	Red	Red	Red	Red		N/A
Convention Center	Red	Red	Yellow	Yellow	Yellow	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
Fire and Police Stations	Red	Red	Green	Green	Yellow	Zone 5: Allow only if needed to provide emergency services at Airport.	215
Jail, Prison	Red	Red	Red	Red	Red		N/A
Library, Museum, Gallery	Red	Yellow	Yellow	Yellow	Yellow	Zone 2: Allow if capacity is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	170
Medical Care - Congregate Care Facility, Nursing and Convalescent Home ^b	Red	Red	Red	Red	Red		N/A
Medical Care - Hospital	Red	Red	Red	Red	Red		N/A
Medical Care - Out-Patient Surgery Centers	Red	Red	Red	Red	Red		N/A
Public Assembly (religious, fraternal)	Red	Yellow	Yellow	Yellow	Yellow	Zone 2: Allow if capacity is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
School for Adults – College, University, Vocational/Trade School	Red	Red	Yellow	Yellow	Yellow	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
School – Kindergarten through Grade 12	Red	Red	Red	Red	Red		N/A
INDUSTRIAL							
Junkyard, Dump, Recycling Center, Construction Yard	Red	Green	Green	Green	Green		N/A
Manufacturing/Processing - General	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	300

Table A-4 (3 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	±	96													±	240				
Centre City - Cortez	±	96					210	842							±	240				
Centre City - East Village															±	240				
Centre City - Little Italy	40	255					154	732												± 180
Midway - Pacific Highway	46	191			±	180			44	198								±	180	
Ocean Beach															31	240				
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^a	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁵	Red	Red	Red	Red	Red		N/A
Manufacturing/Processing of Hazardous Materials ⁴	Red	Red	Red	Red	Yellow	Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	300
Mining, Extractive Industry	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Research and Development - Scientific, Technical	Red	Yellow	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	300
Sanitary Landfill	Red	Red	Red	Red	Red		N/A
Self-storage Facility	Red	Green	Green	Green	Green		N/A
Warehousing/Storage - General	Red	Yellow	Yellow	Yellow	Yellow		1000
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁵	Red	Red	Red	Red	Red		N/A
Warehousing/Storage of Hazardous Materials ⁴	Red	Red	Red	Red	Yellow	Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	1000
TRANSPORTATION, COMMUNICATION, UTILITIES							
Auto Parking	Yellow	Green	Green	Green	Green	Zone 1: Structures not permitted. Allow surface lots only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A
Electrical Power Generation Plant	Red	Red	Red	Red	Red		N/A
Electrical Substation	Red	Red	Green	Green	Green		N/A
Emergency Communications Facilities	Red	Red	Green	Green	Green		N/A
Marine Cargo Terminal	Red	Green	Green	Green	Green		N/A

Table A-4 (4 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	±	96												±	240					
Centre City - Cortez	±	96					210	842						±	240					
Centre City - East Village														±	240					
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180			44	198								±	180	
Ocean Beach														31	240					
Peninsula - NTC			±	127					±	180	±	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180		36	240					
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^a	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Marine Passenger Terminal	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transit Center, Bus/Rail Station	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - General	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Truck Terminal	Red	Green	Green	Green	Green		N/A
Water, Wastewater Treatment Plant	Red	Red	Yellow	Yellow	Red	Zones 3, 4: Allow only if no alternative sites outside the zones are available and feasible for development.	1000
RECREATION, PARK, OPEN SPACE							
Arena, Stadium	Red	Red	Red	Red	Red		N/A
Golf Course	Yellow	Green	Green	Green	Green	Zone 1: Allow only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of aviation easement to Airport operator is required for portion of use in Zone 1.	N/A
Golf Course Clubhouse	Red	Yellow	Yellow	Yellow	Red	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Marina	Red	Red	Yellow	Yellow	Red	Zones 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Park, Open Space, Recreation	Yellow	Green	Green	Green	Green	Zone 1: Structures not allowed. Allow nonstructural uses only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13A, Paragraphs 310.b.(1)(a) and (b) and Figure 3-16. Dedication of aviation easement to Airport operator is required for portion of use in Zone 1.	N/A
AGRICULTURE							
Aquaculture	Red	Green	Green	Green	Red		N/A
Agriculture	Yellow	Green	Green	Green	Green	Zone 1: Allow only if it does not attract wildlife, including flocking birds, per FAA AC 150.5300-12, Sections 202.g and 212.a.(2)(a). Dedication of aviation easement to Airport operator is required for portion of use in Zone 1.	N/A

Table A-4 (5 of 5): Safety Compatibility Standards from Draft ALUCP, San Diego International Airport

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	±	96												±	240					
Centre City - Cortez	±	96					210	842						±	240					
Centre City - East Village														±	240					
Centre City - Little Italy	40	255					154	732											±	180
Midway - Pacific Highway	46	191			±	180				44	198							±	180	
Ocean Beach															31	240				
Peninsula - NTC				±	127					±	180	±	235							
Peninsula - Other Neighborhoods				20	96					10	180	9	180		36	240				
Uptown	58	272				62	278	164	674											
Persons per household for mixed-use projects		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
±	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Land Use Category ^a	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
LEGEND							
	Compatible Use: Use is permitted.						
	Conditional Use: Use is permitted subject to stated conditions.						
	Incompatible Use: Use is not permitted under any circumstances.						
NOTES							
1	Occupancy factor expressed as square feet per people for nonresidential uses in structures. The occupancy factor is used to estimate the average intensity of proposed nonresidential uses. N/A means "not applicable", since the land use does not involve the construction of habitable, nonresidential buildings.						
2	While this is classified as a residential use, it does not include conventional dwelling units. Thus, only the NR intensity limits apply.						
3	Refer to Appendix A for definition of School – Kindergarten through Grade 12.						
4	Refer to Appendix A for definitions of manufacturing, processing and storage of hazardous materials.						
5	Biosafety Level 3 facilities handle agents that cause serious or potentially lethal disease through inhalation. Biosafety Level 4 facilities handle agents that cause life-threatening disease and for which there are no vaccines or treatments.						
a	Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses. Refer to Appendix A.						
b	If this land use occurs within a single- or multi-family residence, it must be evaluated using the criteria for single- or multi-family residential.						

SOURCE: Airport Land Use Commission, San Diego County Regional Airport Authority, *San Diego International Airport Draft Airport Compatibility Plan*, February 2013, Table 3-1, p. 3-5.

PREPARED BY: Ricondo & Associates, Inc. March 2013.

Table A-5: Safety Compatibility Policy Summary – 2004 ALUCP

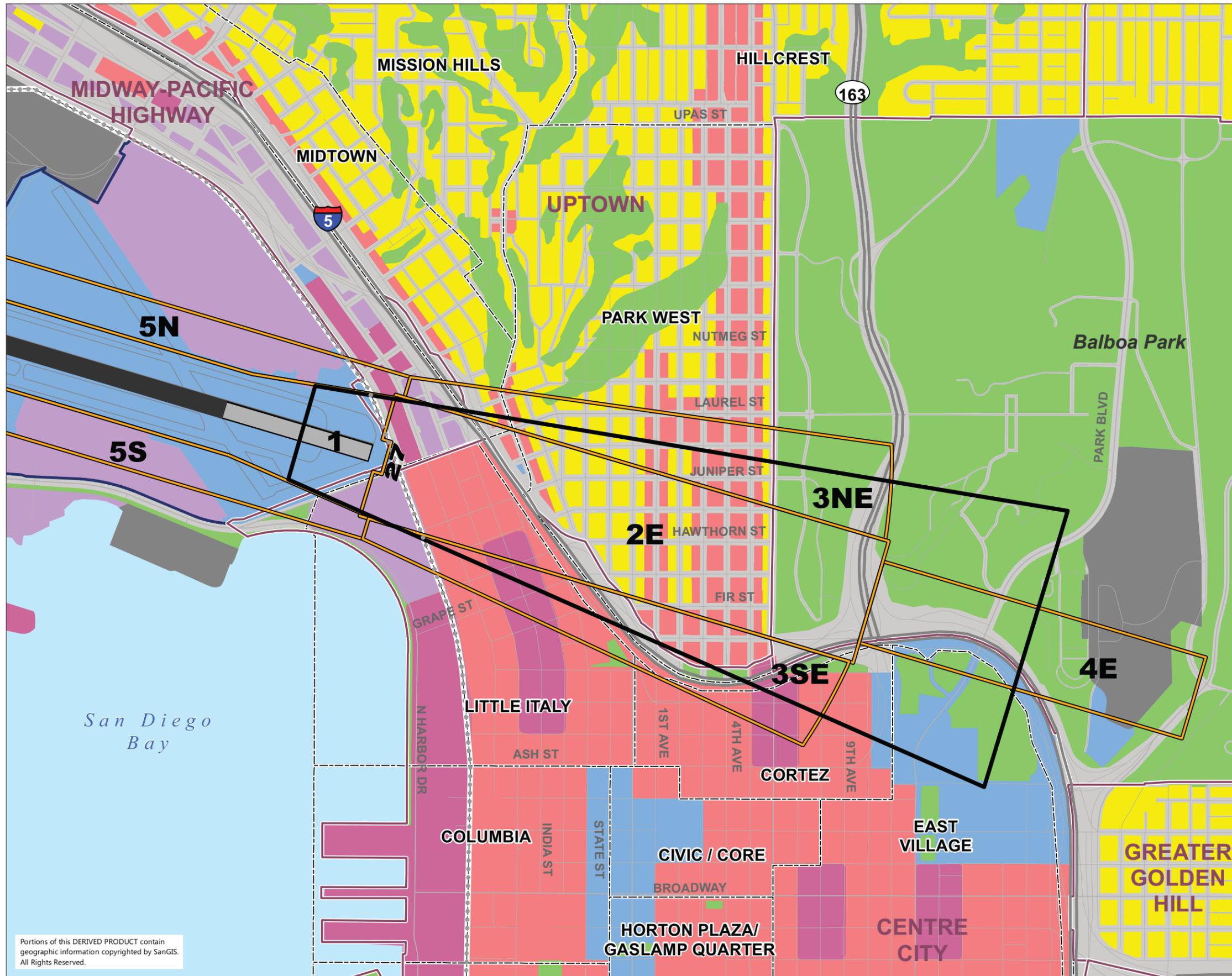
SAFETY ZONE	INCOMPATIBLE USES	DEVELOPMENT CONDITIONS FOR ALLOWABLE USES
Runway Protection Zone	Any further development	Not applicable
Airport Approach Zone	Hospitals or Nursing Homes School or College Educational Buildings, Specialized Recreational Buildings Church or Other Public Assembly Buildings	Nonresidential Intensity (or residential density) cannot exceed 110% of average intensity of nonresidential (or residential) uses within ¼ mile of project site.
Little Italy and Cortez Neighborhoods	---	Maximum Floor Area Ratio – 2.0 Maximum Height – 36 feet

SOURCE: San Diego County Regional Airport Authority, *Airport Land Use Compatibility Plan, San Diego International Airport, San Diego, California*, 1992, amended 1994 and 2004, pp. 13-19.

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Exhibit A-2 compares the Airport Approach Zone from the 2004 ALUCP with the proposed east side safety zones from the draft ALUCP.

The standards for Zones 2, 3, 4, and 5 of the draft ALUCP may result in displacement of specific new uses. In addition, the proposed safety standards would impose limits on the density of new residential uses and the intensity of many new nonresidential uses. To the extent that these standards are more restrictive than the density and intensity limits of the applicable community plans and zoning code, the incremental development that would be restricted by draft ALUCP could be displaced from the safety zones.



LEGEND

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Community Planning Area
- - - Neighborhood Boundaries
- ▭ Displaced Thresholds
- ⋯ San Diego Unified Port District Jurisdiction
- ▭ Airport Property Boundary
- ▭ Safety Compatibility Zone
- ▭ Airport Approach Zone

General Plan Land Use

- ▭ Residential
- ▭ Commercial
- ▭ Industrial
- ▭ Mixed Use
- ▭ Institutional - Services
- ▭ Institutional - Utilities
- ▭ Institutional - Military Use
- ▭ School
- ▭ Open Space
- ▭ Transportation
- ▭ Water
- ▭ Planned Development



Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., July 2012, based on general plan land use community plans (general plan land use); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction).

Prepared by: Ricondo & Associates, Inc., September 2012.

Exhibit A-2
Airport Approach Zone
and Proposed Safety Zones

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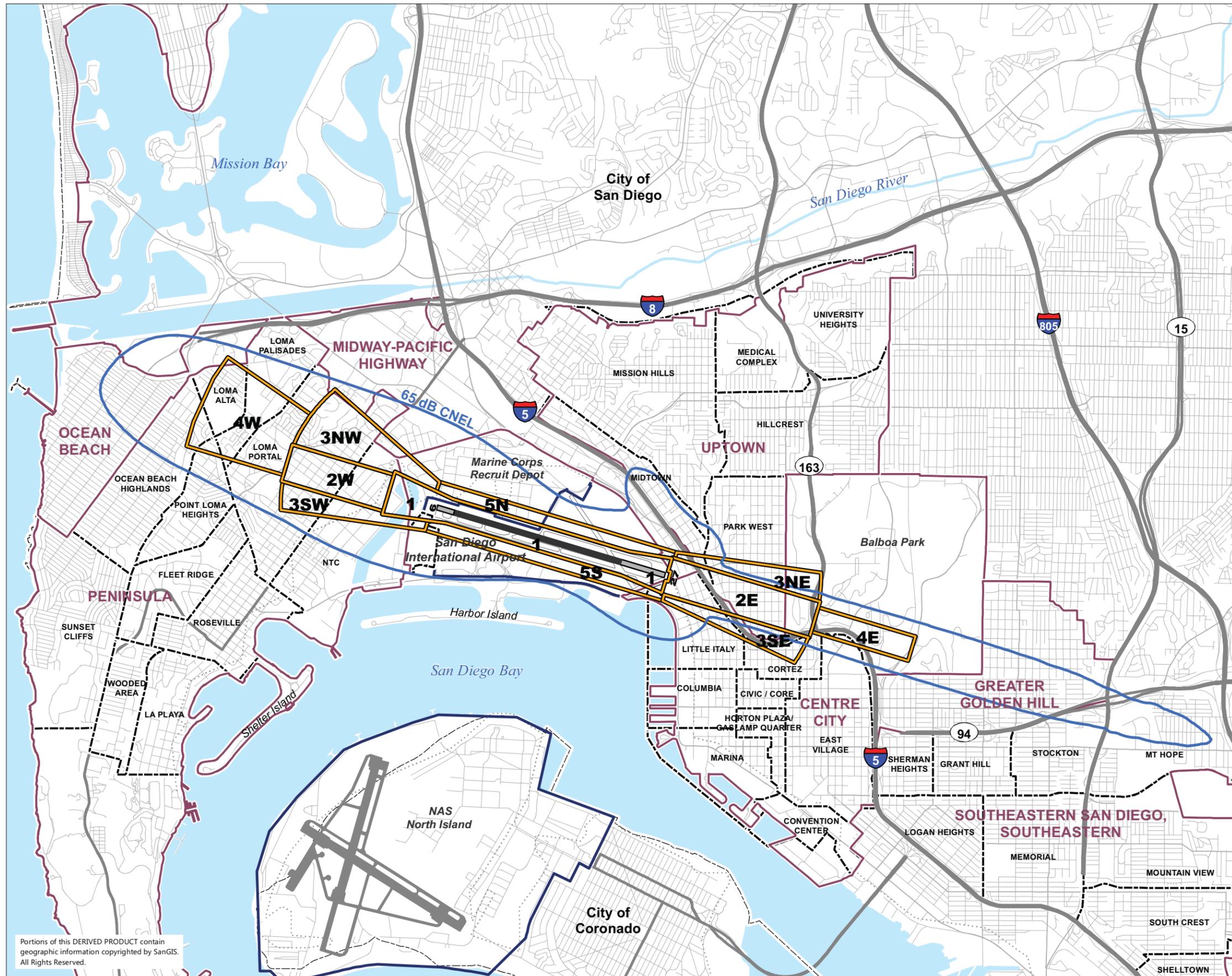
3. Structure of Displacement Analysis

The displacement analysis resulted in estimates of potential future development that would no longer be allowed after implementation of the draft ALUCP. As discussed in the preceding section, displacement would occur within the ALUCP safety zones and the area exposed to 65 dB CNEL and higher. This area, depicted on **Exhibit A-3**, is referred to as the ALUCP displacement study area.

The displacement analysis was structured to determine: (1) the maximum development yield (described as lot area, dwelling units and nonresidential floor area) allowable in accordance with current land use controls (i.e., community plan land use designations and existing zoning regulations) and (2) the maximum development yield allowable upon implementation of the draft ALUCP. The difference between the maximum yields in each case constitutes the amount of development that would potentially be displaced after implementation of the draft ALUCP. The approach used for the analysis is depicted schematically on **Exhibit A-4**.

The displacement analysis is divided into three broad components:

- 1. Displacement Attributable to New Incompatible Uses** – This component of the analysis considered the potential displacement caused by implementation of the draft ALUCP policies and standards rendering certain new nonresidential land uses incompatible within the area exposed to 65 dB CNEL and higher and the proposed safety zones. The potential displacement is measured as the land area (in acres) that would become unavailable for these uses after implementation of the draft ALUCP. (The affected land uses are listed in Tables A-1 and A-4.)
- 2. Displacement Attributable to Limits on the Density of New Residential Development** – This component of the analysis considered the potential displacement caused by implementation of the draft ALUCP policies and standards that would reduce the allowable density of future residential development. This was measured as the number of potentially displaced dwelling units.
- 3. Displacement Attributable to Limits on the Intensity of New Nonresidential Development** – This component of the analysis considered the potential displacement caused by implementation of the draft ALUCP policies and standards that would reduce the allowable intensity of future nonresidential development. This was measured as the potentially displaced floor area (in square feet).



LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Community Planning Area
- Neighborhood Boundaries
- Displaced Thresholds
- San Diego Unified Port District Jurisdiction
- Airport Property Boundary
- Safety Compatibility Zone
- Noise Contour (65 dB CNEL)



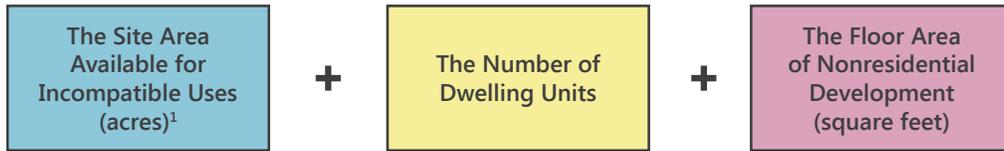
Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on general plan land use community plans and Draft SDIA ALUCP (general plan land use; safety compatibility zones and 65 dB CNEL noise contour).

Prepared by: Ricondo & Associates, Inc., September 2012.

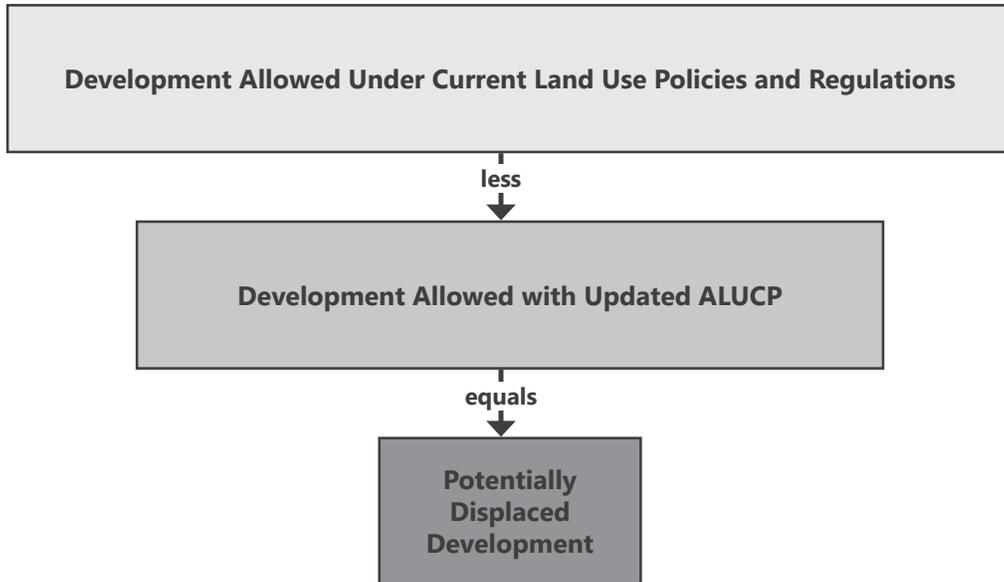
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Exhibit A-3
ALUCP Displacement
Study Area

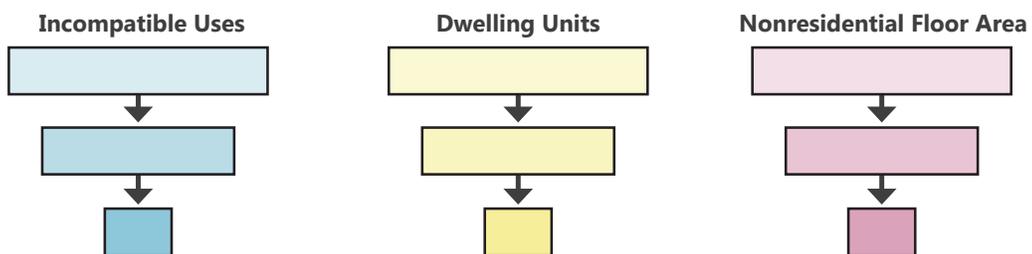
How is "development" measured?



How is displaced development calculated?



The process is repeated for each measure of development.



Note:

1/ These are the nonresidential land uses that would be prohibited in any of the proposed safety zones or noise contours.

Source: Ricondo & Associates, Inc., September 2012.

Prepared by: Ricondo & Associates, Inc., September 2012.



Exhibit A-4

Approach to the Analysis of Displaced Development

3.1 Developable Land

Before estimating the amount of future development that could be displaced as the result of implementation of the draft ALUCP, the land that would potentially be available for development or redevelopment must be identified. (Collectively, these areas are referred to as “developable land” in this report.) Nearly all land within the ALUCP displacement study area is currently developed, but redevelopment in these areas is anticipated in the future. In fact, redevelopment can be expected almost anywhere on the east side of the Airport, and in some areas on the west side.

The identification of developable land began by creating a database of all parcels recorded by the San Diego County Assessor within the ALUCP displacement study area. In consultation with the City of San Diego, screening criteria were identified to cull the parcel database of properties that were unlikely to be available for additional development or redevelopment. Parcels removed from the database of potentially developable property included the following:

- Properties developed to the maximum FAR allowed under current zoning
- Properties developed in accordance with an approved Specific Plan
- Properties developed as single-family and multi-family residential condominiums
- Properties developed for apartments at densities of 29 or more units per acre
- Properties designated as historic
- Parks, golf courses and dedicated open space
- Properties developed within the past 5 years¹⁵

In addition, the following public and quasi-public institutional properties were considered to be unavailable for residential, commercial, or industrial development:

- Purpose-built places of worship, including their grounds and support buildings
- Fire and police stations and government office buildings
- Universities and colleges, including playing fields
- K-12 schools, including playgrounds and playing fields
- Public utilities, such as power substations and water treatment plants

¹⁵ The City's permit records are effectively organized to identify the year of origin of development projects since 2007. It was hoped that projects up to 15 years old could be identified, but the City's records prior to 2007 are not organized in an automated database, making the complete review of those records impractical. It is likely that many projects and buildings developed as long ago as 15 years to 20 years still have substantial economic lifespans and would not be redevelopment candidates for many years. By keeping these properties in the database of potentially developable properties, the displacement analysis likely overestimates the potential for displacement attributable to implementation of the draft ALUCP.

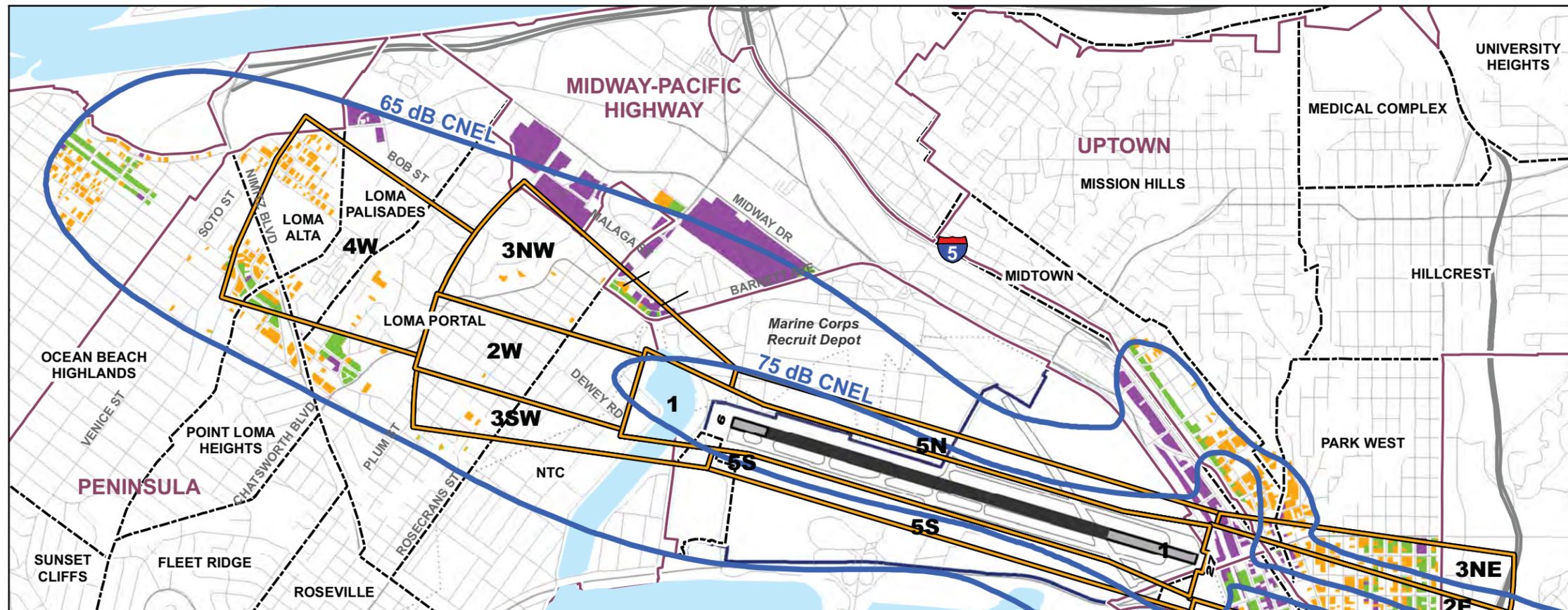
Exhibit A-5 depicts the developable land in the ALUCP displacement study area. A total of 1,577 parcels are identified on the map, of which 891 are designated for residential use, 291 for nonresidential use, and 395 for mixed residential/nonresidential use.

3.2 Potential Future Land Use

The potential future use of developable properties was based on the current land use designations in each affected Community Plan. The land use designations and nomenclature differ among the various Community Plans. Therefore, a common set of generalized future land use designations was created for this analysis after reviewing the Community Plans and correlating similar land use categories.¹⁶

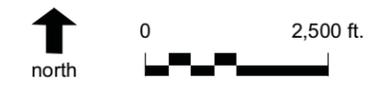
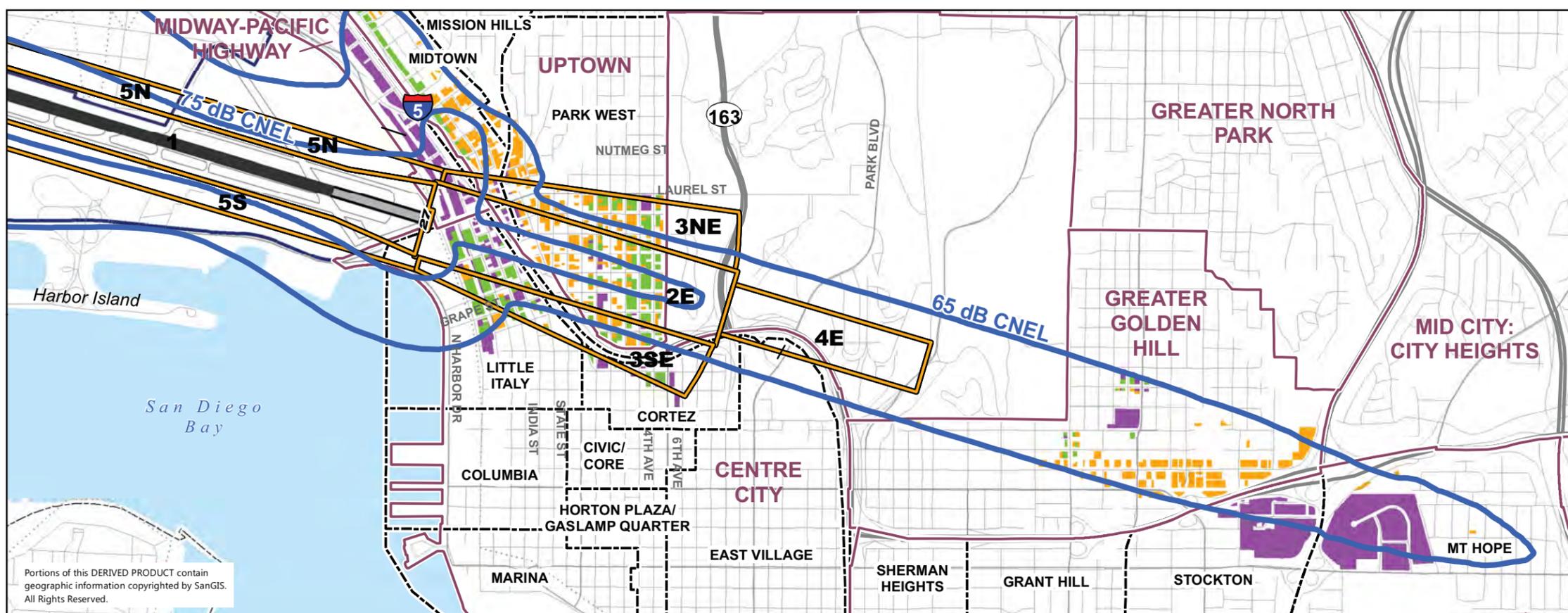
The database also includes key development standards, including maximum allowable dwelling unit densities and maximum FARs for nonresidential development for each land use designation. **Exhibit A-6** depicts the community plan land use designations in the ALUCP displacement study area.

¹⁶ See Attachment C for documentation of the correlation of the different plans.



LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Community Planning Area
- Neighborhood Boundaries
- Displaced Thresholds
- San Diego Unified Port District Jurisdiction
- Airport Property Boundary
- Safety Compatibility Zone
- Noise Contour (65 dB + CNEL)
- Additional Dwelling Unit Capacity
- Additional Nonresidential Floor Area Capacity
- Additional Dwelling Unit and Nonresidential Capacity

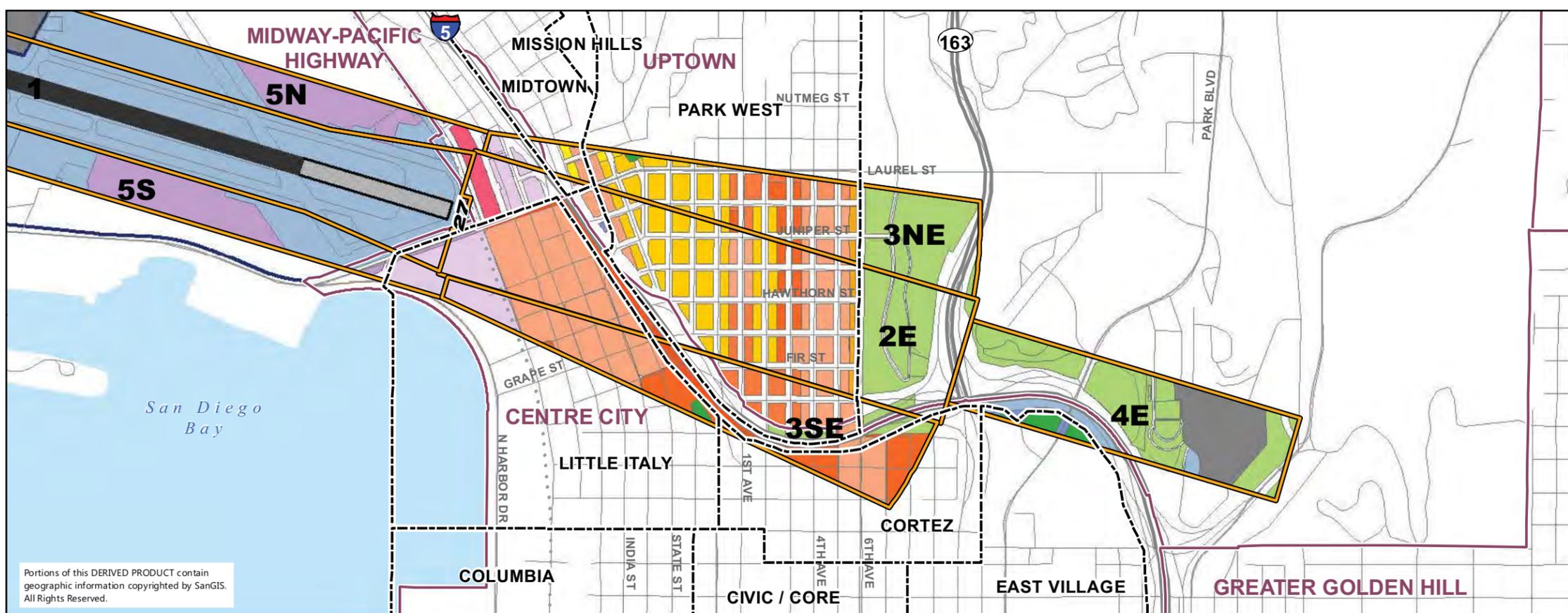
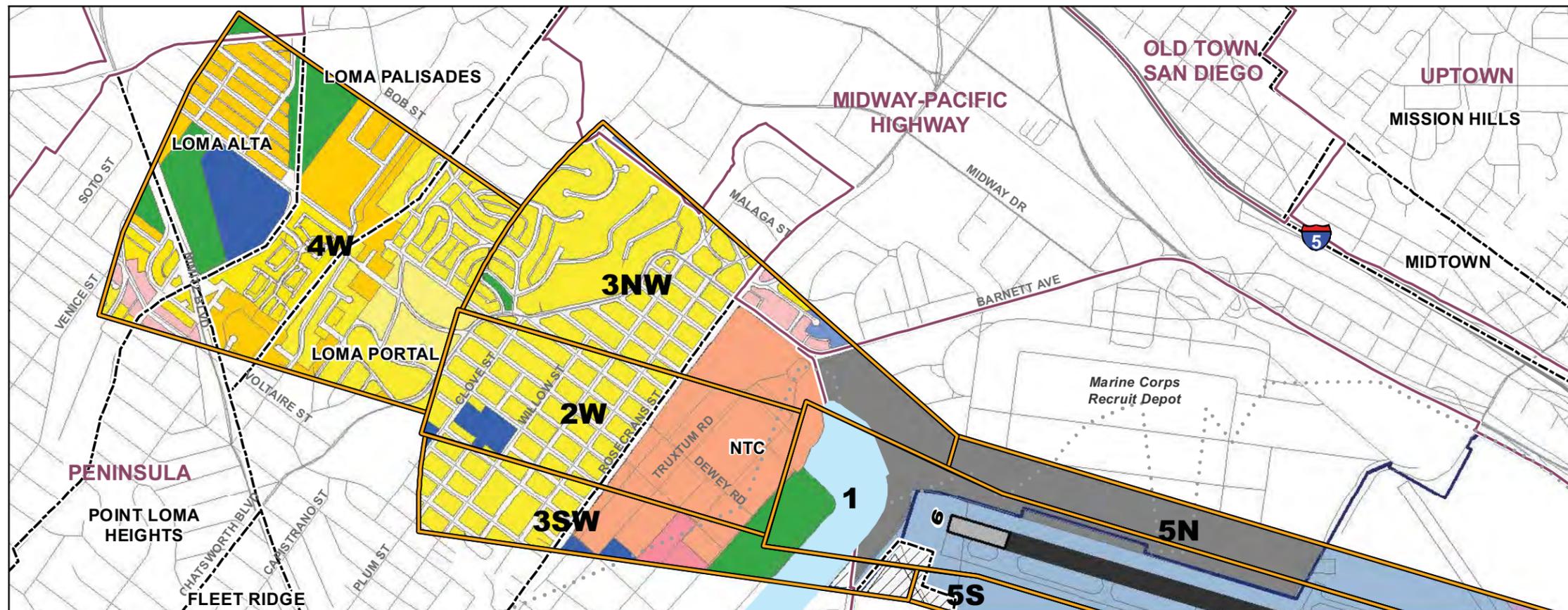


Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones and noise contours).

Prepared by: Ricondo & Associates, Inc., September 2012.

**Exhibit A-5
Potentially Developable Property
within Displacement Study Area**

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- LEGEND**
- Major Roads
 - Highways
 - Municipal Boundaries
 - Community Planning Area
 - Neighborhood Boundaries
 - Displaced Thresholds
 - San Diego Unified Port District Jurisdiction
 - Airport Property Boundary
 - Safety Compatibility Zone
 - Residential
 - Residential - Very Low
 - Residential - Low
 - Residential - Medium
 - Residential - Medium High
 - Residential - High
 - Commercial - Neighborhood
 - Commercial - Office
 - Commercial - Transportation Related
 - Commercial Employment, Retail, & Services
 - Mixed Use - Commercial Emphasis
 - Mixed Use - No Emphasis
 - Mixed Use - Office Emphasis
 - Mixed Use - Residential Emphasis
 - Multiple Use
 - Institutional & Public and Semi-Public Facilities
 - Institutional - Public Services
 - Institutional - Public Utility
 - School
 - Industrial - Light
 - Industrial Employment
 - Open Space - Park or Preserve
 - Park, Open Space, & Recreation
 - Military Use
 - Planned Development
 - Water

0 1,500 ft.

↑ north

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., February 2011, based on information received from the City of San Diego Development Services Planning Division (general plan land use designation GIS data for Peninsula, Midway-Pacific Highway, Old Town San Diego, Uptown, Centre City and Greater Golden Hill community planning areas); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., September 2012.

Exhibit A-6
General Plan Land Use Designations
in Displacement Study Area

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4. Displacement Attributable to Incompatible Land Uses

As described in Section 2, the noise and safety standards in the draft ALUCP would render the future development of several categories of land use incompatible within the area exposed to 65 dB CNEL and higher and in the safety zones. Incompatible uses are indicated in Tables A-1 and A-4, presented earlier.

The potential displacement attributable to new incompatible land uses in the ALUCP displacement study area was measured using a three-step process:

1. The zoning districts within which uses incompatible under the draft ALUCP would be allowed under current regulations were identified and mapped within the ALUCP displacement study area.
2. Developable properties within each zoning district and proposed safety zone or noise contour range were then identified and matched with the incompatible uses.
3. The developable parcels zoned for uses that would be incompatible under the draft ALUCP were then identified and the land area of the parcels totaled.

Some of the land uses that would be incompatible with implementation of the draft ALUCP require relatively large sites if they are to be viable development projects. To account for those site requirements, developable parcels that failed to meet the minimum site area requirements for those land uses were identified in Step 3. Parcels that were smaller than the minimum site area were considered to be unavailable for those land uses under current regulations and, therefore, were not considered subject to the potential displacement of those uses.¹⁷

Minimum site areas, listed in **Table A-6**, were defined based on a study of comparable land uses already developed in other parts of the City.¹⁸

¹⁷ It was assumed that developable parcels adjacent to vacant parcels could possibly be combined for purposes of development. In those cases, the size of the combined parcels was considered with respect to the minimum site requirements of the selected incompatible uses.

¹⁸ This study is documented in Attachment E.

Table A-6: Minimum Site Area Requirements for Selected Land Uses

LAND USE	MINIMUM SITE AREA REQUIRED (SQARE FEET)
Educational, Institutional, Public Services	
Convention Center	1,000,000
Medical Care – Hospital	44,000
School for Adults – College, University, Vocational/Trade School	10,000
School – Kindergarten through Grade 12	7,500
Transportation, Communication, Utilities	
Electrical Power Generation Plant	2,800,000
Water, Wastewater Treatment Plant	1,000,000
Recreation, Park, Open Space	
Arena, Stadium	750,000

SOURCE: Ricondo & Associates, Inc., September 2012 (minimum site area requirements). See Attachment E for documentation.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Exhibit A-7 depicts the properties within the ALUCP displacement study area that would potentially be affected by the displacement of incompatible future land uses with implementation of the draft ALUCP.

As summarized in **Table A-7**, 508 properties would be rendered unavailable for development of one or more of the various incompatible uses described in the draft ALUCP. The affected properties total 176.4 acres. (The total land area within the ALUCP displacement study area is 3,962 acres.) Most of the affected properties (i.e., 98 percent) are smaller than 2.0 acres. 78.1 percent of these properties are smaller than 0.25 acre, and another 10.8 percent are between 0.25 acre and 0.5 acre.

Table A-7: Properties Rendered Unavailable for Development of One or More Incompatible Land Uses after Implementation of the Draft ALUCP

PARCEL SIZE (ACRES)	COUNT OF PROPERTIES ¹	PERCENTAGE OF PROPERTIES	CUMULATIVE PERCENTAGE OF PROPERTIES ²
0.0-.24	397	78.1%	78.1%
0.25-0.49	55	10.8%	89.0%
0.50-0.74	16	3.1%	92.1%
0.75-0.99	5	1.0%	93.1%
1.00-1.99	23	4.5%	97.6%
2.00-2.99	5	1.0%	98.6%
3.00-3.99	2	0.4%	99.0%
4.00-4.99	1	0.2%	99.2%
5.00-5.99	0	0.0%	99.2%
6.00-6.99	1	0.2%	99.4%
7.00-7.99	1	0.2%	99.6%
8.00-8.99	1	0.2%	99.8%
9.00-9.99	0	--	99.8%
10.00+	1	0.2%	100.0%
Grand Total	508	100.0%	--

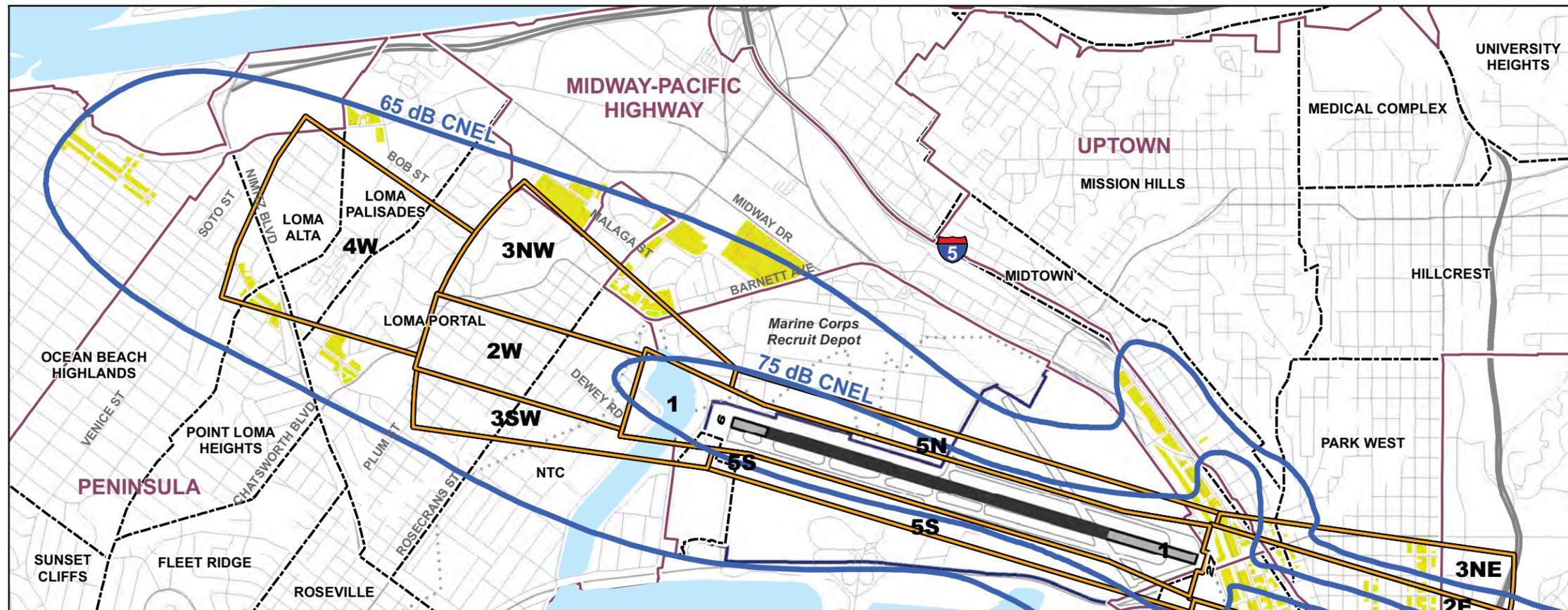
NOTES:

1/ The data in this table represent all properties in the ALUCP displacement study area that would be made unavailable for development of any incompatible land use established under the draft ALUCP.

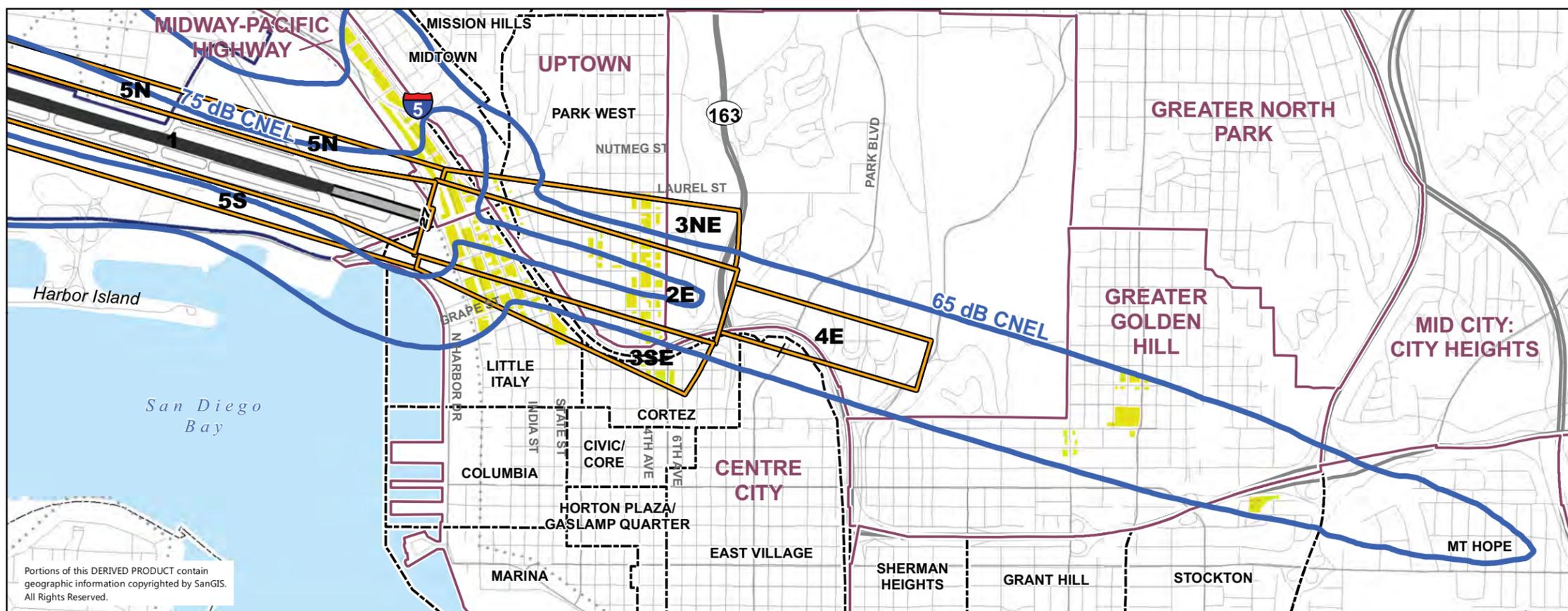
2/ Percentages may not sum as indicated due to rounding.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of incompatible land uses after implementation of the draft ALUCP).

PREPARED BY: Ricondo & Associates, Inc. October 2012.



- LEGEND**
- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ▭ Community Planning Area
 - - - Neighborhood Boundaries
 - ▭ Displaced Thresholds
 - ⋯ San Diego Unified Port District Jurisdiction
 - ▭ Airport Property Boundary
 - ▭ Safety Compatibility Zone
 - ▭ Noise Contour (65 dB & 75 dB CNEL)
 - ▭ Properties Subject to the Potential Displacement of Incompatible Uses



Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on draft SDIA ALUCP (safety compatibility zones and noise contours).

Prepared by: Ricondo & Associates, Inc., September 2012.

Exhibit A-7
Properties Subject to the Potential Displacement of Incompatible Uses

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Table A-8 presents the results of this portion of the displacement analysis by land use category. The total land area and number of parcels within the ALUCP displacement study area that would become unavailable to each land use type with implementation of the draft ALUCP are shown. The results and the design of the table reflect two aspects of the land use regulatory system:

1. The number of safety zones or noise contour ranges within which the land use would be incompatible – the more zones, the greater the number of parcels.
2. The number of City zoning districts within which the use is allowed – the more zones, the greater the number of parcels.

The red-shaded cells indicate the safety zones and noise contour ranges in which the use would be incompatible. Cells marked with an "X" indicate that developable land zoned to allow the land use exists within the safety zone or noise contour range.

The uses that would be most greatly affected by implementation of the draft ALUCP would be child day care facilities (393 properties rendered unavailable under the draft ALUCP noise standards and 196 properties under the draft ALUCP safety standards), medical – congregate care facilities (364 and 194 properties rendered unavailable, respectively), and medical – outpatient surgery centers (336 and 170 properties rendered unavailable, respectively). Kindergarten through Grade 12 schools would be unable to be developed on 142 properties under the draft ALUCP noise standards and 80 properties under the draft ALUCP safety standards. These are the only uses that would be incompatible in all safety zones and within the area exposed to 65 dB CNEL and higher.

Under the draft ALUCP safety standards, the next most widely affected uses would be sport/fitness facilities (144 properties), transit centers and bus/rail stations (121 properties) and jails and prisons (121 properties). Note that the data in the columns presenting the acreage and numbers of properties rendered unavailable to the incompatible land uses cannot validly be summed because many of the same properties are counted for multiple land uses.

Table A-8 (1 of 2): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Draft ALUCP

LAND USE CATEGORIES	SAFETY ZONES				NOISE CONTOUR RANGES		SAFETY ZONES		NOISE CONTOUR RANGES	
	SZ2	SZ3	SZ4	SZ5	65+	75+	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹
RESIDENTIAL										
Single-Family, Multi-family							-	-	-	-
Single Room Occupancy (SRO) Facility				X			1.1	1	-	-
Group Quarters	X			X			16.3	79	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING										
Hotel, Motel, Resort				X			1.2	2	-	-
Sport/Fitness Facility	X			X			32.2	144	-	-
Theater - Movie/Live Performance/Dinner				X			1.2	2	-	-
EDUCATIONAL, INSTITUTIONAL, AND PUBLIC SERVICES										
Child Day Care Center/Pre-K	X	X	X	X	X	X	46.7	196	147.8	393
Convention Center							-	-	-	-
Fire and Police Stations	X						5.2	13	-	-
Jail, Prison	X	X	X	X			28.4	121	-	-
Library, Museum, Gallery				X			1.1	1	-	-
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	X	X	X	X	X	X	46.4	194	143.9	364
Medical Care - Hospital	X	X		X	X	X	8.5	6	84.2	29
Medical Care - Out-Patient Surgery Centers	X	X	X	X	X	X	37.7	170	134.8	336
Public Assembly (religious, fraternal)				X			1.2	2	-	-
School for Adults - College, University, Vocational/Trade School	X			X		X	13.0	26	13.8	21
School - Kindergarten through Grade 12	X	X	X	X	X	X	34.8	80	121.1	142
INDUSTRIAL										
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	X	X					18.5	87	-	-
Manufacturing/Processing of Hazardous Materials	X	X					23.6	97	-	-
Sanitary Landfill							-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only							-	-	-	-
Warehousing/Storage of Hazardous Materials							-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES										
Electrical Power Generation Plant							-	-	-	-
Electrical Substation	X			X			18.4	71	-	-
Emergency Communications Facilities	X			X			18.0	72	-	-
Marine Cargo Terminal							-	-	-	-
Marine Passenger Terminal	X			X			6.4	15	-	-
Transit Center, Bus/Rail Station	X			X			27.4	121	-	-
Water, Wastewater Treatment Plant							-	-	-	-

Table A-8 (2 of 2): Developable Property Rendered Unavailable for Development of Incompatible Land Uses under the Draft ALUCP

LAND USE CATEGORIES	SAFETY ZONES				NOISE CONTOUR RANGES		SAFETY ZONES		NOISE CONTOUR RANGES	
							AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹	AREA RENDERED UNAVAILABLE (ACRES)	NUMBER OF PROPERTIES ¹
	SZ2	SZ3	SZ4	SZ5	65+	75+				
RECREATION, PARK AND OPEN SPACE										
Arena, Stadium										
Marina	X						5.2	13		
AGRICULTURE										
Aquaculture				X			0.1	1		

NOTE: The red-highlighted cells indicate that the use is incompatible in those safety zones or noise exposure ranges. An "X" indicates that developable land of sufficient size to accommodate the land use currently exists in those areas and is counted in the "area rendered unavailable" column.

1/ Parcel areas and numbers of parcels cannot be summed because many of the properties currently allow several different uses that would become incompatible under the draft ALUCP. Thus, many parcels are reported in multiple rows of the table.

SOURCE: Ricondo & Associates, Inc. September 2012 (analysis of incompatible land uses after implementation of the draft ALUCP).
 PREPARED BY: Ricondo & Associates, Inc. October 2012.

5. Displacement Attributable to Limits on Residential Density

As explained in Section 2, the safety standards of the draft ALUCP would limit the density of new residential development above and beyond the density limits within the proposed safety zones. The difference in potential dwelling unit yields with and without implementation of the draft ALUCP was estimated, as described in this section.

5.1 Residential Development under Current Regulations

Developable parcels zoned for exclusive residential use or for mixed residential/nonresidential use were identified for the residential displacement analysis. The potential future development yield for each parcel, based on current community plan land use designations and zoning regulations, was provided by the City of San Diego. The City maintains a State-mandated list of parcels on which future development of dwelling units would be feasible (the Adequate Housing Sites Inventory), including estimates of the number of additional dwelling units that could be accommodated on each parcel.¹⁹

The potential additional dwelling units within the draft ALUCP safety zones were totaled to produce an estimate of total housing yield within the ALUCP displacement study area, based on current land use designations and regulations.

5.2 Residential Development with Implementation of Draft ALUCP

The maximum number of dwelling units allowed with implementation of the draft ALUCP was calculated. The ALUCP safety compatibility standards limit future residential density within the proposed safety zones by setting maximum limits for each safety zone by Community Plan Area (CPA)/neighborhood. These limits are indicated in the top panels of each page of Table A-4. The number of dwelling units allowed on each parcel was calculated, and then summed for each safety zone.

¹⁹ City of San Diego *General Plan, Housing Element*, FY 2005–2010 December 2006.

5.3 Residential Development Displacement

The number of dwelling units allowed with implementation of the draft ALUCP was subtracted from the number of units allowed under current regulations to produce an estimate of the number of dwelling units that would potentially be displaced with implementation of the draft ALUCP.

Table A-9 presents the results of the residential displacement analysis by CPA and, for Centre City, by neighborhood. As indicated, 3,645 additional dwelling units could be built within the safety zones, based on current land use designations and regulations. With implementation of the draft ALUCP, the number of potential new dwelling units would decrease to 2,866. A total of 779 potential dwelling units would be displaced with implementation of the draft ALUCP, 21 percent of the potential units that could be built based on current land use designations and regulations. By far, the largest share of housing units, 696, would be displaced from the Centre City CPA (all from the Little Italy neighborhood). A potential 42 units would be displaced from the Peninsula CPA, 40 from Uptown, and one from Midway-Pacific Highway. **Exhibit A-8** depicts the properties that would potentially be subject to the displacement of housing units with implementation of the draft ALUCP. Note that the draft ALUCP would not completely prevent housing from being developed on the affected properties. Rather, the ALUCP would reduce the allowable density of housing units on the affected parcels.

Table A-10 presents the residential displacement results for each safety zone. As expected, the analysis indicates a potential for much greater residential displacement on the east side than the west side safety zones. A total of 549 units would potentially be displaced in Safety Zone (SZ) 2E, 40 percent of the potential units that could be built under current land use designations and regulations. A potential 22 units would be displaced from SZ 3NE and 165 units would be displaced from SZ 3SE. SZ 4E would be unaffected. A potential total of 43 units would be displaced from the west side safety zones – 42 from SZ 4W and 1 from SZ 3NW.

Table A-9: Potential Displacement of Future Dwelling Units with Implementation of the Draft ALUCP by Community Plan Area/Neighborhood

COMMUNITY PLAN AREA/NEIGHBORHOOD	EXISTING DWELLING UNITS ON DEVELOPABLE PARCELS	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH DRAFT ALUCP	
		With Current Regulations	With Draft ALUCP	Dwelling Units	Percentage ¹
Centre City	181	2,150	1,454	696	32%
<i>Cortez</i>	11	244	244	0	0%
<i>Little Italy</i>	170	1,906	1,210	696	37%
Midway-Pacific Highway	5	51	50	1	2%
Peninsula	227	431	389	42	10%
Uptown	718	1,013	973	40	4%
Total	1,131	3,645	2,866	779	21%

NOTE: 1/ Displaced dwelling units as a percentage of the additional units that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Table A-10: Potential Displacement of Future Dwelling Units by Safety Zone with Implementation of the Draft ALUCP by Safety Zone

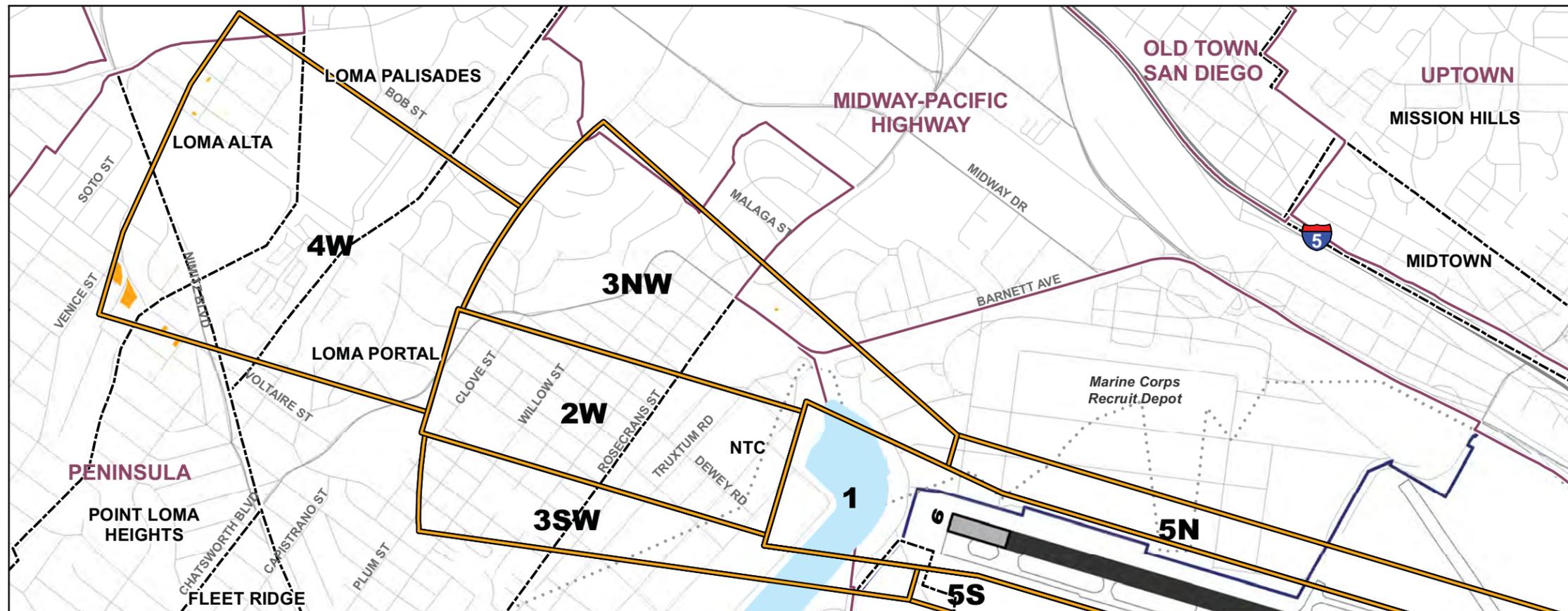
SAFETY ZONE	EXISTING DWELLING UNITS ON DEVELOPABLE PARCELS	CAPACITY FOR ADDITIONAL DWELLING UNITS		DISPLACEMENT WITH DRAFT ALUCP	
		With Current Regulations	With Draft ALUCP	Dwelling Units	Percentage ¹
EAST SIDE	899	3,163	2,427	736	23%
<i>SZ 2E</i>	380	1,365	816	549	40%
<i>SZ 3NE</i>	332	316	294	22	7%
<i>SZ 3SE</i>	187	1,482	1,317	165	11%
<i>SZ 4E</i>	0	0	0	0	--%
WEST SIDE	232	482	439	43	9%
<i>SZ 2W</i>	0	1	1	0	--%
<i>SZ 3NW</i>	5	57	56	1	2%
<i>SZ 3SW</i>	0	4	4	0	--%
<i>SZ 4W</i>	227	420	378	42	10%
Total	1,131	3,645	2,866	779	21%

NOTES: No residential displacement would occur in Safety Zones 1, 5N, and 5S.

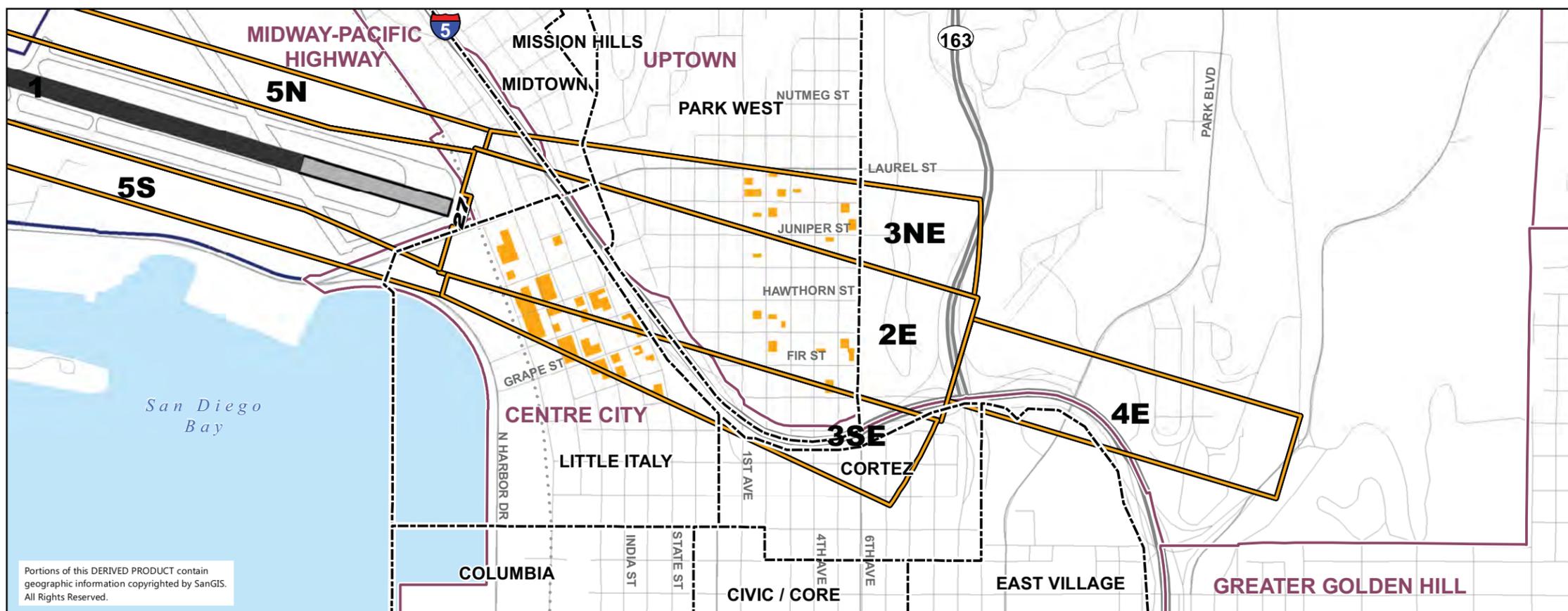
1/ Displaced dwelling units as a percentage of the additional units that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential residential use displacement).

PREPARED BY: Ricondo & Associates, Inc. October 2012.



- LEGEND**
- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ▭ Community Planning Area
 - - - Neighborhood Boundaries
 - ▭ Displaced Thresholds
 - ⋯ San Diego Unified Port District Jurisdiction
 - ▭ Airport Property Boundary
 - ▭ Safety Compatibility Zone
 - Potential Displacement of Residential Development



Note: Implementation of the ALUCP would reduce the number of allowable dwelling units on the indicated properties but would not prohibit housing development.

Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., September 2012.

Exhibit A-8 Properties Subject to the Potential Displacement of Residential Development

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6. Displacement Attributable to Limits on Nonresidential Development Intensity

As explained in Section 2, the safety standards of the draft ALUCP would limit the intensity of new nonresidential development within the proposed safety zones. Displaced nonresidential development is described as the amount of floor area that would be prevented from being developed above and beyond the intensity limits in the proposed safety zones after implementation of the draft ALUCP.

The first step in this portion of the analysis was to estimate the potential floor area of future nonresidential development that can be developed under current land use regulations. The second step was to estimate the floor area of future nonresidential development that would be allowed with implementation of the draft ALUCP. The difference between the two estimates is the amount of nonresidential development that may be displaced after implementation of the draft ALUCP.

Estimating the potential displacement of future nonresidential development is subject to greater uncertainty than the analyses described in Sections 4 and 5. This is because the City's General Plan, as detailed in the applicable Community Plans, and zoning ordinance allow a broad mix of land uses in most nonresidential-designated areas in the ALUCP displacement study area. This regulatory flexibility affords developers the ability to adjust to changing market conditions over time as they develop and redevelop property. This flexibility makes it difficult to anticipate the specific types of land uses that may be developed in these areas in the future.

To account for this uncertainty, the analysis of nonresidential displacement provides a range of potential displacement outcomes. This is done by testing alternate values of two key variables used to project the ultimate nonresidential development yield with and without implementation of the draft ALUCP.

6.1 Nonresidential Development under Current Regulations

Current land use policies and regulations within the area covered by the draft ALUCP safety zones include the City of San Diego zoning code and the 2004 ALUCP for SDIA. The City's zoning standards regulating the size of nonresidential developments are expressed as maximum floor area ratios (FAR).²⁰ As the land area of all developable parcels in the proposed safety zones is known, the FARs can be applied to each parcel to derive the maximum floor area that could potentially be developed for nonresidential uses on each parcel.

As discussed in Section 5, the City's AEOZ (adopted to reflect the 2004 ALUCP) includes standards limiting infill development within the Airport Approach Zone. Within this area, new nonresidential infill development is limited to an intensity of no greater than 110 percent of the intensity of existing uses within a 0.25-mile radius of the project site. In the parts of the Little Italy and Cortez neighborhoods within the Airport Approach Zone, development is limited to a maximum FAR of 2.0 or a maximum height of 36 feet. (Exhibit A-2, presented earlier, depicts the relationship of the Airport Approach Zone to the draft ALUCP safety zones on the east side of the Airport.)

The nonresidential floor area allowed under current regulations was estimated by applying the maximum FARs allowed under current regulations to the area within the proposed safety zones of the draft ALUCP.

6.1.1 NONRESIDENTIAL DEVELOPMENT POTENTIAL OUTSIDE THE AIRPORT APPROACH ZONE

The floor area of nonresidential development that could be accommodated in the portion of the safety zones outside the Airport Approach Zone (and in the portions of Little Italy and Cortez inside the Airport Approach Zone) was calculated in three steps.

1. Parcels designated for commercial, industrial, institutional, or mixed-use development were sorted into two sets:
 - a. Parcels designated exclusively for nonresidential use
 - b. Parcels designated for mixed-use (residential/nonresidential) that were allocated future housing units in the City's Adequate Housing Sites Inventory
2. The potential ultimate floor area of parcels designated exclusively for nonresidential use was calculated by multiplying the parcel area by the maximum FAR for the applicable City zoning/planned district ordinance designation.
3. For mixed-use parcels that were allocated future housing units (in the analysis described in Section 5), the share of the property devoted to nonresidential use was calculated by multiplying the parcel area by a FAR representing the share of the property devoted to nonresidential use. The nonresidential FARs for mixed-use properties were developed for each Community Plan land use designation within

²⁰ Floor area ratios indicate the square footage of building floor area allowed per square foot of lot area.

the ALUCP safety zones based on an analysis of existing mixed-use developments in the portion of each CPA within the ALUCP displacement study area. The nonresidential FARs resulting from that analysis are listed in **Table A-11**.²¹ Note that, for two land use designations, "Mixed Use – Commercial Emphasis" and "Mixed Use – Residential Emphasis," different FARs were used for Centre City and Uptown, reflecting the findings of the existing land use analysis.

Table A-11: Nonresidential Floor Area Ratios for Mixed-Use Parcels within ALUCP Displacement Study Area by Community Plan Land Use Designation

GENERALIZED COMMUNITY PLAN LAND USE DESIGNATION	EXISTING NONRESIDENTIAL FLOOR AREA RATIO ¹
Commercial – Neighborhood	0.26
Commercial – Office	0.26
Institutional – Public Services	0.38
Mixed Use – Commercial Emphasis	
<i>Centre City</i>	0.38
<i>Uptown</i>	0.28
Mixed Use – No Emphasis	0.36
Mixed Use – Office Emphasis	0.41
Mixed Use – Residential Emphasis	
<i>Centre City</i>	1.76
<i>Uptown</i>	0.54
Multiple Use	1.00

NOTE:

1/ The existing FARs were derived through an analysis of existing nonresidential land uses in mixed residential/nonresidential developments in each Community Plan land use designation within the safety zones and a 0.25-mile buffer area around the safety zones. Refer to Attachment G for a discussion of the analysis that produced these FARs.

SOURCE: Ricondo & Associates, Inc. September 2012 (analysis of potential nonresidential use displacement).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

6.1.2 NONRESIDENTIAL DEVELOPMENT POTENTIAL INSIDE THE AIRPORT APPROACH ZONE

Inside the Airport Approach Zone (but outside the Little Italy and Cortez neighborhoods), nonresidential development potential was calculated for each parcel by applying the requirements of the AEOZ regulations. The average FAR of all existing nonresidential uses within 0.25 mile of each parcel was determined and then multiplied by 110 percent to determine the allowable FAR on each parcel.

²¹ Mixed-use developments in each mixed-use land use category were analyzed. The FARs in the table were based on the results of that analysis. The analysis is documented in Attachment F.

6.1.3 TOTAL NONRESIDENTIAL DEVELOPMENT POTENTIAL

The results of the analyses of nonresidential development inside and outside the Airport Approach Zone were summed to produce an estimate of total nonresidential development potential within the proposed safety zones based on current land use designations and regulations.

6.2 Nonresidential Development with Implementation of the Draft ALUCP

The amount of nonresidential floor area that could be developed with implementation of the draft ALUCP is limited by the maximum allowable intensity (people per acre) in each safety zone and CPA. At any given intensity, the corresponding amount of nonresidential floor area can vary depending on the type of land use involved because different occupancy factors apply to different uses. Consider, for example, a 15,000-square-foot (0.34-acre) site in the Uptown portion of SZ 3NE. Under the draft ALUCP, the maximum allowable intensity in that area would be 278 people per acre, corresponding to 96 people on the 15,000-square-foot site.²² If a restaurant, with an occupancy factor of 60 square feet per person, was proposed on the site, the building could not exceed 5,760 square feet (96 people x 60 square feet per person). If an office building (occupancy factor of 215 square feet per person) was proposed on the site, it could not exceed 20,640 square feet (96 people x 215 square feet per person). This example makes it clear that the amount of potential floor area that can be developed under the draft ALUCP is greatly influenced by the proposed land use type and corresponding occupancy factor.

The approach taken in this displacement analysis was to estimate the potential amount of displaced nonresidential square footage by using weighted occupancy factors for the portions of each CPA and Community Plan land use designation within the safety zones. The weighted occupancy factors were intended to reflect the mixed-use land use patterns in these areas. The SDIA displacement study area, while fully developed, is subject to intense redevelopment pressures because of its location near the core of Downtown San Diego. Development in the area is a dense fabric of mixed land uses, including residential, commercial, office, hotel, light industrial, and institutional uses. Based on the applicable Community Plans, future development and redevelopment in the area will continue to be mixed-use. Thus, a realistic analysis of displaced development must account for the effects of implementation of the draft ALUCP on this mixed-use pattern.

²² The intensity limits and occupancy factors discussed in this example were taken from Table A-4.

The first step in developing weighted occupancy factors was to calculate the floor areas of the varied existing nonresidential land uses in each CPA (or neighborhood) within the safety zones. Each existing nonresidential land use was assigned to one of the following seven categories:

- Commercial – Eating, Drinking, Entertainment
- Commercial – Lodging
- Commercial – Retail
- Commercial – Services
- Industrial
- Institutional
- Office

Table A-12 describes the percentage of each land use category (in terms of floor area) by Community Plan land use designation and by CPA/neighborhood. This information was derived from the parcel-based existing land use data for the portion of each CPA/neighborhood within the safety zones and within a 0.25-mile buffer area outside the safety zones.²³ For example, in areas designated in the Community Plans as “Mixed Use – Commercial Emphasis” in the Cortez neighborhood of the Centre City CPA, commercial lodging accounted for 37 percent, commercial retail accounted for 1 percent, and offices accounted for 62 percent of the total nonresidential floor area.

²³ The buffer area was included in the analysis to secure information for a larger sample of properties in each nonresidential land use category than was available within the safety zones. See Attachment G for a discussion of the analysis that was done to produce the estimated shares of land uses in the safety zones, CPAs, and neighborhoods.

Table A-12: Percentage of Existing Nonresidential Floor Area by Land Use Category, Community Plan Area/Neighborhood and Community Plan Land Use Designation

CPA/NEIGHBORHOOD GENERALIZED LAND USE DESIGNATION	LAND USE CATEGORY AND CORRESPONDING OCCUPANCY FACTOR (PEOPLE PER SQUARE FOOT)						
	COMMERCIAL - EATING, DRINKING, ENTERTAINMENT 60	COMMERCIAL - LODGING 200	COMMERCIAL - RETAIL 170	COMMERCIAL - SERVICES 200	INDUSTRIAL 300	INSTITUTIONAL 170	OFFICE 215
CENTRE CITY							
Cortez							
Mixed Use – Commercial Emphasis	0%	37%	1%	0%	0%	0%	61%
Mixed Use – Residential Emphasis	1%	33%	5%	0%	0%	36%	26%
Multiple Use	0%	0%	100%	0%	0%	0%	0%
Little Italy							
Mixed Use – Commercial Emphasis	6%	7%	37%	3%	24%	0%	24%
Mixed Use – Residential Emphasis	0%	85%	3%	0%	0%	0%	13%
MIDWAY-PACIFIC HIGHWAY							
Commercial – Neighborhood	3%	0%	78%	6%	0%	0%	13%
Commercial – Transportation-Related	0%	0%	31%	30%	39%	0%	0%
Industrial – Light	6%	0%	0%	30%	48%	0%	15%
Institutional - Public Services	0%	0%	0%	0%	0%	52%	48%
PENINSULA							
Commercial – Neighborhood	5%	0%	82%	0%	0%	0%	13%
UPTOWN							
Commercial – Office	0%	0%	0%	0%	0%	0%	100%
Institutional - Public Services	0%	0%	0%	0%	0%	100%	0%
Mixed Use – Commercial Emphasis	4%	9%	14%	1%	3%	0%	68%
Mixed Use - No Emphasis	0%	0%	0%	0%	0%	0%	100%
Mixed Use - Office Emphasis	0%	0%	3%	0%	0%	31%	66%
Mixed Use – Residential Emphasis	2%	2%	28%	0%	0%	10%	57%

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential nonresidential use displacement). Analysis of existing land use database, developed by Ricondo & Associates, Inc. from data provided by SanGIS, City of San Diego, and independent field surveys. See Attachment G for an explanation of the analysis used to calculate these land use proportions.

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Table A-13 presents the weighted occupancy factors used to calculate the nonresidential floor area that could be developed with implementation of the draft ALUCP. The occupancy factors were developed from the data presented in Table A-12.

Table A-13: Weighted Occupancy Factors by Community Plan Area and Community Plan Land Use Designation

CPA/NEIGHBORHOOD GENERALIZED LAND USE DESIGNATION	BASELINE WEIGHTED OCCUPANCY FACTORS
CENTRE CITY	
Cortez	
Mixed Use – Commercial Emphasis	209
Mixed Use – Residential Emphasis	191
Multiple Use	170
Little Italy	
Mixed Use – Commercial Emphasis	208
Mixed Use – Residential Emphasis	201
MIDWAY-PACIFIC HIGHWAY	
Commercial – Neighborhood	174
Commercial – Transportation-Related	230
Industrial – Light	242
Institutional - Public Services	191
PENINSULA	
Commercial – Neighborhood	170
UPTOWN	
Commercial – Office	215
Institutional - Public Services	170
Mixed Use – Commercial Emphasis	204
Mixed Use - No Emphasis	215
Mixed Use - Office Emphasis	200
Mixed Use – Residential Emphasis	194

NOTES:

1/ Weighted occupancy factor computed using the (unrounded) data in Table A-12.

SOURCE: Ricondo & Associates, Inc., September 2012

PREPARED BY: Ricondo & Associates, Inc. October 2012.

The amount of nonresidential development that would be allowed with implementation of the draft ALUCP was calculated in three steps.

1. The area of each parcel was multiplied by the maximum intensity that would be allowed with implementation of the draft ALUCP, based on the safety zone and CPA within which the parcel is located (as indicated in the top panel of Table 4). This calculation produced an estimate of the maximum number of occupants for the parcel.
2. The number of occupants for each parcel was multiplied by the weighted occupancy factor for the CPA/neighborhood and Community Plan land use designation in which the parcel was located to derive the allowable building floor area for the parcel.
3. The floor areas for all parcels were summed to derive an estimate of the total nonresidential floor area that could be developed with implementation of the draft ALUCP

Exhibit A-9 is a flow chart describing the sequence of these calculations.

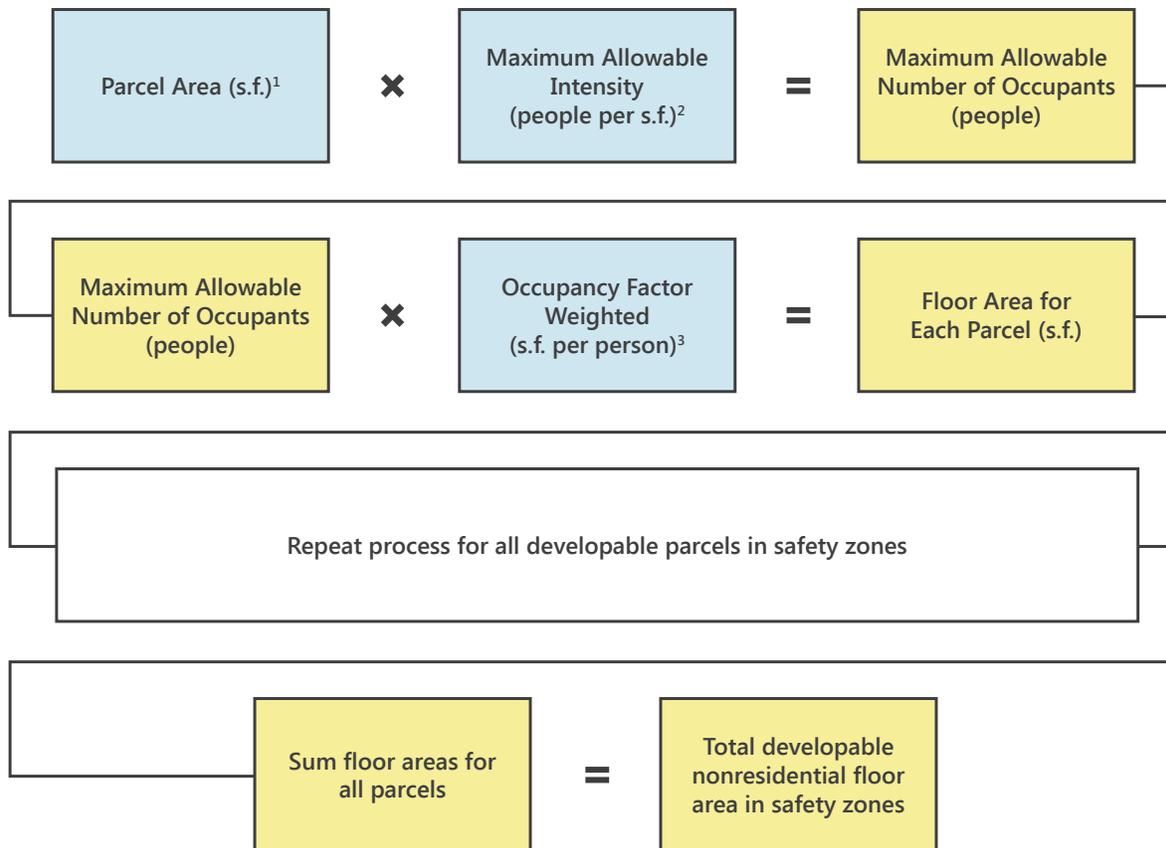
6.3 Nonresidential Development Displacement – Baseline Estimates

The potential nonresidential development displacement was calculated by subtracting the amount of nonresidential floor area that could be built after implementation of the draft ALUCP from the amount that could be built under current regulations. In the first phase of the analysis, estimates of nonresidential displacement were calculated using the baseline weighted occupancy factor, which reflects the existing land use pattern in the safety zone. These initial estimates are referred to as the baseline case.

Table A-14 provides the results of the baseline case analysis. An estimated 2,294,698 square feet of new nonresidential development could be accommodated within the safety zones under current regulations. After implementation of the draft ALUCP, the new allowable floor area would be reduced to 1,767,930 square feet. The resulting displacement of new nonresidential development would be 526,768 square feet. This is a 23 percent reduction in the future development yield that could be achieved under current regulations.

Exhibit A-10 depicts the properties affected by the potential displacement of nonresidential development with implementation of the draft ALUCP.

For each developable parcel, calculate:



LEGEND

- Values are given
- Values are calculated

Notes:

- 1/ Taken from parcel data base.
- 2/ Taken from top panel of Table 4, listing maximum allowable intensities by safety zone and CPA/neighborhood.
- 3/ Taken from the righthand column of the bottom portion of Table 4, listing occupancy factors for land use categories.

Source: Ricondo & Associates, Inc., September 2012.

Prepared by: Ricondo & Associates, Inc., September 2012.

Exhibit A-9

Calculation of Developable Nonresidential Floor Area with Implementation of Updated ALUCP



As indicated in Table A-14, most of the displacement (344,215 square feet) would occur in the Centre City CPA. Another 127,152 square feet would be displaced from the Uptown CPA, 53,814 square feet from the Midway-Pacific Highway CPA and 1,586 square feet from the Peninsula CPA.

Table A-14: Potential Displacement of Nonresidential Building Floor Area with the Implementation of the Draft ALUCP by CPA/Neighborhood – Baseline Case

CPA/NEIGHBORHOOD	ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQUARE FEET)		DISPLACEMENT WITH DRAFT ALUCP	
	With Current Regulations	With Draft ALUCP	Floor Area (Square Feet)	Percentage ¹
Centre City	1,184,345	840,129	344,215	29%
<i>Cortez</i>	<i>416,105</i>	<i>245,034</i>	<i>171,071</i>	<i>41%</i>
<i>Little Italy</i>	<i>768,239</i>	<i>595,095</i>	<i>173,144</i>	<i>23%</i>
Midway-Pacific Highway	454,056	400,242	53,814	12%
Peninsula	56,133	54,547	1,586	3%
Uptown	600,164	473,012	127,152	21%
Total	2,294,698	1,767,930	526,768	23%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations.

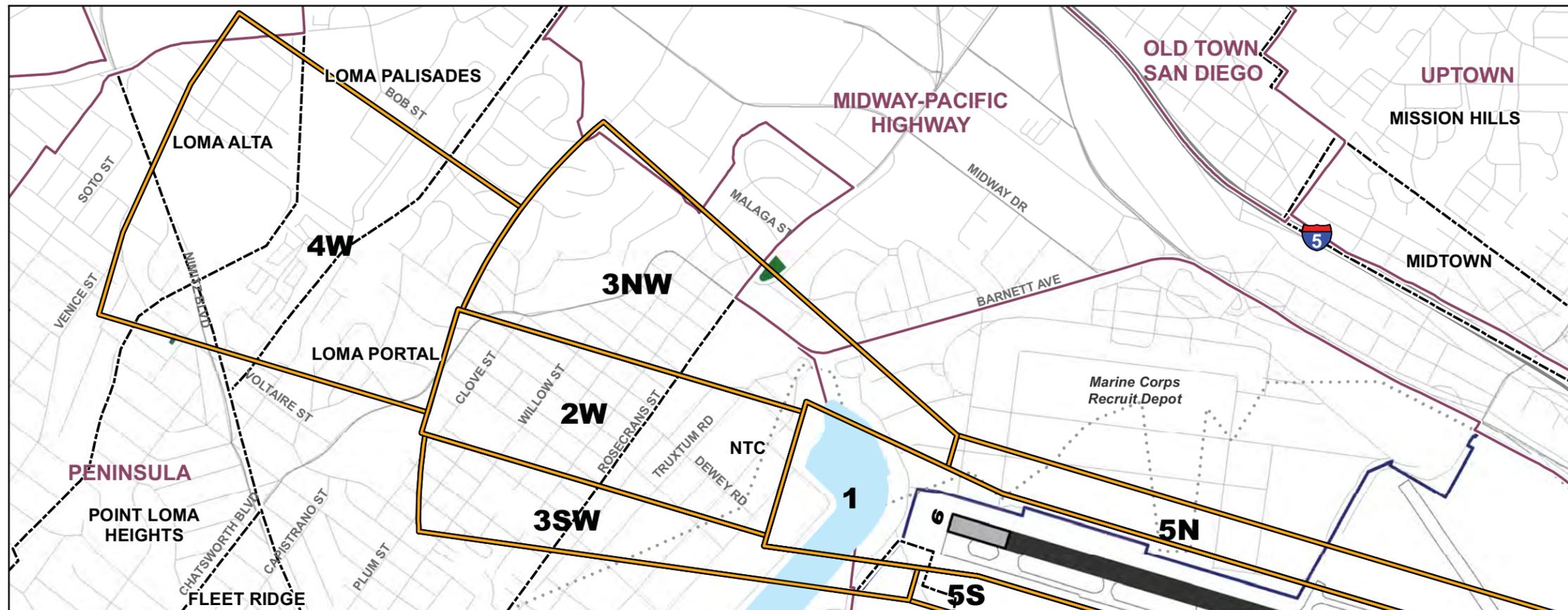
SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential nonresidential use displacement). Columns may not sum to totals shown because of rounding.

PREPARED BY: Ricondo & Associates, Inc. October 2012.

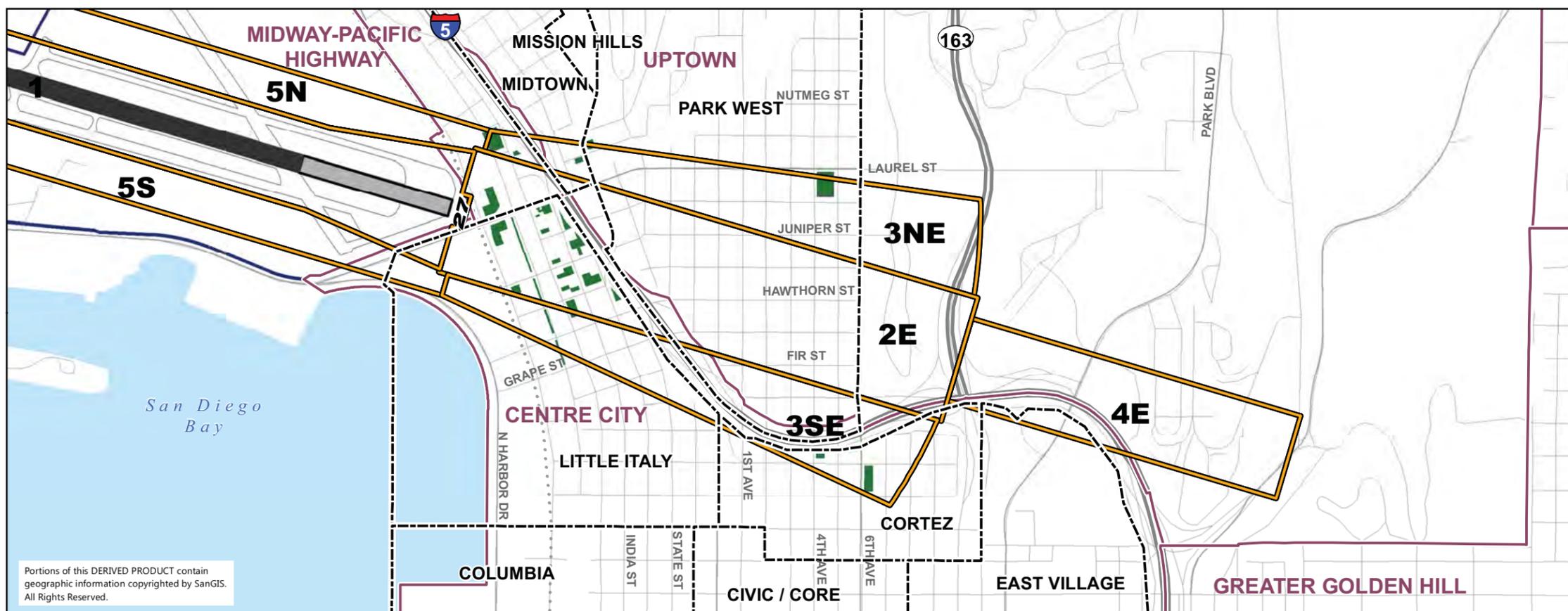
Table A-15 summarizes nonresidential displacement for the baseline case by safety zone. Most of the displacement would occur in the east side safety zones, with 197,918 square feet from SZ 3SE, 164,289 square feet from SZ 3NE, and 147,018 square feet from SZ 2E.

On the west side, 4,116 square feet would be displaced from SZ 3NW and 1,586 square feet from SZ 4W. Nothing would be displaced from SZ 2W and SZ 3SW.

In SZ 5N, on the northeast side of the Airport, 11,842 square feet of nonresidential development would be displaced.



- LEGEND**
- Major Roads
 - Highways
 - - - Municipal Boundaries
 - ▭ Community Planning Area
 - - - Neighborhood Boundaries
 - ▭ Displaced Thresholds
 - ⋯ San Diego Unified Port District Jurisdiction
 - ▭ Airport Property Boundary
 - ▭ Safety Compatibility Zone
 - ▭ Potential Displacement of Nonresidential Development



Sources: San Diego Geographic Information Source (SanGIS) updated in 2011 (roads and highways); City of San Diego, August 2011 (neighborhood boundaries); Ricondo & Associates, Inc., July 2012 (Port District Jurisdiction); Ricondo & Associates, Inc., July 2012, based on Draft SDIA ALUCP (safety compatibility zones).

Prepared by: Ricondo & Associates, Inc., September 2012.

**Exhibit A-10
Properties Subject to the Potential
Displacement of Nonresidential
Development**

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Table A-15: Potential Displacement of Nonresidential Building Square Footage by Safety Zone with Implementation of the Draft ALUCP– Baseline Case

SAFETY ZONE	ADDITIONAL NONRESIDENTIAL FLOOR AREA CAPACITY (SQARE FEET)		DISPLACEMENT WITH DRAFT ALUCP (SQARE FEET)	
	With Current Regulations	With Draft ALUCP	Floor Area (Square Feet)	Percentage ¹
EAST SIDE				
SZ 2E	984,235	837,217	147,018	15%
SZ 3NE	401,887	237,599	164,289	41%
SZ 3SE	704,767	506,848	197,918	28%
SZ 4E	--	--	--	--%
WEST SIDE				
SZ 2W	--	--	--	--%
SZ 3NW	90,315	86,200	4,116	5%
SZ 3SW	--	--	--	--%
SZ 4W	56,133	54,547	1,586	3%
NORTH AND SOUTH SIDES				
SZ 5N	57,361	45,519	11,842	21%
SZ 5S	--	--	--	--%
Total	2,294,698	1,767,930	526,768	23%

NOTE:

1/ Displaced floor area as a percentage of the additional floor area that could be built under current regulations.

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential nonresidential use displacement). Columns may not sum to totals shown because of rounding.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The use of a weighted occupancy factor derived from the existing land use pattern to calculate future nonresidential development is generally equivalent to projecting a future proportional mix of land uses that is the same as it is today. This approach provides a basis for allocating the displacement results among the various existing land use categories. **Table A-16** summarizes the potential nonresidential displacement by land use type for the baseline case.

It is estimated that 265,725 square feet of Office space would be subject to displacement, followed by 74,900 square feet of Commercial – Lodging space, 73,205 square feet of Commercial – Retail space, and 65,190 square feet of Industrial space. An estimated 19,995 square feet of Commercial – Services space, 13,979 square feet of Institutional space, and 13,774 square feet of Commercial – Eating, Drinking, Entertainment would also be subject to displacement.

Table A-16: Potential Nonresidential Displacement by Land Use Type, by Community Plan Area/Neighborhood – Baseline Case

CPA/NEIGHBORHOOD	COMMERCIAL – EATING, DRINKING, ENTERTAINMENT	COMMERCIAL – LODGING	COMMERCIAL – RETAIL	COMMERCIAL – SERVICES	INDUSTRIAL	INSTITUTIONAL	OFFICE	TOTAL
Centre City	10,140	74,198	67,288	4,855	40,943	13,948	132,844	344,215
<i>Cortez</i>	<i>225</i>	<i>62,247</i>	<i>3,746</i>	<i>0</i>	<i>0</i>	<i>13,948</i>	<i>90,906</i>	<i>171,071</i>
<i>Little Italy</i>	<i>9,915</i>	<i>11,951</i>	<i>63,543</i>	<i>4,855</i>	<i>40,943</i>	<i>0</i>	<i>41,938</i>	<i>173,144</i>
Midway-Pacific Highway	3,259	0	3,418	15,035	23,999	0	8,104	53,814
Peninsula	87	0	1,295	0	0	0	204	1,586
Uptown	288	702	1,204	105	248	31	124,573	127,152
Totals – Square Feet	13,774	74,900	73,205	19,995	65,190	13,979	265,725	526,768
Percentage of Total	2.6%	14.2%	13.9%	3.8%	12.4%	2.7%	50.4%	100%

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of potential nonresidential use displacement). Columns and rows may not sum to totals shown because of rounding.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

6.4 Sensitivity Test of Nonresidential Development Displacement

The estimate of potential nonresidential development displacement with implementation of the draft ALUCP is subject to greater uncertainty than the estimates of the other displacement components (land made unavailable for development of new incompatible uses and displaced residential units). Four variables are involved in the calculation of future displaced nonresidential development, as listed in **Table A-17**. As indicated in the table, three of the variables are common to both sides of the analysis: (1) the amount of property available for development or redevelopment; (2) the maximum floor area that can be developed based on current land use designations and zoning and (3) the assumed nonresidential FARs in mixed-use projects. Thus, any variations in the values of these variables will affect both future development scenarios equally. The net results of the displacement analysis are not affected by these variables.

Table A-17: Key Variables in Calculating Nonresidential Development Yield

VARIABLES	DEVELOPMENT SCENARIO	
	Under Current Regulations	After Implementation of Draft ALUCP
Amount of property available for development or redevelopment	Y	Y
The maximum floor area that can be developed per current designations/zoning	Y	Y
Assumed nonresidential FAR in mixed-use projects	Y	Y
The occupancy factors used to project the floor area of development allowable under the draft ALUCP	N	Y

KEY:

Y – Variable used in estimating potential development yield

N – Variable not used in estimating potential development yield.

SOURCE: Ricondo & Associates, Inc., September 2012 (variables in calculating nonresidential development yield).

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The fourth variable, the set of occupancy factors used to project future development under the draft ALUCP, is used only for estimating development yield with implementation of the draft ALUCP. Thus, the use of alternate occupancy factors would result in different estimates of future development yield after implementation of the draft ALUCP.

The results of the baseline nonresidential displacement analysis were tested for sensitivity to the weighted occupancy factor used to derive future nonresidential floor area after implementation of the draft ALUCP. Two alternative weighted occupancy factors, presented in **Table A-18**, were used for the sensitivity test. One alternative set of factors is 10 percent higher than the baseline case factors, which is equivalent to projecting a

somewhat less intensive future development pattern in the area than now exists. A less intensive pattern would involve a higher proportion of offices or hotels and a lower proportion of retail stores and restaurants than now exist in the area.²⁴ The other set of alternative weighted occupancy factors are 10 percent lower than the baseline case factors, which is equivalent to projecting a more intensive future development pattern than now exists, including a greater share of restaurants and retail stores than now exist in the area.

²⁴ Note the use of the term "land use proportions." In all cases, a greater level of development in the safety zones than now exists was assumed in developing the projections of development patterns. Thus, while the proportional distribution of land uses may change, it is highly likely that the floor area allocated to any specific land use type will increase in the future.

Table A-18: Alternative Weighted Occupancy Factors by Community Plan Area and Community Plan Land Use Designation

CPA/NEIGHBORHOOD GENERALIZED LAND USE DESIGNATION	ALTERNATIVE WEIGHTED OCCUPANCY FACTORS		
	Baseline Factor – Based on Existing Land Use ¹	Sensitivity Test – Higher Alternative Factor ²	Sensitivity Test – Lower Alternative Factor ²
CENTRE CITY			
Cortez			
Mixed Use – Commercial Emphasis	209	230	188
Mixed Use – Residential Emphasis	191	210	172
Multiple Use	170	187	153
Little Italy			
Mixed Use – Commercial Emphasis	208	229	187
Mixed Use – Residential Emphasis	201	221	181
MIDWAY-PACIFIC HIGHWAY			
Commercial – Neighborhood	174	191	156
Commercial – Transportation-Related	230	253	207
Industrial – Light	242	266	218
Institutional - Public Services	191	211	172
PENINSULA			
Commercial – Neighborhood	170	187	153
UPTOWN			
Commercial – Office	215	237	194
Institutional - Public Services	170	187	153
Mixed Use – Commercial Emphasis	204	224	184
Mixed Use - No Emphasis	215	236	193
Mixed Use - Office Emphasis	200	220	180
Mixed Use – Residential Emphasis	194	213	174

NOTES:

1/ Weighted occupancy factor computed using the (unrounded) data in Table A-12.

2/ The alternative occupancy factors are 10 percent higher and 10 percent lower than the occupancy factor based on existing land use.

SOURCE: Ricondo & Associates, Inc., September 2012 (alternative weighted occupancy factors).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Table A-19 summarizes the results of the sensitivity test. The higher set of occupancy factors results in a future displaced floor area of 465,362 square feet, a reduction of approximately 61,400 square feet (12 percent) compared with the baseline estimate. This reduction results because the higher set of occupancy factors, which corresponds to less intensive development, would allow the construction of more floor area

than the baseline occupancy factors. The lower set of occupancy factors result in a future displaced floor area of 593,699, an increase of approximately 66,900 square feet (13 percent) above the baseline case. The lower set of occupancy factors, which correspond to more intensive development, would allow the construction of less floor area than the baseline occupancy factors.

Table A-19: Range of Potential Nonresidential Displacement Outcomes with Implementation of the Draft ALUCP

	DISPLACED NONRESIDENTIAL DEVELOPMENT ¹		
	BASELINE CASE	WITH HIGHER OCCUPANCY FACTORS (LESS INTENSE OCCUPANCY)	WITH LOWER OCCUPANCY FACTORS (MORE INTENSE OCCUPANCY)
Floor Area (Square Feet)	526,768	465,362	593,699
As Percentage of Potential Additional Floor Area under Current Regulations	23%	20%	26%

SOURCE: Ricondo & Associates, Inc., September 2012 (analysis of nonresidential development).

PREPARED BY: Ricondo & Associates, Inc. October 2012.

Attachments: Documentation of Technical Studies Providing the Basis for Calculations of Displacement

Seven attachments explain detailed aspects of the displacement analysis and provide documentation of the technical studies undertaken to complete the displacement analysis.

- A. Residential Sound Insulation Materials and Costs
- B. Database of Developable Land
- C. Generalization of Community Plan Land Use Designations
- D. Zoning Designations in Study Area
- E. Site Area Requirements for Selected Incompatible Uses
- F. Nonresidential Floor Area Ratios in Mixed-Use Developments
- G. Proportions of Nonresidential Development in the ALUCP Displacement Study Area

Attachment A

Residential Sound Insulation Materials and Costs

The draft ALUCP would require that all new housing within the 60 dB CNEL contour be built to ensure an indoor sound level from exterior noise sources of 45 dB CNEL. It is widely recognized in the acoustical treatment industry that the costs of sound-insulated new construction is a small fraction of the cost of retrofitting existing construction with sound attenuation features. The higher costs of retrofitting existing construction are attributable to the higher labor costs associated with removal of existing materials, daily clean-up, and installing new materials in a finished building. In contrast, the additional costs of acoustical treatment in new construction are almost solely attributable to the cost of materials. Labor costs are nearly identical to standard construction.

A report prepared by the Naval Facilities Engineering Command provides guidance relating to sound insulation materials and costs for different kinds of housing construction exposed to varying aircraft noise levels¹. It is summarized in this Attachment as documentation of the approximate costs of acoustical treatment in new housing construction. Recognizing the great variety in housing construction types around the country, the report developed acoustical design guidance and cost estimates for a wide variety of prototype housing styles. Seven prototype homes, described in **Table AA-1**, were chosen for the SDIA analysis because they were the most similar to typical housing styles within the SDIA study area.

¹ Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, prepared for the Department of the Navy, Naval Facilities Engineering Command, April 2005. The report applies to acoustical treatment required to attenuate noise from military jet aircraft. The findings are generally applicable to noise from civil jet aircraft.

Table AA-1: Prototype Housing Styles Most Applicable to SDIA Study Area

HOUSE CATEGORY	HOUSE ID NO. ¹	DESCRIPTION
Single Family Houses	5	2-Story with Sided 2x6 Walls
	6	2-Story with Stucco or EIFS on 2x6 Walls
Townhouses	11	24'-Wide End-unit 2-Story with Brick, Concrete Block, or ICF Front Walls, and Sided 2x4 End and Rear Walls
	12	20' Wide with Sided 2x4 Walls
Apartments	15	Top Floor Apartment with Brick Walls (flat built-up roof)
	17	End Apartment with Sided 2x4 Walls
	18	Top-Floor Apartment with Sided 2x4 Walls

1/ Identification numbers used in the Wyle Research report.

Key to abbreviations:

ICF – Insulating concrete forms

EIFS – Exterior Insulation and Finish Systems

SOURCE: Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, April 2005, pp. 4-2 – 4-3.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AA-2 describes the sound attenuation features required for each prototype housing style within noise contour ranges from 60 dB DNL to 80 dB DNL.² Note that no noise attenuation is needed for any of the housing units in the 60 to 65 dB DNL range. Standard construction provides adequate noise attenuation in that noise range.

At higher noise levels, various modifications are specified to ensure adequate interior sound levels. Within the 65 to 70 dB DNL range, where an outdoor-to-indoor noise level reduction (NLR) of 20 to 25 dB is required to meet the 45 dB DNL interior noise level goal, acoustical windows are specified. Within the 70 to 75 dB DNL range, where an NLR of 25 to 30 dB is required, acoustical windows and doors are specified. In some housing prototypes, the installation of resilient channels in walls and ceilings are specified to dampen vibration and reduce sound transmission. Within the 75 to 80 dB DNL range, where an NLR of 30 to 35 dB is required, acoustical windows and doors are required as are resilient channels. In most of the prototypes, other measures are also required to reduce the sound transmission through walls.

The costs of the acoustical treatment are relatively modest. At noise levels below 75 dB DNL, the additional costs for acoustical windows range from \$22 to \$124 per window, depending on the STC rating. The additional costs of acoustical doors range from \$220 to \$661. For construction within the 75 dB DNL range, the costs increase considerably, but are still a small share of total construction costs. At that level, the additional cost of acoustical windows ranges up to \$276 and acoustical doors up to \$1,784. The additional

² DNL, yearly day-night sound level, is a time-weighted cumulative noise metric similar to CNEL. It differs from CNEL only in excluding the extra 4.8 dB weight for evening noise.

costs of wall treatments, including resilient channels, staggered wall studs, and doubled sheet rock, range from \$0.95 to \$2.28 per square foot.

Table AA-2 (1 of 2): Acoustical Treatment Modifications and Additional Costs for Sound Attenuation of New Residential Construction

HOUSE ID NO.	ROOM TYPE	NOISE ZONE							
		DNL 60-65 dB		DNL 65-70 dB		DNL 70-75 dB		DNL 75-80 dB	
		MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹
5	Bedroom	none	\$0	None	\$0	STC 30 (window) ²	\$22-31	RC	\$1.50/sf
								STC 34 (window) ⁴	\$90-124
	Other rooms	none	\$0	STC 28 (window) ²	\$22-31	STC 32 (window)	\$22-31	Stag	\$2.28/sf
								2 gyp	\$0.95/sf
								STC 36 (window)	\$90-124
							STC 40 (door)	\$1,187	
6	Bedroom	none	\$0	STC 26 (window) ²	\$22-31	STC 32 (window)	\$22-31	RC	\$1.50/sf
								2gyp	\$0.95/sf
								STC 34 (door)	\$661
	Other rooms	none	\$0	STC 28 (window) ²	\$22-31	STC 34 (window) ⁴	\$90-124	RC	\$1.50/sf
						STC 29 (door)	\$220	2gyp	\$0.95/sf
								STC 40 (window)	\$200-276
								STC 34 (door)	\$661
						STC 37 (sliding glass door)	\$1,784		
11	Bedroom	none	\$0	None	\$0	RC	\$1.50/sf	RC	\$1.50/sf
						STC 30 (window) ²	\$22-31	STC 32 (window)	\$22-31
	Other rooms	none	\$0	STC 26 (window) ²	\$22-31	RC,	\$1.50/sf	RC	\$1.50/sf
						STC 30 (window) ²	\$22-31	STC 38 (window)	\$200-276
						STC 29 (door)	\$220	STC 34 (door)	\$661

**Table AA-2 (2 of 2): Acoustical Treatment Modifications and Additional Costs
for Sound Attenuation of New Residential Construction**

HOUSE ID NO.	ROOM TYPE	NOISE ZONE							
		DNL 60-65 dB		DNL 65-70 dB		DNL 70-75 dB		DNL 75-80 dB	
		MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹	MODIFICATION	ADD'L. COST ¹
12	Bedroom	none	\$0	None	\$0	STC 30 (window) ²	\$22-31	RC	\$1.50/sf
								STC 34 (window) ⁴	\$90-124
	Other rooms	none	\$0	None	\$0	RC	\$1.50/sf	RC	\$1.50/sf
						STC 30 (window) ²	\$22-31	STC 38 (window)	\$200-276
								STC 34 (door)	\$594
15	Bedroom	none	\$0	None	\$0	STC 28 (window) ²	\$22-31	STC 34 (window) ⁴	\$90-124
17	Bedroom	none	\$0	None	\$0	STC 32 (window)	\$22-31	Stag	\$2.28/sf
								STC 34 (window) ⁴	\$90-124
	Other rooms	none	\$0	STC 32 (window)	\$22-31	RC	\$1.50/sf	Stag	\$2.28/sf
				STC 31 (door) ³	\$661	STC 34 (door)	\$661	2 gyp	\$0.95/sf
						STC 32 (sliding glass door) ⁵	\$594	STC 40 (window)	\$200-276
								STC 34 (sliding glass door)	\$594
								STC 40 (door)	\$1,187
18	Bedroom	none	\$0	None	\$0	STC 32 (sliding glass door) ⁵	\$594	RC	\$1.50/sf
						STC 28 (window) ²	\$22-31	STC 34 (sliding glass door)	\$594
								STC 32 (window)	\$22-31
	Other rooms	none	\$0	None	\$0	STC 32 (window)	\$22-31	RC	\$1.50/sf
						STC 31 (door) ³	\$661	STC 34 (window) ⁴	\$90-124
								STC 34 (door)	\$661

Notes:

Key: "2 gyp" – Two layers of ½" minimum gypsum board for exterior walls or ceilings; "DNL" – Yearly day-night sound level, a time-weighted cumulative noise metric similar to CNEL; "RC" – Single-leaf resilient channels mounted horizontally across the wall studs, or ceiling joists (or roof rafters for vaulted ceilings).

"sf" – square foot; "Stag" – 2x4 studs staggered on a 2x6 base plate (see drawing in Appendix C). If 2x6 studs must be used for structural reasons, use 2x6 studs staggered on a 2x8 base; "STC xx"—Sound transmission class rating required for the window or door.

- "Additional costs" are those above the cost of standard construction. Cost ranges reflect the cost of varying window sizes. The original report estimated costs as of 2004. The costs reported in this table have been adjusted to account for inflation and reflect cost estimates as of 2012. The implicit price deflator for mining, utilities, and construction inventories, produced by the U.S. Bureau of Economic Analysis, which showed costs increasing by 36 percent during the period, was used as the inflation index.
- The costs are for windows with a rating of STC-32, the lowest rated window for which cost estimates were provided in the report.
- The additional costs are for doors with a rating of STC-34, the next highest rated door for which cost estimates were provided in the report.
- The additional costs are for windows with a rating of STC-36, the next highest rated window for which cost estimates were provided in the report.
- The additional costs are for sliding glass doors with a rating of STC-34, the next highest rated door for which cost estimates were provided in the report.

SOURCES: Wyle Research & Consulting, *Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations*, April 2005; pp. 4-5 – 4-10, 5-5. United States Department of Commerce, Bureau of Economic Analysis, Table 5.7.9B. Implicit Price Deflators for Private Inventories by Industry, October 26, 2012, <http://www.bea.gov/iTable/iTable.cfm?ReqID=9&step=1> (accessed October 26, 2012).

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment B

Database of Developable Land

B.1 Existing Land Use Database

The existing land use database that was used in the draft ALUCP planning process was developed from a geographic information systems (GIS) assessor's parcel data set downloaded from the SanGIS data warehouse in January 2011. The dataset included parcel boundaries, parcel sizes, and existing land uses. This dataset was supplemented with existing land use information obtained from the San Diego Association of Governments (SANDAG) and the City of San Diego. The number of existing dwelling units on each parcel was included in the assessor's parcel data set and was refined with data from the City of San Diego. The presence of dwelling units was confirmed by the consultant through field surveys and examination of aerial imagery. Existing floor area data was obtained from the City of San Diego and was supplemented with data gathered through field surveys by the consultant. Data indicating existing dwelling unit density and nonresidential intensity (occupants) was developed from the existing floor area and dwelling unit data.

B.2 Developable Land

The development displacement analysis database was developed from a GIS dataset of County of San Diego assessor's parcels downloaded from the SanGIS data warehouse in March 2012. Parcels from seven community plan areas intersected by the displacement analysis study area boundary were retained for analysis. The parcel database was supplemented with data indicating the safety zone and noise contour range within which the parcel was located; the land area within each safety zone and noise contour range for each parcel; planned land use according to the relevant community plan; zoning designation; maximum allowable floor area ratio (FAR) per zoning; existing dwelling unit count provided by the City of San Diego; and existing FAR per the existing land use database.

B.2.1 PROPERTY AVAILABLE FOR FUTURE RESIDENTIAL DEVELOPMENT

Parcels with capacity for additional dwelling units were provided by the City of San Diego (ALUCP_SDIA_Displacement_Housing_Capacity.shp). The data was provided in GIS shapefile format and included a count of existing units, capacity for additional dwelling units and the total dwelling unit yield for the parcel. The data was last updated in 2010. The City's estimate of additional housing units within the

safety zones proposed in the draft ALUCP represented the potential dwelling unit yield based on existing City land use regulations, without implementation of the draft ALUCP.

B.2.2 PROPERTY AVAILABLE FOR FUTURE NONRESIDENTIAL DEVELOPMENT OR REDEVELOPMENT

For the analysis of nonresidential development displacement, parcels intersected by the proposed safety zones of the draft ALUCP were identified. The first step toward defining development and redevelopment potential on these parcels was to compare the existing floor area ratio (FAR) on the parcel with the maximum FAR prescribed by the applicable zoning designation in the City of San Diego Municipal Code. Parcels with existing FARs lower than the allowable maximum were presumed to have potential for more intense development or redevelopment. Those parcels were subjected to a series of screening filters to remove parcels with minimal practical development potential within the planning period of approximately 20 years. Parcels remaining after the screening process were assumed to have realistic development or redevelopment potential.

The first filter removed parcels designated in the applicable community plan for uses that would be unaffected by the nonresidential intensity criteria of the draft ALUCP, including:

- Planned residential uses
- Military uses
- Parks & open space
- Water
- Roads/freeways/transportation

The second filter removed parcels associated with fully built-out planned developments described in approved Specific Plans. These developments are assumed to remain essentially as-is throughout the planning period. The only such development in the study area is Liberty Station (NTC).

The third filter removed parcels listed on national, state or local historic registers. This data was included in the original parcel data set as downloaded from SanGIS. Redevelopment of these properties was deemed unlikely due to recognized status as cultural resources. The City of San Diego Municipal Code stipulates that unless specific circumstances are present, “[i]t is unlawful to substantially alter, demolish, destruct, remove, or relocate any designated historical resource or any historical building, historical structure, historical object or historical landscape located within a historical district”.³ Also, the California Environmental Quality Act (CEQA) directs that “[a] project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.”⁴ This would necessitate preparation of an environmental impact report and further complicate the development process for any

³ City of San Diego Municipal Code §143.0251(a)

⁴ California Public Resources Code §21084.1

wholesale redevelopment of historic properties. The fourth filter removed parcels with existing land uses deemed unlikely to be redeveloped or intensified. These land uses included:

- Condominium developments – assumed to be unavailable for future redevelopment because of the difficulty of securing unified ownership of the building.
- Arenas/stadiums – entire property, including parking and landscaped open space, assumed to be fully used in support of primary use.
- Junior colleges and universities – entire property assumed to be fully used for college and university purposes, including parking, landscaped open space and playfields.
- Elementary, junior high/middle, senior high schools – entire property assumed to be fully used for school purposes, including parking, landscaped open space and playfields.
- Religious facilities built for that purpose (excluding, for example, storefront churches) – entire property assumed to be fully used in support of the primary facility, including parking, landscaped open space and playfields.

The fifth filter removed parcels that were recently developed or redeveloped. The original intent was to remove properties developed within the past 15 years on the assumption that they would remain economically viable throughout the planning period and would be unlikely to be redeveloped. Unfortunately, the City of San Diego's Development Services Department's searchable database of permit records only goes back to January 2007. Thus, only parcels developed since January 2007 were identified and removed from the database of potentially developable property. (Identifying projects built before 2007 would have required a labor-intensive manual review of the permit records.)

The final filter removed existing multi-family apartment developments with densities greater than 29 dwelling units per acre. These parcels were removed at the suggestion of city planning staff because the apartment complexes are anticipated to remain economically viable throughout the planning period.

The parcels remaining after the filtering process constituted the properties considered to be available for potential nonresidential development and redevelopment.

Table AB-1 presents the sources used to develop the displacement analysis database.

Table AB-1: Sources for Displacement Analysis Database

DATA	SOURCE	DATE
Parcels	SanGIS. Parcels_South. SanGIS/SANDAG Data Warehouse, February 2012; San Diego Geographic Information Source - JPA/San Diego Association of Governments (SANDAG); February 2012: http://www.sangis.org	February 8, 2012
Baseline Future Dwelling Units	ALUCP_SDIA_Displacement_Housing_Capacity.shp. City of San Diego. Transmitted by Tait Galloway, 7/26/2012 6:05 PM	July 26, 2012
Maximum Baseline FAR	San Diego Municipal Code, Chapter 13: Zones San Diego Municipal Code, Chapter 15, Article 6, Centre City Planned District San Diego Municipal Code, Chapter 15, Article 8, Golden Hill Planned District San Diego Municipal Code, Chapter 15, Article 12, Mid-City Communities Planned District San Diego Municipal Code, Chapter 15, Article 16, Old Town Planned District San Diego Municipal Code, Chapter 15, Article 19, Southeastern San Diego Planned District	February 2012 March 2007 March 2007 February 2012 February 2012 November 2008
Planned Land Uses	City of San Diego General Plan, Land Use and Community Planning Element Downtown Community Plan Midway-Pacific Highway Community Plan Peninsula Community Plan Ocean Beach Precise Plan Uptown Community Plan NTC Precise Plan	March 2008 March 2006 May 8, 1991 July 14, 1987 April 2, 1975 February 2, 1988 September 2001
Existing Land Use Database	Ricondo & Associates, Inc. Developed from SanGIS parcel data downloaded January, 2011 and supplemented with data collected from the City of San Diego (dwelling units, floor areas, existing land uses), the San Diego Association of Governments (SANDAG) (existing land uses) and data observed during field surveys (proportions of mixed-use, existing land use, approximate floor areas)	2011 – 2012
Airport Approach Zone Density/Intensity Criteria	San Diego Municipal Code, Chapter 13, §132.0306 San Diego County Regional Airport Authority. <i>Airport Land Use Compatibility Plan</i> , San Diego International Airport	February 2012 October 04, 2004

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment C

Generalization of Community Plan Land Use Designations

The Land Use and Community Planning Element of the San Diego General Plan, adopted in March 2008, declares that the mix of land use types, densities, and intensities in the city are to be determined at the Community Plan level.⁵ The Land Use and Community Planning Element also stipulates that the land use designations in the Community Plans are to be based on the land use classification system described in the General Plan's Land Use and Community Planning Element.⁶ Many Community Plans are relatively old, however, and have not been updated since the Land Use and Community Planning Element was updated in March 2008. Thus, there is currently a wide variation in the land use categories used in the Community Plans.

Planned land use designations from the various Community Plans applying within the study area were generalized in order to create a set of common land use plan designations across all Community Planning Areas (CPAs) in the ALUCP displacement study area. This allowed the project team to prepare planned land use build-out scenarios throughout the study area and across multiple CPAs with greater efficiency and clarity than would have been possible with the original CPA planned land use categories.

The categorization of land use plan designations was based on the description of each designation in each Community Plan. The land use plan designations for each CPA within the study area were generalized into the categories listed below.

⁵ City of San Diego General Plan, Land Use and Community Planning Element, March 2008, policies LU-A.7 and LU-A.8, pp. LU-10 – LU- 11..

⁶ City of San Diego General Plan, Land Use and Community Planning Element, March 2008, Goal B, p. LU-11.

- Commercial - Community
- Commercial – Neighborhood
- Commercial - Office
- Commercial - Recreation
- Commercial - Transportation Related
- Commercial - Visitor
- Industrial - Heavy
- Industrial - Light
- Industrial Park
- Institutional - Military
- Institutional - Public Services
- Institutional - Public Utility
- Mixed Use - Commercial Emphasis
- Mixed Use - No Emphasis
- Mixed Use - Office Emphasis
- Mixed Use - Residential Emphasis
- Open Space - Cemetery
- Open Space - Park or Preserve
- Planned Development
- Residential - High
- Residential - Low
- Residential - Low Medium
- Residential - Medium
- Residential - Medium High
- Residential - Very High
- Residential - Very Low
- Right-of-Way
- School
- Transportation
- Water

Table AC-1 explains how the detailed land use designations in the Community Plans were assigned to the generalized categories used for the development displacement analysis. The left-hand column lists the Community Plan land use designations, the middle columns the Community Plans in which each land use designation occurs, and the right-hand column the generalized land use plan designation to which the corresponding Community Plan designation is assigned.

Table AC-1 (1 of 3): Assignment of Community Plan Land Use Designations to Generalized Categories

COMMUNITY PLAN LAND USE DESIGNATION	COMMUNITY PLAN					R&A GENERALIZED LAND USE PLAN DESIGNATION
	Centre City	Midway-Pacific Highway	Ocean Beach	Peninsula	Uptown	
Commercial – Visitor		X				Commercial - Visitor
Commercial: Commercial Recreation				X		Commercial - Recreation
Commercial: Neighborhood Commercial				X		Commercial - Neighborhood
Commercial: Office Commercial				X		Commercial - Office
Commercial: Mixed Commercial (Community Commercial, Commercial Recreation, Marine Related Commercial)				X		Commercial - Community
Community Commercial		X	X			Commercial - Community
Liberty Station Specific Plan				X		Planned Development
Neighborhood Commercial		X	X			Commercial – Neighborhood
Office Commercial		X				Commercial – Office
Transportation Related Commercial		X				Commercial - Transportation Related
Industrial Park		X				Industrial Park
Industrial: Commercial Fishing (marine related industry)				X		Industrial – Heavy
Light Industrial		X				Industrial – Light
Community Commercial (Fire Station)			X			Commercial – Community
Community Commercial (Library)			X			Commercial – Community
Community Commercial (Post Office)			X			Commercial – Community
Fire Station					X	Institutional - Public Services
Hospital					X	Institutional - Public Services
Institutional		X				Institutional - Public Services
Library					X	Institutional - Public Services
Post Office					X	Institutional - Public Services
Public, Semi-Public: Fire Station				X		Institutional - Public Services
Public, Semi-Public: Library				X		Institutional - Public Services
Public, Semi-Public: Public Utility				X		Institutional - Public Utility
Public, Semi-Public: School				X		School
School					X	School
Utility		X				Institutional - Public Utility
Boat Channel				X		Institutional – Military
Industrial: Military Related Industry				X		Institutional – Military
Public, Semi-Public: National Cemetery				X		Open Space – Cemetery
Commercial/Residential (residential density 3)					X	Mixed Use - Commercial Emphasis
Commercial/Residential (residential density 4)					X	Mixed Use - Residential Emphasis
Commercial/Residential (residential density 5)					X	Mixed Use - Residential Emphasis
Commercial/Residential (residential density 6)					X	Mixed Use - Residential Emphasis
Mixed Use (residential density 4)					X	Mixed Use - No Emphasis
Mixed Use (residential density 5)					X	Mixed Use - No Emphasis

Table AC-1 (2 of 3): Assignment of Community Plan Land Use Designations to Generalized Categories

COMMUNITY PLAN LAND USE DESIGNATION	COMMUNITY PLAN					R&A GENERALIZED LAND USE PLAN DESIGNATION
	Centre City	Midway-Pacific Highway	Ocean Beach	Peninsula	Uptown	
Mixed Use (residential density 6)	--	--	--	--	X	Mixed Use - No Emphasis
Multiple Use	--	X	--	--	--	Mixed Use - No Emphasis
Neighborhood Commercial (residential density 3)	--	--	--	--	X	Mixed Use - Commercial Emphasis
Office/Residential (residential density 3)	--	--	--	--	X	Mixed Use - Office Emphasis
Office/Residential (residential density 4)	--	--	--	--	X	Mixed Use - Residential Emphasis
Office/Residential (residential density 5)	--	--	--	--	X	Mixed Use - Residential Emphasis
Ballpark Mixed Use	X	--	--	--	--	Mixed Use - Commercial Emphasis
Convention Center/Visitor	X	--	--	--	--	Commercial - Visitor
Core	X	--	--	--	--	Mixed Use - Office Emphasis
Employment/Residential Mixed-Use	X	--	--	--	--	Mixed Use - Residential Emphasis
Industrial	X	--	--	--	--	Industrial - Light
Mixed Commercial	X	--	--	--	--	Mixed Use - Commercial Emphasis
Neighborhood Mixed-Use Center	X	--	--	--	--	Mixed Use - Commercial Emphasis
Park/Open Space	X	--	--	--	--	Open Space - Park or Preserve
Public/Civic	X	--	--	--	--	Institutional - Public Services
Residential Emphasis	X	--	--	--	--	Mixed Use - Residential Emphasis
Transportation	X	--	--	--	--	Transportation
Waterfront/Marine	X	--	--	--	--	Commercial - Visitor
Open Space	--	--	--	--	X	Open Space - Park or Preserve
Park	--	--	--	--	X	Open Space - Park or Preserve
Park and Public Ownership	--	--	X	--	--	Open Space - Park or Preserve
Public, Semi-Public: Park	--	--	--	X	--	Open Space - Park or Preserve
High Density Residential 5 (44-73 du/ac*)	--	--	--	--	X	Residential - High
Low Density Residential 1 (5-10 du/ac)	--	--	--	--	X	Residential - Low
Low Medium Density Residential 2 (10-15 du/ac)	--	--	--	--	X	Residential - Low Medium
Low-Medium Density Res. (8-14 du/ac)(Elem Sch)	--	--	X	--	--	Residential - Low Medium
Low-Medium Density Res. (8-14 du/ac)(Rec Ctr)	--	--	X	--	--	Residential - Low Medium
Low-Medium Density Residential (25 du/ac highest *)	--	--	X	--	--	Residential - Medium
Low-Medium Density Residential (8-14 du/ac)	--	--	X	--	--	Residential - Low Medium
Medium Density Residential (29 du/ac)	--	X	--	--	--	Residential - Medium
Medium Density Residential 3 (15-29 du/ac)	--	--	--	--	X	Residential - Medium
Medium High Density Residential 4 (29-44 du/ac*)	--	--	--	--	X	Residential - Medium High
Medium High Density Residential (43 du/ac)	--	X	--	--	--	Residential - Medium High
Residential: Multi-Family (15 du/ac)	--	--	--	X	--	Residential - Medium
Residential: Multi-Family (29 du/ac)	--	--	--	X	--	Residential - Medium
Residential: Multi-Family (44 du/ac)	--	--	--	X	--	Residential - Medium High
Residential: Multi-Family (73 du/ac)	--	--	--	X	--	Residential - High
Residential: Single Family (2 du/ac)	--	--	--	X	--	Residential - Very Low
Residential: Single Family (4 du/ac)	--	--	--	X	--	Residential - Very Low

Table AC-1 (3 of 3): Assignment of Community Plan Land Use Designations to Generalized Categories

COMMUNITY PLAN LAND USE DESIGNATION	COMMUNITY PLAN					R&A GENERALIZED LAND USE PLAN DESIGNATION
	Centre City	Midway-Pacific Highway	Ocean Beach	Peninsula	Uptown	
Residential: Single Family (5 du/ac)	--	--	--	X	--	Residential - Low
Residential: Single Family (9 du/ac)	--	--	--	X	--	Residential - Low
Special Study Area	--	--	--	X	--	Planned Development
Very High Density Residential (75-110 du/ac)	--	X	--	--	--	Residential - Very High
Very High Density Residential 6 (73-110 du/ac)	--	--	--	--	X	Residential - Very High
Freeway	--	--	--	X	--	Right-of-Way
Right-of-Way	--	X	--	X	X	Right-of-Way
Road / Freeway	--	--	--	--	X	Right-of-Way
Various	--	--	--	--	X	Right-of-Way
Canal Alignment (approximate)	--	X	--	--	--	Water

LEGEND

X Land use applicable in this CPA

* Analysis determined this use is an existing Institutional - Public Services use.

SOURCES: City of San Diego General Plan, Land Use Element, March 10, 2008; Downtown Community Plan, March 2006; Midway-Pacific Highway Community Plan, May 8, 1991; Peninsula Community Plan, July 14, 1987; Ocean Beach Precise Plan, April 2, 1975; Uptown Community Plan, February 2, 1988.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The NTC Precise Plan (Liberty Station) was also reviewed because it is within the study area. Its planned land uses are generalized separately as shown in **Table AC-2**. Liberty Station is built-out, and while the use of buildings in the area may change over time, no additional building development is anticipated in the area within the planning period.

Table AC-2: Assignment of Liberty Station Specific Plan Land Use Designations to Generalized Designations

LIBERTY STATION SPECIFIC PLAN USE DESIGNATION	R&A GENERALIZED LAND USE PLAN DESIGNATION
MWWD (Metropolitan Wastewater Department)	Industrial Park
Park/Open Space	Open Space - Park or Preserve
Office/R&D	Commercial – Office
Mixed Use	Mixed Use - Commercial Emphasis
Educational	School
Residential	Residential - Low Medium
Navy Housing	Residential – Medium
Hotel/Retail	Commercial – Visitor
Hotel	Commercial – Visitor
RPSTI (Regional Public Safety Training Institute)	Institutional - Public Services
Boat Channel	Water

SOURCE: NTC Precise Plan, September 2001.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment D

Zoning Designations in Study Area

In order to analyze the potential effects of the draft ALUCP noise and safety policies and standards on future development, it is necessary to understand the type and level of development allowed under current development regulations. Because the land uses listed in the draft ALUCP noise and safety matrices do not precisely mirror the land uses enumerated in the various permitted use tables in the City of San Diego Municipal Code (Municipal Code), crosswalks were produced to aid in correlating the use types specified in each document. This allowed the project team to readily determine which land uses permitted under existing conditions would be incompatible upon implementation of the draft ALUCP.

Land use regulations applying in the study area are established in the Municipal Code, which includes regulations that divide the City into zones within which different mixes of land uses are permitted. In analyzing the potential future development that could occur within the study area based on current land use regulations, it was necessary to identify the zoning designation applying to each developable parcel in the study area.

The Municipal Code establishes base zones, overlay zones, and Planned District Ordinances (PDOs). The base zones, within which different sets of land uses are permitted, apply throughout the City. In some parts of the City, development is regulated by PDOs. The purpose of a PDO “is to provide the means to adopt plans for certain areas of the City which provide land use controls in lieu of conventional zoning” (article 1, division 1, section 151.0101). Each PDO includes a set of distinct zoning districts. In this Attachment, the term “zoning designation” is used for both base zones and PDO zones.

The zoning designations within an area extending approximately one mile outside the study area boundary include 37 base zones and 66 PDO zoning designations in 11 PDOs. The PDOs include Mission Valley, Golden Hill, Old Town, Southeastern San Diego, West Lewis Street, Marina, Gaslamp, Centre City, Mid-City, Mount Hope, and Mission Beach. **Table AD-1** lists each base zone and zoning designation in the area.

TABLE AD-1 (1 of 3): Description of Zoning Designations in Study Area

CODE PROVISION	ZONING DESIGNATIONS WITHIN STUDY AREA	ZONE DESIGNATION DESCRIPTION
Municipal Code – Base Zones	AR-1-1	Agricultural-Residential
	CC-1-3	Commercial-Community
	CC-3-4	Commercial-Community
	CC-3-5	Commercial-Community
	CC-4-2	Commercial-Community
	CC-4-5	Commercial-Community
	CC-5-4	Commercial-Community
	CC-5-5	Commercial-Community
	CN-1-1	Commercial-Neighborhood
	CN-1-2	Commercial-Neighborhood
	CO-1-2	Commercial-Office
	CP-1-1	Commercial-Parking
	CR-1-1	Commercial-Regional
	CV-1-1	Commercial-Visitor
	CV-1-2	Commercial-Visitor
	IL-3-1	Industrial-Light
	IP-2-1	Industrial-Park
	IS-1-1	Industrial-Small Lot
	OC-1-1	Open Space-Conservation
	OP-1-1	Open Space-Park
	OP-2-1	Open Space-Park
	RM-1-1	Residential-Multiple Unit
	RM-2-4	Residential-Multiple Unit
	RM-2-5	Residential-Multiple Unit
	RM-2-6	Residential-Multiple Unit
	RM-3-7	Residential-Multiple Unit
	RM-3-9	Residential-Multiple Unit
	RM-4-10	Residential-Multiple Unit
	RM-5-12	Residential-Multiple Unit
	RS-1-1	Residential-Single Unit
	RS-1-11	Residential-Single Unit
	RS-1-14	Residential-Single Unit
RS-1-2	Residential-Single Unit	
RS-1-4	Residential-Single Unit	
RS-1-5	Residential-Single Unit	
RS-1-7	Residential-Single Unit	
RT-1-4	Residential-Townhouse	

TABLE AD-1 (2 of 3): Description of Zoning Designations in Study Area

CODE PROVISION	ZONING DESIGNATIONS WITHIN STUDY AREA	ZONE DESIGNATION DESCRIPTION
Centre City Planned District PDO	CCPD-BP	Ballpark Mixed-Use
	CCPD-CORE	Core
	CCPD-ER	Employment/Residential Mixed-Use
	CCPD-MC	Mixed Commercial
	CCPD-NC	Neighborhood Mixed-Use Center
	CCPD-OS	Park/Open Space
	CCPD-PC	Public/Civic
	CCPD-R	Residential Emphasis
Gaslamp PDO	GQPD-GASLAMP-QTR	Gaslamp Quarter Planned District Ordinance
	GHPD-GH-1000	Residential Density - 1,000 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-1250	Residential Density - 1,250 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-1500	Residential Density - 1,500 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-2500	Residential Density - 2,500 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-3000	Residential Density - 3,000 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-600	Residential Density - 600 Sq. Ft. of Lot Area per Dwelling Unit Required
	GHPD-GH-CC GHPD-GH-CN	Commercial
Marina PDO	MPD-MARINA	Marina Planned District Ordinance
Midcity PDO	MCCPD-CL-2	Commercial Linear
	MCCPD-CL-5	Commercial Linear
	MCCPD-CL-6	Commercial Linear
	MCCPD-CN-1	Commercial Node
	MCCPD-CN-1A	Commercial Node
	MCCPD-CN-2	Commercial Node
	MCCPD-CN-2A	Commercial Node
	MCCPD-CN-3	Commercial Node
	MCCPD-CN-4	Commercial Node
	MCCPD-CV-1	Commercial Village
	MCCPD-CV-2	Commercial Village
	MCCPD-CV-3	Commercial Village
	MCCPD-CV-4	Commercial Village
	MCCPD-MR-1000	Residential-One Unit per 1,000 Sq. Ft.
	MCCPD-MR-1500	Residential-One Unit per 1,500 Sq. Ft.
	MCCPD-MR-3000	Residential-One Unit per 3,000 Sq. Ft.
MCCPD-MR-400	Residential-One Unit per 400 Sq. Ft.	
MCCPD-MR-800B	Residential-One Unit per 800 Sq. Ft.	
MCCPD-NP-1	Neighborhood Professional	
MCCPD-NP-2	Neighborhood Professional	
MCCPD-NP-3	Neighborhood Professional	
Mission Beach PDO	MBPD-R-S	Residential Subdistrict South
Mission Valley PDO	MVPD-MV-CO	Commercial Office

TABLE AD-1 (3 of 3): Description of Zoning Designations in Study Area

CODE PROVISION	ZONING DESIGNATIONS WITHIN STUDY AREA	ZONE DESIGNATION DESCRIPTION
Mount Hope PDO	MHPD-SUBD-1	Subdistrict I
	MHPD-SUBD-2	Subdistrict II
	MHPD-SUBD-3	Subdistrict III
Old Town PDO	OTSDPD-CORE	Core
	OTSDPD-PUB-PRO-PK	Public Properties – Park
	OTSDPD-PUB-PRO-PKG-C	Public Properties - Public Parking C
Southeastern San Diego PDO	SESDPD-CSF-1	Commercial
	SESDPD-CSF-2	Commercial
	SESDPD-CSF-2-R-3000	Commercial – Residential
	SESDPD-CSF-3	Commercial
	SESDPD-CSR-1	Commercial
	SESDPD-CSR-2	Commercial
	SESDPD-CSR-2-R-1500	Commercial – Residential
	SESDPD-CSR-2-R-3000	Commercial – Residential
	SESDPD-CT-2	Commercial
	SESDPD-CT-3	Commercial
	SESDPD-I-1	Light Industrial
	SESDPD-I-2	Industrial
	SESDPD-MF-1500	Multiple-Family - Maximum 1,500 Dwelling Units Per Net Acre (du/ac)
	SESDPD-MF-2000	Multiple-Family - Maximum 2,000 Dwelling Units Per Net Acre (du/ac)
SESDPD-MF-2500	Multiple-Family - Maximum 2,500 Dwelling Units Per Net Acre (du/ac)	
SESDPD-MF-3000	Multiple-Family - Maximum 3,000 Dwelling Units Per Net Acre (du/ac)	
SESDPD-SF-40000	Single-Family - Minimum Lot Size Area - 40,000 Sq. Ft.	
SESDPD-SF-5000	Single-Family - Minimum Lot Size Area - 5,000 Sq. Ft.	
West Lewis PDO	WLSPPD-W-LEWIS-ST	West Lewis Planned District Ordinance

Notes: PDO – Planned District Ordinance.

SOURCES: San Diego Municipal Code, Chapter 15, Article 6, Division 3, The Centre City Planned District, April 3, 2006; San Diego Municipal Code, Chapter 13, Zones, December 9, 1997; San Diego Municipal Code, Chapter 15, Article 7, Division 3, Gaslamp Quarter – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 11, Division 3, Marina – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 12, Division 3, Mid-City Communities – Zoning, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 13, Division 3, Mission Beach – Zones and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 14, Division 3, Mission Valley – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 15, Division 3, Mount Hope – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 16, Division 3, Old Town – Zoning and Subdistricts, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 19, Division 3, Southeastern San Diego – Zoning, March 27, 2007; San Diego Municipal Code, Chapter 15, Article 20, Division 3, West Lewis – Zones, March 27, 2007

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AD-2: Land Use Categories Crosswalked with Municipal Code and PDO Zoning Designations

ALUCP LAND USE CATEGORIES	CITY OF SAN DIEGO MUNICIPAL CODE																			
	AR-1-1	CC-1-3	CC-3-4	CC-3-5	CC-4-2	CC-4-5	CC-5-4	CC-5-5	CN-1-1	CN-1-2	CO-1-2	CP-1-1	CR-1-1	CV-1-1	CV-1-2	IL-3-1	IP-2-1	IS-1-1	OC-1-1	OP-1-1
RESIDENTIAL																				
Single-Family, Multi-family	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-
Single Room Occupancy (SRO) Facility	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-
Group Quarters	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																				
Hotel, Motel, Resort	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Retail	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-
Service - Low-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Service - Medium-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Service - High Intensity*	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	Y
Sport/Fitness Facility	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	Y	Y	Y	Y	-	Y	-	Y
Theater - Movie/Live Performance/Dinner	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	Y
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																				
Cemetery	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Child Day Care Center/Pre-K	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	Y
Convention Center	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	Y
Fire and Police Stations	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	-	-	Y	Y	Y	-	-
Jail, Prison	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Library, Museum, Gallery	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	-	-	-	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Medical Care - Hospital	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Medical Care - Out-Patient Surgery Centers	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Public Assembly (religious, fraternal)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
School for Adults - College, University, Vocational/Trade School	Y	Y	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
School - Kindergarten through Grade 12	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
INDUSTRIAL																				
Junkyard, Dump, Recycling Center	Y	-	-	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Manufacturing/Processing - General	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	-	-
Mining, Extractive Industry	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	-	-
Research and Development - Scientific, Technical	Y	Y	-	-	Y	Y	Y	Y	-	-	Y	-	Y	-	-	Y	Y	Y	-	-
Sanitary Landfill	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Self-storage Facility	-	-	-	-	Y	Y	Y	Y	-	-	-	-	-	-	-	Y	-	Y	-	-
Warehousing/Storage - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Warehousing/Storage of Hazardous Materials	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
TRANSPORTATION, COMMUNICATION, UTILITIES																				
Auto Parking	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-
Electrical Power Generation Plant	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Electrical Substation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	-	-
Emergency Communications Facilities	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	Y	-	-
Marine Cargo Terminal	-	-	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	-	-
Marine Passenger Terminal	-	-	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	-	-
Transit Center, Bus/Rail Station	-	Y	Y	Y	-	-	-	-	-	-	-	-	Y	-	-	Y	-	Y	-	-
Transportation, Communication, Utilities - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	Y	-	-	Y	-	Y	-	-
Water, Wastewater Treatment Plant	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	-	-
RECREATION, PARKS, OPEN SPACE																				
Arena, Stadium	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	Y	-	-	-
Golf Course	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	Y	Y	Y	Y	Y	Y	-	Y
Golf Course Clubhouse	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Marina	-	-	-	-	Y	Y	Y	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
AGRICULTURE																				
Aquaculture	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	-	Y	-	-
Agriculture	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-	Y	-	-

ALUCP LAND USE CATEGORIES	CITY OF SAN DIEGO MUNICIPAL CODE																
	OP-2-1	RM-1-1	RM-2-4	RM-2-5	RM-2-6	RM-3-7	RM-3-9	RM-4-10	RM-5-12	RS-1-1	RS-1-11	RS-1-14	RS-1-2	RS-1-4	RS-1-5	RS-1-7	RT-1-4
RESIDENTIAL																	
Single-Family, Multi-family	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	-	-	-	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Group Quarters	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																	
Hotel, Motel, Resort	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Office - Medical, Financial, Professional Services, Civic	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
Retail	-	-	-	-	-	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Service - Low-Intensity*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Service - Medium-Intensity*	-	-	-	-	-	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Service - High Intensity*	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Sport/Fitness Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Theater - Movie/Live Performance/Dinner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																	
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	Y	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
Medical Care - Hospital	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	-	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
Public Assembly (religious, fraternal)	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
School for Adults - College, University, Vocational/Trade School	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
School - Kindergarten through Grade 12	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
INDUSTRIAL																	
Junkyard, Dump, Recycling Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sanitary Landfill	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Self-storage Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage - General	-	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Warehousing/Storage of Hazardous Materials	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
TRANSPORTATION, COMMUNICATION, UTILITIES																	
Auto Parking	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	-	-	-	-	-	-	-	Y	Y	-	-	-	-	-	-	-	-
Electrical Substation	-	-	-	-	-	-	-	Y	Y	-	-	-	-	-	-	-	-
Emergency Communications Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE																	
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y
Golf Course Clubhouse	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
AGRICULTURE																	
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

ALUCP LAND USE CATEGORIES	CENTRE CITY PDO								GASLAMP PDO GASLAMP-QTR	GOLDEN HILL PDO						MARINA PDO MARINA	
	BP	CORE	ER	MC	NC	OS	PC	R		GH-1000	GH-1250	GH-1500	GH-2500	GH-3000	GH-600		GH-CC
RESIDENTIAL																	
Single-Family, Multi-family	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	Y	Y	Y	Y	Y	-	-	Y	Y	-	-	-	-	-	-	-	-
Group Quarters	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																	
Hotel, Motel, Resort	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	-	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Retail	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Service - Low-Intensity*	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Service - Medium-Intensity*	Y	Y	Y	Y	Y	-	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Service - High Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	Y	Y	Y
Sport/Fitness Facility	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	Y	-	Y
Theater - Movie/Live Performance/Dinner	Y	Y	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																	
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	Y	Y	Y	Y	Y	-	Y	Y	-	Y	-	-	-	-	Y	Y	Y
Convention Center	-	-	-	Y	-	-	Y	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	Y	-	Y	-	-	Y	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	Y	-	-	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	Y	Y	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-	-	Y
Medical Care - Hospital	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-	-	-
Public Assembly (religious, fraternal)	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y
School for Adults - College, University, Vocational/Trade School	Y	Y	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-	-	-
School - Kindergarten through Grade 12	Y	Y	Y	Y	Y	-	Y	Y	-	Y	Y	Y	Y	Y	-	-	Y
INDUSTRIAL																	
Junkyard, Dump, Recycling Center	Y	Y	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	Y	Y	Y	Y	-	-	-	-	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	Y	Y	Y	Y	-	-	-	-	Y	-	-	-	-	-	-	-	-
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage - General	Y	Y	Y	Y	-	-	-	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES																	
Auto Parking	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	Y	Y	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-	-	-
Electrical Substation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y
Emergency Communications Facilities	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
Truck Terminal	-	-	-	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE																	
Arena, Stadium	-	-	-	-	-	-	-	-	Y	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y	-	-	-
AGRICULTURE																	
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-

ALUCP LAND USE CATEGORIES	MID-CITY PDO																				
	CL-2	CL-5	CL-6	CN-1	CN-1A	CN-2	CN-2A	CN-3	CN-4	CV-1	CV-2	CV-3	CV-4	MR-1000	MR-1500	MR-3000	MR-400	MR-800B	NP-1	NP-2	NP-3
RESIDENTIAL																					
Single-Family, Multi-family	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
Single Room Occupancy (SRO) Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	-	-	-
Group Quarters	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING																					
Hotel, Motel, Resort	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	Y	-	-	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Retail	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Service - Low-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Service - Medium-Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
Service - High Intensity*	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Sport/Fitness Facility	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
Theater - Movie/Live Performance/Dinner	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES																					
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	-	-	Y	Y	-	-	-
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Y	-	-	-
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medical Care - Hospital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Assembly (religious, fraternal)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
School for Adults - College, University, Vocational/Trade School	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
School - Kindergarten through Grade 12	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y	Y	Y	Y	-	-	-
INDUSTRIAL																					
Junkyard, Dump, Recycling Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage - General	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES																					
Auto Parking	Y	-	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Substation	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Emergency Communications Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	Y	-	Y	Y	Y	Y	Y	-	-	Y	Y	-	Y	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE																					
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-
AGRICULTURE																					
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ALUCP LAND USE CATEGORIES	MISSION BEACH PDO	MISSION VALLEY PDO	MOUNT HOPE PDO			CORE	OLD TOWN PDO		CSF-1	CSF-2	SOUTHEASTERN SAN DIEGO PDO			
	R-S	MV-CO	SUBD-1	SUBD-2	SUBD-3		PUB-PRO-PK	PUB-PRO-PKG-C			CSF-2-R-3000	CSF-3	CSR-1	CSR-2
RESIDENTIAL														
Single-Family, Multi-family	Y	-	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	-	-	-	-	-	Y	-	-	-	-	Y	-	-	-
Group Quarters	-	-	-	-	-	-	-	-	-	-	Y	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING														
Hotel, Motel, Resort	-	-	-	-	-	-	-	-	-	-	-	Y	-	-
Office - Medical, Financial, Professional Services, Civic	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y
Retail	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y
Service - Low-Intensity*	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y
Service - Medium-Intensity*	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y
Service - High Intensity*	-	Y	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y
Sport/Fitness Facility	Y	Y	Y	Y	Y	-	-	-	-	Y	Y	Y	-	Y
Theater - Movie/Live Performance/Dinner	-	Y	Y	Y	Y	Y	-	-	-	Y	Y	Y	-	Y
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES														
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	-	Y	-	-	-	-	-	-	Y	Y	Y	-	Y	Y
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	-	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	-	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	-	-	-	-	-	-	-	-	-	-	Y	-	-	-
Medical Care - Hospital	-	-	-	-	-	-	-	-	-	Y	Y	-	-	Y
Medical Care - Out-Patient Surgery Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Assembly (religious, fraternal)	-	Y	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y
School for Adults - College, University, Vocational/Trade School	-	Y	Y	Y	Y	Y	-	-	-	Y	Y	-	-	Y
School - Kindergarten through Grade 12	-	Y	-	-	-	Y	-	-	Y	Y	Y	Y	Y	Y
INDUSTRIAL														
Junkyard, Dump, Recycling Center	-	Y	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	-	Y	-	-	Y	Y	-	-	-	Y	Y	-	-	Y
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y
Manufacturing/Processing of Hazardous Materials	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	Y	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage - General	-	-	-	-	-	-	-	-	-	Y	Y	-	-	Y
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES														
Auto Parking	Y	Y	-	-	-	-	-	Y	-	Y	Y	Y	-	Y
Electrical Power Generation Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Substation	-	Y	Y	Y	Y	-	-	-	-	Y	Y	-	-	Y
Emergency Communications Facilities	-	Y	-	-	-	-	-	-	-	Y	Y	-	-	Y
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	Y	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	-	-	Y	Y	Y	-	-	-	-	-	-	-	-	-
Truck Terminal	-	Y	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE														
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	-	-	-	-	Y	-	-	-	Y	-	-	-
AGRICULTURE														
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	-	-	-	-	-	-	-	-	-	-	-	-	-	-

ALUCP LAND USE CATEGORIES	SOUTHEASTERN SAN DIEGO PDO												WEST LEWIS PDO W-LEWIS-ST
	CSR-2-R-1500	CSR-2-R-3000	CT-2	CT-3	I-1	I-2	MF-1500	MF-2000	MF-2500	MF-3000	SF-40000	SF-5000	
RESIDENTIAL													
Single-Family, Multi-family	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Single Room Occupancy (SRO) Facility	Y	Y	-	-	-	-	Y	Y	Y	Y	-	-	-
Group Quarters	Y	Y	-	-	-	-	Y	Y	Y	Y	-	-	-
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING													
Hotel, Motel, Resort	-	-	-	Y	-	-	-	-	-	-	-	-	-
Office - Medical, Financial, Professional Services, Civic	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Retail	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y
Service - Low-Intensity*	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y
Service - Medium-Intensity*	Y	Y	Y	Y	Y	Y	-	-	-	-	-	-	Y
Service - High Intensity*	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	Y
Sport/Fitness Facility	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Theater - Movie/Live Performance/Dinner	Y	Y	Y	Y	-	-	-	-	-	-	-	-	-
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES													
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-	-
Child Day Care Center/Pre-K	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	-
Convention Center	-	-	-	-	-	-	-	-	-	-	-	-	-
Fire and Police Stations	-	-	-	-	-	-	-	-	-	-	-	-	-
Jail, Prison	-	-	-	-	-	-	-	-	-	-	-	-	-
Library, Museum, Gallery	Y	Y	Y	-	-	-	Y	Y	Y	Y	Y	Y	Y
Medical Care - Congregate Care Facility, Nursing and Convalescent Home	Y	Y	-	-	-	-	Y	Y	Y	Y	Y	Y	-
Medical Care - Hospital	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Medical Care - Out-Patient Surgery Centers	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Assembly (religious, fraternal)	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	-
School for Adults - College, University, Vocational/Trade School	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
School - Kindergarten through Grade 12	Y	Y	Y	Y	-	-	Y	Y	Y	Y	Y	Y	-
INDUSTRIAL													
Junkyard, Dump, Recycling Center	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing/Processing - General	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Manufacturing/Processing of Hazardous Materials	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Mining, Extractive Industry	-	-	-	-	-	-	-	-	-	-	-	-	-
Research and Development - Scientific, Technical	Y	Y	Y	-	Y	Y	-	-	-	-	-	-	-
Sanitary Landfill	-	-	-	-	-	-	-	-	-	-	-	-	-
Self-storage Facility	-	-	-	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage - General	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only	-	-	-	-	-	-	-	-	-	-	-	-	-
Warehousing/Storage of Hazardous Materials	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION, COMMUNICATION, UTILITIES													
Auto Parking	Y	Y	Y	Y	Y	-	-	-	-	-	-	-	-
Electrical Power Generation Plant	-	-	-	-	-	-	-	-	-	-	-	-	-
Electrical Substation	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Emergency Communications Facilities	Y	Y	Y	-	Y	-	-	-	-	-	-	-	-
Marine Cargo Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-
Marine Passenger Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Center, Bus/Rail Station	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation, Communication, Utilities - General	-	-	-	-	-	-	-	-	-	-	-	-	-
Truck Terminal	-	-	-	-	-	-	-	-	-	-	-	-	-
Water, Wastewater Treatment Plant	-	-	-	-	-	-	-	-	-	-	-	-	-
RECREATION, PARKS, OPEN SPACE													
Arena, Stadium	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	-	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course Clubhouse	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina	-	-	-	-	-	-	-	-	-	-	-	-	-
Park, Open Space, Outdoor Recreation	Y	Y	-	-	-	-	-	Y	Y	Y	Y	Y	-
AGRICULTURE													
Aquaculture	-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes:

* Refer to Appendix A of the Draft ALUCP for further detail.

Y = Use is allowed.

- = Use is not allowed.

Sources: Ricondo & Associates, Inc., October 2012, based on the following sources: City of San Diego Municipal Code, Chapter 13, Article 1, January 1, 2000 (base zones); City of San Diego Municipal Code, Chapter 15, Article 6, Division 3, April 3, 2006 (Centre City PDO); City of San Diego Municipal Code, Chapter 15, Article 7, Division 3, March 27, 2007 (Gaslamp PDO); City of San Diego Municipal Code, Chapter 15, Article 8, Division 3, April 26, 2007 (Golden Hill PDO); City of San Diego Municipal Code, Chapter 15, Article 11, Division 3, March 27, 2007 (Marina PDO); City of San Diego Municipal Code, Chapter 15, Article 12, Division 3, April 26, 2007 (Mid-City Communities PDO); City of San Diego Municipal Code, Chapter 15, Article 13, Division 3, March 27, 2007 (Mission Beach PDO); City of San Diego Municipal Code, Chapter 15, Article 14, Division 3, April 26, 2007 (Mission Valley PDO); City of San Diego Municipal Code, Chapter 15, Article 15, Division 3, April 26, 2007 (Mount Hope PDO); City of San Diego Municipal Code, Chapter 15, Article 16, Division 3, April 26, 2007 (Old Town PDO); City of San Diego Municipal Code, Chapter 15, Article 19, Division 3, April 26, 2007 (Southeastern San Diego PDO).

Prepared by: Ricondo & Associates Inc., March 2013.

Attachment E

Site Area Requirements for Selected Incompatible Uses

E.1 Introduction and Summary

Although many kinds of land uses, such as dwellings and retail shops, may be built on very small lots, some land uses require relatively large sites. In considering the potential displacement of future incompatible development after implementation of the draft ALUCP, the minimum practical site area for certain land uses had to be determined. The following uses were of specific concern:

- Convention Centers
- Hospitals
- Schools for Adults – College, University, Vocational/Trade School
- Schools -- Kindergarten through Grade 12
- Electrical Power Generation Plants
- Water, Wastewater Treatment Plants
- Arenas, Stadiums

It was decided to base the minimum useable lot size (or site area) for each land use on the smallest site area for comparable existing land uses in the San Diego area. The existing development patterns in the community provide a clear record of site areas adequate to support the various land uses of concern.

A survey and analysis of existing land uses was undertaken. The approximate site areas for each existing land use were calculated using Google Earth Pro. The findings of the survey are summarized in **Table AE-1**. Details of the land use survey are discussed in Section E.2.

Table AE-1: Summary of Land Use Survey Findings – Site Areas

LAND USE	NUMBER OF CASES	RANGE OF SITE AREAS (SQUARE FEET)		
		Minimum	Maximum	Average
Educational, Institutional, Public Services				
Convention Center	1	1,013,618	1,013,618	1,013,618
Medical Care – Hospitals	12	43,974	1,242,331	460,313
Schools for Adults	7	10,001	3,558,416	707,400
Schools -- Kindergarten – Grade 12	64	7,496	1,356,023	257,632
Transportation, Communication, Utilities				
Electrical Power Generation Plant	2	2,781,306	3,641,616	,211,461
Water, Wastewater Treatment Plant	6	1,086,329	3,447,065	1,964,425
Recreation, Park, Open Space				
Arenas, Stadiums	2	751,410	6,600,640	3,676,025

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

E.2 Land Use Survey and Analysis

E.2.1 CONVENTION CENTERS

The wider San Diego region has only one convention center -- the San Diego Convention Center, which occupies a site of 1,013,618 square feet. Thus, the minimum required site area for any potential future convention center in San Diego was considered to be 1,000,000 square feet.

E.2.2 HOSPITALS

The study area for this land use covered the area from University City south to just east and south of SDIA and included the following CPAs: University City, Serra Mesa, Uptown, Greater North Park and Balboa Park, in addition to the City of Coronado. This study area was chosen because it has been built-up for many years and has land use and lot patterns that are similar to those in the SDIA area. New hospitals developed in outlying areas were not considered to be applicable to this analysis, because the objective was to determine a minimum site area for potential future hospitals that might be developed in an urban location with higher land values than suburban areas. Hospitals in this special study area were identified using GIS data obtained from the SanGIS data warehouse in October 2012 (Hospitals.shp)⁷ Site areas for the 12 hospitals in the study area ranged from 43,974 square feet to 1,242,331 square feet, as presented in **Table AE-2**. For the

⁷ SanGIS/SANDAG Data Warehouse, February 2012; San Diego Geographic Information Source - JPA/San Diego Association of Governments (SANDAG), February 2012, <http://www.sangis.org>.

displacement analysis, the minimum site area requirement for future hospitals was assumed to be 44,000 square feet.

Table AE-2: Lot Sizes of Hospitals

HOSPITAL NAME	APPROXIMATE LOT SIZE (SQURE FEET)
Thornton-Perلمان Hospital	579,264
Naval Hospital Balboa Park	98,900
Sharp Mary Birch Women's Hospital	43,974
Veterans Administration Hospital	739,213
Sharp Mesa Vista Hospital	247,420
Sharp Coronado Hospital	113,256
Scripps Green Hospital	552,776
Kindred Hospital	149,846
UCSD Medical Center – Hillcrest	301,435
Scripps La Jolla Hospital	1,242,331
Scripps Mercy Hospital	669,517
Rady Children's Hospital	785,822

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

E.2.3 SCHOOLS

The study area for schools was defined as the urbanized area extending several miles around the Airport, including the City of Coronado and 9 CPAs: Old Town San Diego, Midway-Pacific Highway, Uptown, Balboa Park, Centre City, Greater Golden Hill, Peninsula, Ocean Beach, and Southeastern San Diego. The schools within this study area were identified using GIS data acquired from the SanGIS data warehouse in October 2012 (Schools.shp).⁸ Seven schools for adults and 64 K-12 schools were identified.

Two of the seven schools for adults shown in **Table AE-3** have lot sizes that are relatively small, probably because of their specialized purposes. San Diego University Integrative Studies, a small private university focused on humanistic and integrative philosophy, occupies a 27,442 square-foot lot.⁹ Paul Mitchell, the School, which has a lot of 10,001 square feet, is a beauty and cosmetology school.

For the displacement analysis, the minimum site area requirement for future adult schools was assumed to be 10,000 square feet.

⁸ SanGIS/SANDAG Data Warehouse, February 2012; San Diego Geographic Information Source - JPA/San Diego Association of Governments (SANDAG), February 2012: <http://www.sangis.org>.

⁹ San Diego University for Integrative Studies, <http://www.sduis.edu> (accessed October 19, 2012).

Table AE-3: Lot Sizes of Schools for Adults

SCHOOL NAME	SCHOOL TYPE	APPROXIMATE LOT SIZE (SQARE FEET)
Point Loma Nazarene University	Colleges, Universities, and Professional Schools	3,558,416
California Western School of Law	Colleges, Universities, and Professional Schools	54,786
Paul Mitchell the School	Cosmetology and Barber Schools	10,001
San Diego University Integrative Studies	Colleges, Universities, and Professional Schools	27,442
San Diego City College	Junior College	1,166,101
Thomas Jefferson School of Law	Colleges, Universities, and Professional Schools	61,056
Newschool of Architecture & Design	Colleges, Universities, and Professional Schools	73,997

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AE-4 lists the 64 K-12 schools in the study area. The varied schools include public elementary schools, intermediate/middle schools, high schools, continuation high schools, juvenile court schools, alternative schools and charter schools. (Only public schools were selected for this analysis. Private and parochial schools were not considered.) Some schools listed in the table share the same facilities, such as High Tech Middle and High Tech High located in Liberty Station just west of SDIA. Where schools share the same campus, they are considered one school for purposes of this site area analysis.

Table AE-4: Lot Sizes of K-12 Schools

SCHOOL NAME	SCHOOL TYPE	APPROXIMATE LOT SIZE (SQARE FEET)
Baker Elementary	Elementary Schools (Public)	278,348
Balboa Elementary	Elementary Schools (Public)	331,927
Barnard Elementary	Elementary Schools (Public)	392,911
Birney Elementary	Elementary Schools (Public)	305,112
Burbank Elementary	Elementary Schools (Public)	179,031
Cabrillo Elementary	Elementary Schools (Public)	263,538
Chavez Elementary	Elementary Schools (Public)	387,684
Coronado High	High Schools (Public)	457,815
Coronado Middle	Intermediate/Middle Schools (Public)	149,846
Coronado Village Elementary	Elementary Schools (Public)	199,940
Correia Middle	Intermediate/Middle Schools (Public)	861,181
Dana	Elementary Schools (Public)	568,893
Dewey Elementary	Elementary Schools (Public)	230,000
Einstein Academy (Elementary)/Middle	Elementary Schools (Public)-Charter	192,535
Emerson/Bandini Elementary	Elementary Schools (Public)	351,964

Table AE-4: Lot Sizes of K-12 Schools

SCHOOL NAME	SCHOOL TYPE	APPROXIMATE LOT SIZE (SQARE FEET)
Explorer Elementary/High Tech Middle Media Arts/High Tech High Media Arts	Elementary Schools (Public)-Charter	114,562
Florence Elementary	Elementary Schools (Public)	150,282
Garfield High	Continuation High Schools	98,445
Golden Hill K-8	Elementary Schools (Public)	180,774
Grant K-8	Elementary Schools (Public)	310,582
High Tech High International	High Schools (Public)-Charter	27,878
High Tech Middle/High	High Schools (Public)-Charter	400,881
iHigh Virtual Academy	Alternative Schools of Choice	191,228
Kimbrough Elementary	Elementary Schools (Public)	338,461
King/Chavez Academy Excellence/Memorial Scholars & Athletes	K-12 Schools (Public)-Charter/Intermediate/Middle Schools (Public)	93,654
King/Chavez Community High	High Schools (Public)-Charter	9,997
King/Chavez Preparatory Academy	Intermediate/Middle Schools (Public)-Charter	20,000
King/Chavez Primary Academy/Arts Academy/Athletics Academy	Elementary Schools (Public)-Charter	312,325
KIPP Adelante	Intermediate/Middle Schools (Public)-Charter	7,496
Logan K-8	Elementary Schools (Public)	195,274
Loma Portal Elementary	Elementary Schools (Public)	137,649
McGill School of Success	Elementary Schools (Public)-Charter	53,578
Metro Region Community/Metro Region Court	County Community-High School-Juvenile Court Schools	17,848
Monarch Elementary Community/Hope Region Community	County Community-Elementary and Intermediate/Middle School	9,801
Museum School (Elementary)	Elementary Schools (Public)-Charter	11,159
Ocean Beach Elementary	Elementary Schools (Public)	179,902
Old Town Academy K-8 Charter	Elementary Schools (Public)-Charter	15,999
Palm Academy for Learning	Continuation High Schools	45,302
Point Loma High	High Schools (Public)	495,712
Rodriguez Elementary	Elementary Schools (Public)	280,476
Roosevelt International Middle	Intermediate/Middle Schools (Public)	758,815
San Diego High School	High Schools (Public)	1,356,022
Sherman Elementary	Elementary Schools (Public)	271,814
Silver Gate Elementary	Elementary Schools (Public)	247,420
Sunset View Elementary	Elementary Schools (Public)	372,873
Urban Discovery Academy Charter	Elementary Schools (Public)-Charter	36,154
Washington Elementary	Elementary Schools (Public)	215,622

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

The smallest school in the study area is KIPP Adelante, which has a lot size of 7,496 square feet. For the displacement analysis, the minimum site area requirement for future k-12 schools was assumed to be 7,500 square feet.

E.2.4 ELECTRICAL POWER GENERATION PLANTS

Two electrical power generation plants in San Diego County were considered for this analysis -- the San Onofre Nuclear Generating Station and the Otay Mesa Generating Project. Adjacent to the Otay Mesa Generating Project, the Pio Pico Energy Center was recently approved but has not yet been developed and was not reviewed for this study. The Pio Pico Energy center is expected to respond to periods of high demand in the San Diego area in the future.¹⁰ The San Onofre Nuclear Generating Station occupies 3,641,616 square feet while the Otay Mesa Generating Project, with a site area of 2,781,306 square feet, has the smaller site area of the two power plants. Therefore, the minimum site area requirement for future electrical power generation plants was assumed to be 2,800,000 square feet.

E.2.5 WATER, WASTEWATER TREATMENT PLANTS

The study area for water and wastewater treatment plants was the City of San Diego. The City of San Diego has three water treatment plants and three wastewater treatment plants, all managed by the City's Public Utilities Department.¹¹ The smallest site among the six plants in **Table AE-5** is 1,372,576 square feet. Therefore, the minimum site area requirement for future water and wastewater treatment plants is 1,400,000 square feet.

Table AE-5: Lot Sizes of Water and Wastewater Treatment Plants

WATER OR WASTEWATER TREATMENT PLANT NAME	APPROXIMATE LOT SIZE (SQARE FEET)
Point Loma Wasterwater Treatment Plant	1,747,192
North City Wastewater Reclamation Plant	1,372,576
South Bay Water Reclamation Plant	2,107,868
Alvarado Water Treatment Plant	2,025,520
Otay Water Treatment Plant	1,086,329
Miramar Water Treatment Plant	3,447,065

SOURCE: Ricondo & Associates Inc., November 2012.

PREPARED BY: Ricondo & Associates, Inc., November 2012.

¹⁰ The California Energy Commission, <http://www.energy.ca.gov/sitingcases/otaymesa/>.

¹¹ The City of San Diego Public Utilities Department, <http://www.sandiego.gov/mwwd/>.

E.2.6 ARENAS, STADIUMS

Table AE-6 describes the lot area of the five arenas and stadiums reviewed in the City of San Diego. The smallest, Viejas Arena, occupies a site of 150,500 square feet, which was used as the minimum site area requirement for arenas and stadiums.

Table AE-6: Lot Sizes of Arenas and Stadiums

ARENA OR STADIUM NAME	APPROXIMATE LOT SIZE (SQARE FEET)
Qualcomm Stadium	6,600,640
Petco Park	751,410
Valley View Casino Center	1,441,726
Viejas Arena	150,496
RIMAC Arena	199,333

SOURCE: Ricondo & Associates Inc., November 2012.

PREPARED BY: Ricondo & Associates, Inc., November 2012.

Attachment F

Nonresidential Floor Area Ratios in Mixed-use Developments

The Community Plans in the SDIA area include land use designations with different combinations of permitted uses, maximum permitted FARs, and maximum permitted residential densities. Several of the commercial land use designations allow residential use in addition to commercial use, and other mixed-use land use designations are specifically intended to encourage both residential and nonresidential uses.

In analyzing the potential displacement of nonresidential uses after implementation of the draft ALUCP, it was necessary to estimate the amount of nonresidential development that could occur in the areas designated for mixed-use development. To provide a basis for that estimate, an analysis of existing land use was undertaken to determine the nonresidential FARs for all mixed-use developments in the ALUCP displacement study area.

For existing mixed-use developments, the total floor area was apportioned between the nonresidential and residential parts of the building. The overall FAR was calculated and then multiplied by the nonresidential proportion of the total floor area. This yielded the nonresidential FAR for the site. The nonresidential FARs for all mixed-use developments in the displacement study area were then grouped according to community plan land use designation. The average nonresidential FAR was calculated for each community plan land use designation.

The results of the existing land use analysis are summarized in **Table AF-1**. Eight generalized Community Plan land use designations in the displacement analysis study area allow mixed residential/nonresidential development. Within some of the Community Plan land use designations, multiple base zones and zoning requirements apply. (The maximum permitted FARs in the different base zones are indicated in the right-hand columns of Table AF-1.) The results of the analysis are summarized by Community Plan land use designation. For the mixed-use designations in the Centre City CPA that also occur in other CPAs, the results for Centre City are summarized separately.

The typical mixed-use building in the displacement analysis study area has nonresidential development on the ground floor and dwelling units on the upper floors. The ground floors often include covered parking areas, lobbies, and management offices serving the residential complex. Thus, the nonresidential FARs in mixed-use buildings are usually less than 1.0. As indicated in the table, the existing land use study found nonresidential FARs ranging from 0.26 to 1.76 in the different Community Plan land use designations. For the two land use

designations in Centre City, the study found that the FARs were greater than in the areas with the same land use designation outside Centre City (in Uptown). This reflects both City policy, which permits higher FARs in Centre City than in other parts of the study area, and the value the real estate market places on Centre City for nonresidential development. (Note that the maximum FARs permitted in Centre City area higher than permitted in Uptown.) Unfortunately, no data was available for three land use designations.

Table AF-1: Existing Nonresidential FARs in Mixed-use Developments

GENERALIZED COMMUNITY PLAN LAND USE DESIGNATION	AVERAGE NON RESIDENTIAL FAR	TOTAL	NUMBER OF PARCELS						
			BY MAXIMUM FAR PERMITTED BY EXISTING ZONING						
			1 FAR	1.5 FAR	2 FAR	4 FAR	6 FAR	6.5 FAR	8 FAR
Commercial – Neighborhood	0.26	3	1	--	2	--	--	--	--
Commercial – Office	No Data	0	--	--	--	--	--	--	--
Institutional - Public Services	No Data	0	--	--	--	--	--	--	--
Mixed Use - Commercial Emphasis	0.34	20	--	--	7	--	8	4	1
<i>Centre City</i>	<i>0.38</i>	<i>13</i>	--	--	--	--	8	4	1
<i>Uptown</i>	<i>0.28</i>	<i>7</i>	--	--	7	--	--	--	--
Mixed Use - No Emphasis	0.36	6	--	--	--	6	--	--	--
Mixed Use - Office Emphasis	0.41	3	--	3	--	--	--	--	--
Mixed Use - Residential Emphasis	1.03	10	--	--	--	--	--	--	--
<i>Centre City</i>	<i>1.76</i>	<i>4</i>	--	--	--	--	4	--	--
<i>Uptown</i>	<i>0.54</i>	<i>6</i>	--	6	--	--	--	--	--
Multiple Use	No Data	0	--	--	--	--	--	--	--

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Table AF-2 presents the assumed future nonresidential FARs in mixed-use developments that were used for the nonresidential development displacement analysis. The basis for the selected FARs is described in the table.

Table AF-2: Mixed-use Nonresidential FAR Assumptions Used for Displacement Analysis

GENERALIZED COMMUNITY PLAN LAND USE DESIGNATION	AVERAGE NONRESIDENTIAL FAR	BASIS FOR ASSUMED FAR
Commercial – Neighborhood	0.26	Existing land use study, Table AF-1.
Commercial – Office	0.26	Areas with this land use designation are similar in character to areas designated Commercial-Neighborhood.
Institutional - Public Services	0.38	Areas with this land use designation are similar in character to areas in Centre City designated Mixed Use-Commercial Emphasis
Mixed Use - Commercial Emphasis, except in Centre City	0.28	Existing land use study, Table AF-1.
<i>Centre City</i>	0.38	<i>Existing land use study, Table AF-1.</i>
Mixed Use - No Emphasis	0.36	Existing land use study, Table AF-1.
Mixed Use - Office Emphasis	0.41	Existing land use study, Table AF-1.
Mixed Use - Residential Emphasis, except in Centre City	0.54	Existing land use study, Table AF-1.
<i>Centre City</i>	1.76	<i>Existing land use study, Table AF-1.</i>
Multiple Use	1.00	This land use designation appears to promote a greater range of nonresidential uses than the other mixed-use designations. Assumed that entire ground floor would be developed for nonresidential use.

SOURCE: Ricondo & Associates, Inc., October 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2012.

Attachment G

Proportions of Nonresidential Development in Displacement Analysis Study Area

The safety compatibility standards of the draft ALUCP establish maximum intensity levels (people per acre) for nonresidential uses in each safety zone and CPA/neighborhood. Because the rates of occupancy of different uses vary, the maximum allowable floor area for different uses also varies depending on the corresponding occupancy factor (the square feet per person). For example, restaurants generally experience more intense use than libraries, and libraries tend to experience more intense use than warehouses. Thus, different land uses then have different associated occupancy factors. To calculate the maximum allowable nonresidential floor area in each safety zone and CPA/neighborhood, it is necessary to apply an occupancy factor (square feet per person) for each land use type that may be developed in the area. The occupancy factor is negatively correlated with intensity as measured in people per acre.

G.1 Generalized Land Use Categories

For the displacement analysis, nonresidential land uses were classified into seven generalized categories. The generalized categories, rather than the detailed set of land uses described in the safety compatibility standards matrix, allowed for a more manageable analysis while being comprehensive enough to reflect the range of nonresidential land use types that could occur in the safety zones.

The generalized land use categories were created by grouping together land uses with similar occupancy factors to ensure that the occupancy factor selected for the generalized category would adequately reflect the intensity standards of the draft ALUCP. The detailed land uses specified in the Safety Compatibility Standards matrix of the draft ALUCP, a copy of which is in Table A-4 in the main body of this report, were assigned to each generalized land use category. The occupancy factors selected for each generalized land use category were based on the occupancy factors for the detailed land uses assigned to each generalized category. The classification of detailed land uses to generalized land use categories and the occupancy factors for the uses are presented in **Table AG-1**.

Table AG-1: Occupancy Factors by Land Use Type

GENERALIZED LAND USE CATEGORY AND ASSIGNED DETAILED LAND USES	OCCUPANCY FACTOR (SQUARE FEET PER PERSON)
Commercial – Eating/Drinking/Entertainment	60
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)	60
Sport/Fitness Facility	60
Theater - Movie/Live Performance/Dinner	60
Commercial – Lodging	200
Hotel, Motel, Resort	200
Commercial – Retail	170
Retail (e.g., Convenience Market, Drug Store, Pet Store)	170
Golf Course Clubhouse	170
Commercial – Services	200
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)	250
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)	200
Industrial	300
Manufacturing/Processing - General	300
Manufacturing/Processing of Hazardous Materials 3	300
Mining, Extractive Industry	1000
Research and Development - Scientific, Technical	300
Warehousing/Storage - General	1000
Warehousing/Storage of Hazardous Materials	1000
Marine Passenger Terminal	200
Water, Wastewater Treatment Plant	1000
Institutional	170
Single Room Occupancy (SRO) Facility	200
Group Quarters	100
Convention Center	110
Fire and Police Stations	215
Library, Museum, Gallery	170
Public Assembly (religious, fraternal)	60
School for Adults – College, University, Vocational/Trade School	110
Transit Center, Bus/Rail Station	200
Transportation, Communication, Utilities - General	1000
Marina	170
Offices	215
Office - Medical, Financial, Professional Services, Civic	215

SOURCE: Ricondo & Associates, Inc., January 2013.

PREPARED BY: Ricondo & Associates, Inc., January 2013.

G.2 Accounting for Future Mixed-Use Development Patterns

The Community Plans that apply within much of the displacement analysis study area, especially on the east side of the Airport, propose a continuation of the mixed land use pattern in the area. Rather than attempting to predict the specific mixes of land use types that would be developed throughout the area, it was decided to develop weighted occupancy factors which would indirectly reflect the mix of land uses that could be developed in the area after implementation of the draft ALUCP. The weighted occupancy factors were used in calculating the potential development in the area with the draft ALUCP.

The first step toward the development of weighted occupancy factors was to understand the existing mix of nonresidential land uses in the study area. An analysis of the existing land use pattern was undertaken to determine the mix of land uses in the various community plan areas. The area of study included the parts of each CPA/neighborhood within the safety zones, with a buffer area of approximately 0.25 miles beyond the safety zone boundaries. The buffer was used to increase the sample of nonresidential land uses in the analysis. This was necessary because each part of each CPA/safety zone/community plan designation was so small that without enlarging the area, too few land uses would be included in the study to yield meaningful results. This was considered a valid way to increase the sample size of parcels because the 0.25-mile buffer areas were very similar in character to the areas within the safety zones.

Existing nonresidential floor areas for each community and planned land use designation was sorted and totaled by land use type. The existing nonresidential land use types were then clustered into seven generalized land use categories. The existing floor areas were then subtotaled according to the generalized land use categories and divided by total nonresidential floor area to arrive at the percentage of total nonresidential floor area occupied by each generalized land use type. The weighted occupancy factors were developed based on the proportions of the seven generalized land use categories that currently exist in each CPA. The total floor area of each land use type was calculated and the proportions of floor area relative to the total for each CPA/neighborhood were determined. A summary of the data and the calculated nonresidential FARs for each CPA and land use type are reported in **Table AG-2**. (In the Centre City CPA, data is reported by neighborhood.)

Table AG-2: Proportions of Existing Nonresidential Floor Area by Land Use Type, CPA and Neighborhood

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION		EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
Centre City	Cortez	Mixed Use - Commercial Emphasis			16	267,552	
			Commercial - Lodging	1	100,000	0.37	
			Commercial - Retail	3	3,859	0.01	
		Offices	12	163,693	0.61		
		22	535,155				
Centre City	East Village	Mixed Use - Residential Emphasis			1	3,064	0.01
			Commercial - Eating/Drinking/Entertainment	1	3,064	0.01	
			Commercial - Lodging	5	176,960	0.33	
			Commercial - Retail	5	25,131	0.05	
			Institutional	6	190,000	0.36	
		Offices	5	140,000	0.26		
		1	0				
		1	0				1.00^b
Centre City	Little Italy	Multiple Use			1	0	
			Commercial - Retail	1	0	1.00 ^b	
Centre City	East Village	Institutional - Public Services			5	440,000	
			Institutional	5	440,000	1.00	
Centre City	Little Italy	Commercial - Visitor			1	300,000	
			Offices	1	300,000	1.00	
		104	731,849				
Centre City	East Village	Mixed Use - Commercial Emphasis			7	41,908	0.06
			Commercial - Eating/Drinking/Entertainment	7	41,908	0.06	
			Commercial - Lodging	5	50,516	0.07	
			Commercial - Retail	40	268,583	0.37	
			Commercial - Services	6	20,520	0.03	
		Industrial	19	173,058	0.24		
		Offices	27	177,264	0.24		
		21	406,563				

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING	
						FLOOR AREA	FLOOR AREA ^a
			Commercial - Lodging	8	344,345		0.85
			Commercial - Retail	3	10,579		0.03
			Offices	10	51,639		0.13
Midway-Pacific Highway		Commercial - Community		25	549,539		
			Commercial - Eating/Drinking/Entertainment	4	15,834		0.03
			Commercial - Lodging	5	100,000		0.18
			Commercial - Retail	14	421,105		0.77
			Commercial - Services	1	2,600		0.00 ^c
			Offices	1	10,000		0.02
		Commercial - Neighborhood		21	191,362		
			Commercial - Eating/Drinking/Entertainment	2	6,628		0.03
			Commercial - Retail	10	148,690		0.78
			Commercial - Services	7	10,996		0.06
			Offices	2	25,048		0.13
		Commercial - Office		4	109,960		
			Offices	4	109,960		1.00
		Commercial - Transportation Related		16	76,420		
			Commercial - Retail	5	23,315		0.31
			Commercial - Services	8	23,105		0.30
			Industrial	2	30,000		0.39
			Offices	1	0		0.00
		Industrial - Light		20	41,304		
			Commercial - Eating/Drinking/Entertainment	1	2,628		0.06
			Commercial - Services	17	12,296		0.30
			Industrial	1	20,000		0.48
			Offices	1	6,380		0.15

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
		Institutional - Public Services		5	105,197	
			Institutional	4	55,197	0.52
			Offices	1	50,000	0.48
Peninsula		Commercial - Neighborhood		43	182,377	
			Commercial - Eating/Drinking/Entertainment	5	10,028	0.05
			Commercial - Retail	33	148,885	0.82
			Offices	5	23,464	0.13
		Commercial - Office		1	30,000	
			Offices	1	30,000	1.00
		Commercial - Recreation		5	72,373	
			Commercial - Retail	5	72,373	1.00
		Institutional - Public Services		2	10,000	
			Institutional	2	10,000	1.00
Uptown		Institutional - Public Services		1	2,008	
			Institutional	1	2,008	1.00
		Mixed Use - Commercial Emphasis		90	632,480	
			Commercial - Eating/Drinking/Entertainment	7	24,639	0.04
			Commercial - Lodging	5	60,000	0.09
			Commercial - Retail	19	85,612	0.14
			Commercial - Services	1	9,000	0.01
			Industrial	2	21,222	0.03
			Institutional	1	2,645	0.00 ^d
			Offices	55	429,361	0.68

CPA	NEIGHBORHOOD	GENERALIZED COMMUNITY PLAN DESIGNATION	EXISTING USE TYPE	PARCEL COUNT	EXISTING FLOOR AREA	PROPORTION OF EXISTING FLOOR AREA ^a
Mixed Use - No Emphasis						
		Commercial - Retail		9	174,149	0.00 ^e
		Offices		1	293	1.00
		Offices		8	173,856	1.00
Mixed Use - Office Emphasis						
		Commercial - Retail		32	326,145	0.03
		Institutional		1	10,000	0.31
		Offices		7	101,302	0.66
		Offices		24	214,843	0.66
Mixed Use - Residential Emphasis						
		Commercial - Eating/Drinking/Entertainment		34	223,792	0.02
		Commercial - Lodging		1	5,015	0.02
		Commercial - Retail		1	4,746	0.28
		Institutional		10	63,640	0.10
		Offices		2	22,613	0.57
		Offices		20	127,778	0.57

^a This column presents the floor area of each existing land use type as a proportion of the total floor area situated within each Community Plan Designation in each CPA/neighborhood.

^b In Cortez, the Multiple Use-designated land included only a single parcel of 4,138 square feet, which was the paved portion of an automobile service station. Although this small parcel has no existing floor area, it is described in the table as having a floor area proportion of 1.00, which effectively presumes that a commercial-retail building will eventually occupy the site.

^c The proportion is actually 0.00473, which rounds to 0.00.

^d The proportion is actually 0.00418, which rounds to 0.00.

^e The proportion is actually 0.00168, which rounds to 0.00.

Sources: City of San Diego General Plan, Land Use Element, March 10, 2008; Downtown Community Plan, May 22, 2012; Midway-Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan, July 12, 2010; Peninsula Community Plan and Local Coastal Program Land Use Plan, April 27, 2004; Uptown Community Plan, May 7, 2002; Ricondo & Associates, Inc., October 2012 (parcel count, existing floor area and proportion of existing floor area).

Prepared by: Ricondo & Associates, Inc., March 2013.

Appendix B

Notice of Preparation Distribution List

Distribution List for Notice of Preparation of EIR

ORGANIZATION	CONTACT PERSON	TITLE	MAILING ADDRESS	E-MAIL	CERTIFIED COPY NOP/IS ON CD	CERTIFIED COPY NOP ONLY	NOP ONLY	NOP/IS HARD COPY
Trustee/Jurisdiction by Law Agencies								
California Coastal Commission			45 Fremont Street, Ste. 2000, San Francisco, CA 94105-2219		•			
Department of Fish and Game	Environmental Services Division		1416 Ninth Street, 12th Floor, Sacramento, CA 95814		•			
Department of Fish and Game Region 5	Habitat Conservation Program		4949 Viewridge Avenue, San Diego, CA 92123		•			
Office of Planning & Research	State Clearinghouse		P.O. Box 3044, Sacramento, CA 95812-3044		•			
Office of Planning & Research	State Clearinghouse		1400 Tenth Street, Sacramento, CA 95814		•			
State Lands Commission			100 Howe Avenue, Ste. 100-S, Sacramento, CA 95825		•			
City of San Diego	Kelly Broughton	Development Services Director	1222 First Avenue, MS 301, San Diego, CA 92101-4154		•			
City of Coronado	Rachel Hurst	Director of Community Development, Redevelopment Services and Housing	1825 Strand Way Coronado, CA 92118		•			
Civic San Diego	Brad Richter	Assistant Vice President	401 B Street, Fourth Floor, San Diego, CA 92101		•			
City of National City	Martin Reeder	Planner	1243 National City Blvd, National City, California 91950		•			
County of San Diego	Mark Wardlaw	Planning Director	5510 Overland Avenue, San Diego, CA 92123		•			
Port of San Diego	Paul Fanfera	Planning Director	PO Box 120488, San Diego, CA 92112-0488		•			
SANDAG	Gary L. Gallegos	Executive Director	401 B Street, Suite 800, San Diego, California 92101		•			
Naval Base Coronado	Captain Gary Mayes	Commanding Officer	P.O. Box 357033, Naval Air Station North Island, Bldg 678, San Diego, CA 92435-7033		•			
United States Marine Corps	Stephen Crover	Deputy Director Facilities	4600 Belleau Ave, Bldg. 224, San Diego, CA 92140		•			
Department of Transportation, Division of Aeronautics	Terry Barrie	Division of Aeronautics, MS-40	P.O. Box 942874, Sacramento, CA 94274-0001		•			
Districts								
Grossmont-Cuyamaca Community College District	Dr. Cindy Miles	Chancellor	8800 Grossmont College Dr. El Cajon, CA 92020-1799			•		
San Diego Community College District	Dr. Constance Carroll	Chancellor	3375 Camino Del Rio South San Diego CA 92108-3883			•		
Southwestern Community College District	Vacant	Superintendent	900 Otay Lakes Road Chula Vista, CA 91910			•		
Coronado Unified School District	Dr. Jeffrey Felix	Superintendent	201 Sixth Street Coronado CA 92118-1799			•		
San Diego Unified School District	Bill Kowba	Superintendent	4100 Normal Street San Diego CA 92103-2682			•		
Chula Vista General Elementary School District	Dr. Francisco Escobedo	Superintendent	84 East J Street Chula Vista CA 91910-6199			•		

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La Mesa-Spring Valley General Elementary School District	Brian E. Marshall	Superintendent	4750 Date Avenue La Mesa CA 91941-5293			•		
National General Elementary School District	Dr. Chris Oram	Superintendent	1500 N Avenue National City CA 91950-4827			•		
Grossmont Union High School District	Ralf Swenson	Superintendent	P. O. Box 1043, La Mesa CA 91944-1043			•		
Sweetwater Union High School District	Dr. Edward Brand	Superintendent	1130 Fifth Avenue Chula Vista CA 91911-2896			•		
Metropolitan Water District	Jeffrey Kightlinger	General Manager	PO Box 54153, Los Angeles, California 90054-0153			•		
San Diego County Flood Control District	Cid Tesoro	Flood Control District Manager	5201 Ruffin Rd., Suite P, Mail Stop O-326, San Diego, CA 92123			•		
City of San Diego Maintenance Assessment Districts	Andrew Field	Assistant Deputy Director	202 C Street MS 37C, San Diego, CA 92101			•		
La Jolla Community Parking District			5510 Overland Avenue - Suite 210 MS-0383, San Diego, CA 92123-1295			•		
Greater Mid-City Community Parking District			3727 El Cajon Blvd, San Diego, CA 92105			•		
Old Town Community Parking District			2415 San Diego Ave, Suite 107, San Diego, CA 92110			•		
Pacific Beach Community Parking District			1503 Garnet Avenue, San Diego, CA 92109			•		
Uptown Community Parking District			1010 University Ave, Suite 113, San Diego, CA 92103			•		
San Diego County Street Lighting District			5510 Overland Avenue - Suite 210 MS-0383, San Diego, CA 92123-1295			•		
San Diego Business Improvement District	Tiffany Bromfield		110 W. C Street, Suite 2112, San Diego, CA 92101			•		
Neighborhood/Community Planning Groups and Associations								
Centre City Advisory Committee	Laura Garrett			lgarrettcac@gmail.com			•	
City Heights Area Planning Committee	Patty Vaccariello			CHAPC_chair@yahoo.com			•	
Encanto Neighborhood Community Planning Group	Kenneth Malbrough			kmalbrough@att.net			•	
Greater Golden Hill Planning Committee	Ruchell Alvarez			ruchell.alvarez@aol.com			•	
Little Italy Association	Marco LiMandri			marco@littleitalysd.com			•	
Mission Beach Precise Planning Board	Debbie Watkins			dkwatks@aol.com			•	
North Bay Community Planning Group	Melanie Nickel			MelanieN@stanfordalumni.org			•	
North Park Planning Committee	Vicki Granowitz			info@northparkplanning.org			•	
Ocean Beach Planning Board	Jane Gawronski			jgawronski@att.net			•	
Peninsula Planning Board	Julia Quinn			pcpbem@gmail.com			•	

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Skyline Paradise Hills Planning Committee	William Penick			penick_will@cox.net			•	
Southeastern San Diego Planning Group	Maria Riveroll			taxqueen25@cox.net			•	
Uptown Planners	Beth Jaworski			chair@uptownplanners.org			•	
Serra Mesa Planning Group	Bob McDowell			Rmcdowell001@san.rr.com			•	
Pacific Beach Planning Group	Brian Curry			brian.curry77@gmail.com			•	
Clairemont Community Planning Group	Brooke Peterson			thepetes@hotmail.com			•	
Mission Valley Planning Group	Doittie Surdi			dottie.surdi@svn.com			•	
Normal Heights Community Planning Group	Jim Baross			jimbaross@cox.net			•	
Eastern Area Communities Planning Committee	Laura Riebau			laurariebau@yahoo.ie			•	
Linda Vista Planning Group	Tom Cleary			LVPGchair@aol.com			•	
Community Planner's Committee	Joe LaCava			joe@avetterra.com			•	
Old Town Community Planning Committee	Thurston Coe			thurston@yahoo.com			•	
La Jolla Community Planning Association	Tony Crisafi			info@lajollaCPA.org			•	
Barrio Logan	Chicano Park Steering Committee			cpscchicanopark@sbcglobal.net			•	
Sweetwater Planning Group (County)	Sheri Todus			stodus@SBCglobal.net			•	
Spring Valley Planning Group (County)	James Comeau			jimc@jamescomeau.net			•	
Liberty Station Community Association	Tara Graviss			tgraviss@waltersmanagement.com			•	
City of San Diego								
	The Honorable Bob Filner	Mayor	202 C Street, San Diego, CA 92101				•	
	Robert Wilder			Rwilder@sandiego.gov			•	
	The Honorable Sherri Lightner	Council President Pro Tem	202 C Street, MS #10A, San Diego, CA 92101				•	
	Nika Bukalova	Committee Consultant, CD 1		bukalovad@sandiego.gov			•	
	The Honorable Kevin Faulconer	Councilmember	202 C Street, MS #10A, San Diego, CA 92101				•	
	Michael Patton	Council Rep, CD 2		mpatton@sandiego.gov			•	
	The Honorable Todd Gloria	Council President	202 C Street, MS #10A, San Diego, CA 92101				•	

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	Katie Keach	Deputy Chief of Staff, CD 3		kkeach@sanidiego.gov			•	
	Council District 4			jslack@san.org			•	
	The Honorable Scott Sherman	Councilmember	202 C Street, MS #10A, San Diego, CA 92101				•	
	Brian Pepin	Deputy Chief of Staff		bpepin@sanidiego.gov			•	
	The Honorable David Alvarez	Councilmember	202 C Street, MS #10A, San Diego, CA 92101				•	
	Lisa Maytorena Schmidt	Deputy Chief of Staff, CD 8		lmschmidt@sanidiego.gov			•	
	The Honorable Marti Emerald	Councilmember	202 C Street, MS #10A, San Diego, CA 92101				•	
	Marisa Beruman	Deputy Chief of Staff, CD 9		mberuman@sanidiego.gov			•	
	Tait Galloway	Senior Planner		TGalloway@sanidiego.gov			•	
	Amanda Lee	Senior Planner		AJohnsonLee@sanidiego.gov			•	
	Elizabeth Maland	City Clerk	202 C Street, 2nd Floor, San Diego, CA 92101				•	
	Kathleen Hasenauer	Deputy Director, Parks and Recreation	202 C Street MS 37C, San Diego, CA 92101				•	
	Department of Public Works	Director	600 B Street, Suite 800, San Diego, CA 92101				•	
	William M. Lansdowne	Police Chief	1401 Broadway, San Diego, CA 92101				•	
	Javier Mainar	Fire Chief	1010 2nd Avenue, Suite 400, San Diego, CA 92101				•	
City of Coronado								
	Casey Tanaka	Mayor	1825 Strand Way Coronado, CA 92118				•	
	Blair King	City Manager	1825 Strand Way Coronado, CA 92118				•	
	Ann McCaull	Senior Planner		amccaull@coronado.ca.us			•	
City of National City								
	Ron Morrison	Mayor	1243 National City Blvd, National City, California 91950				•	
	Leslie Deese	City Manager	1243 National City Blvd, National City, California 91950				•	
County of San Diego								
	The Honorable Greg Cox		1600 Pacific Highway, Room 335, San Diego, CA 92101				•	
	The Honorable Dianne Jacob		1600 Pacific Highway, Room 335, San Diego, CA 92101				•	

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	The Honorable Dave Roberts		1600 Pacific Highway, Room 335, San Diego, CA 92101				•	
	The Honorable Ron Roberts		1600 Pacific Highway, Room 335, San Diego, CA 92101				•	
	The Honorable Bill Horn		1600 Pacific Highway, Room 335, San Diego, CA 92101				•	
	Ernest J. Dronenburg, Jr.	County Clerk	1600 Pacific Highway, Room 335, San Diego, CA 92101				•	
	Joe Farace	Planning Manager	5510 Overland Avenue, San Diego, CA 92123				•	
Elected Officials								
Office of Congressman Juan Vargas	Tim Walsh			tim.walsh@mail.house.gov			•	
Office of Congressman Scott Peters	Maryanne Pintar			maryanne.pintar@mail.house.gov			•	
Office of Congresswoman Susan Davis	Daniel Hazard			Daniel.hazard@mail.house.gov			•	
Office of Senator Block	Christopher Ward			christoper.ward@sen.ca.gov			•	
Office of Assemblymember Toni Atkins	Deanna Spehn			Deanna.spehn@asm.ca.gov			•	
SANDAG								
	Charles "Muggs" Stoll	Planning Director	401 B Street, Suite 800, San Diego, California 92101	mst@sandag.org			•	
	Dave Schumacher			dsc@sandag.org			•	
	Coleen Clementson			ccl@sandag.org			•	
	Evelia Castellanos			eca@sandag.org			•	
Military Organizations								
Naval Base Coronado	Carl Bruce Shaffer, AICP	Community Plans Liaison	P.O. Box 357040, Naval Air Station North Island, Bldg 3, San Diego, CA 92135-7040				•	
Federal Aviation Administration								
Airports District Office	Margie Drilling			Margie.Drilling@faa.gov			•	
Airports District Office	Victor Globa			Victor.Globa@faa.gov			•	
SAN Airport Traffic Control Tower	Mark Hidinge			Mark.hidingeo@faa.gov			•	
San Diego Unified Port District								
	Wayne Darbeau	President/CEO	3165 Pacific Highway San Diego, CA 92101				•	

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	Randa Coniglio	Executive Vice President, Operations	3165 Pacific Highway San Diego, CA 92101				•	
	Candice Magnus			cdmagnus@portofsandiego.org			•	
	Jim Hirsch			jhirsch@portofsandiego.org			•	
State of California								
Department of Transportation, Division of Aeronautics	Ron Bolyard			ron_bolyard@dot.ca.gov			•	
Department of Transportation, Division of Aeronautics	Derek Kantar			Derek.Kantar@dot.ca.gov			•	
Caltrans Department of Transportation, District 11	Chris Schmidt			chris_schmidt@dot.ca.gov			•	
Caltrans Department of Transportation, District 11	Bill Figge			Bill.figge@dot.ca.gov			•	
California Coastal Commission	Kanani Brown		7575 Metropolitan Dr, Ste 103, San Diego, CA 92108-4402				•	
California Coastal Commission	Sherilyn Sarb		7575 Metropolitan Dr, Ste 103, San Diego, CA 92108-4402				•	
Department of Parks & Recreation	Resource Management Division		PO Box 942896, Sacramento, CA 94296-0001				•	
Department of Parks & Recreation	Milford Donaldson		1416 9th Street, Room 1442, Sacramento, CA 94296-0001				•	
Libraries								
	Central Library	Librarian	820 E St., San Diego CA 92101				•	
	Point Loma/Hervey Library	Librarian	3701 Voltaire St., San Diego CA 92107				•	
	Mission Hills Library	Librarian	925 W. Washington St., San Diego CA 92103				•	
	Coronado Public Library	Librarian	640 Orange Avenue, Coronado, CA 92118				•	
	La Jolla Library	Librarian	7555 Draper Avenue, La Jolla, CA 92037-4802				•	
	Ocean Beach Library	Librarian	4801 Santa Monica Ave., San Diego CA 92107				•	
	University Heights Library	Librarian	4193 Park Blvd., San Diego CA 92103				•	
	Mountain View/Beckworth Library	Librarian	721 San Pasqual St., San Diego CA 92113				•	
	Linda Vista Library	Librarian	2160 Ulric St., San Diego CA 92111				•	
	Logan Heights Library	Librarian	567 So. 28th St., San Diego CA 92113				•	
	North Park Library	Librarian	3795 31st St., San Diego CA 92104				•	
	READ San Diego Library	Librarian	5148 Market St., San Diego CA 92114				•	

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	National City Public Library	Librarian	1401 National City Blvd., National City, CA 91950					•
	Spring Valley Branch Library	Librarian	836 Kempton St, Spring Valley, CA 91977					•
Other Entities								
San Diego Chamber of Commerce	Neil Hyytinen			nhyytinen@hechtsolberg.com				•
San Diego Chamber of Commerce	Carmen Sandoval			csandoval@sdchamber.org				•
BIA	Matthew Adams			matt@biasandiego.org				•
NTC Foundation	Pamela Hamilton Lester			phamiltonlester@ntcfoundation.org				•
San Diego Regional Economic Development Corporation	Sean Barr			sb@sandiegobusiness.org				•
NAIOP	Ted Shaw			Tshaw@Atlantissd.com				•
League of Women Voters	Virginia Silverman			virginiala35@cox.net				•
Navy	David Hulse			David.S.Hulse@navy.mil				•
AIA	John Ziebarth			john@ziebarth.com				•
AIA	Elizabeth T. O'Malley			eomalley@aiasandiego.org				•
	A. Fotheringham			chatworthsummit@me.com				•
	Christina Leeper			christina@gjipartners.com				•
	Cynthia Conger			Seaportcynthia@aol.com				•
	Hugo Carver			marjecarver@yahoo.com				•
Peninsula Community Planning Board	Jarvis Ross			RRichardscot@aol.com				•
Solar Turbines	Jim McCollum			mccollum_jim_h@solar-turbines.com				•
	Jim Mellos			jim@melloslaw.com				•
	Joe Naskar			jhn-sd@cox.net				•
	John Casey			john@caseyrealestategroup.com				•
	John Wotzka			johnwotzka@gmail.com				•
	Kendall Helm			helmkk@gmail.com				•
	Leo Wilson			leo.wikstrom@sbcglobal.net				•

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	Mary & Dick Bersbach			mmbach@aol.com			•	
	Michael Seidel			seidel@cox.net			•	
	Nan Valerio			navalerio@aol.com			•	
	Paul Dasplt			pdstamant@yahoo.com			•	
Peninsula Community Planning Board	Paul Webb			pbwebb3@cox.net			•	
Peninsula Community Planning Board	Peter Nystrom			nystrom.enterprises@cox.net			•	
	Rick Beach			rick.beach@amazingpossibilities.org			•	
	Ryan Martin			ryan.martin@ch2m.com			•	
	Suhail Khalil			morningstar.resvc@cox.net			•	
JetBlue	Brian Towle			Brian.Towle@jetblue.com			•	
Southeastern Economic Development Corporation	Jerry Groomes			JerryG@sedcinc.org			•	
McMillin	Joe Haeussler			JHaeussler@mcmillin.com			•	
	Kathy Griffiee			bratkd@cox.net			•	
	Lance Murphy			lmurphy@cox.net			•	
Navy	Steve Chung			steve.u.chung@navy.mil			•	
	Ab Jenkins			ab.jenkins@cubic.com			•	
	Barbara Lichman			barbara.lichman@sdma.com			•	
	Barry Bardack			barry.gpa@cox.net			•	
	Bill Hoffman			bhofman@hofmanplanning.com			•	
MCAS Miramar	C. Laura Thornton			laura.thornton@usmc.mil			•	
	Clif Williams			clifton.williams@lw.com			•	
	Craig Benedetto			craigb@calstrat.com			•	
	Dan Kjonegaard			kjone@pacbell.net			•	
	Donna Jones			DJones@sheppardmullin.com			•	

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	Janelle Riella			jriella@downtownsandiego.org			•	
	Jerry Livingston			J.Livingston.Consulting@gmail.com			•	
	John Ponder			jponder@sheppardmullin.com			•	
	John Riess			JRiessJ24@aol.com			•	
MCAS Miramar	Juan H Lias			juan.lias@usmc.mil			•	
	Kevin Pollem			kpollem@ztarc.com			•	
City of San Diego Airports	Mike Tussey			mtussey@saniego.gov			•	
	Patti Krebs			iea@iea.sdcxmail.com			•	
	Paul Robinson			probinson@hsrgb.com			•	
	Donna Nickens			dnickens@hechtsolberg.com			•	
County of San Diego Airports	Peter Drinkwater			peter.drinkwater@sdcounty.ca.gov			•	
	Robin M. Munro Esq.			rmadaffer@sanlawyers.com			•	
San Diego Port Tenants Association	Sharon Cloward			Sharon@sdpta.com			•	
City of San Diego	Bernard Turgeon			bturgeon@saniego.gov			•	
City of San Diego	Brian Schoenfisch			bschoenfisch@saniego.gov			•	
	Claudia Paige			claudiapaige21@aol.com			•	
	Herb Stern			sternos@pacbell.net			•	
	Jackie McGurk			mcgurk1@pacbell.net			•	
	James R. Dawe			dawe@scmv.com			•	
	John Baez			johnb@thebehemoth.com			•	
City of San Diego	Karen Bucey			kbucey@saniego.gov			•	
	Khoa V. Nguyen			KNguyen@pps.us.com			•	
	Kimberly Fregoe			kim.fregoe@gmail.com			•	
City of San Diego	Lesley Henegar			lhenegar@saniego.gov			•	
City of San Diego	Marlon Pangilinan			mpangilinan@saniego.gov			•	

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City of San Diego	Mary Wright			mpwright@sandiego.gov			•	
	Rich Martindell			rich.martindell@earthlink.net			•	
	Sylvia Dee			burnttoo@aol.com			•	
	Tim Gibson			tgibson@firstam.com			•	
City of San Diego	Tony Kempton			tkempton@sandiego.gov			•	
	Tyler Claxton			tclaxton@propertyid.com			•	

San Diego International Airport



Final Environmental Impact Report for the San Diego International Airport Land Use Compatibility Plan

Appendices: Volume 2 of 2

PREPARED FOR:

San Diego County Regional Airport Authority

PREPARED BY:

RICONDO & ASSOCIATES, INC.

January 2014

Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation.

Table of Contents

Appendix C	Documentation of EIR Scoping Period
Appendix D	Correspondence with the California Department of Transportation (Caltrans)
Appendix E	Mitigation Monitoring and Reporting Program
Appendix F	Notices of Availability of the Draft Environmental Impact Report for the SDIA Airport Land Use Compatibility Plan
Appendix G	Public Comment Letters Received on Draft Environmental Impact Report and Proposed SDIA Airport Land Use Compatibility Plan

Appendix C Documentation of EIR Scoping Period

This appendix provides documentation of the EIR scoping period required for environmental impact reports under CEQA. Appendix C includes: copies of advertisements and public notices; the March 27, 2013 scoping meeting presentation; the scoping meeting sign-in sheets and a transcript of the scoping meeting; a summary of scoping comments and responses to the comments; and copies of the public comments received during the EIR scoping period.

Copies of Advertisements and Public Notices



P.O. Box 120191, San Diego, CA 92112-0191

AFFIDAVIT OF PUBLICATION

SD COUNTY REGIONAL AIRPORT AUTHORITY
P O BOX 82776
ATTN: JOAN WARD
SAN DIEGO, CA 92138

STATE OF CALIFORNIA } ss.
County of San Diego }

The Undersigned, declares under penalty of perjury under the laws of the State of California: That she is a resident of the County of San Diego. That she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that she is not a party to, nor interested in the above entitled matter; that she is Chief Clerk for the publisher of

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

Mar 13, 2013


Chief Clerk for the Publisher

3/13/13
Date

Affidavit of Publication of

Legal Advertisement
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ORDERED BY: NANCY MUMFORD

**NOTICE OF
PREPARATION FOR A
DRAFT
ENVIRONMENTAL
IMPACT REPORT
SAN DIEGO
INTERNATIONAL
AIRPORT - AIRPORT
LAND USE
COMPATIBILITY PLAN**

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority has prepared a Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan for San Diego International Airport located in the City of San Diego.

COPIES OF THE NOTICE OF PREPARATION ARE AVAILABLE from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the NOP may be downloaded at <http://www.san.org/alucp>. A copy of the same may also be requested by contacting Angie Jamison at (619) 400-2464.

A REVIEW PERIOD, during which the San Diego County Regional Airport Authority will receive scoping comments upon the proposed Draft EIR, commences on March 13, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. The deadline for receiving written comments regarding the scope of the Draft EIR is April 12, 2013. Comments may be submitted by:

comments must be postmarked by Friday, April 12, 2013).

- E-mail to the Authority offices at alucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, April 12, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.

- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, April 12, 2013.

A PUBLIC SCOPING MEETING will be held at the Airport Authority offices located on the third floor of the Commuter Terminal at San Diego International Airport from 4:00 p.m. to 7:00 p.m. on Wednesday, March 27, 2013. The public scoping meeting will consist of formal presentations of the project and the environmental review process at 4:00, 5:00, and 6:00 p.m. Attendees will have an opportunity to ask questions and provide oral and written comments on the scope and content of the draft EIR.

Parking at the Commuter Terminal will be validated.

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these

CERTIFICATE OF PUBLICATION

San Diego County Regional Airport
Angela Jamison
PO Box 82776
San Diego, CA 92138-2776

IN THE MATTER OF

CASE NO.

3/13 & 14 Environmental Impact Report

NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT

SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT LAND USE COMPATIBILITY PLAN

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority has prepared a Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan for San Diego International Airport located in the City of San Diego.

COPIES OF THE NOTICE OF PREPARATION ARE AVAILABLE from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the NOP may be downloaded at <http://www.san.org/alucp>. A copy of the same may also be requested by contacting Angie Jamison at (619) 400-2464.

A REVIEW PERIOD, during which the San Diego County Regional Airport Authority will receive scoping comments upon the proposed Draft EIR, commences on March 13, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. **The deadline for receiving written comments regarding the scope of the Draft EIR is April 12, 2013.** Comments may be submitted by:

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Friday, April 12, 2013).
- E-mail to the Authority offices at alucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, April 12, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.
- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, April 12, 2013.

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I, Nancy Carp, am a citizen of the United States and a resident of the county aforesaid; am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of The Daily Transcript, a newspaper of general circulation, printed and published daily, except Saturdays and Sundays, the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

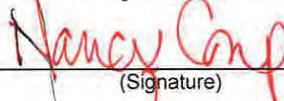
BIDS/PROPOSALS

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

March 13, 14

I certify under penalty of perjury that the foregoing is true and correct.

Dated at San Diego, California this March 14, 2013.


(Signature)

PARROTS

CONTINUED FROM Page 1

time of year.

"I see them often out at Lakeside because there are trees in the Lindo Lake Park area that are a good food source for them," Straus said. "So, at certain times of the year, they'll be out at Lindo Lake, but they're probably roosting back here [in the beach communities]."

She said the parrots have already made an appearance flying overhead at this year's bird festival, and they've caused some excitement at festivals in the past.

"At the bird festival three years ago, they landed in the trees," Straus said. "All our guests were running out to see the workshops and running down to see the parrots right here at the festival."

While there is no single explanation as to how the birds got here, Straus said there are two main theories, both of which may be true.

One is that the parrots came to California as pets.

"People like to have birds, especially parrots, as pets," Straus said. "But sometimes, maybe there's a behavior problem with the bird or maybe [the owners] are moving and they can't take the bird with them, so the birds are simply released into the wild or the birds may escape into the wild."

According to The California Parrot Project, hundreds of released and escaped parrots throughout the state over time have led to the wild, breeding populations today.

The other theory, Straus said, is that parrots native to northern Mexico came to California in search of a suitable habitat as areas of Mexico became deforested.

Whatever the reason, the exotic birds



Wild parrots take flight. They are being spotted again this year in Pacific Beach, Point Loma, Ocean Beach, La Jolla and other beach locations. Courtesy photo by Karrie Straus, Audubon Society

have established themselves as a colorful addition to more than 500 species of birds found throughout San Diego County.

"San Diego has an amazing diversity of birds, and that's because we are lucky enough to be located on a major migration flyway," Straus said.

Straus said anyone interested in learning more about the variety of birds in San Diego should go on a San Diego Audubon Society bird walk. Throughout the month experts guide guests through local areas around the county like Santee Lake and La Jolla Shores to observe birds.

For more information about the walks, visit www.sandiegoaudubon.org.

QUICKHITS

Sentencing delayed for trio in death of MB man

A judge delayed sentencing March 8 to May 31 for three young men convicted of murdering Mission Beach resident Garrett Berki, 18, a 2010 graduate of La Jolla High School, after he answered a Craigslist ad for a computer for sale in 2011.

The victim's parents and others were present for what was supposed to be sentencing, but defense attorneys persuaded San Diego Superior Court Judge Kerry Wells to delay it, based on recent changes in state law over the sentences of minors who are tried as adults.

The gunman, Rashon Abernathy, 19, is expected to get 50 years in prison and his attorney, Kathleen Coyne, said she is challenging that sentence.

"I want to give my client every opportunity ... to get a parole decision in his natural life," she said.

Attorneys for Shaquille Jordan, 19, and Seandell Lee Jones, 19, said their clients face terms of 25 years to life and they, too, consider that too long. A jury convicted the trio of first-degree murder and robbery of Berki and his girlfriend on May 11, 2011.

— Neal Putnam

PB man given work furlough for assaults

Tommy Madriaga, 34, of Pacific Beach, was sentenced March 5 to one year in a work-furlough facility for injuring his girlfriend and assaulting a police officer when he rammed his car into a patrol vehicle.

Madriaga will be allowed to go to work, but will be locked up at nights and on weekends in a facility for one year on terms of three years' probation which was granted by San Diego Superior Court Judge Laura Halgren.

Madriaga was accused of choking his girlfriend. Her head hit the dashboard of his car in the Oct. 27 incident near Loring and Lamont streets in Pacific Beach after they left a party at 12:15 a.m. at a hotel.

The judge ordered Madriaga to complete a domestic-violence program. He will report to the work-furlough facility this week.

Madriaga apologized to his girlfriend, who was in the courtroom, and added, "I know I messed up."

Madriaga pleaded guilty to inflicting corporal injuries to his girlfriend and to felony assault upon the officer involving the rammed patrol car. Halgren dismissed other charges that included dissuading a witness, hit and run, vandalism and evading officers.

— Neal Putnam

Ex-prosecutor to get community service

A former prosecutor who was convicted of three misdemeanors in a Pacific Beach ticket-fixing case was ordered March 8 to perform 200 hours of volunteer work under terms of three years' probation.

Allison Worden, 37, may face suspension of her license to practice law, said San Diego Superior Court Judge Louis Hanoian. He said the court is required to report the case to the state bar. She was fined \$1,500.

Hanoian noted he was not suspending her license, but he believed there would be an interim suspension of her license because the offense was one of moral turpitude. Worden resigned from the District Attorney's office on Feb. 19, six days after a jury convicted her.

Her legal troubles began on May 28, 2011 in the 4600 block of Cass Street when a police officer pulled over a car driven by another prosecutor, Amy

Maund. The officer noticed Worden as a passenger, wasn't wearing a seat belt and issued tickets to Worden and Maund.

Worden called police Sgt. Friedman, a supervisor in the department, who then destroyed tickets and later pleaded no contest to a traffic citation.

Friedman, 49, was ordered to perform 40 hours of volunteer work placed on two years' probation fined \$500. He resigned, moved out of state and refused to testify in Worden's trial.

Deputy Attorney General Michael Murphy asked for 30 days in jail "she did violate the public trust" attorney was Paul Pfingst, who told her when he was District Attorney she had paid a state penalty.

— Neal Putnam

Farmers market celebrates 25th year

The Pacific Beach Certified Farmers Market at the Promenade Mall at 4150 La Jolla Village Blvd. has reached its 25th year March 9. Dozens of farm families made the weekly trek to Pacific Beach bringing their fresh products to consumers.

The market is the longest-running certified farmers market in the county, starting a trend that continues to grow. It has remained a "pure" farmers market, relying on consumers recognizing the participants are truly farmers and have the best they can produce.

The vendors represent the local farmers grow first and foremost and give folks a feel for how things are done. The local agricultural community event takes place on Saturday 8 a.m. to noon.

For more information, visit www.buylocal.org/BuyLocal/FarmersMarket.php.

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EIR SCOPING MEETING

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Happy Anniversary!

34 Years and still cookin'



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On Tuesday, March 12 Broken Yolk celebrated 34 years of business. They offered a special anniversary menu featuring low price entrees and beverages. Stop by anytime for a great meal!



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d by Alzheimer's

organizations to submit proposals that demonstrate innovative ideas and promote projects that nurture a collective sense of safety, social cohesion, well-being and vitality.

The Escondido Charitable Foundation will fund projects managed by 501(c)(3) non-profit organizations that demonstrate a benefit to Escondido residents. The foundation will accept proposals ranging from \$15,000 to \$35,000, according to a release.

For more information on the 2013 Grant Guidelines, contact Trudy Armstrong, at trudy@sdfoundation.org or 619-764-8602. **Source Code: 20130314tge**

Rolling Readers, a non-profit organization dedicated to helping low-income, at-risk children enjoy reading, has announced that 90 of prAna's employees will read aloud to students on Friday.

The Carlsbad-based athletic apparel company will support Rolling Readers' new program expansion by bringing

See **OrgWatch** on 6A

AM 600 KOGO

Every Saturday at 8am

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Organization: Family Mozart Information: 619-235-0100 www.family-mozart.org Cost: \$26.00 When: Starts: 2:00 PM Where: St. Elizabeth Seton Catholic Church, 6628 Santa Isabel St., Carlsbad, 92009

SATURDAY, MAR 23 - FESTIVAL

CHAMORO CULTURAL FEST

Celebrating the people of the Mariana Islands Hafa Adai! Ta Fanhita! Chamorro food, island crafts and info booths, cultural music, entertainment and workshops. A special event concert at 8 PM. Opportunities to win an iPad and an island trip. **Organization:** Chelu **Information:** www.chelusd.org **Cost:** No Cost **When:** Hours: 10:00 AM - 6:00 PM **Where:** Market Creek Plaza, 310 Euclid Ave., San Diego, 92114

THURSDAY, MAR 28 - BOOK SIGNING

WOMEN I WANT TO GROW OLD WITH

Strengthening your female friendships for life! Authors Diane Gage

See **Arts Calendar** on 6A

NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT

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Karma to fix a flawed cooling fan linked to a California fire.

"Those problems would be tough if you were General Motors, let alone if you are a small company with much more limited funds," said Alan Baum, principal of Baum & Associates, a consulting firm in West Bloomfield, Mich. Henrik Fisker "brought the design expertise personally."

Wanxiang Group Co. in January won approval from the Committee on Foreign Investment in the U.S. to buy most of A123's assets. Wanxiang said in January that it wants to support Fisker, without elaborating.

Source Code: 20130313fbc

y steps down

plishments, Page provided an update to Android's ubiquity Wednesday. He said the software is now running on more than 750 million smartphones and tablets throughout the world, making it the world's most widely used mobile operating system. Through December, Apple had sold about 440 million iPhones and iPads since those devices were released.

Android could get another boost Thursday with Samsung Electronics Co.'s expected release of the latest smartphone in its popular Galaxy line. Galaxy phones run on Android.

Relinquishing control of Android also has been a source of frustration for Google as device makers created different permutations of the operating system to suit their own goals. That has made it more difficult to ensure Android users have a consistent experience on the software and, in some cases, complicated Google's efforts to make money off its services in the mobile market.

Now that Android is firmly established, Milanesi predicted Google will focus on figuring out more ways to increase mobile advertising revenue.

Source Code: 20130313fap

shared including the need for a business plan, what it takes to obtain a business license and how to qualify for financing. New or starting business owners should attend. If you are interested in this event, please also consider attending "Planning for Business Success & Financing": <http://sdsbdc.ecenterdirect.com/ConferenceDetail.action?ID=9747>. Organization: San Diego Small Business Development Center Information: (619) 482-6391 <http://sdsbdc.ecenterdirect.com/ConferenceDetail.action?ID=9744> Cost: No Details Available When: Hours: 8:30 AM - 10:00 AM Where: Southwestern College Education Center, 880 National City Blvd., Suite 103, National City, 91950

TUESDAY, MAR 19 - WORKSHOP

PLANNING FOR BUSINESS SUCCESS & FINANCING

As a business owner, you need a guide and strategy in place to grow your venture successfully. Profit comes from good planning. It is also vital to have a defined financial strategy to share with employees, key

See Business Calendar on 6A

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PERSON
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St. Patrick's Day 2013

Irish Congress of Southern California's parade and festival in Balboa Park just one event in and around Uptown



Compiled by Logan Broyles
SDUN Reporter

Whether you are looking for fun for the whole family or just trying to get your hands on some unappetizingly green beer, there is no shortage of St. Patrick's Day events all around Uptown. The main event is the Irish Congress of San Diego's parade and festival in Balboa Park, now celebrating 33 years. The event is one of the largest single-day happenings in San Diego.

Here is a roundup of the best things to do to embrace the luck o' the Irish this year.

Saint Paddy's Day PubCrawl Friday - Sunday, March 15 - 17

Beginning Friday, March 15 and running through Sunday, March 17 guests are invited to celebrate Saint Paddy's Day the inebriated way, by going on this epic pub crawl through some of San Diego's most popular bars. Each location will feature drink specials for at least three hours and there will be at least one after-party each night with no cover. Presented by pubcrawls.com, tickets start at \$10 per day and \$20 for the three-day "all-access" pass. More info: pubcrawls.com.

Saint Patrick's Day Parade & Festival Saturday, March 16

The quintessential St. Patrick's Day celebration in San Diego returns for its 33rd year. Organized by the Irish Congress of Southern California, the Irish festival takes place in Balboa Park as the parade - with over 120 entries - routes along

Fifth and Sixth avenues in Bankers Hill.

This year's theme is "Celebrating the Gaelic Athletic Association," Ireland's largest sporting organization. There will be traditional dancers, music, marching bands and representatives from Ireland, along with a beer garden and a Celtic village at the festival, all starting with a flag raising ceremony at 9:45 a.m. The parade starts at 10:30 a.m., while the festival itself is from 9 a.m. - 6 p.m. More info: stpatsparade.org.

Saint Patrick's Day 10k run, 2- & 4-mile run/walk Saturday, March 16

The annual 10k run and two- and four-mile run/walk held at Mission Bay Park, with funds benefitting Rady Children's Hospital, will step off at 7:15 a.m. Registration for the 10k is \$33 in advance and \$42 day of, and walk is \$27 in advance and \$33 the day of. Sponsored by Stone Brewing Co. and Ballast Point Brewing & Spirits, attendees will get a chance to enjoy pizza and great local beers. More info: kathylopervents.com.

Fourth annual Zane Patrick's Day Saturday, March 16

A St. Paddy's bash that has become a yearly tradition at McFadden's Restaurant and Saloon Downtown is hosted by Zane Lamprey of Three Sheets and Drinking Made Easy. The event features an open bar and an Irish band. Come back to McFadden's the following day for kegs and eggs, DJs, bag pipers, Irish dancers and leprechauns. More info: mcfaddenssandiego.com.

ShamROCK 2013 Sunday, March 17

ShamROCK is turning the Gaslamp Quarter green on St. Patrick's Day from 2 p.m. to midnight. The 18th annual yearly block party closes down the streets of the Gaslamp Quarter, lines them with 80,000 square feet of green AstroTurf and lets more than 20,000 attendees roam from one bar to the next, while enjoying live Irish bands on the main stage, a 150-foot Irish pub on the street, and two DJ stages with amazing talent. More info: sandiegoshamrock.com.

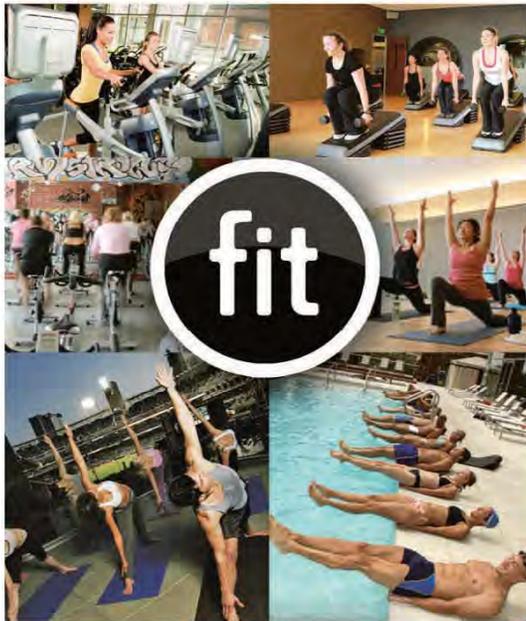
Voices of Ireland Monday, March 18

Join Write Out Loud at 7:30 p.m. for a celebration of traditional Irish stories, music and dancing, featuring performances by The Celtic Echoes and Champion Irish Dancers. San Diego actors will take to the stage for one of the organization's most popular programs. Tickets start at \$20 and there are discounts for seniors and military members. The event is held at the Horton Grand Theatre, 444 Fourth Ave. More info: write-outloudsd.com.



(Photo credits: top left courtesy Kathy Loper Events; top right courtesy Irish Congress of Southern California, and above courtesy pubcrawls.com)

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PERALTA • Three S.D. neurosurgeons have concluded Marine could have acted consciously

FROM A1

infantryman during the Vietnam War, will give more credence to eyewitness accounts who said Peralta pulled a grenade to his body to save their lives.

Lt. Cmdr. Nate Christensen, a Defense Department spokesman, declined to comment Tuesday, saying it was a matter of policy not to weigh in on pending legislation.

Hunter and Rep. Xavier Becerra, D-Los Angeles, introduced the House version of the resolution. Later Tuesday, Sen. Dianne Feinstein, D-Calif., and Sen. Marco Rubio, R-Fla., introduced the Senate version.

"We trusted our Marines to reclaim the insurgent stronghold of Fallujah and fight through Iraq and Afghanistan, and we should

trust our Marines when they say that Sgt. Peralta pulled the grenade into his body," Hunter, a Marine veteran of the Iraq and Afghanistan wars, said in a statement.

Peralta, 25, was mortally wounded in the head by a ricocheting bullet during house-to-house fighting in Fallujah. Insurgents fleeing the firefight tossed a grenade inside the room crowded with Marines.

According to the Marine Corps and Navy Department, which both recommended him for the Medal of Honor, Peralta scooped the grenade toward him to absorb the blast.

Seven Marines who were there agreed Peralta acted consciously to pull the grenade to his body, but they differed in some peripheral details. For example, sev-

eral said Peralta grabbed the grenade with his right hand; some said it was his left.

The standard for awarding the Medal of Honor has been two eyewitnesses. The Pentagon downgraded the award one level to a Navy Cross under then-Defense Secretary Robert Gates, who convened a panel to review the accounts. It included two forensic pathologists, a neurosurgeon, a Medal of Honor recipient and a retired Army general.

They concluded the bullet probably killed Peralta instantly and made it unlikely he consciously smothered the grenade. They also said the grenade detonated near his left knee, not under his torso, and that he would have survived the blast if he had not already been shot.

All five panel members said they were "convinced that the evidence does not support the Medal of Honor."

The Navy Cross citation issued in 2008 says that "without hesitation and with complete disregard for his own personal safety, Sgt. Peralta reached out and pulled the grenade to his body." Peralta's family has refused to accept the medal.

Minor discrepancies in eyewitness accounts are to be expected, said retired Lt. Gen. Richard Natonski. He led the assault into Fallujah as commanding general of 1st Marine Division.

"This was combat. You can ask three people who witness a car accident about it and you get three different answers. OK, (Peralta's eyewitnesses) they varied a little bit. With people shoot-

ing at you, it's pretty hard to remember something like that. The fact is they were in that room and if that grenade had gone off in some location other than beneath him, they all would have been wounded or killed," Natonski said.

Three neurosurgeons from Naval Medical Center San Diego buttressed the eyewitness statements, concluding that it was possible for Peralta to have acted consciously, Natonski said.

In December, then-Defense Secretary Leon Panetta reaffirmed the previous decision. The Defense Department had reconsidered the case after Hunter submitted combat video and a new independent pathology report saying Peralta could have acted consciously despite the head wound.

Defense Department officials have stressed the importance of preserving the independence of the Medal of Honor review process and maintaining standards for the award, so as to not diminish the distinction for past or future recipients.

Douglas Sterner, curator of the Military Times Hall of Valor, said the idea that Congress is stepping out of bounds is unwarranted. The deep disparity in Medal of Honor recipients from recent wars compared with the much larger number from earlier generations needs to be addressed, Sterner said, and Congress historically has been deeply involved in the combat awards process.

"Congress meddling? I just don't buy it. Congress is doing its job," Sterner said. Christensen, the Pentagon spokesman, has said no precedent was set that would give greater weight to forensic evidence over eyewitness accounts: "Each case must be evaluated on its own merit. ... The fact that this case included an independent review infers no change in the way Medal of Honor packages will be reviewed in the future."

"Two separate secretaries of defense have now personally reviewed the case, clearly showing that the decision process is not taken lightly," Christensen added.

Feinstein, in a statement Tuesday introducing the Senate resolution, said: "I do not take the awarding of the Medal of Honor lightly. Indeed, the Medal of Honor is our country's highest and most prestigious military award."

She added, however: "It says something to me that seven eyewitnesses verified that Sgt. Peralta absorbed the blast of the grenade and saved the lives of his fellow Marines," and that the Navy Cross citation backed up their accounts and recommendation for Medal of Honor, as did local commanders, the Marine commandant, the Navy secretary and chairman of the Joint Chiefs of Staff.

Hunter has vowed to appeal to President Barack Obama to overrule the Defense Department on Peralta's behalf. When Jimmy Carter was president, he overruled the Pentagon and awarded the Medal of Honor to Anthony Casamento for actions 38 years earlier during World War II. All eyewitnesses had died in combat.

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Grossmont Shopping Center • 619-462-4730
Mon, Mar 25 • 10:00-5:00

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EIR SCOPING MEETING

FOR THE SAN DIEGO INTERNATIONAL AIRPORT AIRPORT LAND USE COMPATIBILITY PLAN

The San Diego County Regional Airport Authority (SDCRAA) is in the process of updating the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). SDIA is the primary commercial airport for the San Diego region and it is critical that it remain viable to serve our growing region and contribute to San Diego's economy. The ALUCP for SDIA will play an important role in ensuring that new development in the vicinity of the airport is compatible and safe, and that SDIA can continue to meet the region's aviation needs.

SDCRAA is hosting a Scoping Meeting for the Environmental Impact Report (EIR) that will be prepared for the ALUCP. This meeting will provide an opportunity for the public to offer comments about issues that should be considered as the Draft EIR is prepared.

DATE: Wednesday, March 27, 2013

TIME: 4:00 - 7:00 p.m. (Formal presentations on the project and the environmental review process will be held at 4:00, 5:00 and 6:00 p.m.)

LOCATION: SDIA Commuter Terminal
Third Floor, Board Room
3225 N. Harbor Drive, San Diego, CA 92101

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

For more information, please visit www.san.org/alucp.
For questions or comments, please contact 619-400-2462 or alucpcomments@san.org.

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— Window & Door Magazine —



New Report From the EEOC Finds Blacks Face Many Obstacles in Gaining Federal Employment

Courtesy of The Journal of Blacks in Higher Education

The head of the executive branch of the U.S. government is an African American. But a new report from the U.S. Equal Employment Opportunity Commission (EEOC) finds that African Americans continue to face many obstacles in gaining employment in the federal work force. Educational inequalities and insufficient training are among the obstacles mentioned as being significant barriers to fuller participation in the federal work force by African Americans.

The report states that African Americans face the following seven obstacles:

1. Unconscious biases and perceptions about African Americans still play a significant role in employment decisions in the federal sector.

2. African Americans lack adequate mentoring and networking opportunities for higher-level and management positions.
 3. Insufficient training and development assignments perpetuate inequalities in skills and opportunities for African Americans.
 4. Narrow recruitment methods negatively impact African Americans.
 5. The perception of widespread inequality among African Americans in the federal work force hinders their career advancement.
 6. Educational requirements create obstacles for African Americans in the federal work force.
 7. EEO regulations and laws are not adequately followed by agencies and are not effectively enforced.
- The EEOC report may be accessed at <http://www.eeoc.gov/federal/reports/aawg.cfm>.



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Credit Check Can Be a Barrier to a Job or Promotion

By Charlene Crowell
NNPA Columnist

As Black America continues to struggle with high unemployment rates, a new research report by Demos, a public policy organization titled, *Discredited: How employment credit checks keep qualified workers out of a job, unveils how the use of credit history in employment decisions is often leaving people of color in the unemployment lines.*

Among employers with fiduciary responsibilities, it is a long-standing practice to include credit reviews in hiring decisions. Banks, credit unions and similar employers should be careful in handling others' money and deposits. But the Demos report found that employment credit checks now are becoming standard operating procedures for many employers without such responsibilities. In these instances, disproportionately screening people of color out of jobs can lead to discriminatory hiring.

With higher rates of unemployment and the additional burden of wealth disparities, many African-American and Latino households have a greater need to borrow for emergencies and are also at a greater risk for foreclosure or loan default. Surveying nearly 1,000 low- and middle-income households with credit card debt, Demos found that people of color are disproportionately likely to report worse credit than Whites. Even for employed persons seeking a promotion at work, credit scores can be a factor in deciding which employee will get the better job.

Consumers surveyed shared that much of the debt going to collections agencies was for unexpected medical costs rather than for retail credit card usage. Households without health coverage were more than twice as likely to report that their credit score had declined in the past three years.

"It makes little sense to say that someone is not a good candidate for a job because they are still coping with the expense of a costly family medical emergency several years ago," the



report said. "Yet this may be exactly the type of situation that a blemished credit history indicates: having unpaid medical bills or medical debt is cited as one of the leading causes of bad credit among survey respondents."

Amy Traub, the report's author and a senior policy analyst at Demos, was even more frank. "This practice continues because it financially benefits the companies that market and sell this information to employers with little concern for the negative impact to the economic security of those with most at stake – low and middle-income Americans struggling to find work in a tough job market."

This specific finding on medical debt mirrors another by the Federal Reserve Board. According to the Fed, 52 percent of all accounts reported by collection agencies consisted of medical debt.

These consistent findings on medical debt are also reflected in America's disproportionate unemployment data. The U.S. Bureau of Labor Statistics continues to show that Black unemployment doubles that of Whites. From December 2012 through February 2013, White unemployment averaged 7 percent. By contrast, Black unemployment stood at 14 percent.

So what is a debt-burdened, unemployed consumer to do? The Fair Credit Reporting

Act (FCRA) allows employers to request credit reports on job applicants and existing employees. The statute also lays out specific steps under which these credit checks must occur. By law, employers must:

- First obtain written permission from the affected consumer before a credit review;
- Notify individuals before any adverse action is taken as a result of the credit review;
- Offer the employee or applicant a copy of the credit report, along with a written summary of his/her consumer's rights; and
- Provide job applicants with a brief period of time to dispute any errors in their report.

Additionally, eight states have laws against employment discrimination involving applicants' credit history: California, Connecticut, Hawaii, Illinois, Maryland, Oregon, Washington, and Vermont.

Currently three other states are now considering similar legislation: Colorado, Massachusetts and New York.

If your state lacks laws against this type of discrimination, contact your local legislator about passing such legislation.

Charlene Crowell is a communications manager with the Center for Responsible Lending. She can be reached at: Charlene.crowell@responsiblelending.org

Free Tax Preparation Ends April 15

Thirty days and counting - that is how many days you have left if you want to have your income taxes prepared for free.

San Diego County
News Center

What do you need to do? Be a low-income family or individual and call 2-1-1 to make an appointment.

That's what Valencia Park resident Elizabeth Contreras did. Contreras and her husband, Juan Gomez, made an appointment at the Jacobs Center, where Home Start, Inc. offers free tax preparation services.

"It's a great program," said Contreras.

Contreras and Gomez both work cleaning houses and have used the free service for the past three years, saving about \$300 dollars. "It's a lot of help for people like us."

Launched in late January, the free tax preparation service will continue through April 15. About 400 volunteers donate their time to help low-income residents prepare and file their taxes at about 100 locations throughout the region. All income taxes are filed electronically, which means people can get their return in as little as two weeks. Residents can call 2-1-1 to make an appointment at a location near them.

The County and its partners, including United Way, the IRS, and AARP, launched the free tax preparation services in 2003. The goal was to help



EITC Campaign volunteer Genevieve Martinez (l) works with Elizabeth Contreras on her tax return.

people file their income taxes for free and also claim their Earned Income Tax Credit (EITC).

Established in 1975, EITC is the federal government's largest cash assistance program designed to lift low-income families and individuals out of poverty.

About \$70 million EITC dollars go unclaimed each year by San Diego County low-income residents.

Individuals and families who worked in 2012 and earned less than \$50,300 could qualify for as much as \$5,891 in EITC. Residents must file a tax return to be eligible.

In 2012, more than 46,000 federal and state returns were filed through the County's EITC campaign, bringing a total of \$48 million to working families and the local economy. More than \$10 million were EITC dollars.

Most people who use the service are aware their taxes will be prepared for free. However, some are shocked to learn it won't cost them a penny.

"They are very appreciative when we tell them there is no fee," said Oneida Ramirez, program coordinator for Home Start, Inc., adding they prepared about 320 returns at the Jacobs Center last month alone. "It's really cool they get to keep all their return and take it all home."

YOU'RE INVITED

EIR SCOPING MEETING

AIRPORT LAND USE COMPATIBILITY PLAN FOR SAN DIEGO INTERNATIONAL AIRPORT

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SDCRAA is hosting a Scoping Meeting for the Environmental Impact Report (EIR) that will be prepared for the ALUCP. This meeting will provide an opportunity for the public to offer comments about issues that should be considered as the Draft EIR is prepared.

DATE:	Wednesday, March 27, 2013
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For more information, please visit www.san.org/alucp. For questions or comments, please contact 619-400-2462 or alucpcomments@san.org.

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March 27, 2013 Scoping Meeting Presentation



SCOPING MEETING

Airport Land Use Compatibility Plan for SDIA Environmental Impact Report

March 27, 2013



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

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Agenda



1. Purpose of Scoping Meeting
2. SDIA ALUCP
3. EIR Process

Purpose of Scoping Meeting



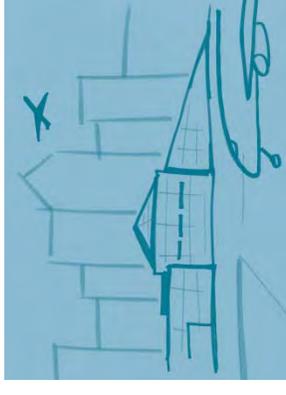
- Provide an opportunity for comments on the potential environmental effects of the SDIA ALUCP that should be addressed in the Environmental Impact Report (EIR)

What is an ALUCP?



- Airport Land Use Compatibility Plan
 - Provides airport compatibility policy guidance for areas surrounding the airport
 - Implemented by local agencies
 - Applies **ONLY** to new development and redevelopment

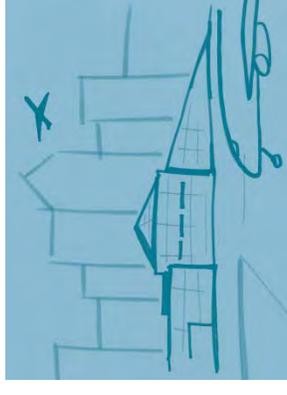
Why is an ALUCP Needed?



- Protects people and aircraft in the air and on the ground in the vicinity of airports
- Protects airports from encroachment by new incompatible land uses
- Required by state law*

* PUC Section 21670(a)(1)

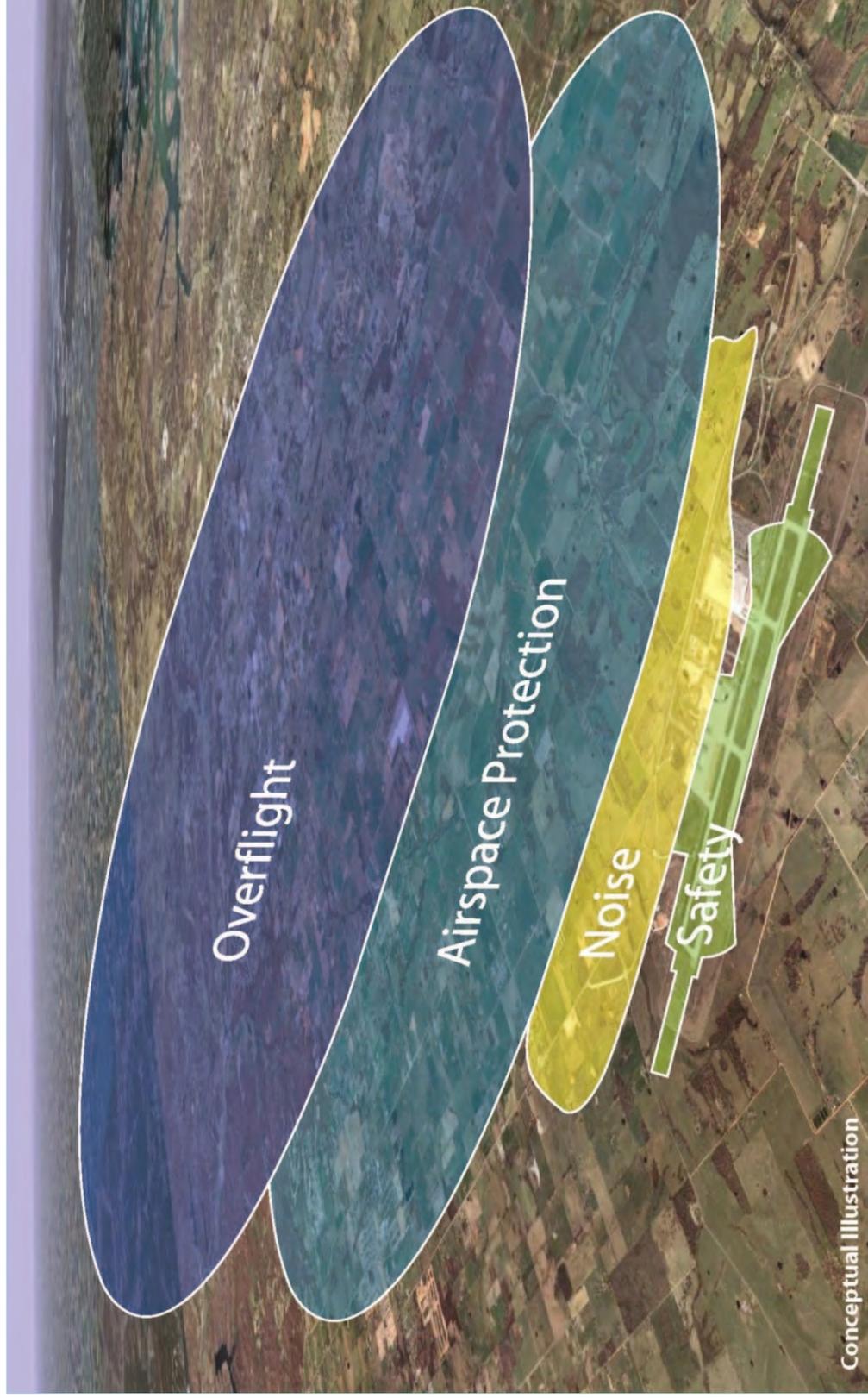
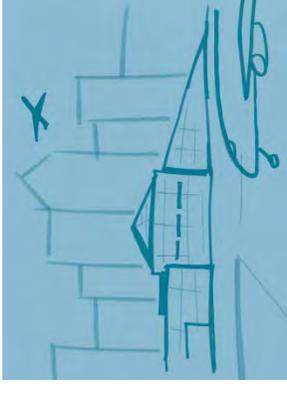
The Airport Land Use Commission (ALUC)



- ALUCs are required by law to prepare ALUCPs
- The State Legislature established the San Diego County Regional Airport Authority as the ALUC for San Diego County in 2003.*

* PUC Section 21670.3

Compatibility Factors



Conceptual Illustration

SDIA Steering Committee



- Open committee membership
- Met 11 times from February 2011 to March 2013
- Groups represented:

American Inst. of Architects, SD	League of Women Voters	San Diego USD
Chamber of Commerce	NAIOP, San Diego	Senator Kehoe's staff
City of Coronado Planning	Naval Facilities Eng'rg Command	Solar Turbines
City of San Diego Planning	Peninsula CPB	Unaffiliated Local Residents
CCDC/Civic San Diego	San Diego City Council staff	Unified Port District
Caltrans Regional Office	SDCRAA Board Members	Uptown Planners
Community Airfields Assoc. of SD	Real estate and development consultants	

SDIA ALUCP Process



Gather & analyze technical data



Consultation with Steering Committee



ALUC policy direction



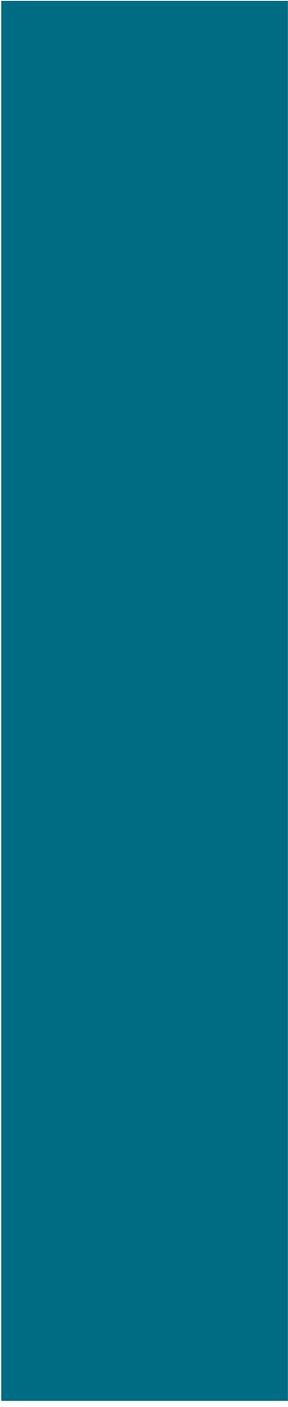
Draft ALUCP/Environmental review process



Adoption by ALUC



Implementation by local agencies



The Draft SDIA ALUCP: Policy Overview

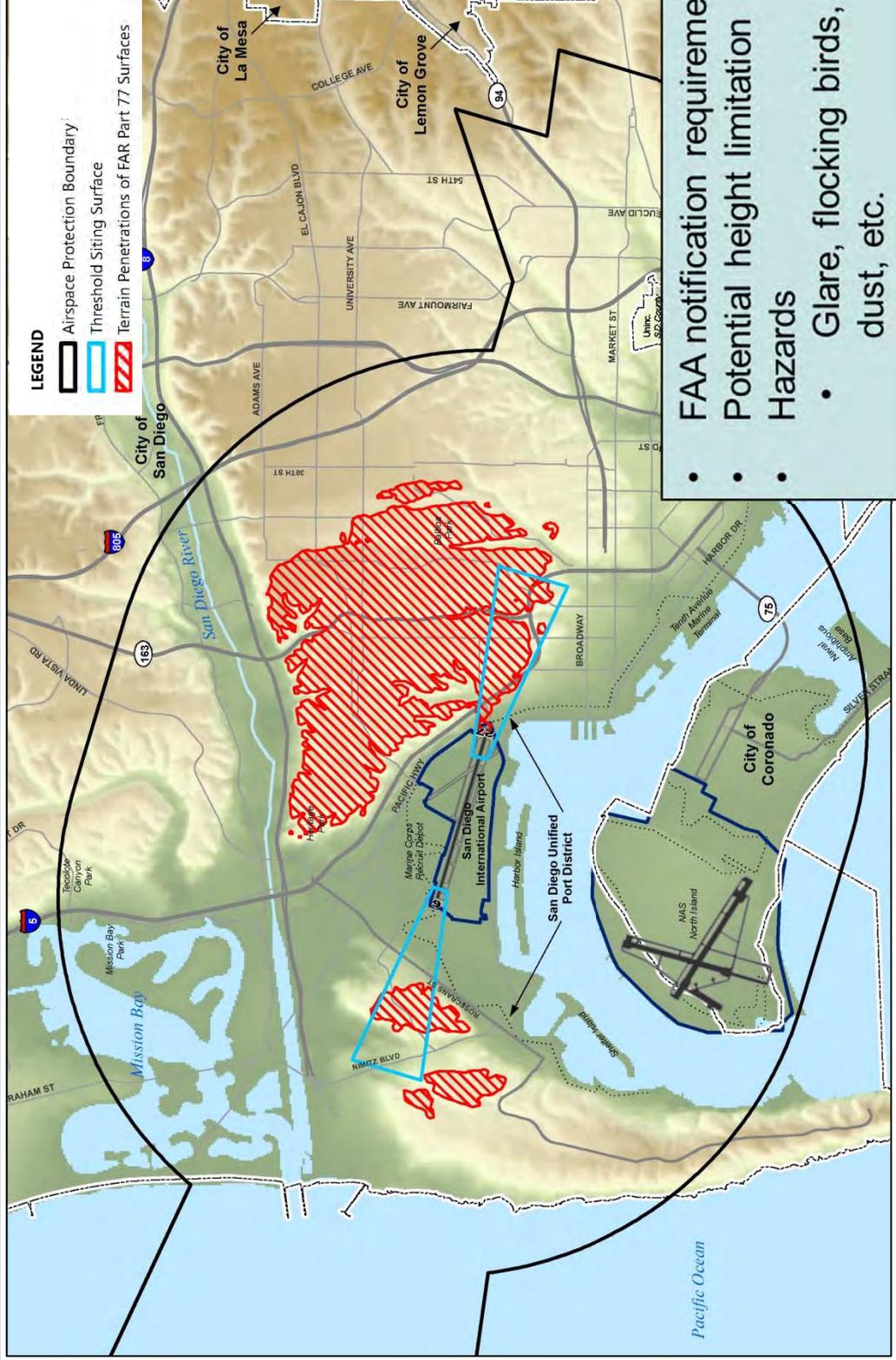


SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

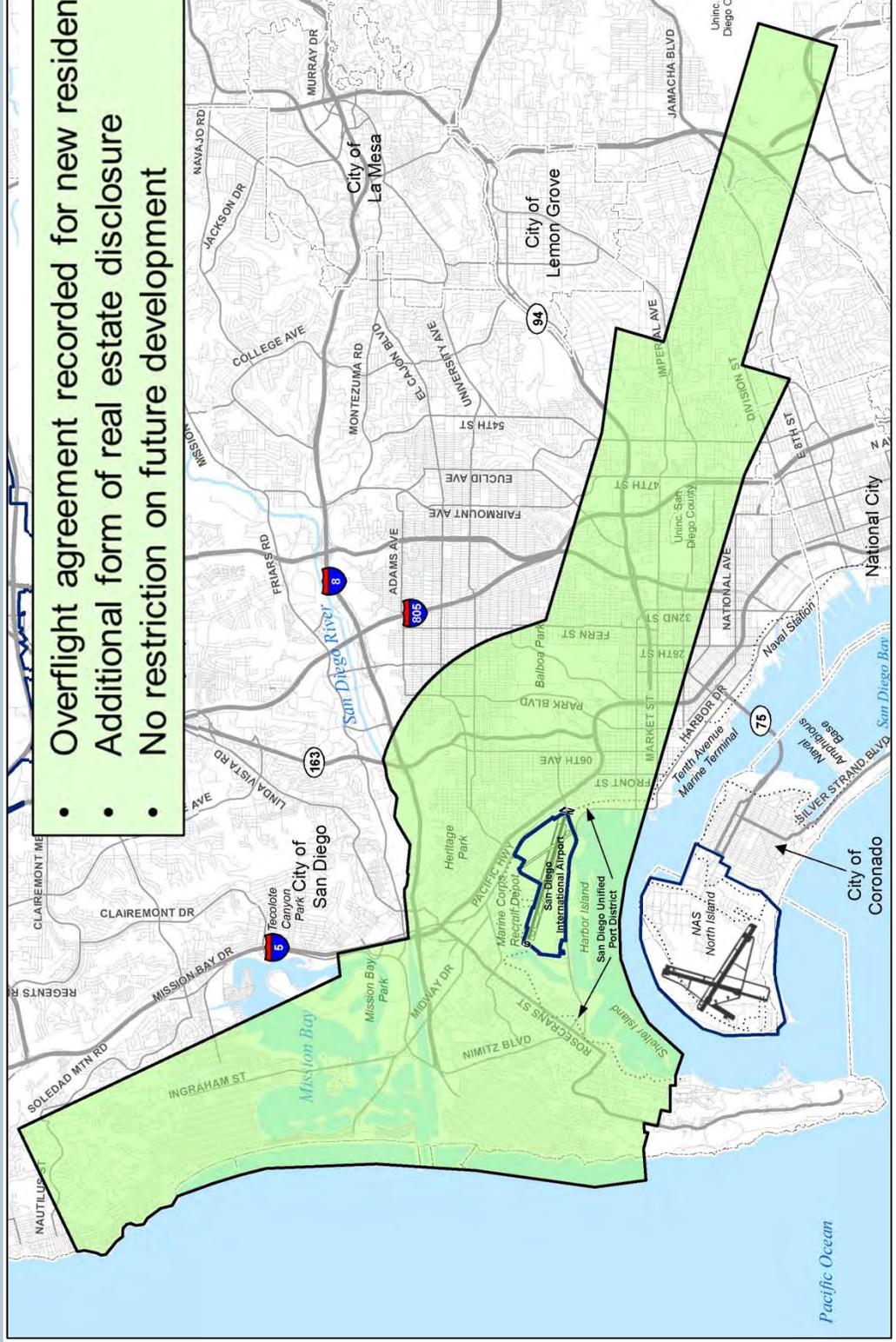
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Airspace Protection Boundary

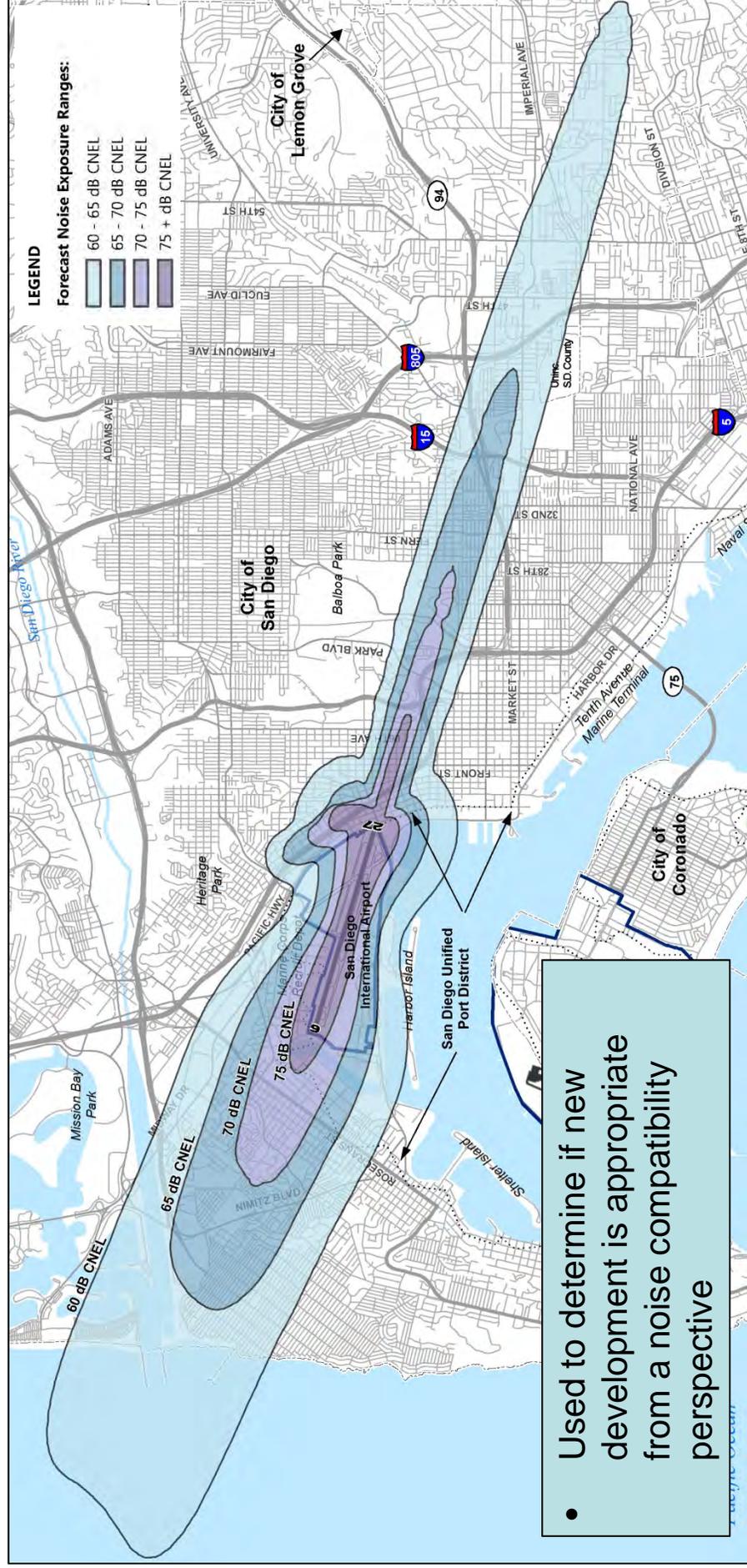


Overflight Area Boundary

- Overflight agreement recorded for new residential only
- Additional form of real estate disclosure
- No restriction on future development

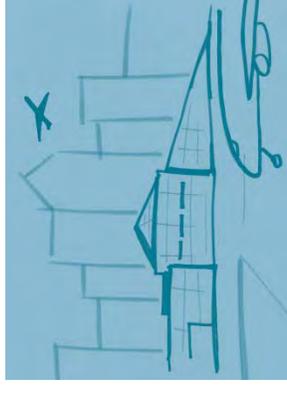


Noise Exposure 2030 Forecast



- Used to determine if new development is appropriate from a noise compatibility perspective

Noise Policies & Standards – Overview



- Noise Compatibility Standards
 - Different standards apply in each 5 dB CNEL range
 - Noise-sensitive uses are incompatible above 65 dB CNEL
 - Housing is conditionally compatible in all contour ranges
 - Sound insulation & aviation easements required above 65 dB CNEL

Noise Compatibility Standards – Table 2-1 Snapshot



Table 2-1

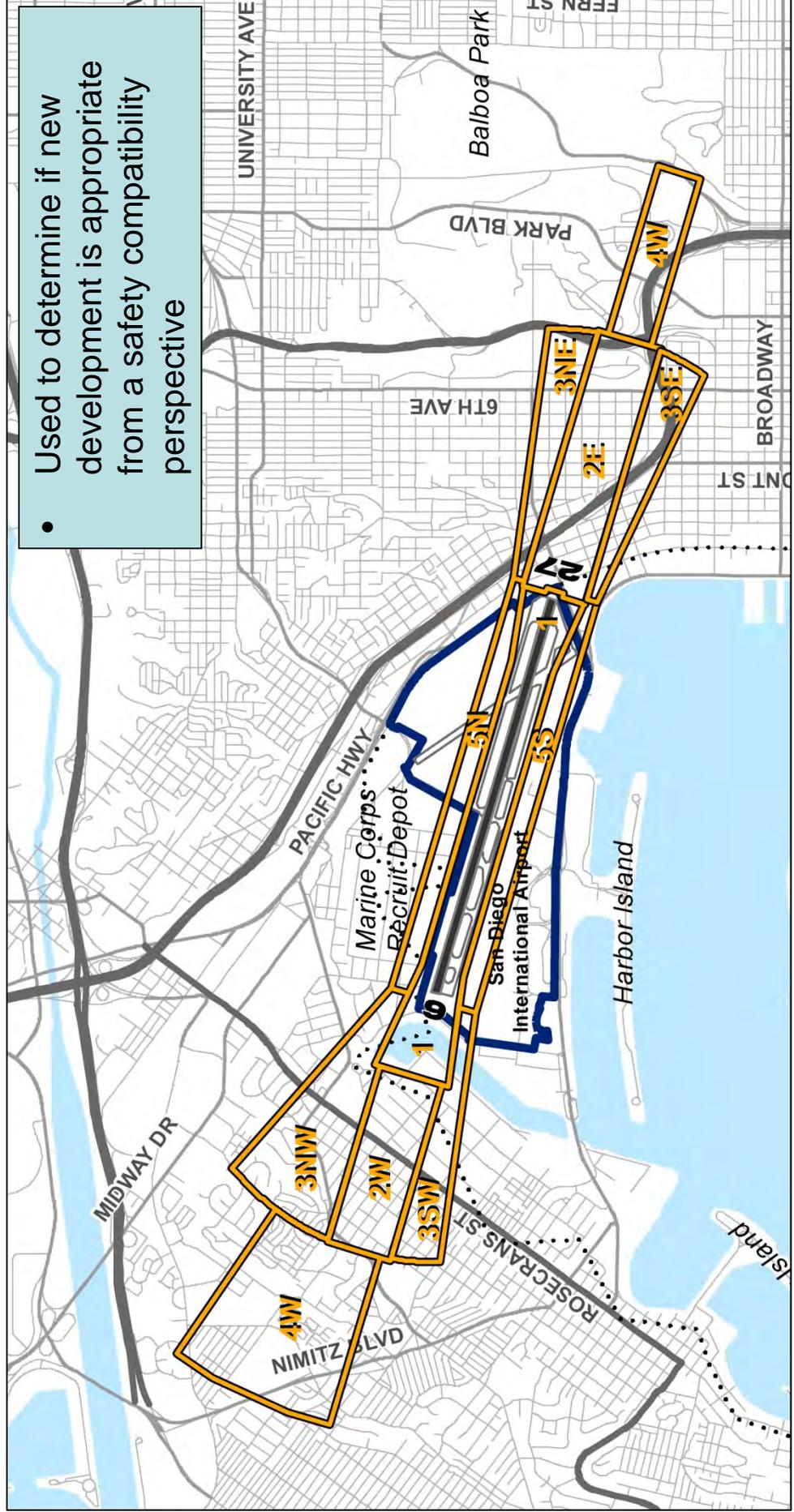
Noise Compatibility Standards

Land Use Category ^a	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
RESIDENTIAL				
Single-Family, Multi-family	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Single Room Occupancy (SRO) Facility	45	45 ¹	45 ^{1,2}	45 ^{1,2}
Group Quarters ^b	45	45 ¹	45 ^{1,2}	45 ^{1,2}
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office - Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Drug Store, Pet Store)			50	50
Service - Low Intensity (e.g., Gas Station, Auto Repair, Car Wash)			50	50
Service - Medium Intensity (e.g., Check-cashing, Veterinary Clinics, Kennels, Personal Services)			50	50
Service - High Intensity (e.g., Eating, Drinking Establishment, Funeral Chapel, Mortuary)			50	50
Sport/Fitness Facility			50	50
Theater - Movie/Live Performance/Dinner		45	45	45

Safety Compatibility Zones



- Used to determine if new development is appropriate from a safety compatibility perspective



Safety Policies and Standards - Overview



- Standards differ among the zones
- Incompatible uses in most zones include:
 - Uses serving populations with limited effective mobility
 - Uses involving hazardous materials
 - Uses serving critical public health and safety needs
- Conditionally compatible uses include:
 - Residential – limits on density
 - Most nonresidential uses – limits on intensity

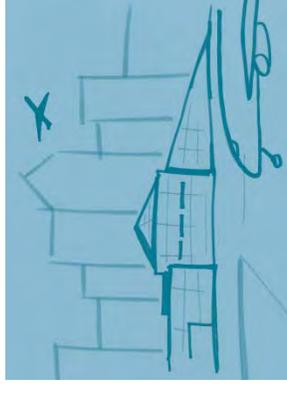
Safety Compatibility Standards – Table 3-1 Snapshot



Table 3-1
Safety Compatibility Standards

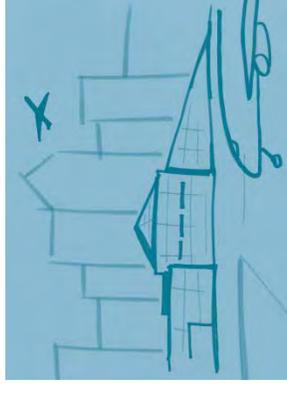
Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses																	Occupancy Factor ¹		
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5S			
R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	
Balboa Park	‡	96																		
Centre City - Cortez	‡	96					210	842												
Centre City - East Village																				
Centre City - Little Italy	40	255					154	732												‡ 180
Midway - Pacific Highway	46	191				‡	180		44	198										‡ 180
Ocean Beach																				
Peninsula - NTC																				
Peninsula - Other Neighborhoods																				
Uptown	58	272																		
Persons per household for mixed-use projects		1.51		2.35		1.48		1.57		2.27		2.23		1.52		2.14		n/a		n/a
R	Maximum allowable residential density, in dwelling units per acre.																			
NR	Maximum allowable nonresidential intensity, in people per acre.																			
‡	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are permitted in this area unless the parcel was designated for residential use in the community plan as of the effective date of this ALLUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			
Land Use Category ^a	Safety Zones					Conditions					Occupancy Factor ¹									
	1	2	3	4	5															
RESIDENTIAL																				
Single-Family, Multi-family						Zones 2, 3, 4: Allow in areas designated for residential use in the applicable Community Plan, subject to the dwelling unit density limits shown above.					N/A									
Single Room Occupancy (SRO) Facility ²						Zones 2, 3, 4: Allow if development intensity does not exceed the NR limits shown above.					200									
Group Quarters ^{2b}						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.					100									

Safety Compatibility Standards



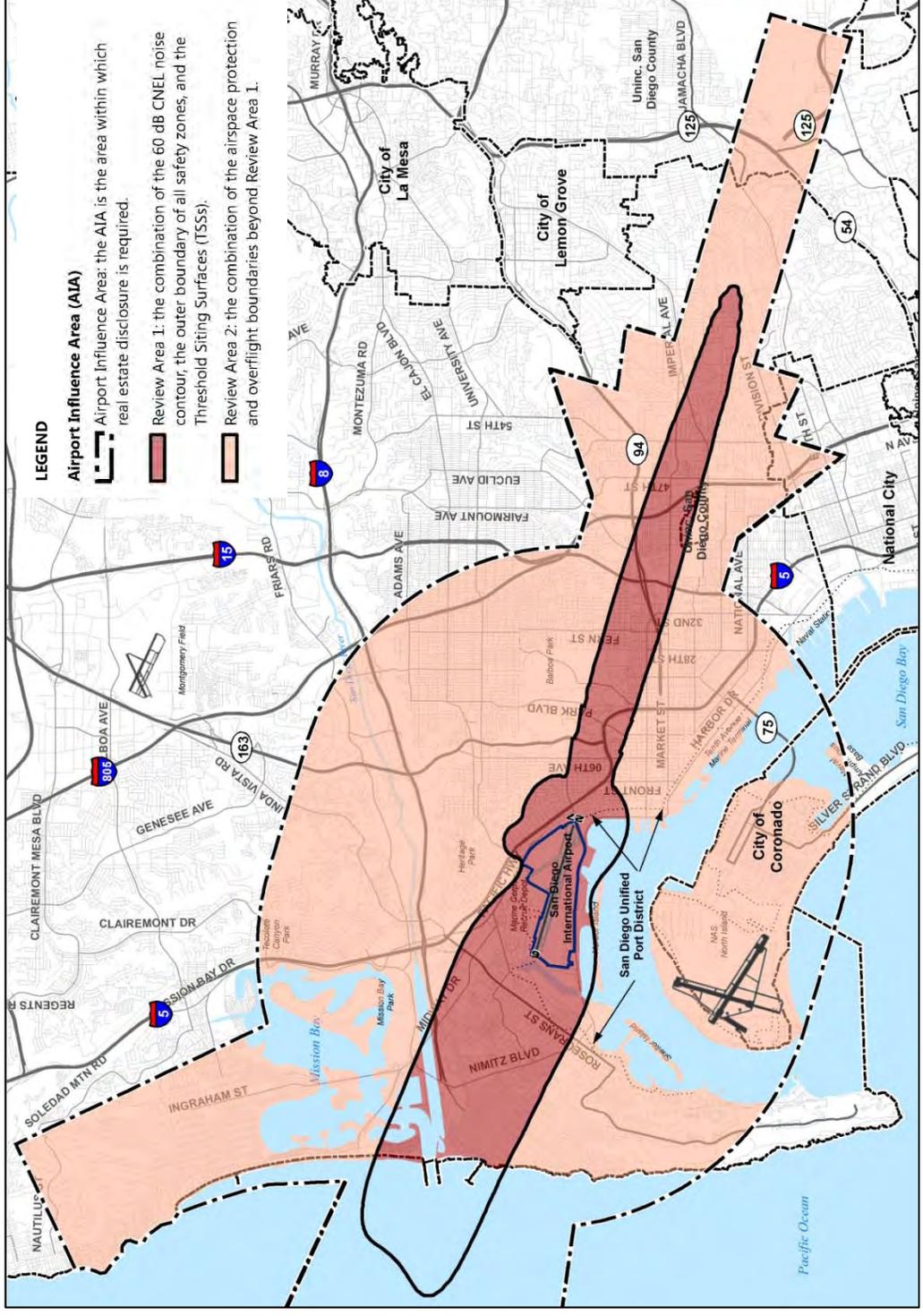
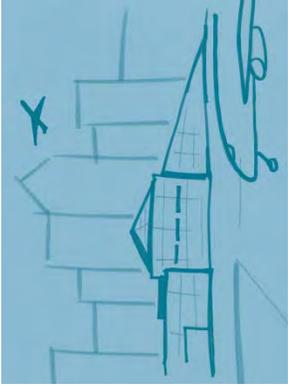
- Incompatible land uses in all zones:
 - Child Day Care Center/Pre-K
 - Jail, Prison
 - Medical Care: Hospital, Convalescent/Nursing Home, Out-Patient Surgery Center
 - School – Kindergarten through Grade 12
 - Assembly of Children (0-18 yrs)
 - Manufacturing/Processing/Storage of Hazardous Biomedical Agents
 - Sanitary Landfill
 - Electrical Power Generation Plant
 - Arena, Stadium

Safety Compatibility Standards



- New structures are incompatible in Safety Zone 1
- Incompatible land uses in Safety Zone 2 include:
 - Group Quarters
 - Sport, Fitness Facility
 - Convention Center
 - Fire, Police Station
 - School for Adults
 - Manufacturing/Processing/Storage of Hazardous Materials
 - Electrical Substation
 - Emergency Communication Facility
 - Marine Passenger Terminal
 - Transit Center, Bus/Rail Station
 - Water, Wastewater Treatment Plant

Airport Influence Area (AIA)



EIR Process



- Purpose of EIR
- Environmental Issues to be Addressed
- Environmental Findings
 - Initial Study
 - Displacement Analysis

Purpose of EIR



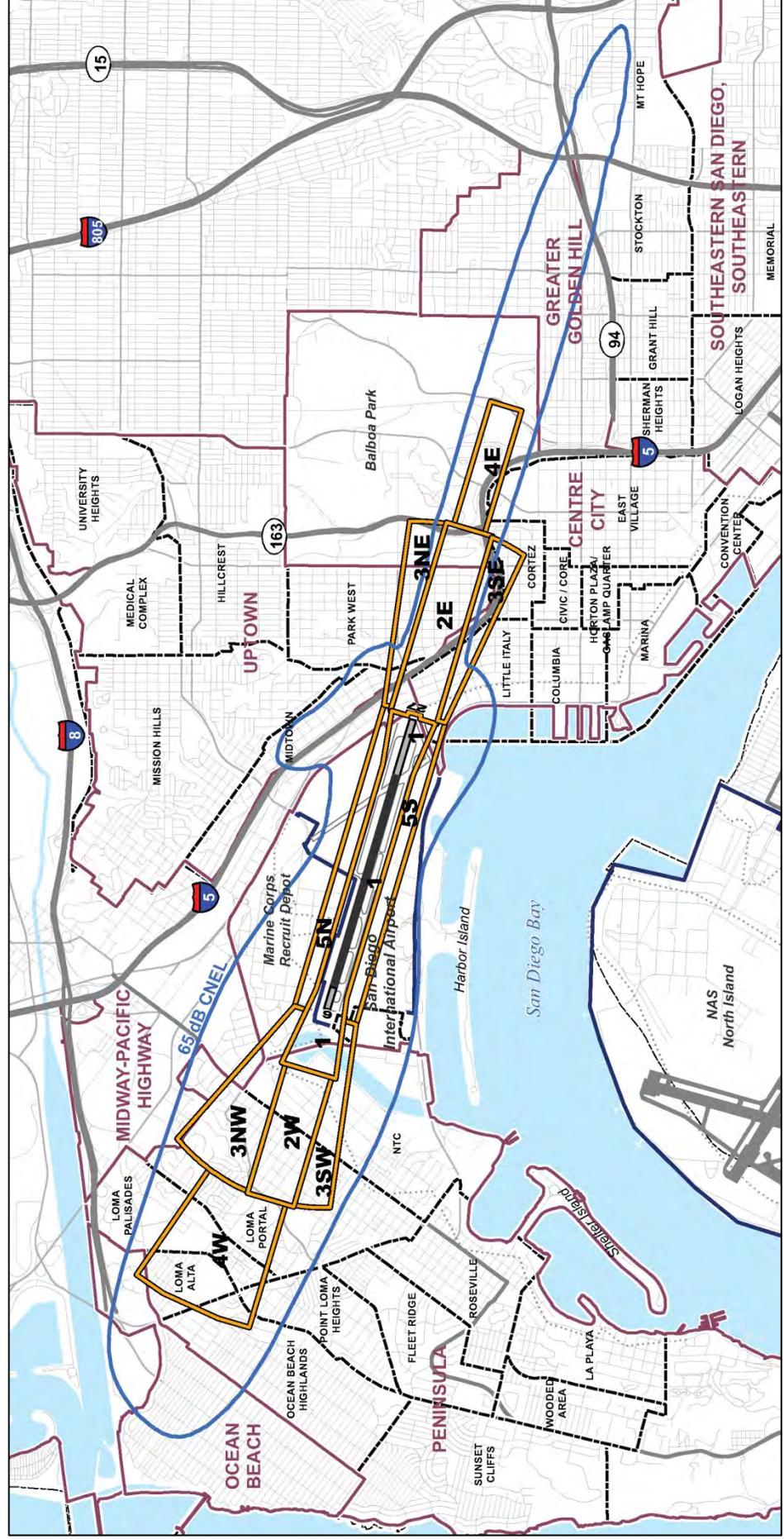
- Evaluate potentially significant impacts associated with implementation of the SDIA ALUCP
- An Initial Study and Displacement Analysis were completed along with the NOP to evaluate the impacts of the SDIA ALUCP
- The following slides summarize the environmental findings of that evaluation

Environmental Issues to be Addressed in EIR

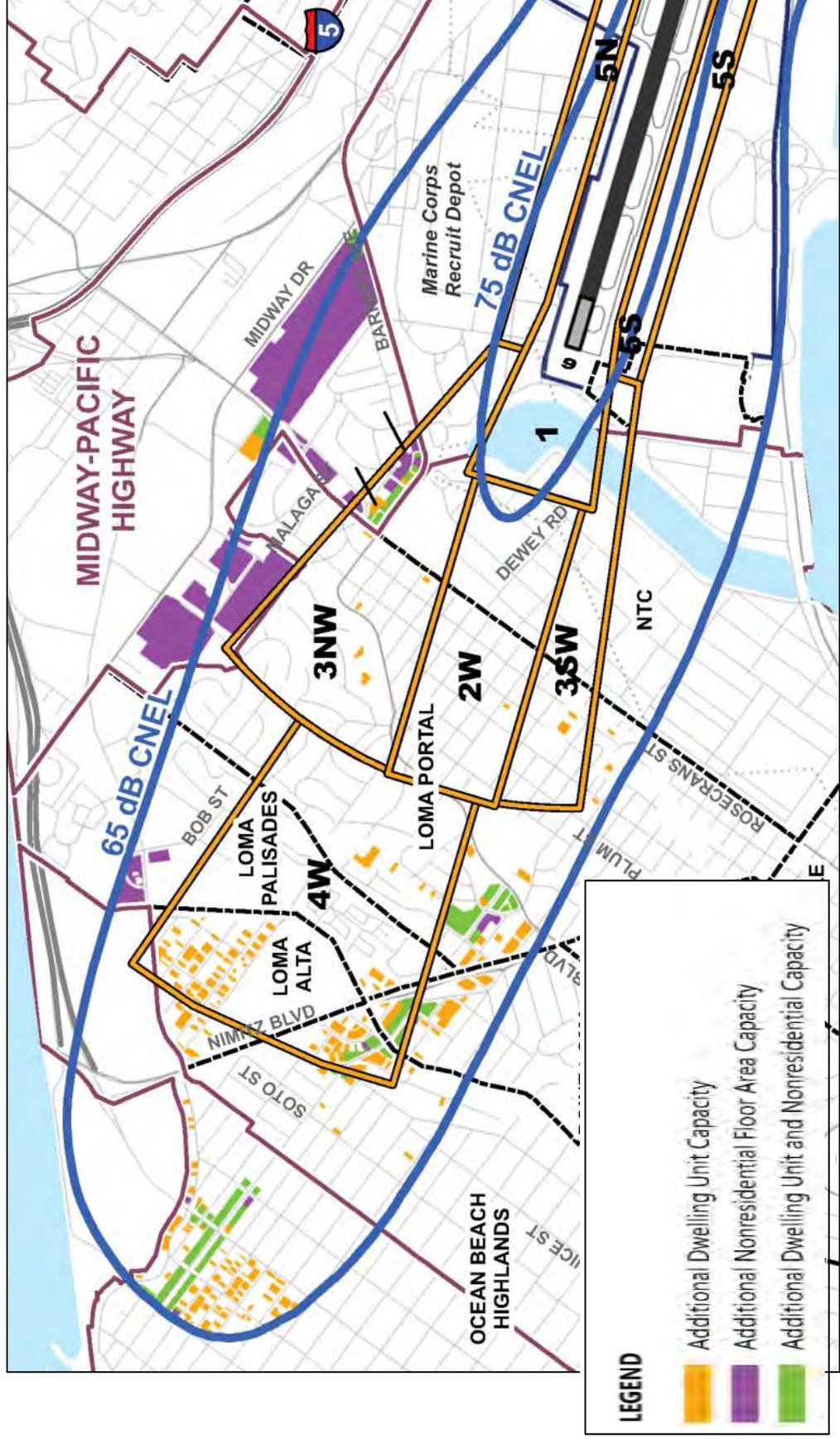


- Land Use and Planning
- Population and Housing
- Public Services

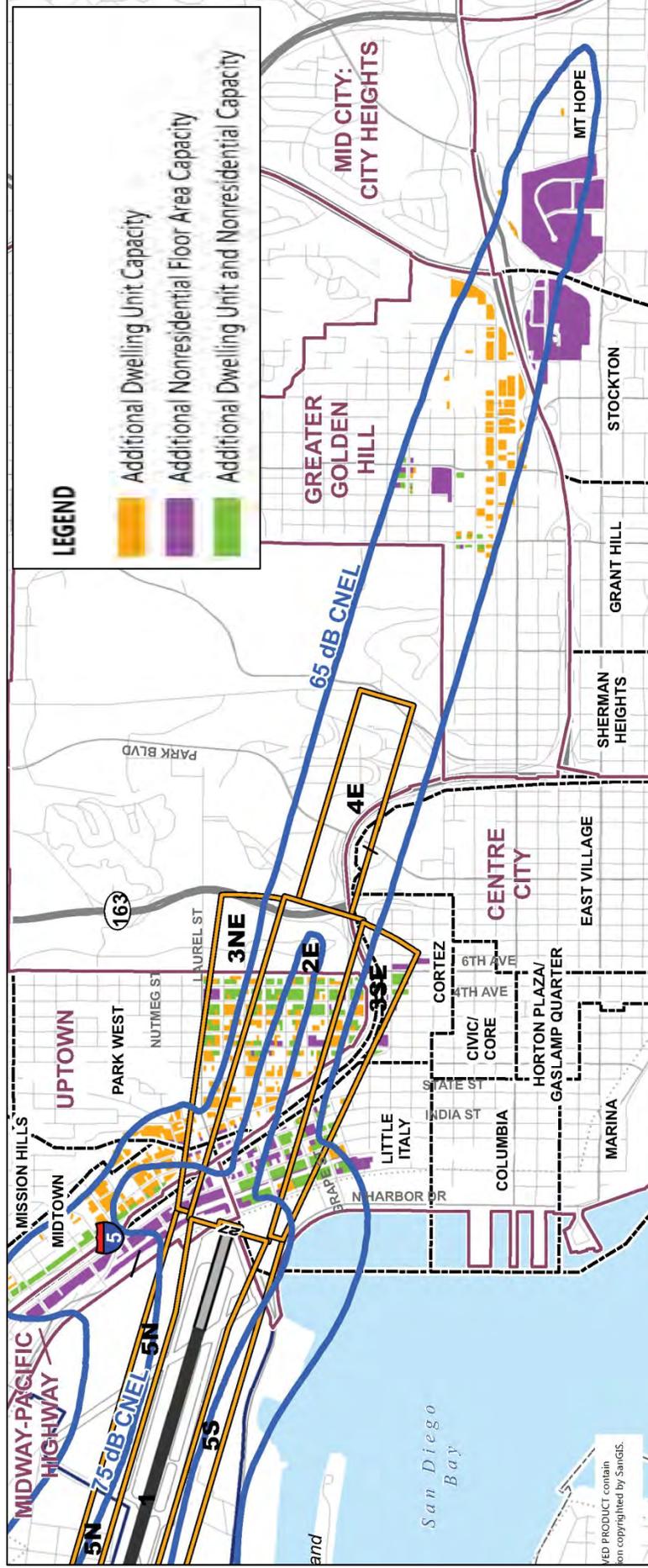
ALUCP Impact Area



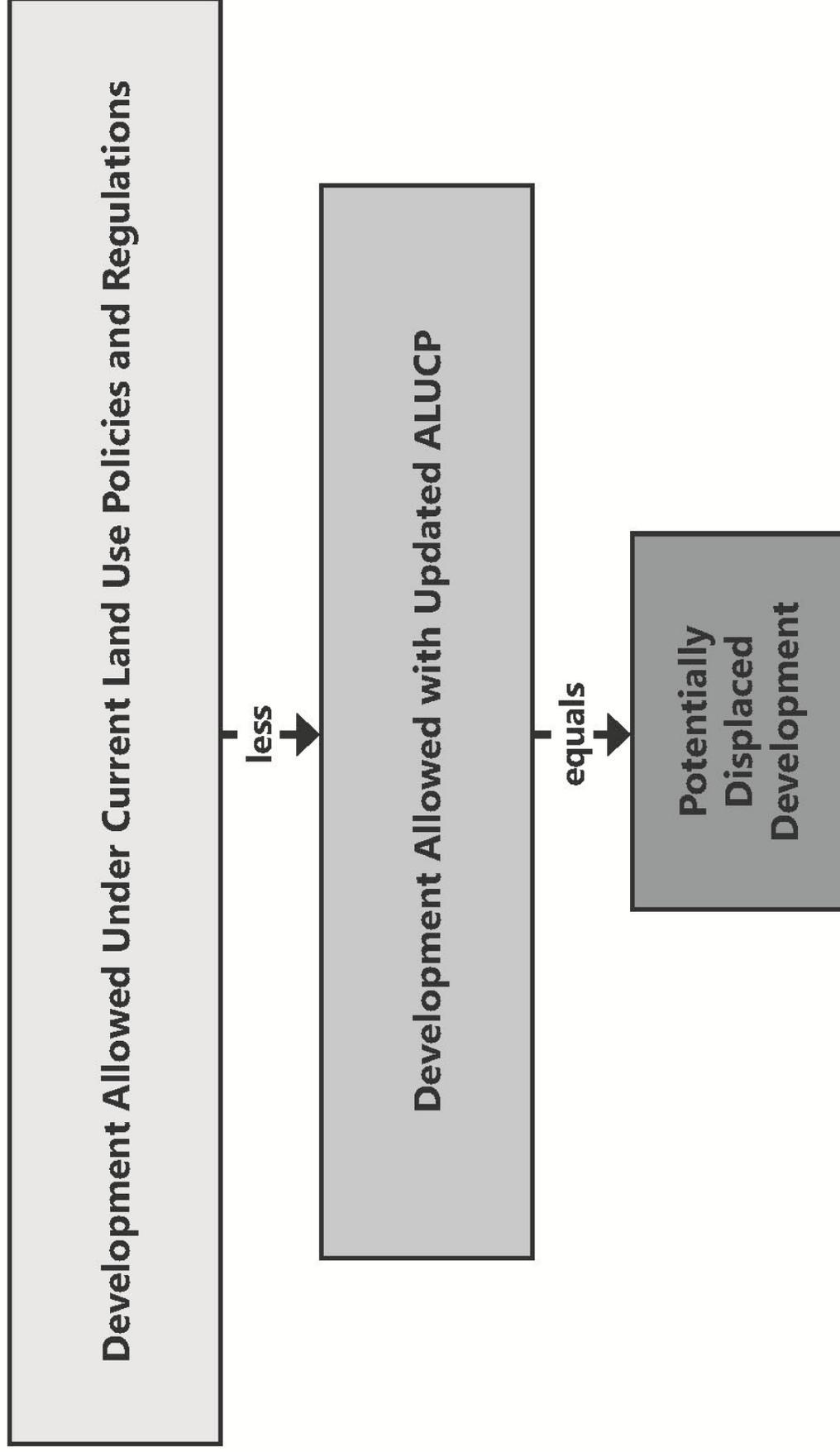
Developable Property in ALUCP Impact Area - West



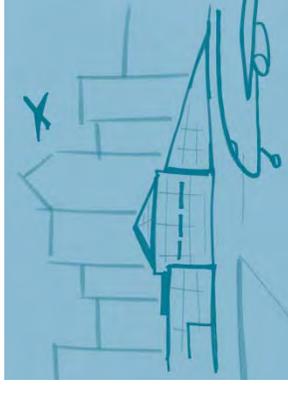
Developable Property in ALUCP Impact Area - East



Displacement of Potential Development



Environmental Findings for Potentially Affected Categories

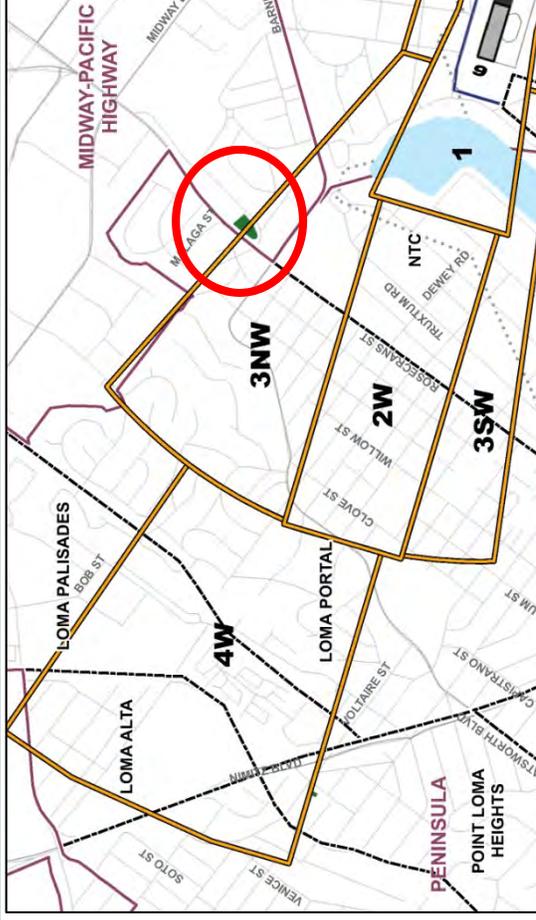


- Land Use and Planning
 - Draft ALUCP would conflict with Community Plans
 - Reduced housing densities in some areas
 - Reduced nonresidential development intensities in some areas
 - Certain sensitive or hazardous land uses rendered incompatible
 - Displacement of nonresidential development
 - Approximately 527,000 square feet of floor area potentially displaced within the ALUCP impact area

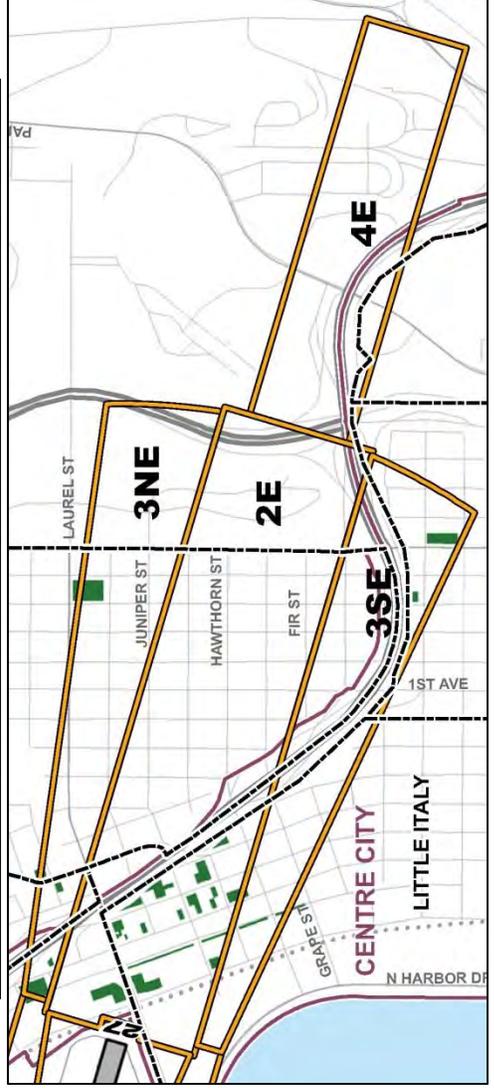
Areas Subject to Potential Nonresidential Displacement



West



East

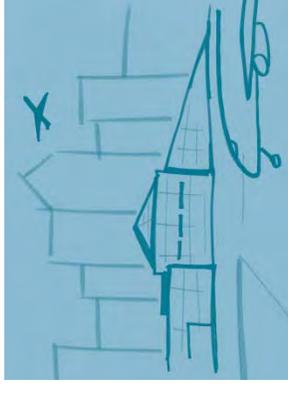


Potential Nonresidential Displacement



Community Planning Area/Neighborhood	Displaced Floor Area with Draft ALUCP Square Feet	% of Potential Floor Area In Safety Zones
Centre City	344,215	29%
Midway-Pacific Highway	53,814	12%
Peninsula	1,586	3%
Uptown	127,152	21%
Total	526,768	23%

Environmental Findings for Potentially Affected Categories

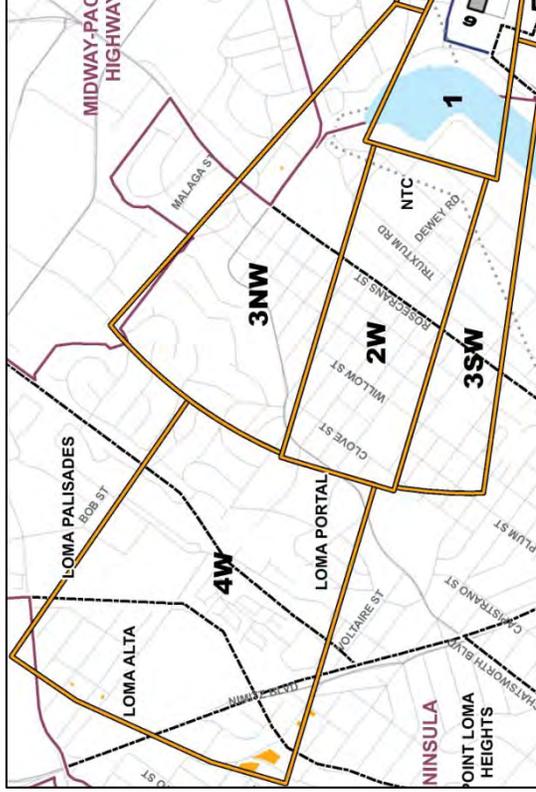


- Population and Housing
 - Draft ALUCP would reduce housing densities allowed by current Community Plans and Zoning
 - 779 potential dwelling units displaced
 - Estimated population = 1,430

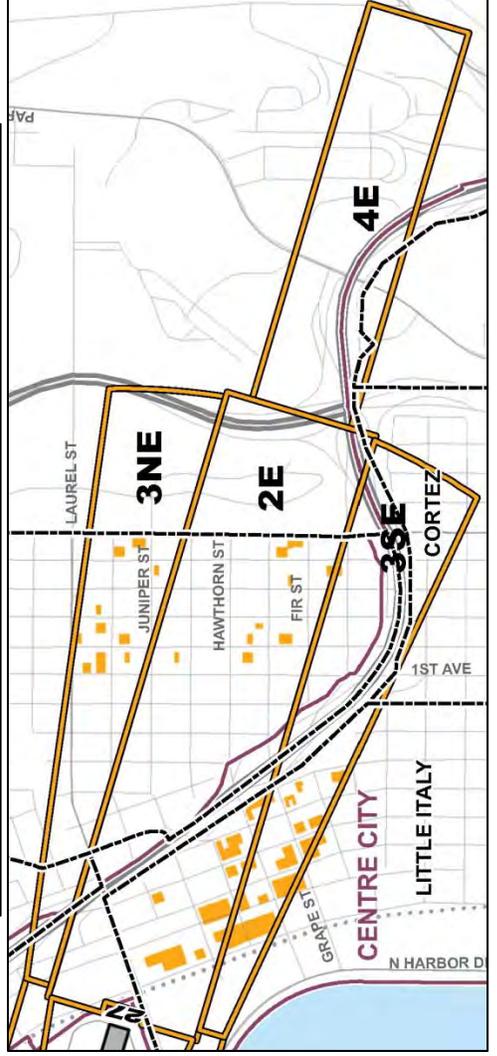
Areas Subject to Potential Residential Displacement



West



East



Potential Residential Displacement



Community Planning Area/Neighborhood	Displaced Residential with Draft ALUCP	
	Dwelling Units	% of Potential Units in Safety Zones
Centre City	696	32%
Midway-Pacific Highway	1	2%
Peninsula	42	10%
Uptown	40	4%
Total	779	21%

Environmental Findings for Potentially Affected Categories



- Public Services
 - Draft ALUCP would render certain public service uses incompatible
 - Need to investigate whether those uses are planned for and needed in the affected areas

Incompatible Public Service Uses



- Fire/police protection facilities
 - Safety Zones 1 and 2
- Hospitals, congregate care facilities, outpatient surgery centers
 - All safety zones and within 65 dB CNEL
- Child day care centers and pre-K, K-12 Schools, Assembly - Children
 - All safety zones and within 65 dB CNEL

Incompatible Public Service Uses



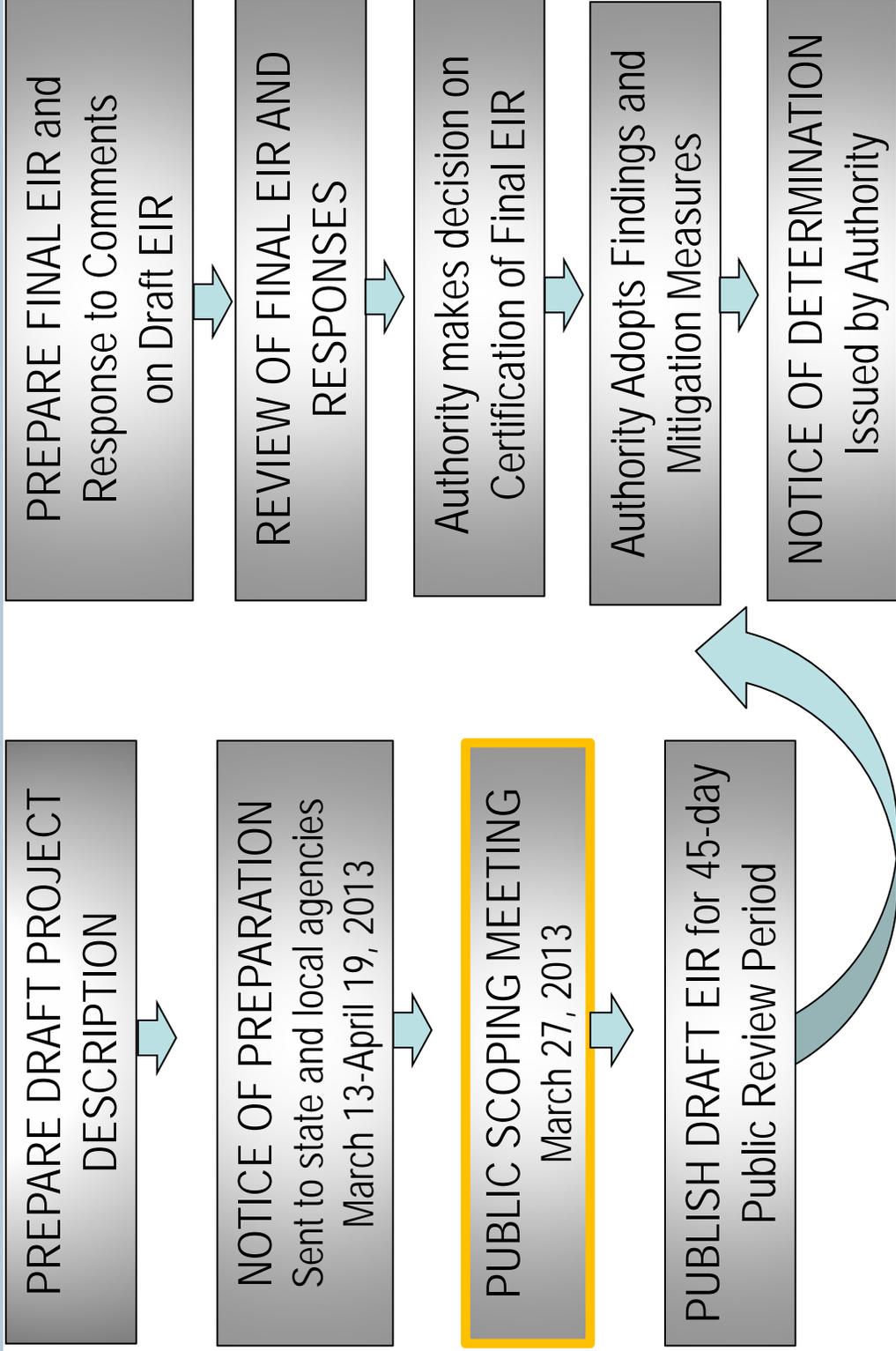
- Jails and prisons – All safety zones
- Libraries, museums, galleries and public assembly uses – Safety Zones 1 and 5
- Schools for adults and convention centers
 - Safety Zones 1, 2 and 5 and within 75 dB CNEL contour
- Marinas – Safety Zones 1 and 2

Overall Findings of the Initial Study



- EIR is required
 - Potentially significant impacts on:
 - Land Use and Planning
 - Housing and Population
 - Public Services

State Environmental Review Process (CEQA)



Scoping Comments on Draft EIR Comments Due on April 19, 2013



Mail	San Diego County Regional Airport Authority Attn: Airport Planning Department P.O. Box 82776 San Diego, CA 92138-2776
E-mail	alucpcomments@san.org <ul style="list-style-type: none">• E-mails must contain less than 2,000 words• No attachments
Deliver	San Diego International Airport Commuter Terminal – Third Floor 3225 North Harbor Drive, San Diego, CA 92101
Fax	Attn: Airport Planning (619) 400-2459



For questions or more information please contact:

Angela Jamison

619-400-2464

ajamison@san.org

www.san.org/alucp

March 27, 2013 Scoping Meeting Sign-In Sheets and Meeting Transcript

Hem

SDIA ALUCP EIR Scoping Meeting

PLEASE WRITE LEGIBLY

March 27, 2013

Name	Mailing Address	Email Address
Tom Charken	929 E Mac Rl SD 92106	Tomaxse@mcarrital.com
KIAN CARR	624 Broadway Ste 405 BND5	KARR@BNDDESIGNSTUDIO.COM
JULIE GAA	JBG Environmental Consulting 4360 Niagara Ave. SD 92107	juliegaa@cox.net
JOHN ZIEBARTH	2900 Fourth St. # 204 SD, CA 92107	john@ziebARTH.com
Joel Young	2145 Mitschev Ln. SD 92106	
Grafzwh	2174 Gurtot St. SD. 92107	pweh@cox.net

42m

SDIA ALUCP EIR Scoping Meeting

PLEASE WRITE LEGIBLY

March 27, 2013

Name	Mailing Address	Email Address
James Hirsch	Part of San Diego	jhirsch@partofsanDiego.org
Garrett Hollarr	SDCRAA	

SPM

SDIA ALUCP EIR Scoping Meeting

PLEASE WRITE LEGIBLY

March 27, 2013

Name	Mailing Address	Email Address
Mary Gmitruk	947 Windflower Way, S.D.	
John Koufoudakis	978 Manor Way SD 572106	
Daniel E Falla	316 B Grape st SD 572101	IOTAdef@hotmail.com

SPM

SDIA ALUCP EIR Scoping Meeting

PLEASE WRITE LEGIBLY

March 27, 2013

Name	Mailing Address	Email Address
John G Wotzka	720 4th Ave #363 San Diego, CA 92101	johnwotzka@gmail.com

CPM

SDIA ALUCP EIR Scoping Meeting

PLEASE WRITE LEGIBLY

March 27, 2013

Name	Mailing Address	Email Address
FRANK CORRIVE	4411 PESCADERO AV. S.R. 92407	

In The Matter Of:

***SAN DIEGO REGIONAL AIRPORT AUTHORITY SCOPING
MEETING***

SCOPING MEETING (THREE MEETINGS)

March 27, 2013

MERRILL CORPORATION

LegalLink, Inc.

20750 Ventura Boulevard
Suite 205
Woodland Hills, CA 91364
Phone: 818.593.2300
Fax: 818.593.2301

SAN DIEGO REGIONAL AIRPORT AUTHORITY
SCOPING MEETING
AIRPORT LAND USE COMPATIBILITY PLAN
FOR SDIA ENVIRONMENTAL IMPACT REPORT

WEDNESDAY, MARCH 27, 2013

THREE MEETINGS

SCHEDULED FOR 4:00 P.M., 5:00 P.M., 6:00 P.M.

REPORTED BY:

ROBERT A. JAMEYSON

CSR NO. 8936

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1 Three scoping meetings regarding Airport Land Use
 2 Compatibility Plan for SDIA Environmental Impact
 3 Report, scheduled to start at 4:00 p.m., 5:00 p.m.,
 4 and 6:00 p.m., respectively, reported on behalf of the
 5 San Diego County Regional Airport Authority, at the
 6 Commuter Terminal, 3225 North Harbor Drive, Third
 7 Floor, San Diego, California, on Wednesday, March 27,
 8 2013, before Robert A. Jameyson, CSR No. 8936.
 9
 10 APPEARANCES:
 11
 12 SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
 13 BY: ANGELA JAMISON, AICP
 14 MANAGER OF AIRPORT PLANNING
 15 3225 North Harbor Drive, Third Floor
 16 San Diego, California 92101
 17 (619) 400-2464; ajamison@san.org
 18
 19 RICONDO & ASSOCIATES
 20 BY: MARK R. JOHNSON, AICP
 21 1917 Palomar Oaks Way, Suite 350
 22 Carlsbad, California 92008
 23 (760) 444-0106; m_johnson@ricondo.com
 24
 25 Also Present: PUBLIC AUDIENCE

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1 INDEX
 2
 3 PAGE
 4 First meeting, 4:05 p.m. to 4:41 p.m. 4
 5 Second meeting, 5:02 p.m. to 5:47 p.m. 29
 6 Third meeting, 6:02 p.m. to 6:37 p.m. 60
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Page 4

1 SAN DIEGO, CALIFORNIA
 2 WEDNESDAY, MARCH 27, 2013
 3 4:05 P.M.
 4 ---
 5 MS. JAMISON: All right. Good evening. I
 6 think we'll go ahead and get started. My name is
 7 Angie Jamison. I am the Manager of Airport Planning
 8 here at the Airport Authority. I'd like to welcome
 9 everyone and thank you so much for coming out tonight.
 10 I'd like to also introduce Mark Johnson
 11 from Ricondo & Associates, who is our lead consultant
 12 on this project.
 13 And then at the table, Kim Sheredy, one of
 14 my senior land use planners; and Patrick Hickman, who
 15 is also with Ricondo & Associates.
 16 So if you have any questions, that's where
 17 to direct your questions.
 18 So tonight we're here to talk about scoping
 19 for our Airport Land Use Compatibility Plan for SDIA.
 20 Our agenda. We're going to talk about the purpose of
 21 a scoping meeting, why we're here today. I'll tell
 22 you a little bit about the SDIA ALUCP, the draft plan,
 23 and what's in it, and explain the EIR process.
 24 Now, before we get started, a bit of
 25 housekeeping. I'd like to let everyone know that

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1 comment slips are available right outside the door on
 2 the table, right outside the door to your right. We
 3 also have speaker slips out there, and speaker slips
 4 are available right on the podium in front of me as
 5 well.
 6 So if you want to leave a comment tonight,
 7 you're welcome to do so in person. We have a court
 8 reporter recording everything. You're welcome to do
 9 so by mail, by e-mail, by fax, really at your
 10 convenience. We'll take your comments any way we can
 11 get them.
 12 So the purpose of a scoping meeting, why
 13 we're here today. This is to provide an opportunity
 14 for comments on the potential environmental effects of
 15 our ALUCP that should be addressed in the EIR. And so
 16 what should we look at in our EIR. That's what we're
 17 looking for comments on tonight.
 18 I want to start by explaining a bit about
 19 an ALUCP, what it is, why it's important, and who it
 20 impacts. So an ALUCP is an Airport Land Use
 21 Compatibility Plan. It's a document, it's 317 pages
 22 of light reading, that provides airport compatibility
 23 policy guidance for areas around an airport. It
 24 doesn't provide any guidance for the airport itself,
 25 but for those land uses in the areas around an

<p style="text-align: right;">Page 6</p> <p>1 airport.</p> <p>2 It's important to know that this document,</p> <p>3 the guidance in it is implemented by local agencies,</p> <p>4 not by the Airport Authority. And it applies only to</p> <p>5 new development and redevelopment. So if there is</p> <p>6 existing use, something existing on the ground today</p> <p>7 or with a vested right to exist, these policies do not</p> <p>8 apply.</p> <p>9 We need an ALUCP for a variety of reasons.</p> <p>10 It protects people and aircraft in the air and on the</p> <p>11 ground in the vicinity of airports. It protects</p> <p>12 airports from encroachment from new incompatible land</p> <p>13 use. And it's required by state law.</p> <p>14 So in San Diego County, we have what's</p> <p>15 called an ALUC, an Airport Land Use Commission. It</p> <p>16 also functions here as our airport board. ALUCs are</p> <p>17 required by law to prepare ALUCPs, or the land use</p> <p>18 compatibility plans, for all the airports in San Diego</p> <p>19 County. At this time, we have thirteen adopted plans.</p> <p>20 SDIA, or San Diego, is our fourteenth plan. Then</p> <p>21 there are two yet to go.</p> <p>22 We are required to be guided by something</p> <p>23 called the Caltrans Handbook. And this handbook gives</p> <p>24 us guidance on how to determine four different</p> <p>25 compatibility factors. And I'll go into some detail</p>	<p style="text-align: right;">Page 8</p> <p>1 by local agencies.</p> <p>2 And now we'll talk a little bit about the</p> <p>3 policies in the plan.</p> <p>4 Our first compatibility factor is airspace</p> <p>5 protection. Now, this factor, you can see it covers</p> <p>6 quite a wide area, this is an FAA notification</p> <p>7 requirement. And it's included here, one, because</p> <p>8 it's supposed to be, from the Caltrans Handbook, it</p> <p>9 tells us that we're guided by this.</p> <p>10 But it's also, as good planners, we want to</p> <p>11 incorporate everything that developers need to know in</p> <p>12 one place to the best of our ability. So there is</p> <p>13 potential height limitation, but it comes from the</p> <p>14 FAA. And we're also looking at hazards. So glare,</p> <p>15 flocking birds, lighting, dust, that sort of thing.</p> <p>16 So what we'd be looking to potentially</p> <p>17 limit with this, within this boundary, would be</p> <p>18 things, for example, a nightclub with lights that</p> <p>19 crisscross in the sky at a very, very bright</p> <p>20 intensity, that could be really distracting for</p> <p>21 pilots. Or perhaps someone wants to build a building</p> <p>22 downtown that's a very tall building, that is</p> <p>23 completely mirrored, that would provide a lot of glare</p> <p>24 and distraction for aircraft at certain times of day.</p> <p>25 So those are the types of things that we're looking</p>
<p style="text-align: right;">Page 7</p> <p>1 on those compatibility factors tonight.</p> <p>2 But they include overflight, airspace</p> <p>3 protection, noise, and safety. The culmination of all</p> <p>4 four of those compatibility factors creates something</p> <p>5 called an AIA, or your airport influence area, within</p> <p>6 which all of the policies in this plan apply.</p> <p>7 Our process. We had a steering committee</p> <p>8 that was open and was very heavily advertised. We met</p> <p>9 eleven times from February 2011 through March 2013, we</p> <p>10 just had our last meeting this month, with a very</p> <p>11 diverse membership of great people, who gave us a lot</p> <p>12 of input and a lot of feedback.</p> <p>13 Now, our process to get through, to get to</p> <p>14 this draft plan, was to have airport staff or</p> <p>15 Authority staff meet with our consultant, gather and</p> <p>16 analyze a lot of technical data, consult with the</p> <p>17 steering committee back and forth many times, until we</p> <p>18 were ready to go to the ALUC, to the land use</p> <p>19 commission, for policy direction. And we did that for</p> <p>20 each compatibility factor.</p> <p>21 Once we got ALUC direction on each of those</p> <p>22 factors, now we have our draft plan, our draft ALUCP,</p> <p>23 and we are ready to start the environmental process.</p> <p>24 When we're done with the environmental process, the</p> <p>25 plan will be adopted by the ALUC and then implemented</p>	<p style="text-align: right;">Page 9</p> <p>1 at, things that are potentially distracting or unsafe</p> <p>2 for aircraft.</p> <p>3 Our overflight area boundary is the second</p> <p>4 compatibility factor. Now, this is an overflight</p> <p>5 agreement that would be recorded for new residential</p> <p>6 only. It's an additional form of real estate</p> <p>7 disclosure. All this does is let people know that</p> <p>8 they are in the vicinity of an airport. There is no</p> <p>9 restriction on future development. It's an agreement,</p> <p>10 it's just real estate disclosure only.</p> <p>11 The third compatibility factor is noise.</p> <p>12 We're required to look at a 20-year forecast of noise.</p> <p>13 These are 5-decibel contours. And this map is used to</p> <p>14 determine if new development is compatible from a</p> <p>15 noise compatibility perspective.</p> <p>16 Now, different standards apply within each</p> <p>17 of those 5-decibel ranges. Noise-sensitive uses are</p> <p>18 incompatible above the 65-decibel CNEL. But housing</p> <p>19 is conditionally compatible in all contour ranges.</p> <p>20 There are just a few conditions on that. One being</p> <p>21 that sound insulation might be required if you're in a</p> <p>22 high-noise area. We might also require a navigation</p> <p>23 easement if you're in a high-noise area.</p> <p>24 Now, the entire matrix for noise is</p> <p>25 available in our handouts. But I wanted to be able to</p>

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<p>1 zoom in so you can actually see what we're looking at</p> <p>2 here. The matrix, the columns across show 60- to</p> <p>3 75-decibel ranges.</p> <p>4 And, for example, if someone wants to build</p> <p>5 a single-family home, if you'll follow with me along</p> <p>6 the first line, single-family home in perhaps a</p> <p>7 65-decibel contour, you'll see 45. That's where we</p> <p>8 want sound mitigated down to a 45-decibel level. And</p> <p>9 there is a navigation easement required above 65. But</p> <p>10 it is allowed.</p> <p>11 You can see in the green area, a lot of</p> <p>12 things are allowed. Yellow means it's allowed</p> <p>13 conditionally. And the conditions again would be</p> <p>14 either sound insulation or a navigation easement.</p> <p>15 The last compatibility factor is safety.</p> <p>16 Now, this is used to determine if new development is</p> <p>17 compatible, if it's appropriate, from a safety</p> <p>18 standpoint. Now, you can see that there is a variety</p> <p>19 of shapes around the airport. These are all dictated</p> <p>20 really in the Caltrans Handbook. There are some</p> <p>21 really specific criteria how these are created.</p> <p>22 Now, standards for what is allowed there do</p> <p>23 differ among the zones. It's important to know that</p> <p>24 safety really influences two things. One is what is</p> <p>25 allowed in those areas. And we're looking for</p>	<p>1 is available in the packets. And if we can follow say</p> <p>2 Balboa Park across to the 2E, 2 East safety zone, you</p> <p>3 can see that nonresidential intensity is limited to</p> <p>4 96, and that is people per acre. The residential is</p> <p>5 done in units per acre. The nonresidential is in</p> <p>6 people per acre.</p> <p>7 Now, on the bottom of this screen, you'll</p> <p>8 see what is allowed where. So, for example,</p> <p>9 single-family and multi-family housing is not allowed</p> <p>10 in Zone 1, which is the runway protection zone. It's</p> <p>11 the area immediately off the runway on either side of</p> <p>12 the runway. It's also not allowed in Zone 5. Now, in</p> <p>13 our case, Zone 5 is entirely on airport property. So</p> <p>14 that does not impact other people.</p> <p>15 So incompatible land uses in all zones</p> <p>16 include the vulnerable populations, day cares,</p> <p>17 pre-kindergarten, jails and prison, medical care,</p> <p>18 schools, any assemblies of children, hazardous</p> <p>19 biomedical agents, sanitary landfill.</p> <p>20 Now, as I put in the note, sanitary</p> <p>21 landfills are there because they would attract</p> <p>22 flocking birds. So that's a hazard. It's not the</p> <p>23 landfill itself that's a hazard, but the indirect</p> <p>24 result of having it there.</p> <p>25 And then arenas and stadiums, because of</p>
Page 11	Page 13
<p>1 vulnerable occupants, and we're looking for hazardous</p> <p>2 land uses.</p> <p>3 So as good planners, it's just good</p> <p>4 planning to make -- to ask those hard questions, to</p> <p>5 ask what if something were to happen, and do we want</p> <p>6 vulnerable occupants right off the end of a runway?</p> <p>7 Do we want, for example, and this a real-life</p> <p>8 situation, a 30,000-gallon propane manufacturing</p> <p>9 facility off the end of a runway? And I think</p> <p>10 generally people would agree that that may not be the</p> <p>11 safest place to put hazardous materials for a</p> <p>12 vulnerable population.</p> <p>13 So incompatible uses in most zones include</p> <p>14 uses that serve those populations with limited</p> <p>15 effective mobility, uses involving hazardous</p> <p>16 materials, and uses serving critical public health and</p> <p>17 safety needs.</p> <p>18 Conditionally compatible uses include</p> <p>19 residential, as long as there are limits on density.</p> <p>20 Again, we don't want really high density housing,</p> <p>21 housing units there. And then most nonresidential</p> <p>22 units are allowed as well, with some limits on</p> <p>23 intensity.</p> <p>24 And once again, here is our matrix blown up</p> <p>25 so that you can see it better. But the entire matrix</p>	<p>1 the density of population of people.</p> <p>2 So new structures are incompatible</p> <p>3 completely in Safety Zone 1. And those are the areas</p> <p>4 right off the end of the runway. And those are your</p> <p>5 runway protection zones. So that's FAA standard. We</p> <p>6 include that as well. It's just very good planning</p> <p>7 not to have anything there.</p> <p>8 And then incompatible land uses in Safety</p> <p>9 Zone 2, which is just a little further out, group</p> <p>10 quarters, again, all those things that we just talked</p> <p>11 about, the vulnerable populations and hazardous uses.</p> <p>12 If we bring all four of those compatibility</p> <p>13 factors together, it creates something called your</p> <p>14 AIA, or airport influence area. So I'd like to draw</p> <p>15 your attention here. The zone in the middle, in the</p> <p>16 darker orange, is what we call Review Area 1. So</p> <p>17 that's the culmination of safety zones and noise</p> <p>18 contours. And then Safety Zone -- or Review Area 2 is</p> <p>19 the larger perimeter. And that would also include</p> <p>20 overflight and airspace.</p> <p>21 So now I want to talk a little bit, I want</p> <p>22 to have Mark talk a bit about the EIR process, where</p> <p>23 we are in the process, and how we will finish up this</p> <p>24 project.</p> <p>25 MR. JOHNSON: This slide shows us the</p>

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1 topics we'll be talking about here on the EIR process.
 2 And let me see if I can -- next up, please.
 3 It doesn't seem to be working.
 4 The purpose of the EIR is to evaluate
 5 potentially significant impacts associated with
 6 implementation of the ALUCP. Now, we have completed
 7 an initial study which included a displacement
 8 analysis. I'll describe that. It's a bit of a
 9 cryptic term perhaps.
 10 We have completed an initial study that has
 11 identified three resource categories that may be
 12 significantly impacted by the EI- -- or the ALUCP.
 13 Those three categories are land use and planning,
 14 population and housing, and public services.
 15 Let's get in and talk about that. The
 16 first thing we need to understand, this is an area
 17 we're calling the ALUCP impact area. It is defined by
 18 the 65 dB CNEL contour, which is that blue contour
 19 that is being traced right now, the 65 CNEL contour,
 20 and then the safety zones, proposed safety zones.
 21 This is the area where land use
 22 restrictions would apply, based on the ALUCP. If the
 23 ALUCP is implemented, this is the area where the land
 24 use restrictions would apply, where certain uses would
 25 be prohibited, where other uses would be --

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1 residential density would be limited, et cetera. This
 2 is the area where we focused the investigation and the
 3 initial study.
 4 Let's go to the next slide, let me talk
 5 about something.
 6 Now, the ALUCP applies only to future
 7 development. And when you stop and think for just a
 8 moment, it's pretty clear this area around SDIA
 9 appears to be fully developed. There are very mature
 10 neighborhoods on both sides of the airport. The area
 11 is fully developed.
 12 Well, not really. There is the potential,
 13 there is the capacity on a number of properties to
 14 accept additional development, either additional
 15 development or properties where redevelopment may be
 16 feasible in the future.
 17 What we're showing here on this slide, and
 18 what's important about that is the ALUCP will be
 19 potentially affecting that developable property.
 20 Now, on the west side of the airport, we
 21 have identified these properties shown in color, as
 22 with the capacity for additional development or
 23 redevelopment.
 24 The orange properties have the capacity for
 25 more residential, based on current planning and

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1 zoning. Based on current planning and zoning.
 2 Orange, potential residential. Purple,
 3 nonresidential floor area capacity is available. And
 4 the green represent areas that could accept
 5 residential and nonresidential. Okay.
 6 Now, you'll see most of the area on the
 7 west side is white, indicating fully developed, no
 8 substantial redevelopment potential.
 9 Let's go to the next slide.
 10 This, I'd really like you -- well, let's
 11 just, let me just start here. This shows the
 12 developable or redevelopable property on the east
 13 side. There is a lot more land available,
 14 particularly within the safety zones. If we look, if,
 15 Kim, you could just kind of circle that east side,
 16 east of -- or west of Balboa Park, I should say, west
 17 of Balboa Park. Lots of colored property. Lots of
 18 land that is not developed nearly to the intensity
 19 that the community plans would envision. And when we
 20 go east of Balboa Park, we see some potential for
 21 additional development out there as well.
 22 So these colored properties, these are the
 23 properties where the ALUCP may have some effect.
 24 Okay.
 25 Now, this is where this displacement

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1 analysis comes in. What we -- what we did here is to,
 2 the ALUCP, ALUCP is a planning document, a land-use
 3 planning document. It is going to affect the
 4 development of future -- the development, future
 5 development of land in the area.
 6 What we did to assess that impact was,
 7 first of all, indicated in the top box here, was to
 8 calculate the development, the amount of development
 9 that could be allowed -- or that is allowed and that
 10 could occur based on current planning and zoning.
 11 We then calculated the amount of
 12 development that would be allowed if the ALUCP is
 13 implemented, which is less development overall.
 14 The difference between those two represents
 15 the amount of potentially displaced development if the
 16 ALUCP is implemented. Okay. Conceptually, that's
 17 what we did. Let's get into a little bit of the
 18 specifics here.
 19 First of all, remember we had three -- we
 20 have identified in the initial study three
 21 environmental categories that could be impacted.
 22 First one, land use and planning.
 23 Well, the draft ALUCP would conflict with
 24 some community plans in a few respects. Okay. It
 25 would call for a reduced -- ALUCP would call for

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1 reduced housing densities in certain parts of certain
 2 community plan areas.
 3 Similarly, the ALUCP would call for reduced
 4 nonresidential development intensities, which
 5 basically translates into less floor area than would
 6 be allowed with under the current community plans.
 7 And then certain sensitive or hazardous
 8 uses are rendered incompatible and would not be able
 9 to be developed if the ALUCP is implemented.
 10 Well, what we -- and if you're really
 11 interested in the subject, I urge you to read the
 12 initial study and particularly the displacement
 13 analysis that is posted on the website. We're just
 14 sort of skimming the surface here in this
 15 presentation.
 16 What we did find through the analysis is
 17 that approximately 527,000 square feet of
 18 nonresidential floor area could be displaced after
 19 implementation of the ALUCP. Now, that's throughout
 20 the area.
 21 Now, this slide shows the properties that
 22 could be affected subject to that displacement. Now,
 23 you'll see on the west side, indicated in the top
 24 panel, that we have got one visible parcel. There is
 25 another parcel further west that is virtually

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1 invisible here, right there. But there is only a
 2 couple parcels affected.
 3 Now, what this means, if you remember that
 4 earlier slide we looked at, there was lots of
 5 development and redevelopment potential on the west
 6 side. What our analysis reveals is that that -- the
 7 community plan, the Peninsula plan out there, and the
 8 NTC, the plan for the old Naval Training Center,
 9 Liberty Station, the development that is called for in
 10 those current plans would be compatible and consistent
 11 with the updated ALUCP. The ALUCP calls for changes
 12 that would affect these parcels shown on this map.
 13 Okay.
 14 Now, when you stop and think, those of you
 15 who are familiar with Peninsula, the Peninsula
 16 planning area calls for relatively low intensity
 17 development. You know, it's a low-rise community,
 18 lots and lots of single-family homes. That's a
 19 development pattern that is consistent largely with
 20 the ALUCP.
 21 Okay. A little bit different story on the
 22 east side. Sorry, let's go back here.
 23 The east side, particularly in the Centre
 24 City area, that little sort of triangle shape that's
 25 west of I-5, that area, numerous parcels are affected.

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1 And Centre City is indeed where the largest effect is
 2 experienced.
 3 If you could go to the next slide.
 4 Total of just under 526,000 -- or 527,000
 5 square feet displaced. Well over half of that is in
 6 Centre City. Okay. Uptown, 127,000 displaced square
 7 feet. Not very much Midway-Pacific. Certainly not
 8 very much in Peninsula.
 9 The percentages indicate the percentage of
 10 floor area that would be displaced compared with the
 11 total amount of floor area that would be permitted
 12 under the current plan in those safety zones.
 13 MS. JAMISON: Mark, I want to chime in here
 14 as well. I think it's really important to make sure
 15 everyone understands this is not necessarily property
 16 that is displaced but rather property that is already
 17 developed but is not necessarily developed as
 18 completely as it could be. So there is already
 19 something there.
 20 What we're talking about is a potential
 21 that someone could not redevelop to take advantage of
 22 every last piece of density or intensity that they
 23 could under the current plan. But it's not
 24 necessarily displacing anything that's already there.
 25 MR. JOHNSON: And I do want to emphasize

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1 additional development is still allowed under the
 2 ALUCP. In fact, we're talking about 527,000 square
 3 feet displaced. But under the plan, you could still
 4 develop over 1.7 million square feet of nonresidential
 5 development. Okay. So considerable development.
 6 Which is not to understate any impact. I just want to
 7 be -- make sure it's clear. A lot of development can
 8 still occur under the ALUCP.
 9 Okay. Let's go to the next one.
 10 Our second category where we see the
 11 potential for a potentially significant impact of the
 12 ALUCP is population and housing. Here again, and this
 13 applies in the safety zones, with a new ALUCP,
 14 approximately 779 potential future housing units would
 15 be displaced or would not be able to be developed,
 16 that could house approximately 1430 people.
 17 Let's go to the next one.
 18 Now, here again, this slide shows the
 19 properties that are affected by that potential
 20 displacement of housing. Just a handful of properties
 21 out there in Peninsula, again reflecting that
 22 relatively low density planning scheme that is already
 23 in place out there in -- west of the airport.
 24 In the east, we see a quite a few more
 25 properties affected, particularly in Centre City, and

<p style="text-align: right;">Page 22</p> <p>1 specifically in the Little Italy neighborhood in 2 Centre City, and then scattered parcels in Uptown. 3 And let's go to the next one. 4 We see here, almost 700 of those displaced 5 units are displaced from Centre City. That's the -- 6 and most of that is in Little -- in fact all of it is 7 in Little Italy. So that's the community that is 8 affected most dramatically by the ALUCP. We see, you 9 know, considerably smaller numbers in the other three 10 affected community plan areas. 11 Now, here again, under the ALUCP, many, 12 many new housing units could be developed. We're 13 talking about an additional, a potential for an 14 additional almost 2900 housing units could be 15 developed in the safety zones. But based on current 16 planning, it would be 779 additionally on top of that 17 2900 that could be developed. So there is an effect. 18 Now let's go to the final category, public 19 services. The ALUCP would render certain public 20 service uses incompatible. And our charge in the EIR 21 will be to investigate in some detail whether those 22 uses are planned for in any of the affected areas, 23 planned for in the community plans and other master 24 plans of relevant special districts, school districts. 25 Let's go to the next one.</p>	<p style="text-align: right;">Page 24</p> <p>1 should be looking at so that we can take that back and 2 45 days for review of that, respond to any comments. 3 And you can see the rest of the process on the chart. 4 At this time, I'd like to remind you that 5 speaker slips are available. If anyone would like to 6 speak or if anyone would like to make a comment, we'd 7 be glad to take it at the podium so that it can be 8 recorded by the court reporter. We're also glad to 9 take any comments by mail, by e-mail. You can deliver 10 them in person. You may fax them. We're really very 11 open to how we get the comments. We'd just like 12 something that is formal so that it doesn't get lost. 13 For questions or more information, you can 14 contact me. Here is my information, my e-mail. And 15 we put everything on www.san.org/alucp. 16 And with that, Kim, we do have a speaker 17 slip basket. If anyone has slips that you'd like to 18 put in at this time, or do we have anyone who would 19 like to make a comment at this time? 20 MR. ZIEBARTH: Can I ask a question? 21 MS. JAMISON: Sure, John. 22 MR. ZIEBARTH: I apologize, because I did 23 not have a chance to go through the displacement 24 analysis. I wasn't even aware that was on the 25 website. And so my questions a lot have to do with</p>
<p style="text-align: right;">Page 23</p> <p>1 Among these incompatible -- well, let's 2 just let you look at them here briefly. We have 3 listed out these incompatible public service uses and 4 indicated where they would be incompatible. We're 5 talking about fire/police facilities, hospitals, and 6 other similar health care, child day care, schools -- 7 next line, please -- jails and prisons, libraries, 8 museums, galleries, schools for adults, marinas, those 9 are the kind of uses that could -- well, that would be 10 rendered incompatible in certain zones and that could 11 be affected by the ALUCP. 12 So, you know, it's a pretty long list. In 13 our judgment and the Airport Authority's judgment, it 14 made sense to study this in detail in the EIR and try 15 to assess the level of impact. 16 Okay. Overall findings, just to recap. 17 The initial study, an EIR is required because of 18 potentially significant impacts on those three 19 categories. Thank you. 20 MS. JAMISON: And with that, I want to just 21 take you through a little bit of the CEQA process. 22 Our state environmental review process, you can see on 23 this chart where we stand today. We're at the public 24 scoping meeting on March 27. Following this, where we 25 would love to take your comments on what else we</p>	<p style="text-align: right;">Page 25</p> <p>1 the displacement analysis that I'd like to have a 2 chance to analyze, because I would like to see, 3 hopefully it includes histograms that show the various 4 parcels, how that -- that shows what the potential 5 development has actually been, based on what's 6 existing out there today. Because I find your 7 percentages look very different from what I saw in the 8 histograms. 9 I would also request, and I don't know 10 again if that's in your displacement analysis, as part 11 of the EIR, I would like to see illustrations of what 12 are acceptable and what are not acceptable development 13 there, because it would allow us to sort of get a real 14 picture, visual picture, of what that environmental 15 impact is. Because we're saying this is going to be 16 okay, this is not going to be okay. How does that all 17 play out? 18 So I appreciate all the hard work you guys 19 have done. I am anxious to review the displacement 20 analysis, and I'm anxious to see the EIR. And I'll 21 have more comments in writing. 22 MS. JAMISON: Thank you. Please. 23 MR. YOUNG: My name is Joel Young. I am a 24 resident of Liberty Station. And I just wanted to 25 make sure I understood correctly what you were stating</p>

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1 about Liberty Station. It sounded to me as though you
 2 were saying that the majority of the development there
 3 and/or planned development there is compatible with
 4 the land use plan. Is that correct?
 5 MS. JAMISON: That is correct.
 6 MR. YOUNG: Okay. So this includes some of
 7 the commercial development restaurants, Stone Brewery,
 8 things like that, that would be within the guidelines?
 9 MS. JAMISON: Anything that's existing is
 10 completely outside the purview of this plan.
 11 MR. YOUNG: Well, those things are -- the
 12 north end of the Liberty Station particularly is still
 13 a work in progress. And there are, you know, probably
 14 the largest thing there is the Stone Brewery, which
 15 is -- will be in before you get this plan in place,
 16 I'm sure. But --
 17 MS. JAMISON: If it is in the adopted plan
 18 for Liberty Station that has a consistency
 19 determination from the Airport Authority, then it's
 20 fine.
 21 MR. YOUNG: Thank you.
 22 MS. JAMISON: Thank you.
 23 Are there any additional comments?
 24 MR. WEBB: Good afternoon. My name is Paul
 25 Webb, and I'm here representing the Peninsula

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1 Community Planning Board, the authorized --
 2 city-authorized planning group for the Point Loma
 3 community.
 4 What I'd like to do is submit a letter to
 5 you requesting a one-day extension of the comment
 6 period. The reason I'm asking for this is because, as
 7 you know, many of us did not get the notice of
 8 preparation and initial study the day it was supposed
 9 to be released. And as such, there was very little
 10 time between receiving the actual NOPIS and our
 11 planning board's monthly meeting to prepare a cogent
 12 response for the planning board to review and
 13 consider.
 14 The reason I'm asking for a one-day meeting
 15 is not to slow down the -- one-day extension, is not
 16 to slow down the process, but instead to allow us to
 17 have a deliberative review and take a position at our
 18 meeting which occurs on the current deadline for
 19 comments, which is April 18th.
 20 All I'd like is the opportunity to take
 21 something before our board, give them enough time to
 22 review. Because the displacement analysis is a very
 23 complex document. And when I tried to get it in front
 24 of them at the last meeting, it clearly wasn't going
 25 to be -- 10:00 o'clock at night, which is when we

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1 started, it was not going to be given the kind of
 2 thoughtful review and comment that it deserves. So I
 3 want to submit this letter requesting that extension.
 4 MS. JAMISON: Thank you. And I just want
 5 to address that for just a moment. Our original
 6 deadline was April 12th. And we did recognize that
 7 not everyone got the NOP&IS at the same time. So we
 8 already extended it by six days to the 18th. But I
 9 don't have a problem taking it to the 19th.
 10 MR. WEBB: Thank you.
 11 MS. JAMISON: Are there any other comments?
 12 All right. We are adjourned. Thank you so
 13 much.
 14 (This first of three scoping meetings
 15 concluded at 4:41 p.m.)
 16 * * * *

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1 SAN DIEGO, CALIFORNIA
 2 WEDNESDAY, MARCH 27, 2013
 3 5:02 P.M.
 4 - - -
 5 MS. JAMISON: Good evening and welcome. My
 6 name is Angie Jamison. I am Manager of Airport
 7 Planning at the Airport Authority. And I'd like to
 8 welcome everyone here tonight and thank you for taking
 9 time out of your busy evening to be with us.
 10 Today, we're going to talk a bit about our
 11 Airport Land Use Compatibility Plan. I'll tell you
 12 why we're here, the purpose of a scoping meeting, tell
 13 you all about the San Diego International plan, the
 14 Land Use Compatibility Plan, and we'll talk about the
 15 EIR process.
 16 Now, the purpose of a scoping meeting is to
 17 provide an opportunity for the public and for the
 18 agencies to provide comment to us on potential
 19 environmental effects of our plan that should be
 20 addressed in our upcoming environmental impact report.
 21 Let's start by explaining what an ALUCP is.
 22 An ALUCP is an Airport Land Use Compatibility Plan.
 23 This plan is 317 pages of light reading that provides
 24 airport compatibility policy guidance for areas
 25 surrounding the airport. It's implemented by local

<p>Page 30</p> <p>1 agencies, not by the Airport Authority, and it applies 2 only to new development and redevelopment. 3 So this is a really important point. 4 Anything that's existing use, that's existing on the 5 ground or has a vested right to exist, is completely 6 outside the jurisdiction of this plan and does not 7 apply. This plan applies only to new development and 8 redevelopment. 9 So why is an ALUCP needed? Well, it 10 protects people and aircraft in the air and people on 11 the ground in the vicinity of airports. And it 12 protects the airport from encroachment from new 13 incompatible land uses. It's also required by state 14 law. 15 The Airport Land Use Commission is 16 something we'll talk about throughout this 17 presentation, and that's called an ALUC. So ALUCs are 18 required by law to prepare land use compatibility 19 plans, or an ALUCP. 20 For San Diego County, we have sixteen 21 airports in the county that we're required to prepare 22 a land use plan for. At this time, we have thirteen 23 approved and adopted plans. SDIA, or San Diego 24 International, is our fourteenth plan. And that 25 leaves us just two to go.</p>	<p>Page 32</p> <p>1 that's available on our website. And we're just 2 starting the environmental review process for that, 3 for that plan. When we're done with the environmental 4 review process, the plan will be adopted by the ALUC 5 and then implemented by local agencies. 6 So let's go into the -- into the plan 7 itself and show you what's in there. 8 The first compatibility factor is airspace 9 protection. It's quite a large boundary. But it's 10 important to note what it means. So anything in here 11 has an FAA notification requirement. And this isn't 12 actually our rule, but we're just incorporating a lot 13 of rules in one place to make it easy, one-stop 14 shopping for developers. 15 Now anything within this range could have a 16 potential height limitation. Again, that height 17 limitation is an FAA limitation. We are looking 18 specifically so for hazards. So glare, flocking 19 birds, lighting or dust. 20 So some examples of that might be a 21 high-rise building that is completely mirrored that 22 would create a lot of glare, especially during certain 23 times of day, that might be really distracting and 24 dangerous for aircraft coming in. Or perhaps a 25 nightclub that has -- has anyone seen the</p>
<p>Page 31</p> <p>1 Now, we're required to be guided by the 2 Caltrans Handbook. The Caltrans Handbook has a lot of 3 criteria that really specifies exactly what we do and 4 how we do it. 5 The main criteria in this handbook is a 6 definition of four compatibility factors, and they are 7 overflight, airspace protection, noise, and safety. 8 The culmination of all four of those factors creates 9 what's called an AIA, or an airport influence area. 10 Our process. We had a steering committee 11 for SDIA. It had open committee membership with a 12 very diverse membership. We met eleven times from 13 February 2011 to March 13th and got a lot of input 14 from this steering committee. 15 The process, and I'd like to introduce Mark 16 Johnson from Ricondo & Associates, Ricondo and the 17 Airport Authority got together, we gathered, we 18 analyzed a lot of technical data, we consulted with 19 the steering committee back and forth for each of 20 these compatibility factors. And then for each of 21 these factors, we went to the ALUC for policy 22 direction and guidance, made sure that we had their 23 approval along the way. And we did that for each of 24 the compatibility factors. 25 At this time, we do have a draft ALUCP</p>	<p>Page 33</p> <p>1 crisscrossing lights that are very, very bright, and 2 they're out in the -- out in front of the nightclub. 3 Very distracting and confusing for pilots coming in. 4 So those are the kind of things that we're looking for 5 within that airspace boundary protection area. 6 The second criteria or compatibility factor 7 is overflight. Now, within this area, there is an 8 overflight agreement that has to be recorded for new 9 residential units only. Okay. Not existing. Just 10 new. It's an additional form of real estate 11 disclosure that's already required by state law for 12 realtors. This is just one additional form of letting 13 people know you are near an airport. It creates no 14 future development restriction. 15 Our third compatibility factor is noise. 16 We're required by the Caltrans Handbook to look at 17 20-year contours of noise. And what we do is look at 18 20 years, and we forecast the fleet mix and the amount 19 of traffic that will be here in 2030 and look at the 20 noise that is likely to occur at that time. So this 21 does not look at today's noise, but it actually 22 forecasts 2030 noise. 23 And this map is used to determine if new 24 development is appropriate from a noise compatibility 25 perspective. So some sensitive uses are not allowed</p>

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1 in very close-in contours at very high noise levels.
 2 So different standards apply in each of the
 3 5-decibel contours. Noise-sensitive uses are
 4 incompatible above 65. But it's important to note too
 5 that housing is compatible in all contour ranges, with
 6 a few conditions. So sound insulation and navigation
 7 easements are required above 65, but housing is
 8 allowed.
 9 This is a zoom-in of one of our noise
 10 compatibility matrices. And I want you to follow
 11 along with me on, for example, single-family or
 12 multi-family. So if you want to build a single-family
 13 home in a 65-decibel contour, that's absolutely
 14 allowed, yellow is allowed, with a few conditions.
 15 And the condition is, the 45, that's the decibel level
 16 that we'd like you to mitigate your noise to. And I
 17 think it's important to note too that current
 18 construction practices will get you to 45 normally,
 19 without any additional effort. But then also a
 20 navigation easement is required that says that you
 21 understand that you're near an airport.
 22 The fourth compatibility factor is safety.
 23 Now, the Caltrans Handbook has very specific guidance
 24 on how to create these safety zones.
 25 Now, the safety zones really do two things.

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1 One is they limit what types of uses can be in areas
 2 very close in to the airport. Again, for example,
 3 would everyone agree perhaps that it may not be the
 4 best planning to put a day care with a lot of small
 5 children off the end of a runway? Those are the types
 6 of uses that are prohibited from Caltrans Handbook
 7 that we implement.
 8 Now, the other thing that's done in the
 9 safety compatibility zone is to look at density and
 10 intensity of use. Density is for housing. Intensity
 11 is for nonresidential uses. So we don't want high
 12 density of people, so maybe a sports arena, for
 13 example, right off the end of a runway.
 14 The standards are different along all the
 15 zones. But incompatible uses in most of those zones
 16 include limited effective mobility. Those are
 17 vulnerable occupants that, as good planners, we have
 18 to ask that question, what if something were to
 19 happen? And people with limited effective mobility
 20 should not be at the end of a runway or in a hazardous
 21 area.
 22 We also look at uses that involve hazardous
 23 materials, and where those should be, near an airport,
 24 and uses serving critical public health and safety
 25 needs.

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1 Now, conditionally compatible uses include
 2 residential. They are compatible with limits on
 3 density. And then most nonresidential uses are also
 4 allowed with just limits on intensity.
 5 We have a similar matrix for safety
 6 standards. And let's take Centre City, Little Italy,
 7 for example. If you'll follow that across with me,
 8 with the cursor, to Zone 2E, you can see that 40
 9 dwelling units per acre are allowed in that zone, and
 10 255 people per acre are allowed in nonresidential
 11 uses, which is quite high.
 12 So this sets the limits on density and
 13 intensity. And also, on the bottom, if you'll see,
 14 single-family, multi-family is not allowed in Zone 1,
 15 which is the area immediately off the end of each side
 16 of the runway. That's a runway protection zone. The
 17 FAA actually says no structure is allowed there
 18 regardless of use. And then Zone 5, which is
 19 immediately adjacent and parallel to the runway on
 20 both sides.
 21 So here is a list of incompatible land uses
 22 in all zones. And you'll see that those uses do
 23 follow the same rules of vulnerable occupants,
 24 occupants with limited effective mobility, hazardous
 25 uses, and those critical public health and safety

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1 uses.
 2 New structures are incompatible in Safety
 3 Zone 1. Again, that's that runway protection zone.
 4 Nothing is allowed there per the FAA. And then
 5 incompatible land uses in Safety Zone 2, I'll let you
 6 take a look at that list as well. They all follow the
 7 same criteria we just talked about.
 8 We take all four of those compatibility
 9 factors, combine them together, and those create our
 10 airport influence area.
 11 Now, the middle section is Review Area 1,
 12 and all four criteria apply there. That's the
 13 boundary of safety zones and noise.
 14 Now, the second boundary, the much larger
 15 boundary, is called Review Area 2. And in that review
 16 area, that's overflight and airspace only.
 17 And with that, I'd like to introduce
 18 Mr. Mark Johnson from Ricondo & Associates to talk
 19 about our EIR process.
 20 MR. JOHNSON: Thank you. Thank you again.
 21 This slide indicates what we'll be talking
 22 about in connection with the EIR, the purpose, the
 23 environmental issues to be addressed, and a little bit
 24 of the -- a little bit about our preliminary findings
 25 thus far. The bulk of the study lies ahead of us.

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1 The purpose of the EIR is to evaluate
 2 potentially significant effects or impacts associated
 3 with implementation of the proposed ALUCP that Angie
 4 just described or summarized. We have completed an
 5 initial study, an initial environmental study, and
 6 have concluded that an EIR is indeed needed, and that
 7 three environmental issues may potentially be
 8 significantly affected by the proposed Airport Land
 9 Use Compatibility Plan. These are categories,
 10 environmental categories outlined in CEQA. Land use
 11 and planning, population and housing, and public
 12 services.

13 By the way, I just used an acronym you may
 14 or may not know. CEQA, the California Environmental
 15 Quality Act. It's perhaps familiar to you. But if I
 16 drop into that again, that's what I'm talking about,
 17 the state law mandating environmental review of
 18 projects.

19 Okay. Let me explain a concept here. This
 20 area we're calling the ALUCP impact area. Within this
 21 area -- and if you could outline the 65 CNEL contour
 22 line. This blue line that is being traced right now
 23 is the 65-decibel CNEL contour line. And those
 24 brighter orange boundaries represent the safety zones.
 25 It is within this combined area that the provisions of

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1 the ALUCP would limit or restrict certain land uses,
 2 certain development, future development.

3 This is the area where the ALUCP will have
 4 an impact on development that could be significant.
 5 The effects outside this area are quite minimal and
 6 basically relate to compliance with federal law and
 7 notification of property owners. This is the area
 8 where the ALUCP may have an impact.

9 Okay. Let's go to the next slide.

10 Now, I was talking, of course I talked
 11 about, you know, the ALUCP, and Angie talked about,
 12 the ALUCP affects future development. It doesn't
 13 apply to existing development. It applies only to
 14 proposed development.

15 Well, you look around you, look around this
 16 area, and it's fully developed for all intents and
 17 purposes, off both ends of this airport. But there
 18 actually is the potential for some, there is the
 19 capacity for additional development.

20 Some of the properties in the airport area
 21 can accept higher levels of development than are
 22 currently on them. Some of the properties around the
 23 airport are ripe for redevelopment to new uses and a
 24 more intense level of development.

25 So what we did in this analysis is first of

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1 all identify properties that may be developed or
 2 redeveloped that have the capacity or potential for
 3 further development in the future.

4 MS. JAMISON: May I give an example of that
 5 one?

6 MR. JOHNSON: Sure.

7 MS. JAMISON: So, for example, if there is
 8 a single-family neighborhood that is zoned to accept
 9 multi-family but currently it's all single-family, but
 10 in the plan you could put duplexes in that area, it
 11 does have the capacity to double the dwelling units in
 12 that area. So that's what we're identifying.

13 MR. JOHNSON: Right. That's a good
 14 example.

15 And that's what we're showing here in color
 16 on this map. The orange represents property with
 17 additional dwelling unit capacity, exactly the case
 18 Angie used as an example. The purple shows property
 19 with additional nonresidential capacity. You could
 20 put nonresidential projects with more floor area on
 21 the purple properties. And the green properties
 22 represent areas that are zoned for mixed use and
 23 could -- and have the capacity for more nonresidential
 24 and residential. Okay. That's the west side.
 25 Let's go to the next slide, and it shows

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1 the east side. Here, if you'll look at the part of
 2 the area that's west of Balboa Park, almost the whole
 3 thing has color around it. This is -- this is the
 4 parts of Little Italy, the Pacific, Midway-Pacific
 5 Highway corridor, Uptown, a fair amount of development
 6 capacity in that area, a fair amount of development
 7 capacity.

8 And if we go west -- or, I'm sorry -- east
 9 of Balboa Park, we see there is some capacity for
 10 additional development out there as well.

11 Okay. Now, that's setting our baseline.
 12 That is property that could be developed. If we go to
 13 the next slide, let me explain this study that we did,
 14 in the initial study.

15 We developed an analysis of the potential
 16 displacement of planned -- or of future development,
 17 the displacement of potential development. What we
 18 mean by that is, or what we did, first of all, was to
 19 calculate the amount of development in terms of
 20 nonresidential floor area, and residential dwelling
 21 units, the amount of potential development that could
 22 occur on those properties I just showed you in the
 23 previous two slides, that could occur based on current
 24 plans and zoning designations.
 25 Then the next step was to calculate the

<p>Page 42</p> <p>1 amount of development that would occur if the ALUCP is 2 implemented. That's a lesser amount of development 3 overall. We subtract the development with ALUCP from 4 our original figure, what could be developed under 5 current policies and regulations, and we end up with 6 an amount of potentially displaced development. Let's 7 review the results.</p> <p>8 Okay. The first category we looked at was 9 land use and planning. We know the draft plan will 10 reduce housing densities, allowable housing densities, 11 in some areas. We know the ALUCP will reduce 12 nonresidential development intensities in some areas, 13 compared to current community plans. And we also know 14 that certain uses are rendered incompatible.</p> <p>15 What we found is that a total of about 16 527,000 square feet of nonresidential development will 17 be displaced, or could be displaced. There is no 18 will-be's about this. We're all talking about 19 potential development in the future. Nobody knows 20 exactly what could happen.</p> <p>21 But these maps show the properties that 22 could be subject to that displacement. The top panel 23 of that map shows the west side. There are only two 24 properties, and they're both circled in red, that 25 could be affected by the displacement of</p>	<p>Page 44</p> <p>1 square feet. Peninsula, hardly anything at all. 2 Uptown, 127,000 square feet.</p> <p>3 Now, something I do want to emphasize is 4 that quite a bit of new development can still occur 5 with the ALUCP. In fact, about 1.7 million square 6 feet of development, nonresidential development, could 7 occur in these safety zones that are subject to these 8 restrictions, another 1.7 million. 527,000 would be 9 taken away though from what is currently allowed.</p> <p>10 Population and housing. The draft ALUCP 11 would reduce housing densities allowed by some of the 12 community plans and applicable zoning in the areas. 13 We're looking at an estimate of 779 potential future 14 dwelling units that could not be developed if the plan 15 is implemented.</p> <p>16 Okay. Let's go to the next slide and show 17 where the properties could be affected. Here again, 18 top panel, west side, we're just looking at a few 19 properties on the extreme far end of the west side 20 that would be affected. Which again means that for 21 the most part, on the west side, housing that -- 22 housing densities allowed under the current plan are 23 consistent with the proposed ALUCP. The proposed 24 ALUCP is not -- would not change anything on the west 25 side with respect to allowable development, or would</p>
<p>Page 43</p> <p>1 nonresidential development.</p> <p>2 Now, if you remember to that earlier -- or 3 back to that previous map I showed you of all that 4 developable land on that multicolored map, there is a 5 lot of developable land on the west side. What we're 6 saying here, what the map is telling us, is that most 7 of that potential future development can occur, could 8 happen after implementation of the ALUCP. These 9 properties, however, would be subject to some 10 limitations.</p> <p>11 We go to the bottom panel, it shows the 12 properties subject to nonresidential displacement east 13 of the airport. Here again, quite -- you know, fewer 14 properties affected compared to the total amount of 15 properties that could be, that have development 16 capacity.</p> <p>17 Let's go to the next slide, and it will 18 give us some more detail.</p> <p>19 This slide indicates the amount of 20 displaced nonresidential development for each 21 community planning area. Okay. We see that Centre 22 City is the most affected, 344,000 square feet. And 23 almost all of that is in the Little Italy 24 neighborhood, by the way. 25 Midway-Pacific Highway, just under 54,000</p>	<p>Page 45</p> <p>1 change very, very little on the west side.</p> <p>2 If we go to the east side, a lot more 3 affected properties, particularly in Little Italy. 4 Those are the properties that would be subject to a 5 reduction in allowable residential density, again 6 shown in orange.</p> <p>7 Let's go to the next slide, please.</p> <p>8 Now, this shows the displaced housing units 9 by community planning area. Again, Centre City, 10 specifically the Little Italy neighborhood, almost 700 11 units would be displaced, potentially, potentially, 12 potential units. And then we see fewer units in the 13 other CPAs.</p> <p>14 Now, again, quite a large number of future 15 dwelling units could be developed even after 16 implementation of the ALUCP. Specifically, about 17 2,900 additional housing units could be accommodated 18 in these areas, in part of these areas that are within 19 the safety zones. So the ALUCP would not prevent the 20 development of new housing. It would reduce the 21 number of units though by about 779.</p> <p>22 Okay. Now, our final category, public 23 services, that we -- that we suspect could be 24 significantly impacted by the ALUCP. Our game plan -- 25 there are a number of public service uses that would</p>

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1 be rendered incompatible by the ALUCP, which means,
 2 after the city implements the ALUCP, they could not be
 3 developed in the zones within which they are
 4 incompatible.
 5 The game plan for the EIR is to investigate
 6 in considerable detail whether those uses, the
 7 development of those, of new uses, are proposed in any
 8 areas affected by the ALUCP.
 9 Let's go to the next slide.
 10 The next two slides just list the kinds of
 11 public service uses that would be affected by the
 12 ALUCP. Fire/police stations, schools, jails, prisons,
 13 libraries, museums. So that's a study that will be
 14 occurring as part of the EIR.
 15 Just to sum up. The initial study found
 16 that an EIR is indeed required because of potentially
 17 significant impacts on three CEQA resource categories:
 18 land use and planning, housing and population, and
 19 public services.
 20 Thank you.
 21 MS. JAMISON: And with that, let's just
 22 recap our state environmental review process, our CEQA
 23 process. You can see in the bright yellow where we
 24 stand today on March 27th with our public scoping
 25 meeting. We have comment sheets on the podium if

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1 anyone would like to make a comment of other things
 2 that you think that we should be looking at during our
 3 environmental review.
 4 We would love to take your comment in any
 5 way that you want to give it to us. You are more than
 6 happy -- you are more than welcome to just present it
 7 verbally at the podium. We have a court reporter here
 8 recording the entire proceedings. You can mail it to
 9 us. You may e-mail it to us. You may deliver it in
 10 person. You may fax it. We would be more than happy
 11 to take your comments at this time if you have any.
 12 JOHN: You kept saying reducing, reduction.
 13 Are you going to compel people to tear down --
 14 MS. JAMISON: Absolutely not.
 15 JOHN: -- what exists?
 16 MS. JAMISON: And let's be very clear. I'd
 17 really like to address that. Because anything
 18 existing is completely outside the purview of this
 19 plan. So we don't touch anything that is existing.
 20 Where we're talking is where a community
 21 plan allows a particular density, and let's say 40
 22 dwelling units per acre might be allowed in your
 23 community plan. Maybe 20 dwelling units per acre
 24 actually exist on the ground today, and maybe there is
 25 no plan whatsoever to ever increase that. But the

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1 ALUCP might hypothetically come in and say only 30
 2 dwelling units per acre are allowed. So that is a
 3 potential reduction of 10 dwelling units per acre from
 4 what's allowed in your plan, but it's more than you
 5 have today. So there is still availability of
 6 development, but it's reduced from what's in the plan,
 7 not what's on the ground today.
 8 JOHN: So what does that mean now?
 9 MS. JAMISON: It means --
 10 JOHN: I still have a problem with
 11 "reducing."
 12 MS. JAMISON: Can I have you come to the
 13 podium, please, and if I can have you do a speaker
 14 slip. We just need to know who's speaking so that we
 15 have it --
 16 JOHN: I'm not speaking. I'm questioning.
 17 MS. JAMISON: Okay. Yes, sir. I still
 18 need it for the record, since we're recording the
 19 whole proceedings. I would love to address your
 20 question. I just --
 21 JOHN: To me, reducing means you're going
 22 to decrease something that exists. Or no?
 23 MS. JAMISON: No.
 24 JOHN: No. Okay.
 25 MS. JAMISON: It's just the potential for

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1 the future development may not be as high as is
 2 allowed today.
 3 JOHN: Well, I have another question then
 4 as far as reduction is concerned. Why has it been
 5 allowed to have the density now, as it is, up to this
 6 point? What's the -- what's the reason for reducing
 7 what already exists? Why was it allowed to come up to
 8 this level, now that you want to reduce it?
 9 MS. JAMISON: Again, I have to ask you to
 10 come to the podium, if you would. And we need your
 11 name. And I would love to address your question. But
 12 I need to do it on the record, please.
 13 JOHN: Okay.
 14 MS. JAMISON: Thank you so much.
 15 JOHN: My name is John.
 16 MS. JAMISON: Hi, John. Please, your
 17 question?
 18 JOHN: I already asked it.
 19 MS. JAMISON: Yes, sir. But I need you to
 20 ask it into the microphone so that the court reporter
 21 can record it, so that it's on the public record.
 22 JOHN: You were not able to record what I
 23 said before?
 24 THE REPORTER: I got it.
 25 JOHN: He got it.

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1 MS. JAMISON: Okay. You'll have to remind
 2 me, the question.
 3 JOHN: Well, I have a problem, you want to
 4 reduce something, not that I want to give you a hard
 5 time --
 6 MS. JAMISON: You're okay.
 7 JOHN: -- but you want to reduce something
 8 that was already allowed to be a certain level. And
 9 what is the reason for the reduction now?
 10 MS. JAMISON: The reason for the reduction,
 11 the Caltrans Handbook actually describes exactly what
 12 can be where, that we have to put in according to
 13 those different criteria, the different compatibility
 14 zones that we talked about. And we have not had those
 15 rules before. Our current ALUCP does not have the
 16 same level of regulation that the new one would.
 17 JOHN: Oh, okay. So it's a new
 18 restriction.
 19 MS. JAMISON: It's new.
 20 JOHN: New restrictions.
 21 MS. JAMISON: It is.
 22 JOHN: Okay. That answered my question.
 23 MS. JAMISON: Thank you.
 24 JOHN: Thank you.
 25 MS. GMITRUK: Could I ask a question?

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1 MS. JAMISON: Absolutely. Please.
 2 MS. GMITRUK: Okay. My name is Mary
 3 Gmitruk, and I happen to be president of a homeowners
 4 association that is in the Peninsula area. We have 44
 5 residents in our area. And I have actually two
 6 questions.
 7 My first question is, you gave us some
 8 information and some facts that were compiled for the
 9 2030 forecast study. Can you tell me who developed
 10 that 2030 forecast study for those four compatibility
 11 factors?
 12 MS. JAMISON: I can't.
 13 Mark, do you want to address that?
 14 MR. JOHNSON: The 2030 forecast
 15 specifically influences the noise controversy. Okay.
 16 Those -- the noise, the size and shape of those noise
 17 contours are specifically tied to the 2030 forecast of
 18 airport activity. The other boundaries are not
 19 specifically tied to a forecast. They're established
 20 based on a little bit different criteria.
 21 MS. JAMISON: It's just noise.
 22 MR. JOHNSON: So it's just noise with a
 23 forecast that's relevant. But we as the consultant
 24 did the technical analysis behind all of the various
 25 boundaries.

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1 MS. GMITRUK: Okay. And who is "we"?
 2 MR. JOHNSON: Oh, Ricondo & Associates.
 3 MS. GMITRUK: Can you spell that, please.
 4 MR. JOHNSON: R-i-c-o-n-d-o.
 5 MS. GMITRUK: Ricondo & Associates.
 6 MR. JOHNSON: Yes.
 7 MS. GMITRUK: And you're a consulting firm,
 8 and you were contracted by SDIA?
 9 MR. JOHNSON: By the Airport Authority,
 10 San Diego County Regional Airport Authority. Right.
 11 Let me add that the noise contours were a
 12 cooperative effort between our firm and a firm called
 13 HMMH, who completed a couple of years ago the
 14 airport's noise compatibility study.
 15 MS. GMITRUK: Okay. Thank you. I have a
 16 second question.
 17 Now, regarding the 65 dB CNEL, you know, of
 18 the size and shape of the noise contour, I'm wondering
 19 what recourse the Peninsula residents have if the
 20 mapping of those contours, "A," are not accurate, and,
 21 "B," if they are modified.
 22 MS. JAMISON: Modified how? I'm sorry, I
 23 don't understand.
 24 MS. GMITRUK: If the -- if the size and
 25 shape of the noise contour, if it -- if it's -- if

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1 it's -- if it's modified, if it's -- if it's changed.
 2 Because you're showing us, you're showing
 3 us right now, you know, a particular, you know, a
 4 particular area. So my question has to do, if the
 5 mapping is, "A," not accurate, I mean, I'm assuming
 6 it's accurate, but, you know, supposing it's not
 7 accurate, and, "B," what recourse do the Peninsula
 8 residents have if that blue line changes in a year or
 9 two, or five years, or six months?
 10 MR. JOHNSON: Tell me if I'm not being
 11 responsive to your question, because it's a very
 12 simple question, but it's sort of a -- the best way to
 13 answer it depends exactly on what you -- what you have
 14 in mind. So stop me and redirect me if you need to.
 15 Let me explain first of all that this set
 16 of noise contours you see on this map are being used
 17 for a very specific purpose, that is to set noise
 18 compatibility boundaries around the airport, and to --
 19 as the basis for land use restrictions, restrictions
 20 on the development of new -- or restrictions on new
 21 development. Okay.
 22 Now, the airport has developed other sets
 23 of noise contours for other purposes. You know, there
 24 is a residential sound insulation program, for
 25 example. It's based on a different set of noise

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1 contours. But for this purpose, these contours are
 2 set up for, as the basis for land use planning and
 3 regulation.
 4 At some point in the future, I have no idea
 5 how long, but at some point in the future, the Airport
 6 Authority no doubt will update this airport land use
 7 compatibility plan. At that time, they will quite
 8 possibly do new 20-year forecast noise contours. Then
 9 they'll have 2040 or 2050 noise contours at some point
 10 in the future. Those certainly will be different than
 11 these, because that's just the way it is.
 12 MS. JAMISON: But that doesn't happen
 13 frequently.
 14 MR. JOHNSON: But that doesn't happen
 15 frequently. And at that time, they would amend the
 16 plan, and there would be new environmental processes
 17 or whatnot. But I don't know, is that helping you at
 18 all?
 19 MS. GMITRUK: I guess the main, the main
 20 part of my question is, is there any recourse, is
 21 there any agency or particular committee within the
 22 San Diego County, you know, development where
 23 Peninsula residents can raise their concerns, and if
 24 there is some sort of assurance that the residents
 25 have that in your process. You put together a

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1 flowchart of the process. Is there -- is there any
 2 assurance that the Peninsula community has to ensure
 3 that their concerns are injected into that process?
 4 Because, you know, my concern is that, you
 5 know, right now we see this map, and, you know, maybe
 6 six weeks from now or six months from now or six years
 7 from now, it may be that this map either wasn't
 8 adhered to or it was inaccurate and so forth.
 9 So again, I'm trying to -- let me try once
 10 again to articulate my question. So is there, at any
 11 point in the process, is there a mechanism for
 12 residents to voice their concern about, you know, the
 13 legitimacy of, you know, this data that is being
 14 presented and to ensure that, you know, this data is
 15 accurate?
 16 MS. JAMISON: You may do so right now.
 17 MS. GMITRUK: Okay. Thank you.
 18 MR. JOHNSON: And at subsequent steps.
 19 There will be a public hearing at a later date before
 20 the Airport Land Use Commission. And when the EIR is
 21 published, there will be a public review opportunity,
 22 45-day opportunity. So there are a variety of
 23 opportunities yet to voice your -- any concerns or
 24 specific questions or request data or whatever it is.
 25 MS. GMITRUK: Okay. If we can go back to

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1 that flowchart that described the process. Because I
 2 don't think I -- I don't think --
 3 MR. JOHNSON: No, it's --
 4 MS. GMITRUK: It was towards the end.
 5 MR. JOHNSON: -- the last slide.
 6 MS. GMITRUK: Yes, towards the end. There
 7 we go, there we go.
 8 So, you know, it would be -- I think you
 9 could make a valuable contribution if, you know, if
 10 there was somewhere in the sheet, without making
 11 the -- you know, the slide, you know, too complicated,
 12 but if there is, you know, if you could insert, you
 13 know, some information on that slide where, you know,
 14 residents can voice their concerns about, you know,
 15 certain issues.
 16 MS. JAMISON: That would be now. That's
 17 the purpose of our public meeting today. We will
 18 also, the next step is publishing our draft EIR for 45
 19 days, and then we'll have a public review period to
 20 give us comment on the EIR and the draft ALUCP. So
 21 there is public review opportunity along the way. And
 22 that's exactly what this chart is showing you.
 23 Then we'll respond to any comments that we
 24 have. Kim, if you'll identify that. And then go
 25 forward with the process. So public review is built

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1 in throughout this process.
 2 MS. GMITRUK: Okay. I guess it wasn't --
 3 just didn't appear to be very clear to me.
 4 MS. JAMISON: Thank you.
 5 MS. GMITRUK: Thank you.
 6 MS. JAMISON: Okay. I need to ask everyone
 7 who wants to comment to please give us a speaker slip
 8 so that we have that for the record and make sure that
 9 we have names and correct attribution.
 10 Would anyone else care to comment at this
 11 time or ask any questions at this time? John?
 12 JOHN: You called me? Oh.
 13 MS. JAMISON: This is also John.
 14 MR. WOTZKE: John Wotzke, a resident
 15 downtown.
 16 One of the concerns that I have had is the
 17 military here, because the military states that
 18 military and Navy plans are not subject to reviews, so
 19 the military can skip public hearings. But there is a
 20 law out that requires city and county planners to
 21 incorporate the military zones and recommendations
 22 into local land use policy.
 23 So my question is, if the AFL -- FE --
 24 Airport Land Use Compatibility Plan is not subject to
 25 the military, then the city and county are on their

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1 own, they would have to do that because of that law?
 2 Or --
 3 MS. JAMISON: No, the current legislation
 4 says that when the military does what's called an
 5 AICUZ, it's their -- somebody can help me with what
 6 AICUZ stands for -- air installation compatible use
 7 zone. When they do their version of a land use plan,
 8 we must also do a land use plan that is compatible
 9 with the safety and noise criteria in their plan.
 10 So absolutely they're included, and they're
 11 incorporated into the land use plan that we do.
 12 MR. WOTZKE: So it would get the city and
 13 county in their implementation?
 14 MS. JAMISON: Absolutely.
 15 MR. WOTZKE: Unless otherwise they would
 16 have to issue some kind of a variance to that law --
 17 MS. JAMISON: We --
 18 MR. WOTZKE: -- if you didn't stand behind
 19 them?
 20 MS. JAMISON: Well, we don't stand behind
 21 them. We are the primary agency doing the land use
 22 plan. And then the city and -- the city and county
 23 implement the plan.
 24 MR. WOTZKE: Based on your recommendation.
 25 MS. JAMISON: Based on our plan, yes.

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1 MR. WOTZKE: Thank you.
 2 MS. JAMISON: Can I take any further
 3 comments, questions at this time? Please.
 4 JOHN: I have another question.
 5 MS. JAMISON: Please.
 6 JOHN: I don't know if this is the right
 7 place to ask the question. This presentation, is it
 8 attached or associated with the expansion that's
 9 currently going on?
 10 MS. JAMISON: It is not.
 11 JOHN: It is not.
 12 MS. JAMISON: No. This has nothing to do
 13 with anything --
 14 JOHN: Oh.
 15 MS. JAMISON: -- on the airport. It's land
 16 use compatibility in the vicinity around the airport.
 17 JOHN: Okay. Thank you.
 18 MS. JAMISON: You're very welcome.
 19 All right. I think at this time we will
 20 adjourn. And our contact information, Kim, if you
 21 would just put up at the end. We would love to hear
 22 from you. Thank you so much.
 23 (This second of three scoping meetings
 24 concluded at 5:47 p.m.)
 25 * * * *

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1 SAN DIEGO, CALIFORNIA
 2 WEDNESDAY, MARCH 27, 2013
 3 6:02 P.M.
 4 ---
 5 MS. JAMISON: Good evening and welcome.
 6 We're very glad to have you here tonight. My name is
 7 Angie Jamison. I'm Manager of Airport Planning at the
 8 Airport Authority.
 9 I'd like to introduce Mr. Mark Johnson from
 10 Ricondo & Associates. He is my lead consultant on
 11 this project.
 12 And we'll introduce also Kim Sheredy at the
 13 table, Senior Land Use Planner; and Patrick Hickman,
 14 also with Ricondo & Associates. So these are the
 15 people to answer all of your various questions you
 16 might have tonight.
 17 The purpose of the meeting tonight is to
 18 talk about scoping and why we're here, let you know a
 19 little bit about the SDIA land use plan, and let you
 20 know about the EIR process, what's involved in it, and
 21 where we stand today.
 22 So, a scoping meeting. Why are we here?
 23 Scoping meeting provides an opportunity to provide
 24 comment from the public and from agencies on potential
 25 environmental effects of the SDIA land use plan that

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1 we should address in the environmental impact report.
 2 So anything that you think we should be looking at, we
 3 need to know about. We'll tell you what we have
 4 already identified. But if there is anything in
 5 addition, we need to know that now.
 6 So what is an ALUCP? It's an Airport Land
 7 Use Compatibility Plan. You'll hear me say "ALUCP"
 8 throughout the presentation. It is 317 pages of light
 9 reading. Everyone should read it at least once. It
 10 provides airport compatibility policy guidance for
 11 areas around the airport.
 12 Now, it does not provide policy guidance
 13 on-airport. It has nothing to do with on-airport. It
 14 is land use planning around the airport.
 15 It's important to know that this plan is
 16 implemented by local agencies, not by the airport
 17 authority, and it applies only to new development and
 18 redevelopment. So anything existing on the ground
 19 today can exist forever, at least in terms of the
 20 airport development plan or the land use plan. This
 21 only applies to new development and redevelopment.
 22 Now, why do we need this document? Why is
 23 it important at all? Well, it protects people and
 24 aircraft in the air and on the ground in the vicinity
 25 of airports. It also protects the airport from

<p style="text-align: right;">Page 62</p> <p>1 encroachment from new incompatible land uses. And 2 it's required by state law. 3 We have an Airport Land Use Commission. 4 You will also hear me refer tonight periodically to 5 our ALUC. That is our Airport Land Use Commission. 6 That is the body here that is required by law to 7 prepare land use plans, airport land use compatibility 8 plans. 9 At this time, we have thirteen adopted land 10 use plans for the sixteen airports in San Diego 11 County. We are doing SDIA, or San Diego 12 International, at this time, leaving us two more to go 13 until we're done. 14 We are required by state law to be guided 15 by the Caltrans Handbook. The Caltrans Handbook tells 16 us that we have to look at four compatibility factors, 17 and those factors are overflight, airspace protection, 18 noise, and safety. The culmination of all four of 19 those factors together creates something called the 20 AIA, the airport influence area. 21 Our process included a steering committee. 22 It was an open committee membership that was very 23 widely advertised. It met eleven times from February 24 2011 until just earlier this month, and it had a very 25 wide range and diverse membership that we got a lot of</p>	<p style="text-align: right;">Page 64</p> <p>1 glare, for example. Maybe there is a high-rise 2 development that wants to do an entire mirrored 3 building that would create a lot of glare between 3:30 4 and 4:30 p.m. every day or at least certain times of 5 the year. We would be very concerned about that. It 6 would be really confusing to pilots. We would be 7 really concerned about, for example, a nightclub that 8 had those very high intensity crossing lights that go 9 up into the sky if it was nearby the airport. Those 10 are the kind of things that we're looking at in 11 airspace protection. 12 Our next compatibility factor is 13 overflight. Now, overflight is just an additional 14 form of real estate disclosure. It lets people know 15 that you're near an airport. Now, it's recorded for 16 new residential properties only, and it does not 17 create any restriction on future development. It's 18 only real estate disclosure. 19 Our third compatibility factor is noise. 20 Now, we are required by Caltrans to use a 20-year 21 noise forecast. Now, the airport has many different 22 contours for different reasons. It's important to 23 know that not every contour is the same, as they have 24 different purposes. 25 But our contour, we are required to look at</p>
<p style="text-align: right;">Page 63</p> <p>1 really great input from. 2 Our process began with Authority staff, our 3 land use planning staff, and Ricondo staff, getting 4 together, gathering and analyzing a lot of technical 5 data. We took that technical data each time to the 6 steering committee and then went to the ALUC for 7 policy direction. And we did that again and again and 8 again over the last two years until we got to a 9 resolution on each of those four compatibility 10 factors. 11 So today we do have resolution on each of 12 those factors and we have a draft ALUCP. We are 13 starting our environmental review process. When that 14 process is done, we'll have the plan adopted by the 15 ALUC and then implemented by local agencies. 16 So let me tell you about the plan. Our 17 first compatibility factor is airspace protection. 18 Now, this is an FAA notification requirement. It does 19 have potential height limits, and those are limits by 20 the FAA. But one of the things we're really looking 21 at is potential hazards to the safe operation of 22 aircraft. Those might include glare, or flocking 23 birds, lighting, dust, et cetera. 24 Let me give you a couple of examples of 25 things that we would be really concerned about. So</p>	<p style="text-align: right;">Page 65</p> <p>1 20-year forecasts. So we look at the activity level 2 in 2030, and we forecast what we think the fleet mix 3 will be, and then estimate what the noise contours 4 should be at that time, to the best of our knowledge 5 today. 6 Now, this map is used to determine if new 7 development is appropriate from a noise compatibility 8 perspective. Different standards apply in each of the 9 5-decibel CNEL ranges. Noise-sensitive uses are 10 incompatible above 65. And in the dense urban area, a 11 lot of the area is above 65. 12 It's important to note that housing is 13 conditionally compatible in all contour ranges with a 14 few conditions. We want sound insulation that will 15 take you down to an acceptable noise level and a 16 navigation easement that let's you know that you 17 understand you're near an airport. 18 We also have a matrix that gives a lot of 19 very specific information about what can be built 20 where. If you'll follow along with me on 21 single-family housing, for example, if someone wants 22 to build a single-family house in the 65 to 70 23 contour -- 24 MR. REED: Is this available on a website, 25 so I don't have to write it all down?</p>

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1 MS. JAMISON: It is.
 2 MS. SHEREDY: It will be.
 3 MS. JAMISON: It will be.
 4 So in the 65 to 70 contour, it is allowed.
 5 Anything in yellow is allowed. Yellow means it's
 6 conditional. So it has a condition on it. And the
 7 conditions are as follows.
 8 The 45 means you need to sound insulate to
 9 45 decibel CNEL. And then the one is a navigation
 10 easement. So you'll see that it is allowed
 11 throughout, there is nowhere that housing is
 12 restricted due to noise, with conditions.
 13 Our fourth compatibility factor is safety.
 14 Now, safety addresses two concerns. One is, what uses
 15 are allowed where? Now, we're looking at things like
 16 vulnerable occupants. I hope everyone would agree
 17 that, for example, you may not want a school of small
 18 children off the end of a runway. We're also looking
 19 at density and intensity of use. So, for example, you
 20 would not want a sports arena or an entertainment
 21 arena that aggregated a lot of people right off the
 22 end of a runway.
 23 Now, safety compatibility zones are created
 24 by criteria given to us by Caltrans. They specify
 25 based on accident and incident data over a number of

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1 years, over a number of airports, not at this airport,
 2 but nationwide, where accidents are more likely to
 3 occur. And we have a higher standard of care in those
 4 areas to make sure we don't have a high density of
 5 people or hazardous uses in those areas.
 6 The standards differ among the zones.
 7 Incompatible uses in most zones include populations
 8 with limited effective mobility. So that would be
 9 children or hospitals, nursing homes, people who
 10 cannot get out of harm's way if it were necessary.
 11 Uses involving hazardous materials. For
 12 example, a 30,000-gallon propane manufacturing
 13 facility. And that's actually a real story, that we
 14 had a proponent want to come in and build a
 15 30,000-gallon propane manufacturing facility right off
 16 the end of a runway. It's not a great idea.
 17 We also have, as an incompatible use, uses
 18 serving critical public health and safety needs. Now,
 19 compatible uses conditionally include residential,
 20 with limits on the density, and most nonresidential
 21 uses are also allowed, with limits on intensity.
 22 And this is what the matrix looks like.
 23 There is a full matrix available. It's four or five
 24 pages. This is blown up so that you can actually see
 25 a little bit of it. And if you'll follow along with

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1 me to say Centre City, Little Italy, to 3 southeast,
 2 in the residential area, you'll see 154. That's the
 3 units per acre allowed in that area. And 732, that's
 4 the nonresidential people per acre allowed per
 5 density, or for intensity.
 6 And then on the bottom, it tells you -- so
 7 that's the intensity on the top. The bottom of the
 8 chart will tell you what uses are allowed. So again,
 9 let's look at single-family and multi-family. Not
 10 allowed in Safety Zone 1. That's your runway
 11 protection zone. It's the area immediately off the
 12 runway on both sides. And the FAA does not allow any
 13 structure to be in the runway protection zone.
 14 Single- or multi-family housing is also not
 15 allowed in Safety Zone 5. And that is the area
 16 immediately adjacent and parallel to the runway. In
 17 our case, that's all on airport property.
 18 So this is an example or a list of
 19 incompatible uses in all zones. And you can see, it
 20 includes those vulnerable occupants, the hazardous
 21 occupants. Things like sanitary landfills are not
 22 dangerous in and of themselves. But what it does is
 23 create an attractant for flocking birds.
 24 So new structures are incompatible in
 25 Safety Zone 1. That's because it's the runway

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1 protection zone. Safety Zone 2 also has a variety of
 2 uses that are incompatible in that zone. And Safety
 3 Zone 2 is right off the end of the runway, the
 4 extended centerline, just a little further than Safety
 5 Zone 1.
 6 Now, if we take all four of those
 7 compatibility factors and combine them, that creates
 8 our airport influence area. Now, the darker area in
 9 the middle is what we call Review Area 1. Review
 10 Area 1 is the culmination of safety zones and noise.
 11 Now, overflight and airspace also apply. All four
 12 compatibility factors apply in that area. The larger
 13 area surrounding is called Review Area 2. And in that
 14 area, only airspace and overflight apply.
 15 And with that, I will have Mark Johnson
 16 from Ricondo & Associates explain the EIR process and
 17 where we are in that process.
 18 MR. JOHNSON: Thank you, Angie.
 19 We're going to talk about the purpose of
 20 the EIR, environmental issues to be addressed, and a
 21 little bit about our findings thus far. We have
 22 completed an initial study. And I'll discuss a little
 23 bit about what we found there.
 24 Well, the purpose of the EIR is to evaluate
 25 potentially significant impacts associated with

<p style="text-align: right;">Page 70</p> <p>1 implementation of this proposed ALUCP. As I just 2 mentioned, we have completed an initial study, an 3 initial environmental study, that has found the 4 potential for significant impacts in three resource, 5 CEQA resource categories. CEQA, the California 6 Environmental Quality Act, in case you're not familiar 7 with that abbreviation. 8 Okay. The three issues, the three issues 9 include land use and planning, population and housing, 10 and public services. 11 Let's start though, let me explain an 12 important concept here, the ALUCP impact area. There 13 is a lot of lines up there on that map. And, let's 14 see, Kim is helping us here by outlining that blue 15 noise contour, the 65 dB CNEL noise contour. And then 16 the golden-colored safety zones are indicated here. 17 The combination of those two sets of zones 18 constitutes our potential impact area. It is within 19 those areas, or this area, it is within this area that 20 the ALUCP proposes restrictions on land use, okay, 21 either prohibits certain -- or would render 22 incompatible certain land uses or limit the density or 23 intensity of land uses. Outside of that area, the 24 ALUCP is not restricting the land use per se. 25 Again, as Angie said, the ALUCP, any</p>	<p style="text-align: right;">Page 72</p> <p>1 nonresidential floor area. The green shows properties 2 with the capacity for both additional nonresidential 3 floor area and housing. 4 Now, most of the area on this map, by far 5 most of it is white, which indicates it's within the 6 noise contour boundary. If it's white, it indicates 7 it's fully developed and it has no development 8 potential. 9 Okay. Let's go to the next slide. It 10 shows the east side of the airport. And here Balboa 11 Park is the big white square, approximate square, sort 12 of in the middle there. 13 If we look west of Balboa Park, there is a 14 lot of development potential in that area. Although 15 most of the area is built up, does have development on 16 it, the development potential exists, because the 17 current community plans and the current zoning would 18 allow either more housing units or more nonresidential 19 development than currently exists on those properties. 20 If we go east of Balboa Park, we see some development 21 potential out there too. 22 Okay. So let's go to the next slide. 23 What we did in this initial study was to 24 quantify the amount of potential future development 25 that would be displaced or that could conceivably not</p>
<p style="text-align: right;">Page 71</p> <p>1 restrictions that are in the ALUCP apply only to 2 future development. It doesn't apply to existing 3 development. So what one of the first things that we 4 did in our analysis is to identify property that had 5 some development potential, future development 6 potential. 7 You know, most of the area is developed. 8 But there are some properties that have the capacity 9 to accept a little bit more development. There are 10 some areas designated for commercial use, for example, 11 that could accommodate a little higher floor area than 12 is currently on the property. There are other 13 properties designated for residential that could be -- 14 that maybe are zoned for multi-family use but only 15 have a single-family housing unit on them. There is 16 the potential to maybe put a four-plex or eight-unit 17 apartment complex, let's say, on that property where a 18 single-family housing unit is. This is what we're 19 talking about in terms of future development potential 20 in this area. 21 Now, the colors on this map indicate 22 different types of development that is potentially 23 possible. The orange shows areas that have the 24 capacity for more housing units. The purple shows 25 properties that have the capacity for more</p>	<p style="text-align: right;">Page 73</p> <p>1 occur because of implementation of the ALUCP. So we 2 calculated first of all the amount of nonresidential 3 floor area and the number of dwelling units that could 4 be built on those properties I just showed in the 5 previous two maps, based on current plan, current 6 plans and zoning. Then we calculated the amount of 7 development that could occur if the ALUCP is 8 implemented. And we took the difference between those 9 two calculations, and that difference represented 10 displaced, potentially displaced development. 11 Let's go to the next slide. 12 Okay. Now, remember, we have got three 13 environmental categories potentially affected. The 14 first is land use and planning. We know that the 15 draft ALUCP would conflict with some of the community 16 plans in the area. It would require reduced housing 17 densities, compared to what some of the community 18 plans are calling for, reduced nonresidential 19 development intensities. Certain sensitive uses that 20 would be allowed under the current plans would be 21 rendered incompatible by the ALUCP. 22 One thing we have quantified in the initial 23 study is that 527,000 square feet of nonresidential 24 floor area would potentially be displaced if the ALUCP 25 is implemented. That's development that -- could we</p>

<p style="text-align: right;">Page 74</p> <p>1 go to the next slide. It shows the areas that are 2 affected.</p> <p>3 On the west side, we have only got two 4 properties that are subject to nonresiden- -- the 5 displacement of future nonresidential development, 6 just two properties. Which means, if you think back 7 to that first map I showed you, the map of developable 8 property, there was a lot of developable property west 9 of the airport. Only two of those properties are 10 affected by the ALUCP. Which means that out there in 11 Peninsula, the planned commercial -- or planned 12 nonresidential development is perfectly compatible and 13 consistent with the proposed ALUCP.</p> <p>14 If we go to the east side, we'll see 15 somewhat more properties affected. They're indicated 16 in green. Quite a few, most of them really, are in 17 Centre City, in the Little Italy neighborhood.</p> <p>18 And let's go to the next slide. And it 19 will show us the amount or the -- well, yeah, the 20 amount of floor area by community plan area, the 21 affected, that would be displaced after implementation 22 of the ALUCP. Centre City, 344,000 square feet, by 23 far the most affected of the four community plan areas 24 that are affected by the ALUCP's limitations on 25 intensity.</p>	<p style="text-align: right;">Page 76</p> <p>1 show the locations of the properties affected, 2 potentially affected. Again, these are properties 3 that have development potential that would be unable 4 to be developed to their full current potential after 5 implementation of the ALUCP. Scattered properties in 6 Uptown, and a number of properties in Little Italy, 7 and hardly anything, it looks like a couple, maybe 8 four properties out there in Peninsula.</p> <p>9 Okay. Let's take a look at how the 10 displaced housing units, future, potential future 11 housing units break down. Six, almost seven hundred 12 in Centre City. And then, you know, a relative 13 handful of housing units in the other community plan 14 areas.</p> <p>15 Now, I want to reiterate here a point that 16 Angie made just a minute ago. Quite a bit of 17 development can still occur even after implementation 18 of the ALUCP in these four community plan areas, 19 within the safety zones. Within these community plan 20 areas, even after implementation of the ALUCP, almost 21 2900 housing units could be developed.</p> <p>22 Okay. Let's go to the next one.</p> <p>23 The third environmental category affected, 24 potentially affected by the ALUCP is public services. 25 The drafting of the ALUCP would render certain public</p>
<p style="text-align: right;">Page 75</p> <p>1 Let's go to the next slide.</p> <p>2 MS. JAMISON: Let me chime in on that too. 3 I just want to clarify and make sure that we're 4 really, really clear. Because I know this is an area 5 that's pretty complex.</p> <p>6 These areas are not necessarily impacted. 7 These are the areas that could be impacted if someone 8 wanted to build all the way up to the allowed 9 densities and intensities that are allowed under the 10 current plan.</p> <p>11 Things that are on the ground today are not 12 impacted, not at all. And in fact additional 13 development is allowed, but maybe not to the limit 14 that is allowed today within the current plan. So 15 those plans would be required to change, and 16 development might be limited.</p> <p>17 MR. JOHNSON: Okay. Great.</p> <p>18 Now let's talk about the next category, 19 population and housing. The draft ALUCP would reduce 20 the housing densities allowed by some of the current 21 community plans and zoning. We calculated that 22 approximately 775 dwelling units, potential future 23 dwelling units, would not be able to be developed 24 after implementation of the ALUCP.</p> <p>25 Let's go to the next slide, and it will</p>	<p style="text-align: right;">Page 77</p> <p>1 service uses incompatible. So our mission in the EIR 2 is to investigate in detail whether those uses and 3 where those uses may be planned for in the current 4 community plans, and assess the impact of the ALUCP on 5 those.</p> <p>6 Let's go to the next slide. It lists the 7 specific kinds of public service uses that would be 8 rendered incompatible, and that it shows the zones 9 within which they would be incompatible. So we've got 10 fire/police stations, hospital, congregate care 11 facilities, child-care centers. Next slide lists a 12 few others. Jails and prisons, libraries, schools for 13 adults, marinas.</p> <p>14 And let's go to the next slide.</p> <p>15 Our conclusions in this initial study were 16 that an EIR is required, because of the potential for 17 significant impacts on land use and planning, 18 population and housing, and public services.</p> <p>19 MS. JAMISON: So where we stand now is 20 outlined in yellow. You see we're at the public 21 scoping meeting. So we have identified all of the 22 areas that we know we need to investigate and we know 23 we need to take a really good, detailed look at, and 24 we would like to invite comment tonight on anything 25 else you think we need to be looking at. So that's</p>

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1 the purpose of our scoping meeting. What else do we
 2 need to be looking at?
 3 After that, you can see the rest of the
 4 process in the state environmental review process, on
 5 our CEQA. So next up after we have this meeting is we
 6 start drafting our EIR, and then give the public a
 7 45-day review period to comment. Then we do responses
 8 to all of those comments, and then continue with the
 9 process until we have adoption of the EIR.
 10 So scoping comments on the EIR are due no
 11 later than April 18th. We would be more than happy to
 12 take your comments this evening. We have a court
 13 reporter here to record them. You're welcome to
 14 submit them by mail, by e-mail, deliver them in
 15 person, fax them, pretty much any way that you can get
 16 them to us, as long as it's in a way that can be
 17 recorded.
 18 For questions or more information, contact
 19 me. Here is my phone number. Here is my e-mail. We
 20 also post everything including this presentation on
 21 san.org/alucp. It is not up today, but it will be up
 22 likely tomorrow.
 23 MS. SHEREDY: Hopefully.
 24 MS. JAMISON: Hopefully tomorrow, or at
 25 least in the very, the next few days.

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1 So with that, I would like to invite anyone
 2 who might have a comment or would like to speak at
 3 this time.
 4 MR. REED: Okay. That, the blue-lined area
 5 that you showed --
 6 MS. SHEREDY: Would you state your name,
 7 please.
 8 MR. REED: Oh. Frank Reed.
 9 That blue-lined area that you showed on one
 10 of those graphs, can you tell me what the southern
 11 border is on that? Because we don't have any streets.
 12 MS. JAMISON: I think it's an impact area.
 13 MR. JOHNSON: Is it this map --
 14 MR. REED: Yes.
 15 MR. JOHNSON: -- you were talking about?
 16 You know, why don't we go to the -- and what side of
 17 the airport are you?
 18 MR. REED: West. Point Loma Heights.
 19 MR. JOHNSON: Okay. There we go.
 20 MS. JAMISON: Yeah, that's probably better.
 21 MR. JOHNSON: This --
 22 MR. REED: Right. But the streets aren't
 23 identified there. And I'm just wondering, on the
 24 southern border, if people that are very familiar with
 25 this might know.

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1 MR. JOHNSON: I don't know off the top of
 2 my head. But I do have some maps here that would show
 3 you. I can sit down with you --
 4 MR. REED: Okay.
 5 MR. JOHNSON: -- when we break.
 6 MR. REED: The primary reason I came
 7 tonight was, and I don't know if this is the proper
 8 venue or not, but we moved out from Ocean Beach down
 9 in the flatlands many years ago, went up on the hill
 10 in Pescadero and have raised our family there and plan
 11 on being planted in the backyard.
 12 But when the construction started here at
 13 the airport, instead of me looking out over orchard
 14 and seeing the planes way to the north and on this
 15 line of sight, now I go out to my front porch and I go
 16 like this, and I see the planes flying a block away
 17 from my house, and the people are waving at me and I'm
 18 waving back. And we have to have all these cute
 19 inventions like turn our air conditioner on at 6:30 in
 20 the morning to drown out the noise because it wakes us
 21 up.
 22 And my primary question is, that the
 23 standard takeoff and landing pattern that you
 24 instituted for the construction, is that going to
 25 return to the degrees of takeoff that it had

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1 previously?
 2 MS. JAMISON: The answer to your question
 3 is I don't know. But we as land-use people have no
 4 control whatsoever about where the FAA flies their
 5 airplanes. The FAA has 100 percent authority to fly
 6 planes wherever they feel is the safe place to get
 7 them where they're going.
 8 MR. REED: So they -- but when it was
 9 originally presented in the media anyway, it was
 10 presented as this was a necessity for the construction
 11 that had to take place on the runway. So where would
 12 be the proper venue to address a question like that?
 13 MS. JAMISON: I'm going to ask Garret. Can
 14 I just turn him over to you? Garret Hollarn is right
 15 at the back. And if you can talk to Garret after the
 16 meeting, he would be the right person to talk to.
 17 MR. REED: Okay. And you mentioned the
 18 disclosure requirements is for new construction. What
 19 if you have existing property that you're going to
 20 remodel, then does it fall under that category that
 21 would have to be -- require disclosure?
 22 MS. JAMISON: It does not. It's only for
 23 new residential.
 24 MR. REED: Okay. And then if I had
 25 questions about mitigating the sound, that's something

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1 that I should send in to your -- for the environmental
 2 report, noise?
 3 MS. JAMISON: Well, it depends. If you're
 4 talking about land-use policy in the area around the
 5 airport and what we need to address in the EIR, then
 6 yes. If you're talking about noise situations
 7 resulting from airport noise, then I would ask you to
 8 speak to Garret.
 9 MR. REED: Okay. Because weren't you
 10 talking about decibel levels and you had charts?
 11 MS. JAMISON: Yeah. But what we do is we
 12 make policy about what can go where based on noise
 13 contours. So, for example, above a 65, we require
 14 sound mitigation if you're going to build a new home,
 15 or if you're going to add a new bedroom.
 16 MR. REED: Okay. So the people that are
 17 there now and are being adversely impacted, that's
 18 FAA.
 19 MS. JAMISON: It's Garret, who is part of
 20 our noise office at the Airport Authority.
 21 MR. REED: Okay. Because I thought you
 22 mentioned the FAA earlier. So I'm confused.
 23 MR. JOHNSON: It's confusing. That's why
 24 you're confused. Because it just is. Yeah. The FAA
 25 controls aircraft flight patterns, and the airport has

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1 no say over it. The airport, however, in the wisdom
 2 ultimately of Congress -- was that an oxymoron -- in
 3 the wisdom of Congress and the courts, it is the
 4 airport's responsibility, however, to deal with noise
 5 problems that could occur because of where airplanes
 6 are flying around an airport.
 7 So the airport has some programs that
 8 relate to helping people, existing residents, with
 9 concerns about noise, current noise. And then the
 10 additional piece of this is land-use planning with
 11 respect to future development in noise contours.
 12 MS. JAMISON: That's us.
 13 MR. JOHNSON: That's what we're doing here
 14 at this meeting. But if you talk to Garret, he can
 15 help you with existing concerns that you might have
 16 related to noise.
 17 MR. REED: And there is currently a
 18 conditional use permit for the airport?
 19 MS. JAMISON: No. The airport doesn't need
 20 a conditional use permit for anything.
 21 MR. REED: For mitigation of --
 22 MR. JOHNSON: That's getting to the
 23 California state law relating to noise, and would be a
 24 good thing to discuss with Garret. He can fill you in
 25 on that.

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1 MR. REED: All right. Did we ever
 2 determine where that southern border was?
 3 MS. SHEREDY: You'd have to --
 4 MS. JAMISON: Yeah, if you stay after the
 5 meeting, we have some more detailed maps that we can
 6 look up and we can find that.
 7 MR. REED: Okay.
 8 MS. JAMISON: I do not have them
 9 immediately available.
 10 MR. REED: All right. Well, that's all I
 11 had.
 12 MS. JAMISON: Well, thank you so much.
 13 MR. REED: Was that my question? Did I get
 14 my question answered? I appreciate it. Okay. Good.
 15 Thank you.
 16 MS. JAMISON: Thank you. And with that, we
 17 are adjourned.
 18 (This third of three scoping meetings
 19 concluded at 6:37 p.m.)
 20 * * * *

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1 STATE OF CALIFORNIA)
 2) ss.
 3 COUNTY OF SAN DIEGO)
 4
 5
 6
 7 I, ROBERT JAMEYSON, CSR NO. 8936, hereby certify
 8 that I reported in machine shorthand the proceedings
 9 had in the above-entitled cause and that the foregoing
 10 transcript is a full, true, and correct transcript to
 11 the best of my ability of said proceedings held on
 12 March 27, 2013.
 13 I further certify that I am not interested in the
 14 event of this action.
 15 WITNESS MY HAND this 1st day of April, 2013.
 16
 17
 18
 19 _____
 20 ROBERT A. JAMEYSON, CSR No. 8936
 21
 22
 23
 24
 25

A			
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Summary of Scoping Comments and Responses

Scoping Meeting and NOP Comments

On March 27, 2013, a scoping meeting was held (formal presentations were provided at 4:00, 5:00 and 6:00 p.m.) by SDCRAA at the Commuter Terminal at SDIA to provide an opportunity for public and agency comment concerning the potential environmental effects of the SDIA ALUCP to be evaluated in this EIR. Eleven people attended and seven attendees provided oral and written comments at the scoping meeting.

Comments on the NOP were received from four state agencies, two local agencies, three organizations, one community planning group and eight individuals. No federal agencies submitted comments on the NOP.

Comments received on the NOP and at the scoping meeting for the EIR are included in Appendix D. **Table C-1** provides a summary of the comments received on the NOP and during the scoping meeting and identifies where and how each of the issues raised in the scoping/NOP comments is addressed in this draft EIR, or is not relevant to the scope of the Proposed Project.

Table C-1

Notice of Preparation Comment Letters/Scoping Meeting Comments

Commenter/ Date of Letter	Issue Raised	Relevant Section of SDIA Draft EIR	Response/Discussion
State Agencies			
Governor's Office of Planning and Research, State Clearinghouse and Planning Unit March 20, 2013	None (Notice of Preparation sent to Reviewing Agencies)	Not applicable	Not applicable
Public Utilities Commission March 25, 2013	Add language to the ALUCP regarding future development adjacent to or near railroad/light rail right-of-way (ROW) to consider pedestrian circulation patterns with respect to railroad ROW and compliance with the Americans with Disabilities Act.	Not applicable	The purpose of the ALUCP is to promote compatibility between San Diego International Airport and future land uses. Conditions and/or mitigation measures related to pedestrian circulation adjacent to railroad/light rail right-of-way for development projects are not under the purview of an ALUCP. Such conditions and/or mitigation measures would be addressed at the project-level by the local permitting agency. The ALUCP itself would not permit any projects; therefore this issue is not relevant to the scope of this EIR.
Department of Toxic Substances Control April 8, 2013	<u>Hazardous Materials:</u> Identification of current/historic uses and sites within the proposed project area that may have released hazardous wastes/substances	Not applicable	The purpose of the ALUCP is to promote compatibility between San Diego International Airport and future land uses. The ALUCP involves no development or construction. Identification of current/historic uses and sites

Table C-1

Notice of Preparation Comment Letters/Scoping Meeting Comments

Commenter/ Date of Letter	Issue Raised	Relevant Section of SDIA Draft EIR	Response/Discussion
			involving hazardous wastes and substances is not under the purview of an ALUCP. Such conditions and/or mitigation measures would be addressed at the project-level by the local permitting agency. The ALUCP itself would not permit any projects that might be located on or near sites containing hazardous wastes/substances; therefore this issue is not relevant to the scope of this EIR.
<p>Native American Heritage Commission March 29, 203</p>	<p><u>Cultural Resources:</u> Record search of cultural resources within the area of project effect (APE) and list known cultural resources recorded on or adjacent to the APE in the draft EIR. Additional archaeological inventory survey needed if required.</p>	Not applicable	The purpose of the ALUCP is to promote compatibility between San Diego International Airport and future land uses. The ALUCP involves no development or construction. Conducting a record search of cultural resources within the proposed project area is not under the purview of an ALUCP. Such conditions and/or mitigation measures would be addressed at the project-level by the permitting local agency. The ALUCP itself would not permit any projects that might be located on or near cultural resources; therefore this issue is not relevant to the scope of this EIR.
Local Agencies			
<p>San Diego Unified Port District April 19, 2013</p>	<p>The Port District requests that coordination meetings continue throughout the preparation of the Draft EIR. Coordination should include review of the District's certified Port Master Plan, an evaluation of existing land uses and tenant leaseholds within the District's jurisdiction, and review of the District land use designations and development policies that fall within the Airport Influence Area.</p> <p>EIR should highlight how the proposed ALUCP policies will impact lands within the District's jurisdiction and should clearly identify what land use</p>	<p>In the Draft EIR, Section 4.2.2.4 and Exhibit 4-11.</p> <p>In the Draft EIR, see Exhibit 4-11 and Sections 4.2.4.8 and</p>	<p>The San Diego Unified Port District Master Plan, including future land use designations, is described in Section 4.2.2.4.</p> <p>Impacts of the proposed ALUCP on Port District lands are described in Tables 4-22 and 4-23 in Section</p>

Table C-1

Notice of Preparation Comment Letters/Scoping Meeting Comments

Commenter/ Date of Letter	Issue Raised	Relevant Section of SDIA Draft EIR	Response/Discussion
	assumptions were used in areas that may impact San Diego Bay and the surrounding District tidelands. All land use assumptions for those areas under the District's jurisdiction should be based upon the certified Port Master Plan. EIR should also clearly state whether any assumptions were based on other key planning documents, whether produced by the District or by other jurisdictions.	4.4.4.	4.2.4.8 and in Section 4.4.4.
	District staff requests that the Draft ALUCP include drawings and descriptions detailed and specific enough to easily determine the impacts to individual land parcels. Delineations of all changes should be specified and included in the Draft EIR, and the District's jurisdiction and existing land uses should be clearly delineated on all maps and drawings.	In the Draft EIR, see Exhibit 4-11 .	
<p>City of San Diego April 18, 2013</p>	<p>Displacement analysis should address the following:</p> <ul style="list-style-type: none"> • Conduct analysis at the parcel level to disclose realistic full build-out scenario with and without the ALUCP • Disclose land use assumptions for base zones that allow for mixed-use to account for ground floor commercial uses and above ground floor housing units • Consult adopted community plans for policy direction concerning land use assumptions 	<p>In the Draft EIR, see Appendix A, Sections 3 through 6</p> <p>In the Draft EIR, see Appendix A, Attachment F.</p> <p>In the Draft EIR, see Sections 4.2.2.3, 4.3.2.3, Appendix A, Section 3.1.</p>	<p>The analysis was conducted as suggested by the commenter. It is documented in Appendix A of the Draft EIR.</p> <p>This is documented in Appendix A, Attachment F of the Draft EIR.</p> <p>This is documented in Sections 4.2.2.3 and 4.3.2.3 of the Draft EIR. Also, see Section 3.1 in Appendix A.</p>

	<p>Provide displacement analysis by City adopted Community Plan areas.</p>	<p>In the Draft EIR, see Sections 4.2.4, 4.3.4, Appendix A, Tables A-9, A-14 and A-16.</p>	<p>The results of the development displacement analysis are presented by Community Plan Area in the Draft EIR.</p>
	<p>Identify the potential loss of future housing units between the adopted City zoning and proposed ALUCP:</p> <ul style="list-style-type: none"> • Identify areas of future change- areas that could have additional housing units based on the difference between the existing housing units and the amount of housing units that could be developed under adopted zoning. • Provide the amount of future residential units the proposed ALUCP density limitations and restrictions would reduce the amount of future housing units within the areas of future change. <p>Identify the potential loss of future non-residential floor area between the adopted City zoning and proposed ALUCP intensity limitations for future non-residential development:</p> <ul style="list-style-type: none"> • Identify areas of future change- areas that could have additional non-residential floor area based on the difference between the existing non-residential floor area and the amount of non-residential floor area that could be developed under existing zoning • Provide the amount of floor area in square feet the proposed ALUCP intensity limitations and restrictions would reduce the amount of future non-residential floor area within the areas of future change. 	<p>In the Draft EIR, See Section 4.3.4 and Appendix A, Section 5.0.</p> <p>In the Draft EIR, see Section 4.3.4.2, Exhibit 4-17 and Appendix A, Section 3.0, Section 5.0.</p> <p>In the Draft EIR, see Section 4.3.4.2 and Appendix A, Tables A-9 and A-10.</p> <p>In the Draft EIR, See Section 4.2.4 and Appendix A, Section 6.0.</p> <p>In the Draft EIR, see Section 4.2.4, Exhibits 4-16 and Appendix A, Section 3.0, Section 6.0, Table A-14.</p> <p>In the Draft EIR, see Section 4.2.4, Exhibits 4-16 and Appendix A, Section 6.0, Table A-14, Exhibit A-10.</p>	<p>The analysis requested by the commenter is presented in the Draft EIR, Section 4.3.4 and in Appendix A, Section 5.0</p> <p>See response to previous comment.</p> <p>See response to previous comment.</p> <p>The analysis requested by the commenter is presented in the Draft EIR, Section 4.2.4 and in Appendix A, Section 4.0</p> <p>See response to previous comment.</p> <p>See response to previous comment.</p>

	<p>Disclose any potential impacts to the expansion of public facilities that provide services that could result with the implementation of the proposed ALUCP including, but not limited to schools, libraries and fire stations.</p> <p>Disclose any potential impacts to coastal resources within the coastal zone including, but not limited to, impacts to the City of San Diego's local coastal program as addressed within the adopted community plans that would be affected by the proposed ALUCP.</p> <p>Disclose any potential impacts from the proposed ALUCP that would affect the ability to perform wetland restoration.</p> <p>Only one fire station is mentioned (Ocean Beach FS 15) in the NOP for noise mitigation. There are many other fire stations that need to be considered in the "noise footprint" of the airport, including FS 1, 3, 5, 7, 11 and 20.</p>	<p>In the Draft EIR, see Section 4.4.4.</p> <p>In the Draft EIR, see Section 4.2.4.</p> <p>In the NOP/IS, see Section 8.0. In the ALUCP, see Policy A.7.6.3, p. 4-18.</p> <p>In the Draft EIR, see Section 4.4.4.</p>	<p>The analysis requested by the commenter is presented in the Draft EIR, Section 4.4.4.</p> <p>The analysis requested by the commenter is presented in the Draft EIR, Section 4.2.4.</p> <p>The proposed ALUCP could limit wetlands restoration projects within the AIA for the purposes of avoiding bird attractants, but not if the wetlands "provide unique functions that must remain on site or are otherwise directed by state or federal law, state or federal regulatory decision, or court order." Thus, the NOP/IS concludes that no significant impacts would be caused for biological resources and hydrology and water quality.</p> <p>Fire stations are not affected by ALUCP noise policies and standards. New fire stations would be incompatible in Safety Zones 1 and 2, as discussed in Section 4.4.4. One existing fire station is in Safety Zone 2, as discussed in Section 4.4.4, but no future fire stations are known to be planned within Safety Zones 1 and 2. Thus, no impacts on fire stations are expected due to implementation of the proposed ALUCP.</p>
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Organizations			
<p>NAIOP April 9, 2013</p>	<p>Identify the basis of the safety zones (accident data or flight tracks).</p> <p>If based on accident data, identify number of accidents, timeframe for accident data, number of accidents occurring in each safety zone, and number of accident data points needed to be statistically significant.</p> <p>Identify how or where criteria from the Caltrans Handbook (pages 3-15 & 3-16) are addressed in the ALUCP and/or EIR.</p> <ul style="list-style-type: none"> • The set of zones should have a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should be relatively uniform, but less concentrated than in the zones closer to the runway ends. • Each zone should be as compact as possible. <p>Based on Appendix E of the Handbook, please identify the distinct progression in the degree of risk for each of the safety zones.</p> <p>Based on Appendix E of the Handbook, are each of the safety zones as compact as possible?</p> <p>Identify if there have been any fatal accidents in any of the safety zones in the last 10 years outside of the Runway Protection Zone.</p>	<p>ALUCP-related, not scoping</p>	<p>The safety zone configuration and standards are based on guidance provided in the Caltrans <i>Airport Land Use Planning Handbook</i>. This is explained in the proposed ALUCP, Appendix E, pp. E-33 – E-38.</p> <p>See response to previous comment.</p> <p>In the <i>Handbook</i>, the criteria cited by the commenter are described as the basis for the safety zone configurations provided in the <i>Handbook</i>. The <i>Handbook</i> does not propose them as criteria for ALUCs to use in defining safety zones.</p> <p>See response to previous comment.</p>

	<p>Provide the probability of a fatal aircraft accident occurring in any of the safety zones. Could alternate safety zones be proposed that would create a distinct progression in degree of risk and allow each safety zone to be more compact, thereby displacing less development. If so, address such alternative safety zones in the EIR.</p> <p>Identify whether the probability of a fatal accident meets the criteria in the Handbook (greater than 1/1 million) to justify the development restriction.</p> <p>Identify the Threshold of Significance for displacement.</p> <p>Include the “histograms” showing existing intensity and density levels by parcels. Illustrate percentage of maximum development above the average development allowed.</p> <p>Displacement Analysis identifies 21% displacement for residential and 23% for nonresidential. The “histograms” seem to indicate that displacement is higher. Please explain this discrepancy.</p>	<p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p> <p>In the Draft EIR, see Sections 4.2.3, 4.3.3 and 4.4.3.</p> <p>In the Draft EIR, see Appendix A, Attachment H.</p> <p>In the Draft EIR, see Appendix A, Tables A-9, A-10, A-14, A-15 and Attachment H.</p>	<p>See response to previous comment.</p> <p>See response to previous comment.</p> <p>The DEIR describes the thresholds of significance for “Land Use and Planning, Population and Housing, and Public Services established in the CEQA guidelines and by the City of San Diego. Neither CEQA nor the City thresholds address “displacement” per se. (the San Diego Unified Port District relies on the CEQA thresholds of significance.)</p> <p>Histograms have been produced for each parcel within the proposed safety zones. They show the existing density or intensity, the maximum allowable density or intensity based on current zoning, and the maximum density or intensity that would be allowed under the proposed ALUCP.</p> <p>The histograms referred to by the commenter were prepared during the ALUCP preparation process to support the establishment of recommended density and intensity standards. They did not include sufficient information to illustrate the effects of the potential displacement of development. Histograms illustrating potential displacement for each affected parcel are in Attachment H of Appendix A of the Draft EIR.</p>
	<p>Include graphic or photographic illustrations of acceptable and unacceptable intensities and densities.</p> <p>Explain the role of the Caltrans Handbook in the preparation of</p>	<p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p>	<p>This suggestion will be taken under advisement by SDCRAA for possible inclusion in the ALUCP.</p> <p>The <i>Handbook</i> was used as guidance in defining the boundaries of the safety zones on</p>

	the ALUCP.		in establishing policies and standards related to noise, safety, airspace protection and overflight.
	Provide mailed notices to all property owners impacted by the proposed safety-related restrictions.	Not applicable	This suggestion will be taken under advisement by SDCRAA.
San Diego Regional Chamber of Commerce April 15, 2013	Identify the basis of the safety zones (accident data or flight tracks).	ALUCP-related, not scoping	The safety zone configuration and standards are based on guidance provided in the Caltrans <i>Handbook</i> . This is explained in the proposed ALUCP, Appendix E, pp. E-33 – E-38.
	Identify number of accidents, timeframe for accident data, number of accidents occurring in each safety zone, and number of accident data points needed to be statistically significant.	ALUCP-related, not scoping	See response to previous comment.
	Identify how criteria from the Caltrans Handbook regarding safety zones are addressed in the ALUCP and/or EIR.	ALUCP-related, not scoping	In the <i>Handbook</i> , the criteria cited by the commenter are described as the basis for the safety zone configurations provided in the <i>Handbook</i> . The <i>Handbook</i> does not propose them as criteria for ALUCs to use in defining safety zones.
	<ul style="list-style-type: none"> Identify progression in the degree of risk for each safety zone. 	ALUCP-related, not scoping	See response to previous comment.
	<ul style="list-style-type: none"> Are all of the safety zones as compact as possible? 	ALUCP-related, not scoping	See response to previous comment.
	Based on Appendix E of the Handbook, please identify the distinct progression in the degree of risk for each of the safety zones.	ALUCP-related, not scoping	See response to previous comment.
	Based on the accident data in Appendix E of the Handbook, are each of the safety zones as compact as possible?	ALUCP-related, not scoping	See response to previous comment.
	Identify if there have been any fatal accidents in any of the safety zones in the last 10 years outside of the Runway Protection Zone.	ALUCP-related, not scoping	See response to previous comment.
	Provide the probability of a fatal aircraft accident occurring in any of the safety zones. Could alternate safety zones be proposed that would create a distinct progression in degree of risk and allow each safety zone to	ALUCP-related, not scoping	See response to previous comment.

	be more compact, thereby displacing less development? If so, address such alternative safety zones in the EIR.		
	<p>Identify whether the probability of a fatal accident meets the criteria in the Handbook (greater than 1/1 million) to justify the development restriction.</p> <p>Identify the Threshold of Significance for displacement.</p> <p>Include the "histograms" showing existing intensity and density levels by parcels. Illustrate percentage of maximum development above the average development allowed.</p>	<p>ALUCP-related, not scoping</p> <p>See Sections 4.2.3, 4.3.3 and 4.4.3 in the Draft EIR.</p> <p>In the Draft EIR, see Appendix A, Attachment H.</p>	<p>See response to previous comment.</p> <p>The DEIR describes the thresholds of significance for "Land Use and Planning, Population and Housing, and Public Services established in the CEQA guidelines and by the City of San Diego. Neither CEQA nor the City thresholds address "displacement" per se. (the San Diego Unified Port District relies on the CEQA thresholds of significance.)</p> <p>Histograms have been produced for each parcel within the proposed safety zones. They show the existing density or intensity, the maximum allowable density or intensity based on current zoning, and the maximum density or intensity that would be allowed under the proposed ALUCP.</p>
	<p>Displacement Analysis identifies 21% displacement for residential and 23% for nonresidential. The "histograms" seem to indicate that displacement is higher. Please explain this discrepancy.</p> <p>Include graphic or photographic illustrations of acceptable and unacceptable intensities and densities.</p> <p>Explain the role of the Caltrans Handbook in the preparation of the ALUCP.</p> <p>Provide mailed notices to all property owners impacted by the proposed safety-related</p>	<p>In the Draft EIR, see Appendix A, Tables A-9, A-10, A-14, A-15 and Attachment H.</p> <p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p> <p>Not applicable</p>	<p>The histograms referred to by the commenter were prepared during the ALUCP preparation process to support the establishment of recommended density and intensity standards. They did not include sufficient information to illustrate the effects of the potential displacement of development. Histograms illustrating potential displacement for each affected parcel are in Attachment H of Appendix A of the Draft EIR.</p> <p>This suggestion will be taken under advisement by SDCRAA for possible inclusion in the ALUCP.</p> <p>The <i>Handbook</i> was used as guidance in defining the boundaries of the safety zones on in establishing policies and standards related to noise, safety, airspace protection and overflight.</p> <p>This suggestion will be taken under advisement by SDCRAA.</p>

	restrictions.		
AIA San Diego April 17, 2013	<p>Explain the role of the Caltrans Handbook in the preparation of the ALUCP.</p> <p>Identify how or where criteria regarding safety zones from the Caltrans Handbook pages 3-5 & 3-16 are addressed in the ALUCP and/or EIR. In particular the following two criteria:</p> <ul style="list-style-type: none"> The set of zones should have a distinct progression in the degree of risk represented. 	<p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p>	<p>The <i>Handbook</i> was used as guidance in defining the boundaries of the safety zones on in establishing policies and standards related to noise, safety, airspace protection and overflight.</p> <p>In the <i>Handbook</i>, the criteria cited by the commenter are described as the basis for the safety zone configurations provided in the <i>Handbook</i>. The <i>Handbook</i> does not propose them as criteria for ALUCs to use in defining safety zones.</p> <p>See response to previous comment.</p>
	<ul style="list-style-type: none"> Each zone should be as compact as possible. <p>Identify if the safety zones are based on accident data or flight tracks showing where planes fly.</p>	<p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping. In the proposed ALUCP, Table 3-1, Appendix E, pp. E-39 – E-47.</p>	<p>See response to previous comment.</p> <p>In the <i>Handbook</i>, the criteria cited by the commenter are described as the basis for the safety zone configurations provided in the <i>Handbook</i>. The <i>Handbook</i> does not propose them as criteria for ALUCs to use in defining safety zones.</p>
	<ul style="list-style-type: none"> The criteria in the Handbook identified in Item 2 above refers to accidents. If flight tracks however are used, please identify the direct statistical relationship between flight tracks and probability of the flight resulting in an accident. What is the probability that an accident will occur within one of the safety zones based on flight tracks? Is there any statistical data as to how far an accident will occur from the airport runway based on flight tracks? <p>If based on accident data, identify the number of accidents, timeframe for accident data collection, number of accidents</p>	<p>ALUCP-related, not scoping. In the proposed ALUCP, see Appendix E, pp. E-33 – E-49.</p> <p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p>	<p>The proposed safety zones are configured consistent with the guidance in the Caltrans <i>Handbook</i>, Figure 3B, p. 3-19. Adjustments to the configuration of Safety Zones 3NW and 4W were made to reflect the commonly used 290-degree departure heading, consistent with <i>Handbook</i> guidance on pages 3-20 – 3-22. This is explained in the proposed ALUCP, Appendix E, pp. E-33 – E-49.</p> <p>See response to previous comment.</p> <p>See response to previous comment.</p> <p>See response to previous comment.</p>

	occurring in each safety zone, and number of accident data points needed to be statistically significant.		
	Based on Appendix E of the Handbook, please identify the distinct progression in the degree of risk for each of the safety zones similar to what was provided in the Handbook for the “general aviation” airports?	ALUCP-related, not scoping	See response to previous comment.
	<p>Identify if there have been any fatal accidents in any of the safety zones in the last 10 years outside of the Runway Protection Zone.</p> <p>Provide the probability of a fatal aircraft accident occurring in any of the safety zones resulting in a loss to a person on the ground. Does this probability of a fatal accident meet the criteria in the Handbook (greater than 1/1 million) to justify this development restriction?</p> <p>The EIR should prepare an Alternatives Analysis section. Please include the following alternatives among those studied:</p> <ul style="list-style-type: none"> Analyze if there are alternate smaller safety zone boundaries and sizes that would (i) create a more distinct progression in degree of risk; and (ii) allow each of the safety zones to be more compact, while displacing and impacting less development potential. Analyze what the safety impact and displacement would be if all the safety zones except the RPZ, established by the FAA were eliminated. 	<p>ALUCP-related, not scoping</p> <p>ALUCP-related, not scoping</p> <p>In the Draft EIR, see Section 5.0, Alternatives.</p> <p>In the Draft EIR, see Section 5.3.</p> <p>In the Draft EIR, see Section 5.6.</p>	<p>See response to previous comment.</p> <p>See response to previous comment.</p> <p>The proposed safety zones are configured consistent with the guidance in the Caltrans <i>Handbook</i>, Figure 3B, p. 3-19. Adjustments to the configuration of Safety Zones 3NW and 4W were made to reflect the commonly used 290-degree departure heading, consistent with <i>Handbook</i> guidance on pages 3-20 – 3-22. This is explained in the proposed ALUCP, Appendix E, pp. E-33 – E-49. In the Draft EIR, one alternative involving smaller safety zones than the proposed ALUCP was evaluated. Alternative 2 would have applied the standard Caltrans safety zone configuration, rather than the somewhat larger Safety Zones 3NW and 4W in the proposed ALUCP. See Section 5.3.</p> <p>This alternative was considered infeasible because it completely deviates from <i>Handbook</i> guidance.</p>

	<ul style="list-style-type: none"> Analyze the impact on safety if there was an alternative that permitted the allowable density and intensity to exceed the average. How was the average determined to be the acceptable threshold for safety? 	<p>In the Draft EIR, see Sections 5.4 and 5.5.</p>	<p>The “average” intensity/density standard is based directly on <i>Handbook</i> guidance for “dense urban” areas (pp. 4-20 – 4-24). The density and intensity standards for Safety Zone 3SE were set at two times the average. See</p>
	<p>Identify the Threshold of Significance for displacement. Thresholds should be identified before the analysis is done.</p> <p>Include the “histograms” showing existing intensity and density levels by parcels. Illustrate percentage of maximum development above the average development allowed.</p> <p>Is the average density in the draft ALUCP based on multi-family density or a combination of single- and multi-family since only one density is identified in the draft ALUCP? If a combination method is used, please identify the impact on allowable multi-family density caused by the inclusion of single-family density. It appears from the “histogram” for density in 4W that there are more residential parcels than there are zoned for multi-family. Please clarify.</p> <p>Displacement Analysis identifies 21% displacement for residential and 23% for nonresidential. The “histograms” seem to indicate that displacement is higher. Please explain this discrepancy.</p>	<p>In the Draft EIR, see Sections 4.2.3, 4.3.3 and 4.4.3.</p> <p>In the Draft EIR, see Appendix A, Attachment H.</p> <p>ALUCP-related, not scoping. In the proposed ALUCP, Table 3-1, Appendix E, p. E-62.</p> <p>In the Draft EIR, see Appendix A, Tables A-9, A-10, A-14, A-15 and Attachment H.</p>	<p>The DEIR describes the thresholds of significance for “Land Use and Planning, Population and Housing, and Public Services established in the CEQA guidelines and by the City of San Diego. Neither CEQA nor the City thresholds address “displacement” per se. (the San Diego Unified Port District relies on the CEQA thresholds of significance.)</p> <p>Histograms have been produced for each parcel within the proposed safety zones. They show the existing density or intensity, the maximum allowable density or intensity based on current zoning, and the maximum density or intensity that would be allowed under the proposed ALUCP.</p> <p>The density standards in Table 3-1 of the proposed ALUCP are based on multi-family housing densities, except for Safety Zone 3SW, where only single-family land use designations and zoning apply.</p> <p>The histograms referred to by the commenter were prepared during the ALUCP preparation process to support the establishment of recommended density and intensity standards. They did not include sufficient information to illustrate the effects of the potential displacement of development. Histograms illustrating potential displacement for each affected parcel are in Attachment H of Appendix A of the Draft EIR.</p>

	<p>Include graphic or photographic illustrations of acceptable and unacceptable intensities and densities.</p> <p>Provide mailed notices to all property owners impacted by the proposed safety-related restrictions.</p>	<p>ALUCP-related, not scoping.</p> <p>Not applicable</p>	<p>This suggestion will be taken under advisement by SDCRAA for possible inclusion in the ALUCP.</p> <p>This suggestion will be taken under advisement by SDCRAA.</p>
Community Planning Groups			
<p>Paul Webb - Peninsula Community Planning Board Member</p> <p>March 27, 2013 (Scoping Meeting Comment)</p>	<p>Requested one-day extension to the scoping period to accommodate a Peninsula Community Planning Board meeting.</p>	<p>Not applicable</p>	<p>The scoping period was extended one day, until April 19, 2013.</p>
<p>Peninsula Community Planning Board</p> <p>April 19, 2013</p>	<p>We feel that the safety zones, as depicted, do not reflect the safety hazards inherent in a large hub commercial service airport located in an urbanized area. The EIR should examine an alternative to the proposed safety zones which reflects the actual accident data history in the San Diego region, in general, and at San Diego International Airport, in particular.</p> <p>Safety Zone 1, as depicted on Exhibit 3-3 should be redrawn to reflect the arrival Runway Protection Zone (RPZ) for Runway 9 as defined in FAA AC 150/1500-13A rather than as depicted on SDIA's Airport Layout Plan. The EIR should explicitly justify why Safety Zone 1 has been depicted as shown on the NOP/S rather than as defined in the advisory circular.</p>	<p>In the Draft EIR, see Section 5.0, Alternatives. In the proposed ALUCP, see Appendix E, pp. E-33 – E-49.</p> <p>ALUCP-related, not scoping.</p>	<p>The proposed safety zones are configured consistent with the guidance in the Caltrans <i>Handbook</i>, Figure 3B, p. 3-19. Adjustments to the configuration of Safety Zones 3NW and 4W were made to reflect the commonly used 290-degree departure heading, consistent with <i>Handbook</i> guidance on pages 3-20 – 3-22. This is explained in the proposed ALUCP, Appendix E, pp. E-33 – E-49. The alternative suggested by the commenter was not evaluated in the Draft EIR as the delineation of such safety zones clearly would be inconsistent with <i>Handbook</i> guidance.</p> <p>The ALUCP is based on the FAA-approved Airport Layout Plan, as required by the ALUC statute. This particular issue is not a subject for consideration in the ALUCP or the EIR.</p>
	<p>Please justify the use of intensity levels for non-residential development based on the average level of development per parcel. The EIR should establish and describe the relationship between average intensity of use</p>	<p>ALUCP-related, not scoping.</p>	<p>The proposed safety standards that set maximum nonresidential intensity levels based on the average intensity of existing development are based directly on guidance provided in the Caltrans <i>Handbook</i> for airports in "dense</p>

	and safety.		urban areas.” (See the <i>Handbook</i> , pp. 4-20 – 4-24.) This is explained in the proposed ALUCP, Appendix E, pp. E-61 – E-65.
	<p>The land use categories used for the displacement analysis do not reflect the actual land use designations in the adopted Peninsula Community Plan. We do not concur with the assumption that it is possible to or desirable to create a “common set of generalized future land use designations” for the determination of displacement. Each of the communities affected by the ALUCP have distinct community plans with land use and development categories with reflect the unique character of the communities. The EIR should analyze each community separately based on the goals, objectives and policies of the community plans, rather than a set of generalized land use assumptions. Please revise the displacement analysis to reflect the displacement that would occur based upon the adopted Peninsula Community Plan land use designations.</p>	<p>In the Draft EIR, Sections 4.2.4, 4.3.4, 4.4.4, Appendix A, Tables AC-1 and AC-2.</p>	<p>Table AC-1 in Appendix A, Attachment C, correlates the land use designations from each community plan, classifying them into a common set of categories. This is done to assure consistent analyses across all CPAs. At the same time, all community plans were reviewed to understand unique features of importance to the displacement analysis. This was especially relevant for the analysis of potential impacts on public services (Section 4.4.4).</p> <p>The objective of the displacement analysis was to prepare broad estimates of the potential reduction in future dwellings and nonresidential floor area with implementation of the ALUCP. The impact on dwellings was determined by the straightforward use of residential density limits that would apply in each CPA before and after implementation of the ALUCP.</p> <p>The impact on nonresidential floor area was directly related to the maximum floor area ratios applying under current zoning and the maximum allowable intensity levels allowable with the proposed ALUCP. Since it is the “occupancy factor” that is critical in determining future nonresidential floor area, it was essential to classify potential future land uses only to the level of detail required to apply an appropriate occupancy factor. As indicated in Table 3-1 of the ALUCP, (Safety Compatibility Standards), each set of occupancy factors applied to a broad range of specific land use types. For example, only five occupancy factors apply to the broad category of commercial, office, service, and transient lodging.</p> <p>Finally, the unique character of each CPA was taken into account by calculating a weighted occupancy factor for each CPA, by safety zone. The factor was calculated based on the existing mix of nonresidential land uses in</p>

			each CPA/safety zone. This served as a de facto estimate of the likely future mix of development in each area, validly reflecting a key objective of the community plans -- to preserve the existing character of established communities.
	There may be properties that are not reflected in the total non-residential displacement impact analysis and the total displaced development may be understated. A vacant land planned and zoned for non-residential and/or mixed-use that is not depicted on Exhibit A-8 that may have development potential higher than what would be allowed under the ALUCP. The EIR should identify all vacant parcels and compare their maximum intensity of use under the Community Plan versus what would be allowed under the proposed ALUCP.	In the Draft EIR, see Section 4.2.4 and Appendix A, Attachment H.	The potential amount of nonresidential displacement in the Peninsula CPA, indicated in Exhibit A-10 in the NOP/IS, is quite low because the intensity of development allowed under current zoning in that CPA is also low. Thus, the intensity limits of the proposed ALUCP have only a small effect. This is indicated in the histograms in Appendix A, Attachment H. (After the release of the NOP/IS, the consultant reviewed and updated the database of developable property for the development displacement analysis. This resulted in only small refinements to the analysis. The refined analysis is presented in Appendix A of the Draft EIR.)
Individuals			
Hugo and Marjie Carver March 14, 2013 (Email)	Relocate the airport to East Elliott now.	Not applicable	The purpose of the ALUCP and EIR are to ensure the compatibility of future land uses surrounding San Diego International Airport, not studying its relocation. Therefore, this issue is not relevant to the scope of this EIR.
Jim Varnadore March 17, 2013 (Email)	Clarification on publication date listed in the NOP/IS for the Mid-City Communities Plan.	In the NOP/IS, p. 11-2.	The date of the latest amendment of the Plan was noted in the NOP/IS. It is acknowledged that the original adoption date was August 4, 1998. Refer to Section 4.2.2.3 of this Draft EIR for a discussion of the City of San Diego Community Plans.
John (refused to provide last name) March 27, 2013 (Scoping Meeting Comment)	By saying reducing/reduction in development, are you compelling people to tear down existing development?	Not applicable	No existing development will be required to be removed after adoption of the proposed ALUCP. Per Public Utilities Code Section 21670(a)(2) and 21674(a), Airport Land Use Commissions and ALUCPs have no authority over existing land uses.

<p>Joel Young March 27, 2013 (Scoping Meeting Comment)</p> <p>John Ziebarth March 27, 2013 (Scoping Meeting Comment)</p>	<p>Clarify if existing/planned development in Liberty Station is compatible with the land use plan.</p> <p>Include the histograms that show existing development in the EIR.</p>	<p>In the Draft EIR, see Section 4.2.2.3.5.</p> <p>In the Draft EIR, see Appendix A, Attachment H.</p>	<p>The existing and planned development at Liberty Station, as described in the NTC Precise Plan, would be unaffected by the proposed ALUCP. The Precise Plan was previously found to be consistent with the 2004 ALUCP and the ALUC has issued blanket approvals for specified nonresidential uses that may occur in the future within existing structures.</p> <p>Histograms have been produced for each parcel within the proposed safety zones. They show the existing density or intensity, the maximum allowable density or intensity based on current zoning, and the maximum density or intensity that would be allowed under the proposed ALUCP.</p>
	<p>Include illustrations of what is acceptable and unacceptable development in the EIR.</p> <p>Identify how safety zones are established.</p>	<p>ALUCP-related, not scoping.</p> <p>ALUCP-related, not scoping. In the proposed ALUCP, see Appendix E, pp. E-33 – E-49.</p>	<p>This suggestion will be taken under advisement by SDCRAA for possible inclusion in the ALUCP.</p> <p>The proposed safety zones are configured consistent with the guidance in the Caltrans <i>Handbook</i>, Figure 3B, p. 3-19. Adjustments to the configuration of Safety Zones 3NW and 4W were made to reflect the commonly used 290-degree departure heading, consistent with <i>Handbook</i> guidance on pages 3-20 – 3-22. This is explained in the proposed ALUCP, Appendix E, pp. E-33 – E-49.</p>
<p>Mary Gmitruk March 27, 2013 (Scoping Meeting Comment)</p>	<p>Who developed the 2030 forecast?</p> <p>Regarding the 65 dB CNEL, what recourse do Peninsula residents have if the noise map is a) inaccurate and b) modified?</p>	<p>ALUCP-related, not scoping. In the Draft ALUCP, see Appendix E, pp. E-16 – E-21.</p> <p>ALUCP-related, not scoping.</p>	<p>The 2030 forecast noise contours were developed by the SDCRAA's technical consultants based on work undertaken as part of the Destination Lindbergh study and the Part 150 Noise Compatibility Program update.</p> <p>The 2030 noise contours represent a long-term forecast condition and are being used as a basis for land use compatibility planning only. These noise contours are not used for establishing compliance with the state noise law (Title 21), nor are they being used as the basis for any noise mitigation programs.</p> <p>Whenever the Airport Authority develops a new long-term activity</p>

			forecast and long-term noise contours, amendment of the ALUCP will be considered to reflect the updated long-term noise condition.
	Is there any recourse, any agency or committee within San Diego County, where Peninsula residents can raise their concerns?	ALUCP-related, not scoping.	Interested people can raise concerns about the proposed ALUCP at any time. After release of the Draft EIR for public review, an official comment period on the DEIR and the proposed ALUCP will be advertised. People will be given an opportunity to make comments to the SDCRAA Board, in its role as the Airport Land Use Commission for San Diego County.
	Is there any point in the process for residents to voice concerns about the data presented to ensure it is accurate?	ALUCP-related, not scoping.	See response to previous comment.
Frank Greene March 27, 2013 (Scoping Meeting Comment)	Status of returning take-off/landing area to prior pattern (from the W/N)	Not applicable	The purpose of the ALUCP and EIR are to ensure the compatibility of future land uses surrounding San Diego International Airport. This comment relates to an airport operational matter that is not the subject of the proposed ALUCP or the Draft EIR. The commenter was referred to an airport operations official for information about this question.
	If you remodel existing property are you required to provide disclosure?	ALUCP-related, not scoping	No disclosure-related provisions of the ALUCP are triggered by home remodeling. State law does establish various disclosure requirements related to the sale of residential real estate that are not specifically related to local ALUCPs.
John Wotzka March 25, 2013 (Email)	There does not seem to be any information on the North Island Naval Air Station risk zones. A law in 2002 requires city and county planners to incorporate the military's zones and recommendations into local land-use policy. The Navy's plan is not subject to state or federal environmental reviews so the military can skip public airings. The Navy has said it would oppose any state laws that would limit their ability to train pilots. Ref: U-T San Diego 2-3-12 pp. A3	Not applicable	The SDIA ALUCP is concerned with airport compatibility zones, policies and standards at SDIA. It does not address NAS North Island. A separate ALUCP will be prepared for that facility.

	Attachment D page 19 second column not aligned but is centered.	Not applicable	The comment will be taken into account in final editing.
	Attachment D page 20 second column not aligned but is centered.	Not applicable	The comment will be taken into account in final editing.
	Attachment E page 31 second and third column not aligned but is centered.	Not applicable	The comment will be taken into account in final editing.
	Attachment E page 33 first and second columns not aligned but is centered.	Not applicable	The comment will be taken into account in final editing.
John Wotzka March 27, 2013 (Scoping Meeting Comment)	Is there a requirement for city and county planners to incorporate the military zones and recommendations into local land use policy?	Not applicable	The SDIA ALUCP is concerned with airport compatibility zones, policies and standards at SDIA. It does not address NAS North Island. A separate ALUCP will be prepared for that facility.
	If the ALUCP is not subject to the military, then the city and county are on their own?	Not applicable	See response to previous comment.
	Is this presentation associated with the expansion that is currently going on?	Not applicable	No. The presentation (at the Scoping Meeting) was related exclusively to the proposed ALUCP and the Draft EIR for the proposed ALUCP.

Scoping Comments

April 17, 2013



Via Electronic Mail

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776

Re: SDIA EIR Notice of Preparation

Dear Angela:

On behalf of AIA San Diego, I'd like to thank the San Diego County Regional Airport Authority (SDCRAA) and its consultant team for the work that has gone into the draft Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA).

We appreciate the collaborative effort and that most of the key concerns raised by stakeholders during the various Steering Committee meetings have already been addressed. We appreciate the opportunity for our representative to have participated as one of the stakeholders. However, AIA San Diego is concerned with the scope and breadth of the proposed intensity/density restrictions associated with the draft safety zones for SDIA.

With that concern in mind, we respectfully request that the SDCRAA address the following questions or issues in the draft Environmental Impact Report (EIR) for the draft ALUCP:

1. Please explain the precise role of the Handbook in the SDCRAA's preparation of the draft ALUCP. We understand the Handbook is intended to be used as guidance in formulating ALUCP's and yet appears to be utilized as a formal regulatory document.
2. Please identify how or where the criteria for establishing safety zones from the Caltrans Airport Land Use Planning Handbook (Handbook), pages 3-15 & 3-16, are addressed in the draft ALUCP and/or EIR. In particular the following two criteria:
 - (a) The set of zones should have a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should be relatively uniform, but less concentrated than in the zones closer to the runway ends); and
 - (b) Each zone should be as compact as possible.
3. Please identify if the safety zones are based on accident data or flight tracks showing where the planes fly.

(a) The criteria in the Handbook identified in Item 2 above refers to accidents. If flight tracks however are used, please identify the direct statistical relationship between flight tracks and probability of the flight resulting in an accident.

(b) What is the probability that an accident will occur within one of the safety zones based on flight tracks?

(c) Is there any statistical data as to how far an accident will occur from the airport runway based on flight tracks?

4. If based on accident data, please identify the number of accidents, the time frame that the data was collected, and how many accidents actually occurred in each of the safety zones. Please identify the number of accident data points needed to be statistically significant.

5. Based on Appendix E of the Handbook, please identify the distinct progression in the degree of risk for each of the safety zones similar to what was provided in the Handbook for the "general aviation" airports?

6. Based on the accident data in Appendix E of the Handbook are each of the safety zones as compact as possible? Please provide the percentage of accidents/ acre similar to what was provided in the Handbook for "general aviation" airports?

7. Please identify if there has been any fatal accidents in any of the safety zones outside of the Runway Protection Zone (RPZ) in the last ten years.

8. What is the probability of a fatal aircraft accident occurring in any of these safety zones resulting in a loss to a person on the ground? Does this probability of a fatal accident meet the criteria in the Handbook (greater than 1/ 1 million) to justify development restriction?

9. The EIR should prepare an Alternative Analysis section. Please include the following alternatives among those studied:

(a) Analyze if there are alternate smaller safety zones boundaries and sizes that would (i) create a more distinct progression in degree of risk; and (ii) allow each of the safety zones to be more compact, while displacing and impacting less development potential.

(b) Analyze what the safety impact and displacement would be if all of the safety zones except the RPZ established by the FAA were eliminated.

(c) Analyze the impact on safety if there was an alternative that permitted the allowable density and intensity to exceed the average. How was average determined to be the acceptable threshold for safety?

10. Please identify the Threshold of Significance for displacement. Thresholds should be identified before the analysis is done.

Ms. Angela Jamison
April 8, 2013
Page 3

11. Please include the "histograms" showing the existing intensity and density levels of development per parcels. Please illustrate the percentage of existing maximum development potential above the average development allowed. (See attached example).

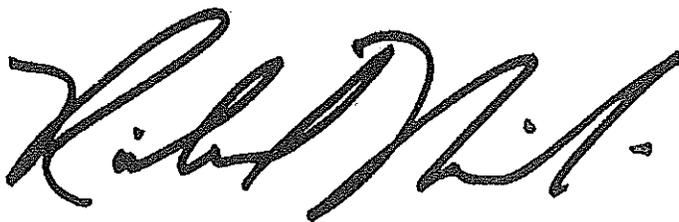
12. Is the average density in the draft ALUCP based on multi-family density or a combination of single and multi-family since only one density is identified in the draft ALUCP. If a combination method is used please identify the impact on allowable multi-family density caused by the inclusion of single family density. It appears from the "histogram" for density in 4W that there are more residential parcels than there are zoned for multi-family. Please clarify.

13. The Displacement Analysis attached to the NOP identifies 21% displacement for residential density and 23% displacement for non-residential intensity. It appears from the "histograms" that the displacement is higher. Please explain the discrepancy.

14. Please include graphic or photographic illustrations of acceptable and non-acceptable intensities and densities.

Lastly, we respectfully request that the SDCRAA provide individual mailed notices to all of the affected property owners whose development or redevelopment potential is identified as being impacted by the proposed safety-related restrictions. The proposed intensity/density restrictions will constrain the affected property owners' ability to fully develop or redevelop their respective properties and these owners should be given sufficient notice to fully apprise them of the draft ALUCP and associated impacts.

Very truly yours,



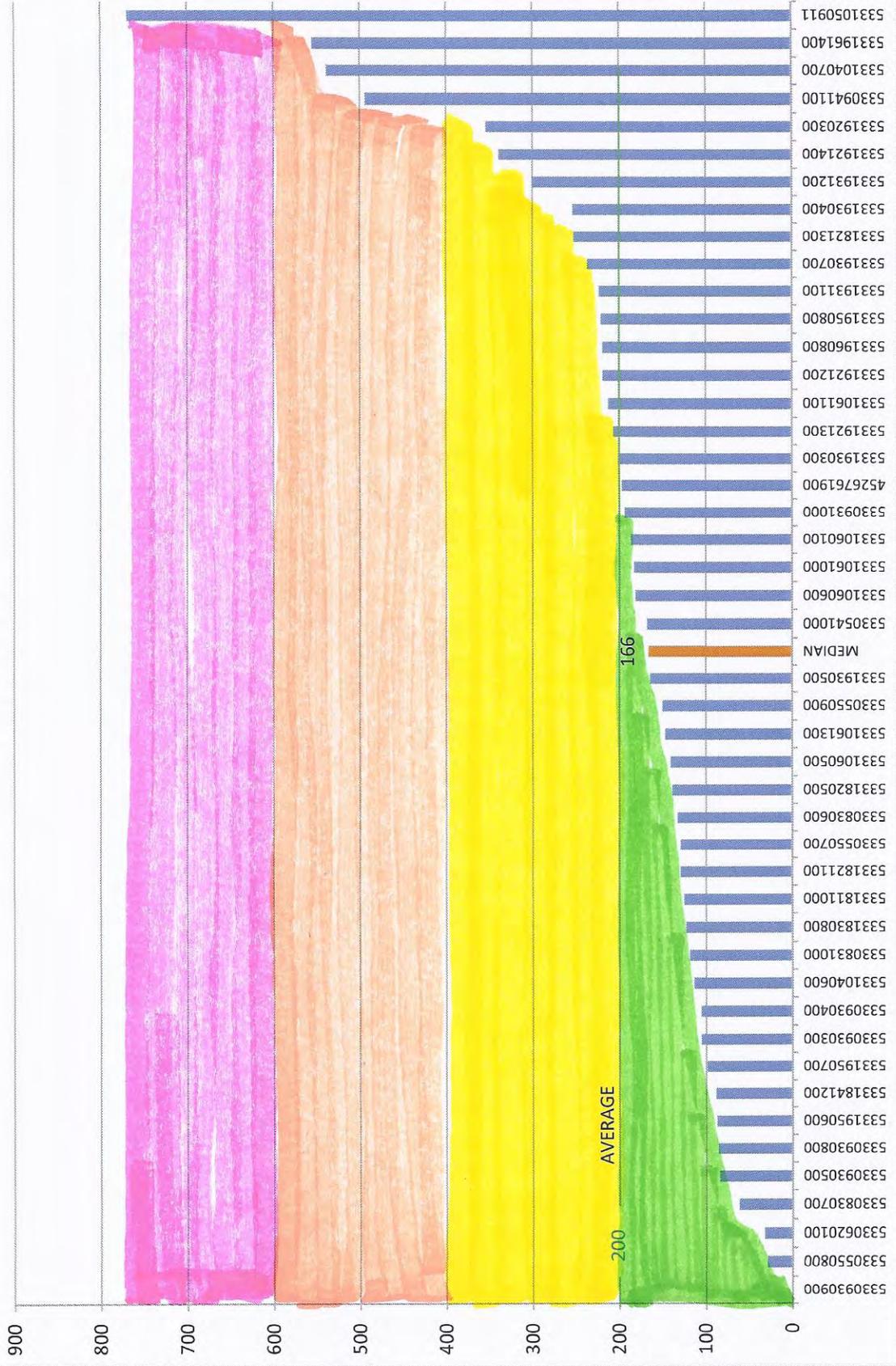
Richard Nowicki, AIA
2013 President, Board of Directors
American Institute of Architects San Diego



John C. Ziebarth SDIA Steering Committee Representative AIA San Diego

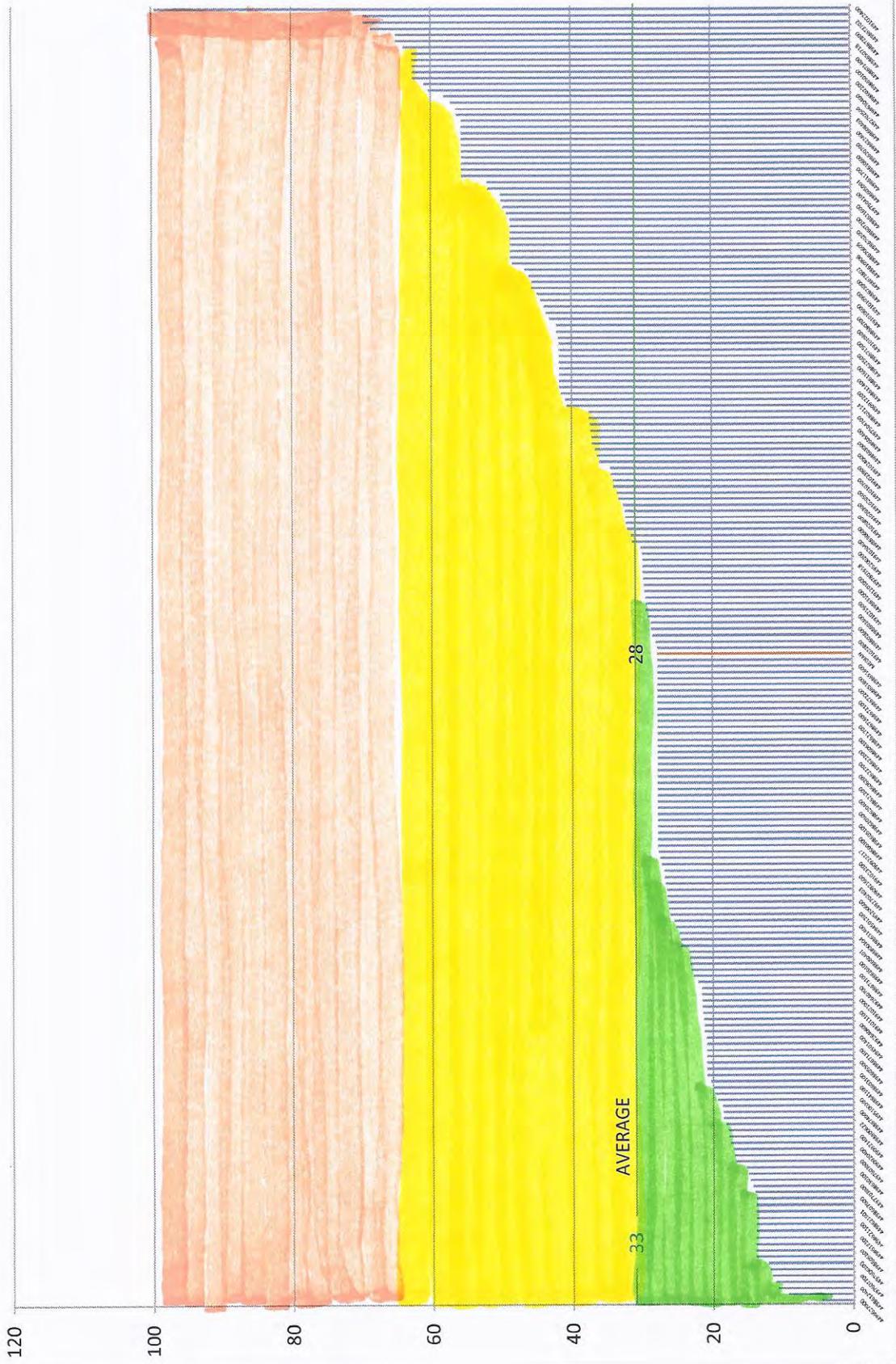
DRAFT

**3NE
Uptown - Intensity
(People/Acre)**

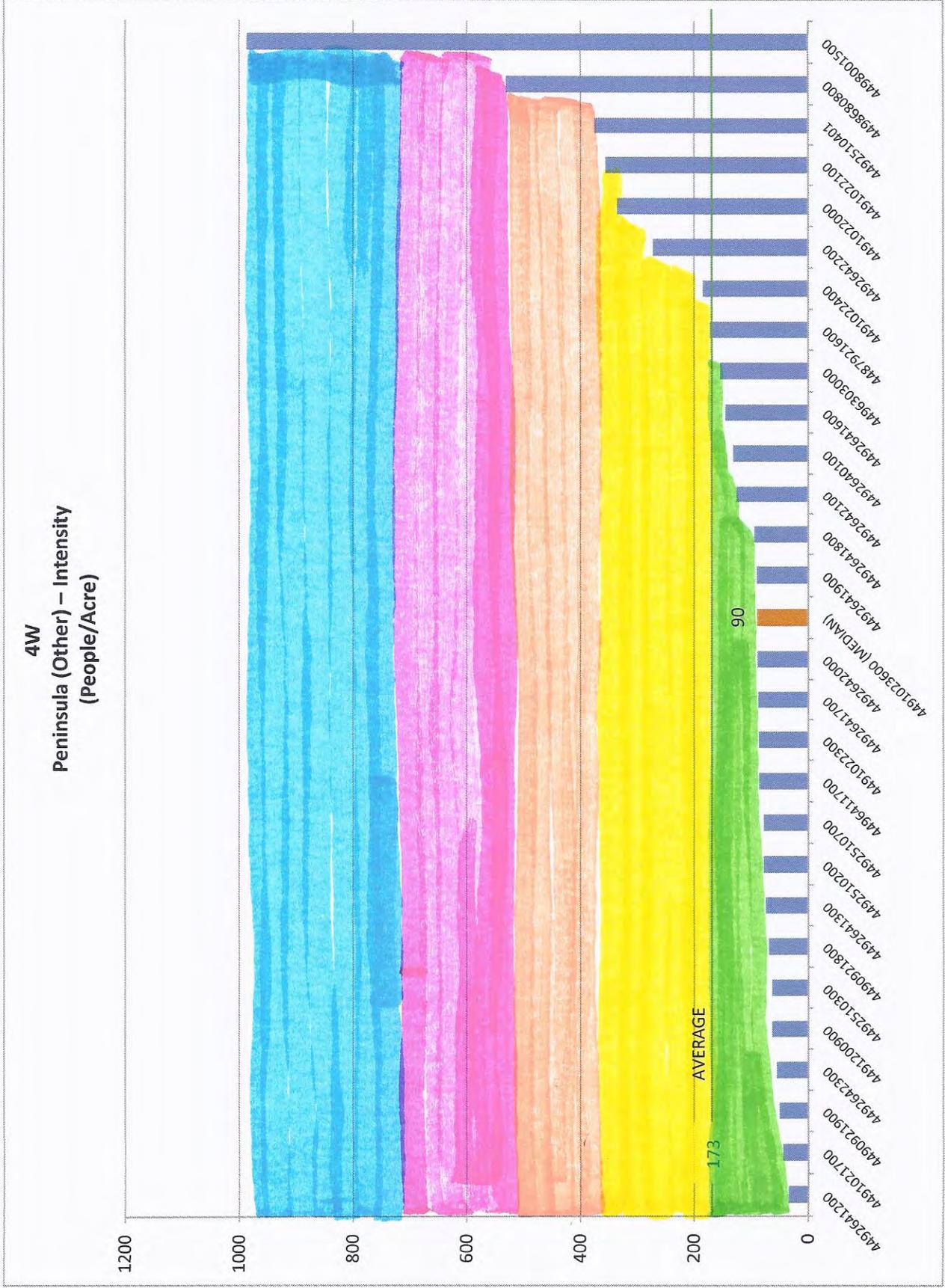


DRAFT

**4W
Peninsula (Other) – Density
(Dwelling Units/Acre)**



DRAFT



Mark Johnson

From: marjie carver <marjiecarter@yahoo.com>
Sent: Thursday, March 14, 2013 10:25 AM
To: alucpcomments
Cc: Hugo and Marjie Carver
Subject: Airport EIR

Dear alucp,

We believe it is in San Diego's best interest to start planning the re-location of the airport to the the preferred East Elliott location now . The cost of that construction is much more efficient because it is bare land without the costly constraints on the existing "working ' location.

In addition operations will be much safer, no residential in the impact zones , much less noise to mitigate , less traffic congestion , much better potential for Trolley and other public transportation and other advantages.

Start with plenty of long runways and move air freight to that more central location then move passengers as convenient.

More investment in the existing location is a waste of money !

Best Regards,
Hugo & Marjie Carver

Marjie Carver, Recovering Realtor! Cell 619-206-8041, Home 619-225-0864
Hugo Carver, Eternal Boat Builder and Marine Engineer, Cell 619-778-7036



THE CITY OF SAN DIEGO

April 18, 2013

San Diego County Regional Airport Authority

Submitted via email to: alucpcomments@san.org.

Subject: City of San Diego Comments on the Notice of Preparation for an EIR San Diego International Airport-Airport Land Use Compatibility Plan

The City of San Diego ("City") has received and reviewed the NOP for the above project and appreciates this opportunity to provide comments to the San Diego County Regional Airport Authority. The City identified potential environmental issues that may result in a significant impact to the environment. Continued coordinated planning between the City, the San Diego County Regional Airport Authority, and other local, regional, state, and federal agencies will be essential in order to implement this project.

Staff from the following City departments has reviewed the DEIR and can provide the following comments regarding the content of the DEIR:

Development Services Department:

Planning Division:

Tait Galloway, Senior Planner (619) 533-4550, tgalloway@sandiego.gov

1. Please disclose the potential displacement impacts to future land use that could result with the implementation of the proposed ALUCP. The analysis should address the following:
 - **Parcel Level:** Conduct the displacement analysis at the parcel level to disclose the realistic full build-out scenario that could result with and without the implementation of the ALUCP.
 - **Assumptions:** Disclose land use assumptions used to determine the realistic full build-out scenario.
 - Include assumptions for base zones that allow for commercial residential mixed-use to account for ground floor commercial uses and above ground floor housing units.
 - Consult the adopted community plans for policy direction concerning land use assumptions.
 - **Community Plan Area:** Provide displacement analysis results by City adopted Community Plan Areas.

- Housing Units: Identify the potential loss of future housing units between the adopted City base zoning (Citywide and Plan District) and the proposed ALUCP density limitations and restrictions for future residential development.
 - Identify areas of future change - areas that could have additional housing units based on the difference between the existing housing units and the amount of housing units that could be developed under the adopted base zones.
 - Provide the amount of future residential units the proposed ALUCP density limitations and restrictions would reduce the amount of future housing units within the areas of future change.
 - Non-Residential Floor Area: Identify the potential loss of future non-residential floor area between the adopted City base zoning (Citywide and Plan District) and the proposed ALUCP density limitations and restrictions for future non-residential development.
 - Identify areas of future change - areas that could have additional non-residential floor area based on the difference between the existing non-residential building floor area and the amount of non-residential floor area could be developed under the adopted base zone.
 - Provide the amount of building floor area (square feet) the proposed ALUCP density limitations and restrictions would reduce the amount of future non-residential building floor area within the areas of future change.
2. Please disclose any potential impacts to the expansion of public facilities that provide services that could result with the implementation of the proposed ALUCP including, but not limited to schools, libraries, and fire stations.
 3. Please disclose any potential impacts to coastal resources within the coastal zone including, but not limited to impacts to the City of San Diego's local coastal program as addressed within the adopted community plans that would be affected by the proposed ALUCP.
 4. Please disclose any potential impacts from the proposed ALUCP that would affect the ability to perform wetland restoration.

SAN DIEGO FIRE RESCUE

Fire Prevention Bureau

Larry Trame, Assistant Fire Marshal 619-533-4406 ltrame@sandiego.gov

Only one fire station is mentioned (Ocean Beach FS 15) in the NOP for noise mitigation there are many other fire stations that need to be considered in the “noise footprint” of the airport including FS 1,3,4,5,7,11 and 20.

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the EIR and provide CD copies of the document for distribution to the commenting department(s). If you have any additional questions regarding the City’s review of the NOP, please contact Jeffrey Szymanski, Senior Planner at 619-446-5324 or via email at jszymanski@sandiego.gov.

Sincerely,

Handwritten signature of Cathy Winterrowd in black ink, with the initials (FOR) written to the right of the signature.

Cathy Winterrowd
Assistant Deputy Director
Development Services Department

cc: Tait Galloway, (via email)
Larry Trame (via email)

April 15, 2013

Via Electronic Mail

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776

Re: SDIA Notice of Preparation

Dear Angela:

On behalf of the San Diego Regional Chamber of Commerce (Chamber), I'd like to thank the San Diego County Regional Airport Authority (SDCRAA) and its consultant team on the work that has gone into the draft Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA).

We understand it has been a collaborative effort and that most of the key concerns raised by stakeholders during the various Steering Committee meetings have already been addressed. However, the Chamber is concerned with the scope and breadth of the proposed intensity/density restrictions associated with the draft safety zones for SDIA.

With that concern in mind, we respectfully request that the SDCRAA address the following questions or issues in the draft Environmental Impact Report (EIR) for the draft ALUCP:

1. Please identify if the safety zones are based on accident data or flight tracks showing where the planes fly.
2. If based on accident data, please identify the number of accidents, the time frame that the data was collected, and how many accidents actually occurred in each of the safety zones. Please identify the number of accident data points needed to be statistically significant.
3. Please identify how or where the following criteria from the Caltrans Airport Land Use Planning Handbook (Handbook), pages 3-15 & 3-16, are addressed in the draft ALUCP and/or EIR:
 - (a) The set of zones should have a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should be relatively uniform, but less concentrated than in the zones closer to the runway ends); and
 - (b) Each zone should be as compact as possible.
4. Based on Appendix E of the Handbook, please identify the distinct progression in the degree of risk for each of the safety zones?

5. Based on the accident data in Appendix E of the Handbook are each of the safety zones as compact as possible?

6. Please identify if there has been any fatal accidents in any of the safety zones in the last ten years outside of the Runway Protection Zone (RPZ).

7. What is the probability of a fatal aircraft accident occurring in any of these safety zones resulting in a loss to a person on the ground? Based on this probability, could alternate safety zones be proposed that would (i) create a more distinct progression in degree of risk; and (ii) allow each of the safety zones to be more compact, while displacing and impacting less development potential. If so, such alternative safety zones should be addressed in the alternatives analysis in the draft EIR.

8. Please identify whether this probability of a fatal accident meets the criteria in the Handbook (greater than 1/ 1 million) to justify development restriction.

9. Please identify the Threshold of Significance for displacement.

10. Please include the "histograms" showing the existing intensity and density levels of development per parcels. Please illustrate the percentage of maximum development above the average development allowed.

11. The Displacement Analysis attached to the NOP identifies 21% displacement for residential density and 23% displacement for non-residential intensity. It appears from the "histograms" that the displacement is higher. Please explain the discrepancy.

12. Please include graphic or photographic illustrations of acceptable and non-acceptable intensities and densities.

13. Please explain the precise role of the Handbook in the SDCRAA's preparation of the draft ALUCP. We understand the Handbook is intended to be used as guidance in formulating ALUCP's and yet appears to be utilized as a formal regulatory document.

Lastly, we respectfully request that the SDCRAA provide individual mailed notices to all of the affected property owners impacted by the proposed safety-related restrictions. The proposed intensity/density restrictions will constrain the affected property owners' ability to fully develop or redevelop their respective properties and these owners should be given sufficient notice to fully apprise them of the draft ALUCP and associated impacts.

Sincerely,



Leah Hemze
Executive Director of Public Policy (Interim)



Department of Toxic Substances Control



Matthew Rodriguez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

April 8, 2013

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE SAN DIEGO INTERNATIONAL AIRPORT-AIRPORT LANDUSE COMPATIBILITY PLAN (ALUCP), CALIFORNIA, SCH # 2013031060

Dear Ms. Jamison:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. The following project description is stated in your document:

"The ALUCP addresses future land use within the Airport Influence Area (AIA) surrounding the Airport. The AIA is the area in which current and projected future airport-related noise, safety, airspace protection or overflight factors may significantly affect future land uses by necessitating restrictions on those uses or warranting the disclosure of potential airport impacts to buyers of residential property. The ALUCP establishes land use compatibility policies and standards for the AIA, and consists of several components, including procedural policies, implementation guidelines, as well as noise, safety, airspace protection and overflight compatibility policies, standards and maps. The AIA includes portions of the Cities of San Diego, Coronado, National City, and parts of unincorporated County of San Diego. It also includes lands managed or regulated by the San Diego Unified Port District and Civic San Diego."

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- 2) The EIR should identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
- 4) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of

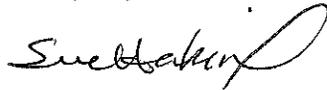
any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.

- 5) Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the EIR.
- 6) If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 7) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 8) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 9) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. If so, the facility should contact DTSC to initiate pre application discussions and determine the permitting process applicable to the facility. Hazardous wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If so, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

- 10) If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB).
- 11) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.
- 12) If the site was used for agricultural or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 13) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.
- 14) Envirostor is a database primarily used by the California Department of Toxic Substances Control, and is accessible through DTSC's website.
- 15) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489 for the VCA.

If you have any questions regarding this letter, please contact Ms. Sue Hakim, Project Manager, at soad.hakim@dtsc.ca.gov, or by phone at (714) 484-5381.

Sincerely,



Sue Hakim
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

Mark Johnson

From: John Wotzka <johnwotzka@gmail.com>
Sent: Monday, March 25, 2013 7:51 PM
To: alucpcomments
Subject: Draft Environmental Impact Report for the SDIA, ALUCP

There dose not seem to be any information on the North Island Naval Air Station risk zones. A law in 2002 requires city and county planners to incorporate the military's zones and recommendations into local land-use policy. The Navy's plan is not subject to state or federal environmental reviews so the military can skip public airings. The Navy has said it would oppose any state laws that would limit their ability to train pilots.
Ref: U-T San Diego 2-3-12 pp A3

Attachment D page 19 second column not aligned but is centered.
Attachment D page 20 second column not aligned but is centered.
Attachment E page 31 second and third column not aligned but is centered.
Attachment E page 33 first and second column not aligned but is centered.
The document looks great and is a work of art.
John G Wotzka, Downtown San Diego



*San Diego International Airport -
Airport Land Use Compatibility Plan
Speaker Card*

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

STATUS OF RETURNING TAKE OFF/LANDING
AREA TO PRIOR PATTERN (FROM THE W/N

Name:

FRANK GREENE
(please print)

Address:

(optional)

Phone: () -
(optional)



***San Diego International Airport -
Airport Land Use Compatibility Plan
Speaker Card***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Question regarding compatibility of Liberty Station
development with the ALUCP.

Name:

Joel Young

(please print)

Address:

2145 Mitscher Ln SD 92108

(optional)

Phone: (619) 794 - 2700

(optional)



San Diego International Airport - Airport Land Use Compatibility Plan Speaker Card

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

I have not seen any reference to the 2002 law that requires city and county planners to incorporate military zones and recommendations into local land-use policy.

Ref: A-T San Diego 2-3-12 PPA3

Name:

John G Wotzka

(please print)

Address:

720 4th Ave. #363

San Diego, CA
92101

(optional)

Phone: (619) 446 - 7690

(optional)



San Diego International Airport - Airport Land Use Compatibility Plan Speaker Card

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

1. ~~REQUEST HISTOGRAMS SHOWING EXISTING DEVELOPMENT PATTERN~~ ^{AS PART OF DISPLACEMENT ANALYSIS}
ANSWERED
2. ~~IDENTIFY LOSS OF DEVELOPMENT/REDEVELOPMENT POTENTIAL~~ PROJECT
3. ~~SHOW IMAGES WHICH ILLUSTRATE ACCEPTABLE AND UNACCEPTABLE~~
PLEASE IDENTIFY HOW
4. ~~SAFETY ZONES ARE~~ HOW SAFETY ZONES ARE ESTABLISHED.
5. ~~FUTURE DEVELOPMENT OR FUTURE REDEVELOPMENT~~
ANSWERED

Name: JOHN ZIEBARTH
(please print)

Address: _____
(optional)

Phone: (619) 223-6450
(optional)



**San Diego International Airport -
Airport Land Use Compatibility Plan
Speaker Card**

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

- 1) Who developed the 2030 forecast study?
2) Regarding the 65dB CNEL, what recourse do Peninsula residents have if the noise map is:
a) inaccurate, and b) modified

Name: Mary Gmitrak
(please print)

Address: _____
(optional)

Phone: (619) 306-7739
(optional)



***San Diego International Airport -
Airport Land Use Compatibility Plan
Speaker Card***

SPEAKER/QUESTION CARD

If you wish to speak or ask a question, please complete this form with your specific topic or question:

Schedule for comments / comment period

Name: *Paul Webb*
(please print)

Address: _____
(optional)

Phone: (___) _____ - _____
(optional)

NAIOP

COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

SAN DIEGO CHAPTER

April 9, 2013

Via Electronic Mail

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776

Re: SDIA Notice of Preparation

Dear Angela:

On behalf of NAIOP San Diego (NAIOP), I'd like to thank the San Diego County Regional Airport Authority (SDCRAA) and its consultant team on the work that has gone into the draft Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA).

NAIOP is a National organization representing the commercial and industrial real estate industry. The San Diego Chapter represents over 500 firms and thousands of their employees and we have participated in previous updates to the Urban ALUCP's.

We believe the SDIA update has been a collaborative effort and that most of the key concerns raised by stakeholders during the various Steering Committee meetings have already been addressed. However, NAIOP, as well as other organizations, is concerned with the scope and breadth of the proposed intensity/density restrictions associated with the draft safety zones for SDIA.

With that concern in mind, we respectfully request that the SDCRAA address the following questions or issues in the draft Environmental Impact Report (EIR) for the draft ALUCP:

1. Please identify if the safety zones are based on accident data or flight tracks showing where the planes fly.
2. If based on accident data, please identify the number of accidents, the time frame that the data was collected, and how many accidents actually occurred in each of the safety zones. Please identify the number of accident data points needed to be statistically significant.

2013 Officers:

John Garrigan
LBA Realty
President
Tom Turner
Procopio Cory Hargreaves
& Savitch
President Elect/General Counsel
Jeff Burges
BURGES property+company
Treasurer
Brig Black
Lincoln Property Company
Immediate Past President

2013 Board of Directors:

Charlie Abdi
Finest City Realty Advisors
Nelson Ackerly
Irvine Company Office Properties
Hack Adams
Westcore Properties LLC
Tina Bennett
RBN Design
Dan Broderick
Cassidy Turley San Diego
Jack Burger
Burger Construction
Greg Fitchitt
Westfield
Jeffrey Forrest
Sheppard Mullin Richter Hampton
Brian Galligan
Kilroy Realty Corporation
Kevin Heinly
Gensler
Kevin Hill
H.G. Fenton Company
Tim Himstreet
Torrey Pines Bank
Craig Irving
The Irving Group
Gary Katz
NetREIT
Randy LaChance
Voit Real Estate Services
Jim Laverty
Barney & Barney
Matt Lituchy
Jay Paul Company
Mike McNerney
Lowe Enterprises
Tigg Mitchell
The Mitchell Group
Mickey Morera
Cushman & Wakefield
Chris Pascale
CBRE
Ron Pepper
Retail Insite
Nick Psyllos
HFF
Brad Roppe
BRICKMAN
Tony Russell
Jones Lang LaSalle
Lauree Sahba
San Diego Regional Economic
Development Corp.
Jim Spain
Colliers International
Ted Shaw
Atlantis Group
Paul Twardowski
Hines
Dennis Visser
Cassidy Turley San Diego

Developing Leader Co-Chairs

Jackie Hailey, Johnson & Jennings
Jeremy Dentt, Dentt Properties

3. Please identify how or where the following criteria from the Caltrans Airport Land Use Planning Handbook (Handbook), pages 3-15 & 3-16, are addressed in the draft ALUCP and/or EIR:

(a) The set of zones should have a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should be relatively uniform, but less concentrated than in the zones closer to the runway ends); and

(b) Each zone should be as compact as possible.

4. Based on Appendix E of the Handbook, please identify the distinct progression in the degree of risk for each of the safety zones?

5. Based on the accident data in Appendix E of the Handbook are each of the safety zones as compact as possible?

6. Please identify if there has been any fatal accidents in any of the safety zones in the last ten years outside of the Runway Protection Zone (RPZ).

7. What is the probability of a fatal aircraft accident occurring in any of these safety zones resulting in a loss to a person on the ground? Based on this probability, could alternate safety zones be proposed that would (i) create a more distinct progression in degree of risk; and (ii) allow each of the safety zones to be more compact, while displacing and impacting less development potential. If so, such alternative safety zones should be addressed in the alternatives analysis in the draft EIR.

8. Please identify whether this probability of a fatal accident meets the criteria in the Handbook (greater than 1/ 1 million) to justify development restriction.

9. Please identify the Threshold of Significance for displacement.

10. Please include the "histograms" showing the existing intensity and density levels of development per parcels. Please illustrate the percentage of maximum development above the average development allowed. (See attached example)

11. The Displacement Analysis attached to the NOP identifies 21% displacement for residential density and 23% displacement for non-residential intensity. It appears from the "histograms" that the displacement is higher. Please explain the discrepancy.

12. Please include graphic or photographic illustrations of acceptable and non-acceptable intensities and densities.

13. Please explain the precise role of the Handbook in the SDCRAA's preparation of the draft ALUCP. We understand the Handbook is intended to be used as guidance in formulating ALUCP's and yet appears to be utilized as a formal regulatory document.

Ms. Angela Jamison
April 9, 2013
Page 3

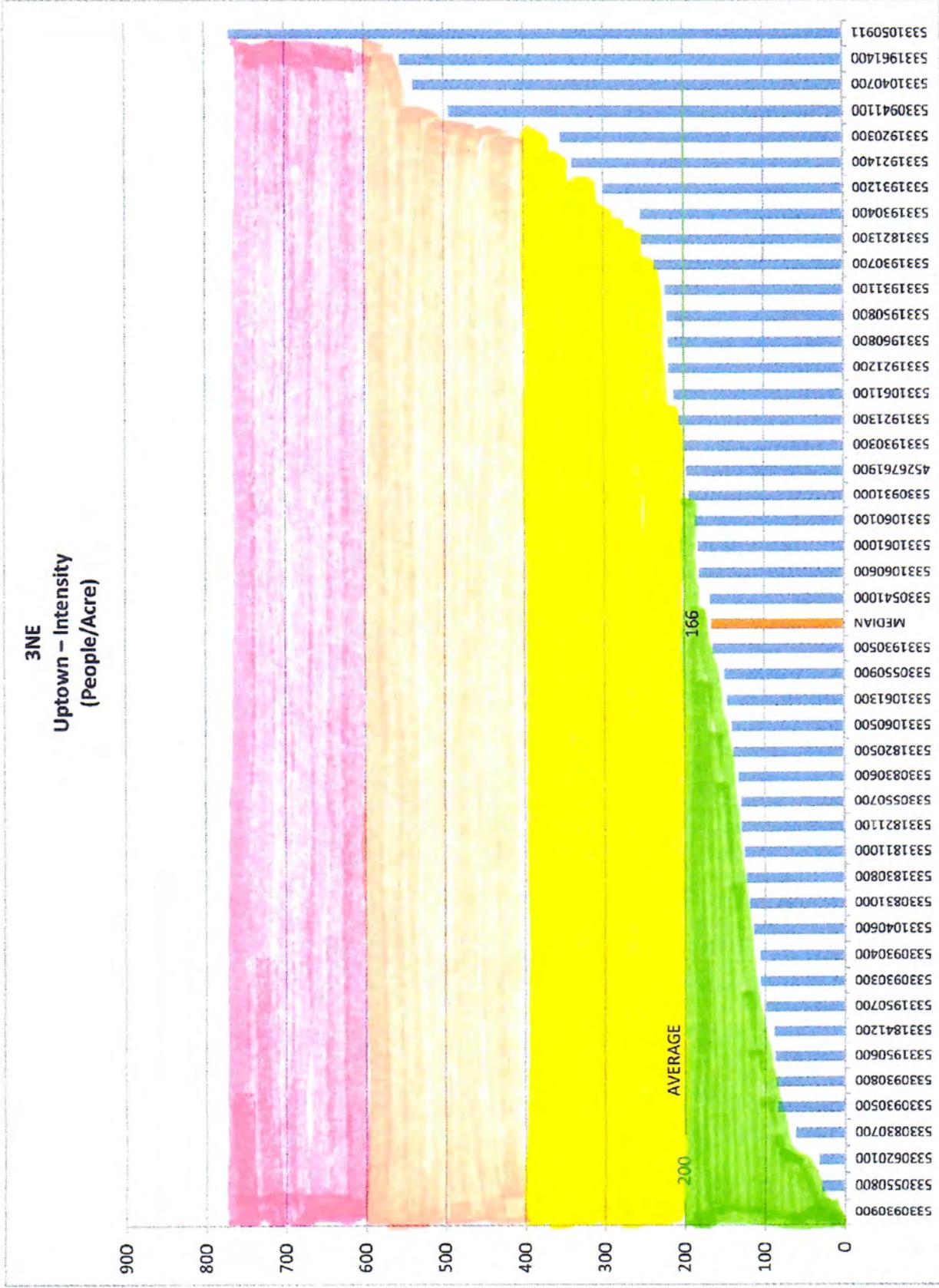
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Sincerely,

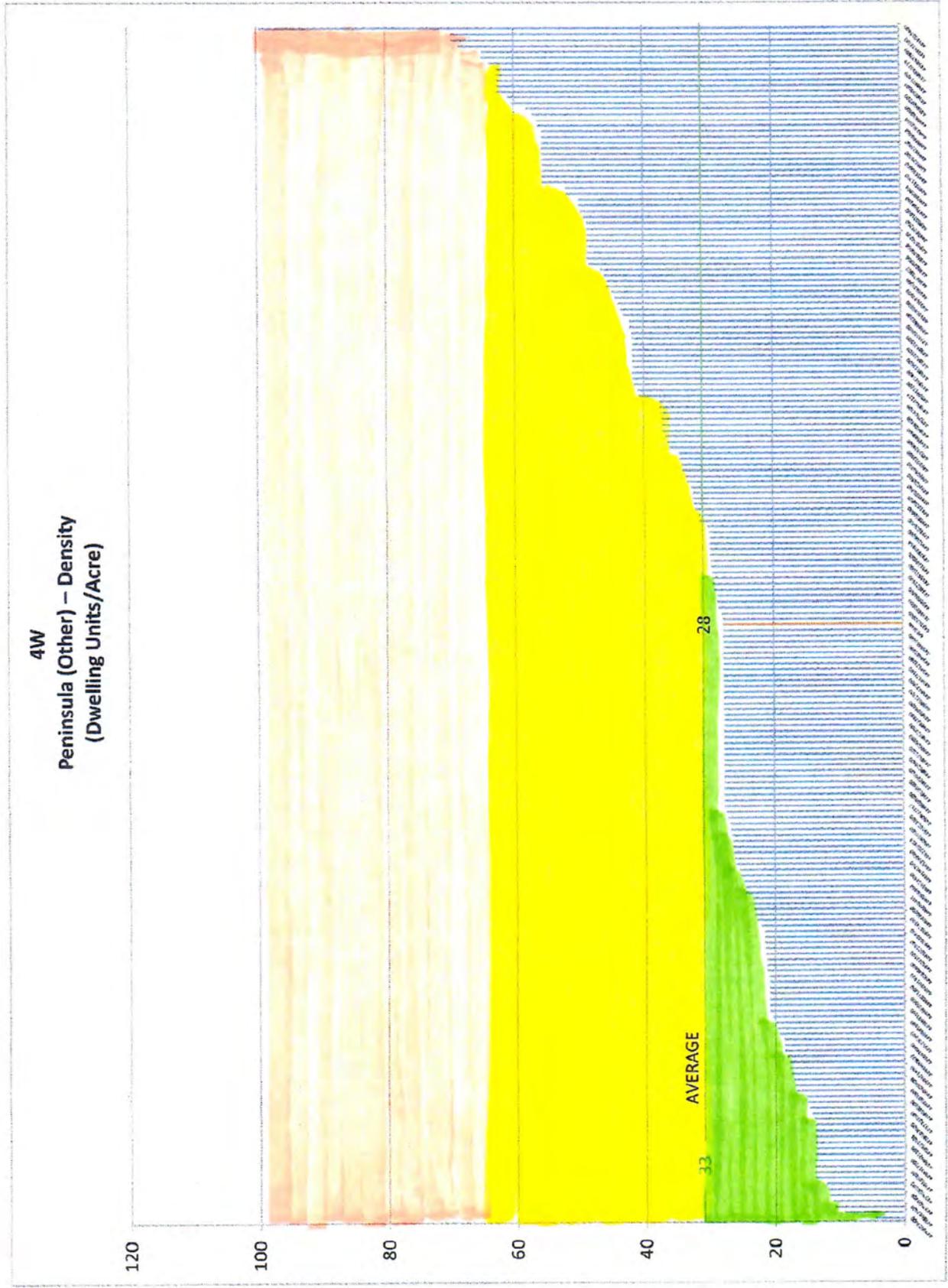
A handwritten signature in black ink, appearing to read "John Garrigan", with a long horizontal flourish extending to the right.

John Garrigan, President
NAIOP SAN DIEGO

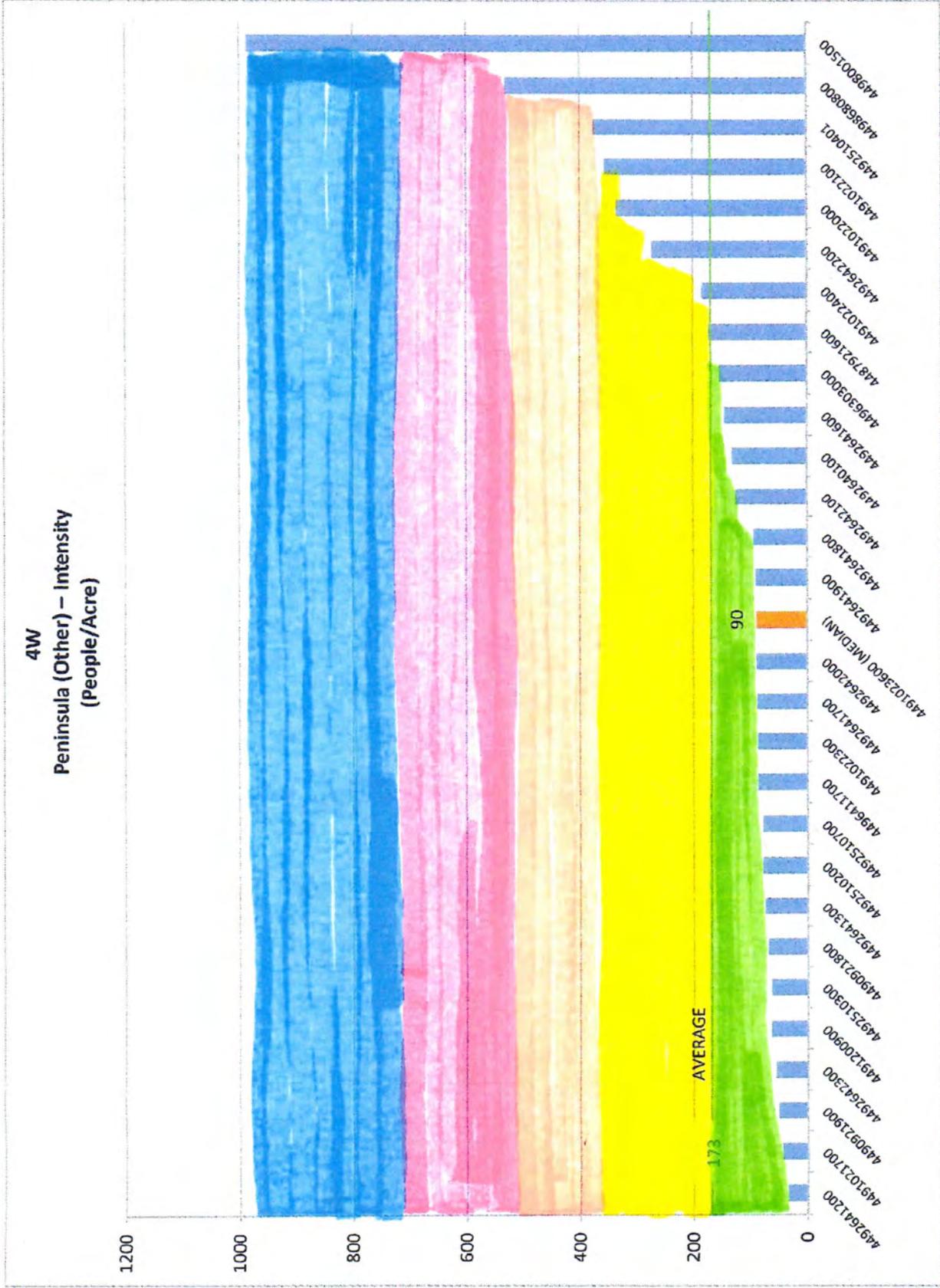
DRAFT



DRAFT



DRAFT



NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
(916) 657-5390 - FAX

March 29, 2013

Ms. Angela Jamison

San Diego County Regional Airport Authority

P.O. Box 82776
San Diego, CA 92138-2776

RE: SCH# 2013031060 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) – **“Airport Land Use Compatibility Plan (ALUCP) Project;”** located (in air space covering 103.4 square miles) in southwestern San Diego County, California

Dear Ms. Jamison:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resources, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

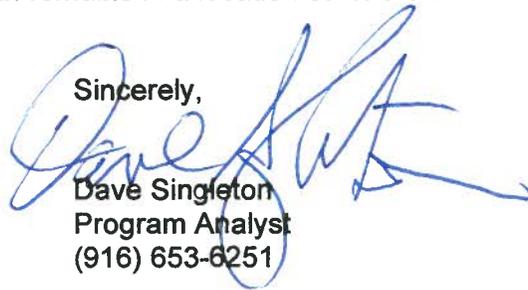
Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has. The NAHC recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10. Contact has been made to the Native American Heritage Commission for :a Sacred Lands File Check. A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine

if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

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**Native American Contacts
San Diego County
March 29, 2013**

Jamul Indian Village
Raymond Hunter, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

Ewiiapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O. Box 270 Diegueno
Santa Ysabel, CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Ipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
cjlinton73@aol.com
(760) 803-5694
cjlinton73@aol.com

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley , CA 91962
(619) 709-4207

Kumeyaay Diegueno Land Conservancy
Mr. Kim Bactad, Executive Director
2 Kwaaypaay Court Diegueno/Kumeyaay
El Cajon , CA 91919
(619) 445-0238 - FAX
(619) 659-1008 - Office
kimbactad@gmail.com

Inaja Band of Mission Indians
Rebecca Osuna, Chairman
2005 S. Escondido Blvd. Diegueno
Escondido , CA 92025
(760) 737-7628
(760) 747-8568 Fax

Inter-Tribal Cultural Resource Protection Council
Frank Brown, Coordinator
240 Brown Road Diegueno/Kumeyaay
Alpine , CA 91901
frankbrown6928@gmail.com
(619) 884-6437

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCCH#2013031060 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Airport Land Use Compatibility Plan (ALUCP); located in southwestern San Diego County, California.

**Native American Contacts
San Diego County
March 29, 2013**

Barona Group of the Capitan Grande
Clifford LaChappa, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Sycuan Band of the Kumeyaay Nation
Daniel Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92019
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

Manzanita Band of Kumeyaay Nation
Leroy J. Elliott, Chairperson
PO Box 1302 Diegueno/Kumeyaay
Boulevard , CA 91905
ljbirdsinger@aol.com
(619) 766-4930
(619) 766-4957 Fax

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothauff@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
allenl@sanpasqualband.com
(760) 749-3200
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine , CA 92001
(619) 445-0385

lipay Nation of Santa Ysabel
Virgil Perez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1 Diegueno/Kumeyaay
Campo , CA 91906
chairgoff@aol.com
(619) 478-9046
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCCH#2013031060 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Airport Land Use Compatibility Plan (ALUCP); located in southwestern San Diego County, California.

Mark Johnson

From: Jim Varnadore <city_heights@yahoo.com>
Sent: Sunday, March 17, 2013 10:17 PM
To: alucpcomments
Subject: Notice of Preparation/Initial Study and Draft SDIA Airport Land Use Compatibility Plan

Good morning,

The Notice of Preparation of Draft Environmental Impact Report and Initial Study for the San Diego International Airport Land Use Compatibility Plan (ALUCP) lists, on Page 1-3, the general and community plans affected by the ALUCP. The eighth bullet reads: "Mid-Cities Communities Plan, September 23, 2003.

The Mid-City Communities Plan, which is the correct title, was in fact, published Aug 4, 1998. I helped write the plan, and have had my copy since it was published.

What document do you have that was published September 23, 2003? It can't be the Mid-City Communities Plan. That was published more than five years earlier. I'm interested to know what you're referring to.

Jim Varnadore
City Heights

From: ALUCP <alucpcomments@san.org>
To: chapc_chairman@yahoo.com
Sent: Wednesday, March 13, 2013 10:10 AM
Subj: Notice of Preparation/Initial Study and Draft SDIA Airport Land Use Compatibility Plan Available



Notice of Preparation/Initial Study and Draft SDIA Airport Land Use Compatibility Plan Available

Project Description And Location

The San Diego County Regional Airport Authority has prepared a Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The release of the NOP/IS officially begins the scoping process, a 30-day period where comments are sought from local agencies and the public on issues that they would like to have addressed in the draft EIR. The EIR will assess any potential environmental impacts that might result from implementation of the SDIA ALUCP.

Copies of the NOP/IS are available from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the NOP may be downloaded at www.san.org/alucp. A copy of the same may also be requested by contacting Angie Jamison at (619) 400-2464.

A Review Period, during which the San Diego County Regional Airport Authority will receive scoping comments upon the proposed Draft EIR, commences on March 13, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. **The deadline for receiving written comments regarding the scope of the Draft EIR is April 12, 2013.** Comments may be submitted by:

- Mail to the Authority offices at SDCRAA, P.O Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Friday, April 12, 2013).
- E-mail to the Authority offices at alucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Friday, April 12, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as a valid response to this notice.
- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2459 by 5:00 p.m. on Friday, April 12, 2013.

Scoping Meeting scheduled

Please join us at an EIR Scoping Meeting for the Draft SDIA ALUCP on Wednesday, March 27, 2013 from 4:00 - 7:00 p.m. Formal presentations on the project and the environmental review process will be held at 4:00, 5:00 and 6:00 p.m. This meeting will provide the public with an opportunity to offer comments on issues that they would like to see addressed in the draft EIR for the ALUCP. The meeting will be held in the Board Room at the San Diego County Regional Airport Authority (Commuter Terminal, 3225 N. Harbor Drive, Third Floor). Parking will be validated. Click [here](#) for map.

Draft SDIA ALUCP available

The Draft ALUCP for SDIA has also been posted on the Authority's Web site and is now available for review. You can download the plan by clicking [here](#). The Draft ALUCP is the result of two years of extensive technical review and public input by the SDIA ALUCP Steering Committee. The input received was instrumental in the development of the policies included in the draft plan.

For more information ...

Please visit the website at www.san.org/alucp or call (619) 400-2462.

2174 Guizot Street
San Diego, CA 92107
March 26, 2013

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101

**Subject: Draft Notice of Preparation/Initial Study For The San Diego International Airport Airport
Land Use Compatibility Plan Environmental Impact Report**

Dear Ms. Jamison:

At its March 21, 2013 meeting, the Peninsula Community Planning Board (PCPB), the official planing advisory group recognized by the City of San Diego, authorized me to submit this letter to you to make the following request.

The PCPB respectfully requests that the San Diego County Regional Airport Authority grant a one day extension of the comment period to allow the PCPB to submit its comments on the Draft Notice of Preparation/Initial Study for the San Diego International Airport Land Use Compatibility Plan. That is, the PCPB requests that we be allowed to provide comments on the NOP/IS on April 19, 2013.

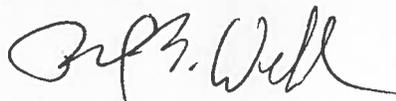
As you are aware, many interested individuals and groups did not receive the NOP/IS until well after its original release date of March 13, 2013. As a result, there was very little time to review and draft comments for PCPB approval at its regularly scheduled March 21, 2013 meeting.

The NOP/IS and its accompanying documents, particularly the Displacement Analysis, are complex documents requiring thoughtful review. It was simply not possible to review and provide meaningful comments for the PCPB's approval in the short time period the release of the NOP allowed. Unfortunately, the next PCPB scheduled meeting is not until April 18, the date of the re-scheduled deadline for comments.

It is not our intent to disrupt or delay the process of preparing the draft Environmental Impact Report and its subsequent review. Our only desire is to have the time to allow the PCPB to draft, review and submit comments voted on by our Board as the representatives of the Point Loma community.

The PCPB appreciates your consideration of this request.

Sincerely,



Paul B. Webb

Peninsula Community Planning Board
P.O. Box 7994
San Diego, CA 92167
April 19, 2013

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101

Subject: Draft Notice of Preparation/Initial Study For The San Diego International Airport Airport
Land Use Compatibility Plan

Dear Ms. Jamison:

On behalf of the Peninsula Community Planning Board, thank you for the opportunity to provide comments on the Notice of Preparation/Initial Study (NOP/IS) for the Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport. At its April 18, 2013 meeting, the Planning Board adopted the following comments on the NOP/IS.

To begin, we would like to commend Authority staff for their hard work and willingness to achieve consensus, to the extent that it was possible to do so, with the stakeholders involved in the process of drafting the ALUCP. We appreciate the open and frank discussions that occurred throughout the process and the staff's acceptance of stakeholder observations and opinions.

While we recognize that the proposed safety zones have been prepared consistent with the requirements of the Caltrans Handbook, we feel that the zones, as depicted, do not reflect the safety hazards inherent in a large hub commercial service airport located in an urbanized area. The single worst loss of life associated with San Diego International Airport occurred in an area that was located far beyond the safety zones depicted for the eastern end of the airport. Similarly, a recent incident which resulted in fatalities on ground occurred in an area near Marine Corps Air Station Miramar that may not have been located within a safety zone drawn under the requirements and policies of the Handbook. As such, the EIR should examine an alternative to the proposed safety zones which reflects the actual accident history in the San Diego region, in general, and at San Diego International Airport, in particular.

Although it is not within the jurisdiction of the Peninsula Community Plan, we are compelled to comment on the limits of Safety Compatibility Zone 1 as depicted in Exhibit 3-3. We feel that Safety Compatibility Zone 1 should be redrawn to reflect the arrival Runway Protection Zone (RPZ) for Runway 9 as defined in FAA AC 150/1500-13A rather than as depicted on the SDIA's Airport Layout Plan. The EIR should explicitly justify why Safety Zone 1 has been depicted as shown in the NOP /IS rather than as defined in the advisory circular.

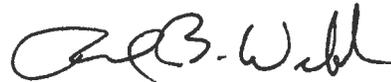
The NOP/IS establishes levels of intensity of non-residential development based on the average level of development per parcel. This average intensity is used as the basis for the Displacement Analysis. Please justify the use of this average as the baseline for intensity of use. In addition, the EIR should establish and describe the relationship between average intensity of use and safety.

With regard to the Displacement Analysis provided in the Initial Study, we are concerned that the land use categories used for the analysis do not reflect the actual land use designations contained within the adopted Peninsula Community Plan. We do not concur with the assumption that it is possible or desirable to create a “common set of generalized future land use designations” for the determination of displacement. Each of the communities affected by the ALUCP have distinct community plans with land use and development categories which reflect the unique nature of the communities. The EIR should analyze each community separately and independently based on the goals, objectives and policies of the individual community plans, rather than a set of generalized land use assumptions. Please revise the Displacement Analysis to reflect the displacement that would occur based upon the the adopted Peninsula Community Plan land use designations.

We are also concerned that there may be individual properties that are not reflected in the total non-residential displacement impact analysis and that the total displaced development may be understated. We are aware of vacant land planned and zoned for non-residential and/or mixed-use that is not depicted in Exhibit A-8 that may have development potential higher than that which would be allowed under the policies of the ALUCP. The EIR should specifically identify all vacant parcels and compare their maximum intensity of used under the policies of the Community Plan versus that allowed under the development intensity restrictions of the ALUCP.

Again, we appreciate the opportunity to provide comments. We look forward to the release of the Draft EIR and ALUCP.

Sincerely,

A handwritten signature in black ink, appearing to read "Julia Quinn".

for Julia Quinn
Chair, Peninsula Community Planning Board



3165 Pacific Highway, San Diego, CA 92101
P.O. Box 120488, San Diego, CA 92112-0488
619-686-6620, www.portofsandiego.org

VIA EMAIL & U.S. MAIL

April 19, 2013

Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Re: San Diego International Airport - Airport Land Use Compatibility Plan

Dear Ms. Jamison:

Thank you for the opportunity to comment upon the scope and content of the Environmental Impact Report (EIR) being prepared for the San Diego International Airport Land Use Compatibility Plan (ALUCP). Unified Port of San Diego (District) staff has reviewed the Notice of Preparation (NOP) dated March 13, 2013, and provides the following comments:

Consultation

The ALUCP statutes and handbook require that the San Diego Regional Airport Authority (Airport Authority) acting as the Airport Land Use Commission to coordinate its efforts with affected local agencies. The District appreciates the coordination meetings that have been arranged to date, and requests that these meetings continue throughout the preparation of the Draft EIR. Coordination should include review of the District's certified Port Master Plan, an evaluation of existing land uses and tenant leaseholds within the District's jurisdiction, and review of the District land use designations and development policies that fall within the Airport Influence Area.

Clarity of Drawings and Policy Descriptions

The EIR should highlight how the proposed ALUCP policies will impact lands within the District's jurisdiction and should clearly identify what land use assumptions were used in areas that may impact San Diego Bay and the surrounding District tidelands. All land use assumptions for those areas under the District's jurisdiction should be based upon the certified Port Master Plan. The

EIR should also clearly state whether any assumptions were based on other key planning documents, whether produced by the District or by other jurisdictions.

District staff requests that the Draft ALUCP includes drawings and descriptions detailed and specific enough to easily determine the impacts to individual land parcels. Delineation of all changes should to be specified and included in the Draft EIR, and the District's jurisdiction and existing land uses should be clearly delineated on all maps and drawings.

District staff looks forward to having a meaningful dialog with the Airport Authority regarding the proposed ALUCP policies. Please take these comments into consideration while preparing the Draft EIR and conducting environmental review.

Sincerely:

Candice Disney Magnus
Associate Redevelopment Planner
Environmental and Land Use Management
Unified Port of San Diego

Cc: Jason Giffen
James Hirsch
Anthony Gordon
Mike Hogan

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



March 25, 2013

Angela Jamison
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Dear Ms. Jamison:

Re: SCH 2013031060 San Diego International Airport – Airport Land Use Compatibility Plan NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed San Diego County Regional Airport Authority (County) San Diego International Airport – Airport Land Use Compatibility (ALUC) Plan Project.

The project site area includes active BNSF railroad tracks. RCES recommends that the County add language to the ALUC Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

March 20, 2013

To: Reviewing Agencies

Re: San Diego International Airport - Airport Land Use Compatibility Plan (ALUCP)
SCH# 2013031060

Attached for your review and comment is the Notice of Preparation (NOP) for the San Diego International Airport - Airport Land Use Compatibility Plan (ALUCP) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

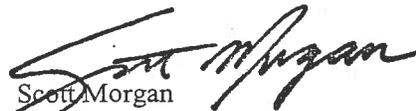
Please direct your comments to:

Angela Jamison
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2013031060
Project Title San Diego International Airport - Airport Land Use Compatibility Plan (ALUCP)
Lead Agency San Diego County Regional Airport Authority

Type NOP Notice of Preparation

Description The ALUCP will promote compatibility between SDIA and the land uses that surround the Airport to the extent that these areas are not already devoted to incompatible uses. The SDIA ALUCP would accomplish this by regulating the future development of new residential dwellings, commercial structures and other noise - or risk-sensitive uses within the airport influence area (AIA) based on multiple factors established by the ALUCP, including location relative to safety zones, CNEL contours, airspace protection surfaces and areas subject to aircraft overflight. The ALUCP limits the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in certain portions of the AIA, and permits these uses without limitation in yet other portions.

Lead Agency Contact

Name Angela Jamison
Agency San Diego County Regional Airport Authority
Phone (619) 400-2461 **Fax**
email
Address P.O. Box 82776
City San Diego **State** CA **Zip** 92138-2776

Project Location

County San Diego
City San Diego, Coronado, National City
Region
Cross Streets Airport Influence Area covers ~103.4 sq. mi.
Lat / Long
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I-5, 163, I-8, I-805
Airports Naval Air Station North Island
Railways BN&SF
Waterways San Diego Bay
Schools Several
Land Use

Project Issues Population/Housing Balance; Public Services; Landuse

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Office of Emergency Management Agency, California; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Airport/Energy Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 03/20/2013 **Start of Review** 03/20/2013 **End of Review** 04/18/2013

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
Nicole Wong
- California Coastal Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Elizabeth Carpenter
- California Energy Commission
Eric Knight
- Cal Fire
Dan Foster
- Central Valley Flood Protection Board
James Herota
- Office of Historic Preservation
Ron Parsons
- Dept of Parks & Recreation Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- Dept. of Water Resources Agency
Nadell Gayou

- Fish & Wildlife Region 1E
Laurie Harnsberger
- Fish & Wildlife Region 2
Jeff Drongesen
- Fish & Wildlife Region 3
Charles Armor
- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Reed
- Fish & Wildlife Region 6
Gabrina Gatchel
- Fish & Wildlife Region 6 I/M
Brad Henderson
- Dept. of Fish & Wildlife M
George Isaac

- Fish & Wildlife Region 1E
Laurie Harnsberger
- Fish & Wildlife Region 2
Jeff Drongesen
- Fish & Wildlife Region 3
Charles Armor
- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Reed
- Fish & Wildlife Region 6
Gabrina Gatchel
- Fish & Wildlife Region 6 I/M
Brad Henderson
- Dept. of Fish & Wildlife M
George Isaac

Other Departments

- Food & Agriculture
Sandra Schubert
- Dept. of Food and Agriculture Services
Public School Construction
- Dept. of General Services
Anna Garbeff
- Dept. of Public Health
Jeffery Worth
- Delta Stewardship Council
Kevan Samsam

Independent Commissions/Boards

- Delta Protection Commission
Michael Machado
- Cal EMA (Emergency Management Agency)
Dennis Castrillo

- Native American Heritage Comm.
Debbie Treadway
- Public Utilities Commission
Leo Wong
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

- Business, Trans & Housing
Caltrans - Division of Aeronautics
Philip Crimmins
- Caltrans - Planning
Terri Pencovic
- California Highway Patrol
Suzann Ikeuchi
- Office of Special Projects
Development
CEQA Coordinator
Housing Policy Division

- Caltrans, District 8
Dan Kopulsky
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Marlon Regisford

- Cal EPA
- Air Resources Board
Airport/Energy Projects
Jim Lerner
- Transportation Projects
Douglas Ito
- Industrial Projects
Mike Tollstrup
- State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation
CEQA Coordinator

- Regional Water Quality Control Board (RWQCB)
- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other

Appendix D Correspondence with the California Department of Transportation (Caltrans)

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
Be energy efficient!*

February 29, 2012

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

RECEIVED

MAR 06 2012

BY: AW

Dear Ms. Jamison:

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), hereby provides comments regarding the proposal to eliminate or reduce Safety Zone 3SE at the San Diego International Airport (SDIA). On January 18, 2012 at Caltrans Headquarters, the Department met with San Diego County Airport Land Use Commission (ALUC) staff, Ms. Angela Jamison and Ms. Amy Gonzalez, and voiced its concerns regarding the elimination of safety zone 3SE based on potential safety issues. The Department also questioned the ALUC's analysis to eliminate or reduce safety zone 3SE based on its consultants recommendation that infrequent flight tracks and low accident occurrences sufficiently justify the removal of safety zone 3SE.

The Department also asked if an adequate inventory of vested and long-range land use proposals in zone 3SE, and the associated land use safety controls for these proposals, were provided to the ALUC. The Department's position is more detailed in the ALUC Staff Report dated February 9, 2012. This letter supports the ALUC staff recommendation against the elimination or reduction of safety zone 3SE and supports the ALUC staff recommendation not to eliminate safety zone 3SE. The Division's recommendation is consistent with established criteria and guidelines contained in the California Airport Land Use Planning Handbook (Handbook). This letter will also address a number of issues brought up at the February 9, 2012 ALUC meeting regarding the use of the Handbook and the creation of the safety zones contained in the Handbook.

The Division strongly supports public safety as the State has the duty to protect the public's interest in aeronautics and aeronautical progress by fostering and promoting safety at airports and the property within its vicinity. Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, restrictions on land use are essential. Two prominent methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site.

The Division maintains its public safety position and disagrees with SDIA's representations that the likelihood an aircraft accident is so minimal in the south east of the runway based on the localized low historic accident data or flight tracks that removal of this safety zone is warranted. The Division is unwilling to expose the public to the potential risk of an aircraft accident in such a dense and populated area by the elimination of zone 3SE. The State Aeronautics Act, codified in PUC § 21001 et seq., states that: "The San Diego County Regional Airport Authority shall engage in a public collaborative planning process when preparing and updating an airport land use compatibility plan." (Section 21670.3). The Department commends the open dialogue between ALUC and Division staff. However, the Division, at this time, maintains its position that despite historically low accident data and flight tracks in zone 3SE, there is still an inherent risk for a serious aviation accident so close to a runway in such a dense and populated area. The Division is mindful of numerous aircraft accidents, an example being the Southwest Airlines Flight 1455 aircraft accident at the Bob Hope Airport in Burbank, California, on March 5, 2000. The aircraft came to rest on a city street adjacent to a gas station. The NTS Board found that the incident was due to pilot error and the air traffic controller. Thus, even though there were no fatalities several passengers were seriously injured; the subject accident could have had catastrophic consequences. Thus, infrequent flight tracks do not guarantee that an aircraft accident will not occur.

Moreover, it is the responsibility of an ALUC to protect persons in the Airport Influence Area (AIA) and may use land use controls as one of its safety mitigation tools. Specifically, evidence to date is based on historical data and does not adequately include future land use planning objectives or land use controls. The Division continues to be concerned that the ALUC may not have been presented with a comprehensive understanding of future land use scenarios within zone 3SE and prescribed aviation safety measures.

At the February 9, 2012 ALUC meeting, questions were raised regarding the use of the Handbook and development of the safety zones described therein. The following is offered to help explain both.

Use of the Handbook

In 1994, a section was added to the State Aeronautics Act to require that: "An airport land use commission that formulates, adopts or amends a comprehensive airport land use plan shall be guided by...the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation" (PUC Section 21674.7). The addition of this statute changed the role of the Handbook from a useful reference document to one that must be used as guidance in the development of ALUC policies. This is particularly important in the development of safety compatibility policies because very little guidance is otherwise available for civilian airports.

To support the broad type of airports around the State, the Division assembled, and continues to update, the Handbook in a manner supportive of all public use airports regardless of commercial certification or general aviation designation from the Federal Aviation Administration (FAA). To this end,

PUC § 21674.7 mandates that the Division update and publish the Handbook and the ALUC "*shall*" be guided by information prepared and updated contained in the Airport Land Use Planning Handbook to discourage incompatible land uses near existing airports. PUC §21674.7 (b) mandates local agencies *shall* be guided by the "height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division..." and

“any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations...”

Thus, based on the above, if the criteria and guidelines in the Handbook are not utilized or incorporated, the ALUC and/or the local agencies require specific supporting evidence to authorize such a deviation. Moreover,

“The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of an airport land use commissions...(2) The development of criteria for determining the airport influence area, and (3) The identification of essential elements that should be included in an airport land use compatibility plan...” (PUC § 21674.5)

The Handbook was intended to be applied to the broad range of public use airports around the State with each ALUC given the responsibility of applying the Handbook to its unique situation. The Division’s role is to help ALUCs understand the contents and processes within the Handbook but not render local land use planning decisions. It is in this regard that we ask the ALUC if they are confident that they have received sufficient information regarding future land use scenarios to recommend the removal or reduction of a safety zone 3SE, regardless of the Department’s opinion? To help guide this assessment, PUC Section 21675(d) and (e) state that the ALUC is required to submit one copy of the airport land use compatibility plan (ALUCP) and each amendment of the ALUCP to the Division. If an ALUCP does not include the matters required to be included pursuant to this article, the Division shall notify the ALUC responsible for the plan.

Updates to the Handbook

It is the Division’s understanding that the Handbook and its data has been called into question because the Division does not support the removal or reduction of safety zone 3SE. Such a contention lacks merit and should be considered suspect. The Handbook was recently updated by the Division and published in October 2011. The Handbook update included input from a Technical Advisory Committee (TAC). The TAC representatives included Division of Aeronautics staff, consultants, 7 ALUC Staff members from throughout the state, 7 Airport Managers, and aviation experts from the FAA. The TAC met and reviewed the draft Handbooks and their comments were received and incorporated into what became the final Handbook. The Division also sent notice of the draft Handbook to every ALUC in the State, every City and County Planning Department and every Airport Manager. The Division also reached out to the public and had 3 public meetings where we presented the Handbook update process and received comments, answered questions and let the public know how they could further comment and be a part of the update. We received numerous comments and incorporated the comments as appropriate. While the Handbook update process does not require a response to comments report similar to that prepared for an Environmental Impact Report, all comments were considered by the TAC and the Handbook update preparation team.

Establishment of Safety Zones

The 2011 edition of the Handbook does not change the safety zones provided in the 2002 edition. Evidence from analysis of the limited new data gathered for the 2011 edition was insufficient to conclude that the geographic distribution of accidents has significantly changed during the past decade compared to the pattern from the 1983-1992 period that served as the basis for the safety zones in the 2002 Handbook.

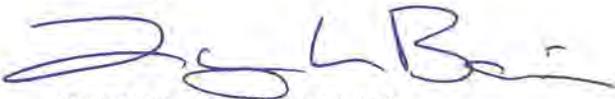
Safety zones were first established after a 1952 Report of the President's Airport Commission first used accident location data to define the size and shape of clear zones. The Handbook safety zones are based on historical accident data recorded by the National Transportation Safety Board. The size and shape of the safety zones are based on this data, airport approach and departure characteristics, and runway length. There is a set of safety zones in the Handbook for large air carrier runways as well as smaller general aviation airports. The set of safety zones for large air carrier airports includes only 5 safety zones. The safety zones for a large air carrier airport have been modified from the general aviation safety zones, which normally include 6 safety zones, in consideration of the accident data and the type of operations that occur at one of these runways. For large commercial airports, there is not a safety zone 6 and safety zone 3 has been narrowed to account for the operational characteristics at this type of airport. Further reduction of any of these safety zones would not be appropriate as it already represents the minimum set of zones proven necessary by national historic accident trends. It is essential to recognize that the route followed by an aircraft when in distress may not be a normal route following prescribed flight tracks. Aircraft accidents can occur in places seldom overflown by aircraft. For more information on the establishment of safety zones please reference Appendix E in the Handbook.

Summary

One of the main purposes of an ALUC is to advise the local decision makers on how best to safely accommodate land uses around an airport. One of the ways they do this is by the preparation of an ALUCP that considers current and future land uses around an airport. It is required by State law that the local governments make their General Plans consistent with the ALUCP. Should a local entity choose to adopt an ALUCP contrary to the guidance expressed in the Handbook, they may do so following PUC Sections 21675.1(d), 21676, and 21676.5, the overrule process. The overrule process preserves local agency's constitutional land use authority and local agency's ability to implement its plans and projects.

The Division continues to remain available to support the ALUC staff in their efforts to update SDIA's ALUCP. If you have further questions, please don't hesitate to contact me or my staff. I can be reached at (916) 654-4151.

Sincerely,



TERRY L. BARRIE, Chief
Office of Aviation Planning

c: Bill Figge, Caltrans District 11, Chris Schmidt, Caltrans District 11

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

*Flex your power!
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March 18, 2011

Mr. Keith Wilschetz
Director of Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776

Dear Mr. Wilschetz:

The California Public Utilities Code (PUC) Section 21675 (a) requires that airport land use compatibility plans (ALUCP) be based on adopted airport master plans. When no airport master plan exists, or is not current, the ALUCP should be based on a current airport layout plan (ALP). It is not necessary that a formal ALP be drawn, and a more simplified diagram of the airport may be used for planning purposes. The only components essential to show are ones which may have off-airport compatibility implications—specifically: runways, runway protection zones, and airport property lines.

The Division of Aeronautics (Division) received and reviewed your March 1, 2011 letter and enclosures. This letter from your office is a re-submittal with some changes to the noise contours. These changes were made to account for some inaccuracies being caused by a hill. The Division has reviewed and supports the ALP to be used for the purpose of updating an ALUCP for the San Diego International Airport.

Our recommendation remains in effect until such time as any of the following occur: 1) a new airport master plan is adopted; or 2) there are significant changes in the existing airport conditions or the proprietor's expansion plans change over the next 20 years in such a manner as to have off-airport land use consequences.

The proposed runway displaced threshold will require a Corrected State Airport Permit. Detailed information regarding Corrected State Airport Permits can be viewed on-line at the following website: <http://www.dot.ca.gov/hq/planning/aeronaut/airport.html>. The applicant should also be advised to contact the Division's Aviation Safety Officer for San Diego County, John Favors, at (916) 654-5450, to request a State Amended/Corrected Airport Permit-Application package.

We look forward to continuing to work with the San Diego Regional Airport Authority in connection with approval of this important ALUCP. Please let us know if we can be of any additional assistance regarding this matter.

Sincerely,

A handwritten signature in blue ink that reads "Ron Bolyard".

RON BOLYARD
Aviation Planner

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS

P.O. BOX 942874, MS-40

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

www.dot.ca.gov

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File: San Diego ALUC

April 4, 2013

Ms. Angela Jamison
Airport Planning Manager
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Dear Ms. Jamison:

On March 13, 2013, the California Department of Transportation, Division of Aeronautics received your letter requesting the review and acceptance of the updated San Diego International Airport (SDIA) Airport Layout Plan (ALP), which was approved by the Federal Aviation Administration (FAA) on October 22, 2012. Currently, the Airport Land Use Compatibility Plan (ALUCP) for the SDIA is being updated, and per Public Utilities Code section 21675(a), the ALUCP must be based on the most recent ALP.

Per your findings, the updated ALP has no effect on the draft ALUCP, as it proposes no changes to the runway, runway thresholds, or runway protection zones. Although the updated ALP may not have an effect on the ALUCP, the proposed consolidated rental car facility and parking lot should be analyzed for compatibility and consistency with the updated ALUCP. Additionally, this construction project will require submission of FAA Form 7460-1 for obstruction evaluation. The approved ALP and draft ALUCP document must be consistent with one another.

This letter serves as the Division of Aeronautics review and acceptance of the submitted SDIA ALP, as approved by the FAA, for the inclusion into the draft ALUCP. Please note that any proposed changes must be reviewed and approved by the Division of Aeronautics to ensure the State's participation. If you have any questions, please contact me at (916) 654-7075 or by email at ron_bolyard@dot.ca.gov.

Sincerely,

Original signed by:

RON BOLYARD, Aviation Planner
Office of Aviation Planning
Division of Aeronautics

bc: Chris Schmidt-Caltrans District 11, Jacob Armstrong-Caltrans District 11

Appendix E Mitigation Monitoring and Reporting Program

This appendix contains a Mitigation Monitoring and Reporting Program (MMRP) that has been prepared pursuant to Section 21081.6 of the California Public Resources Code in order to provide for the monitoring of mitigation measures required for the proposed San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), as set forth in the Final Environmental Impact Report (EIR) prepared for the proposed ALUCP.

**MITIGATION MONITORING AND REPORTING PROGRAM
SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT LAND USE COMPATIBILITY PLAN**

AUTHORITY

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Section 21081.6 of the California Public Resources Code in order to provide for the monitoring of mitigation measures required for the proposed San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), as set forth in the Final Environmental Impact Report (EIR) prepared for the proposed ALUCP.¹

Concurrent with certification of the Final EIR, the MMRP will be adopted by the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego and the lead agency for the proposed ALUCP. The MMRP will be kept on file in the offices of the Airport Authority, located at 3225 North Harbor Drive, San Diego, California 92101.

MONITORING REQUIREMENTS

The Airport Authority will be responsible for ensuring compliance with the MMRP to the extent it is able. Importantly, as noted in the Final EIR, implementation of the mitigation measures is within the responsibility and jurisdiction of the City of San Diego, rather than the Airport Authority. The City may elect not to implement the mitigation measures adopted by the Airport Authority. In that instance, the impacts to Land Use and Planning and Population and Housing identified and analyzed in the Final EIR would remain significant and unavoidable.

Although the Airport Authority does not have the capacity to require implementation of these mitigation measures, it will collaborate with the City of San Diego in implementing the mitigation measures, if the City requests the assistance of the Airport Authority. Specifically, the Airport Authority, acting in its capacity as the ALUC for the County, will coordinate with the City to facilitate its efforts to make its applicable zoning ordinances and, to the extent necessary, general plans, community plans, specific plans, *etc.*, consistent with the proposed ALUCP.

REPORTING REQUIREMENTS, AND CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP made by the Airport Authority shall be recorded in writing. Reference to such changes shall be made in the Mitigation Monitoring Report prepared by the Airport Authority no earlier than 180 days following approval of the proposed ALUCP. In addition, Mitigation Monitoring Reports will be prepared annually if affected land use plans and regulations are not made consistent with the proposed ALUCP 180 days after approval, unless the affected local agency has overruled the ALUC by that time. The preparation of additional Mitigation Monitoring Reports at regular intervals is intended to provide the Airport Authority and the public with the

¹ Also, see California Code of Regulations, Title 14, §15097.

implementation status of the proposed ALUCP and the compliance of the affected jurisdictions with state law.

Modifications to the mitigation measures may be made by the Airport Authority subject to one of the following findings, documented by evidence in the record:

- (a) The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the ALUCP, changes in conditions of the environment, or other factors.

OR

- (b) The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measure does not have significant adverse effects on the environment in addition to or greater than those that were considered by the Airport Authority in its decisions on the Final EIR and the proposed ALUCP; and

The modified or substitute mitigation measure is feasible, and the affected Agency, through measures included in the MMRP or other Agency procedures, can assure its implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

FORMAT OF MITIGATION MONITORING MATRIX

The following matrix identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and the responsible monitoring agencies.

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SDIA ALUCP, MITIGATION MONITORING AND REPORTING PROGRAM**

MITIGATION MEASURES	TIME FRAME/ MONITORING MILESTONE	RESPONSIBLE MONITORING PARTY
4.2 LAND USE AND PLANNING		
LUP-1 Following adoption of the SDIA ALUCP, the City of San Diego can and should prepare and adopt the Airport Land Use Compatibility Overlay Zone (ALUCOZ) to apply within the SDIA AIA.	Within 180 Days of ALUCP Adoption; annually afterwards	Airport Authority and City of San Diego
LUP-2 Following adoption of the SDIA ALUCP, the City of San Diego can and should prepare and adopt amendments to community plans or applicable base zones outside the ALUCP Safety Zones to increase prescribed nonresidential intensities or floor area ratios (FARs) to compensate for the future development displaced from the safety zones and to maintain current buildout targets.	Within 180 Days of ALUCP Adoption; annually afterwards	Airport Authority and City of San Diego
4.3 POPULATION AND HOUSING		
PH-1 Following adoption of the SDIA ALUCP, the City of San Diego can and should prepare and adopt amendments to the existing zoning outside the ALUCP Safety Zones to increase prescribed residential densities to compensate for the future development displaced from the safety zones and to maintain current buildout targets.	Within 180 Days of ALUCP Adoption; annually afterwards	Airport Authority and City of San Diego

Appendix F Notices of Availability of the Draft Environmental Impact Report for the SDIA Airport Land Use Compatibility Plan

This appendix includes the notices of availability of the Draft Environmental Impact Report for the SDIA Airport Land Use Compatibility Plan.



San Diego County Regional Airport Authority
 Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776
 Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101
www.san.org/alucp

FILED
 Ernest J. Dronenburg, Jr. Recorder County Clerk

JUL 12 2013
 BY **C. Dueñas**
 DEPUTY

**NOTICE OF AVAILABILITY
 DRAFT ENVIRONMENTAL IMPACT REPORT**

**SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT LAND USE COMPATIBILITY PLAN
 SCH NO. 2013031060 – SDCRAA # EIR-13-01**

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, has prepared a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The basic function of an ALUCP is to promote compatibility between an airport and the future land uses that surround the airport and lie within the airport’s designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21675, subd. (a)). The AIA is comprised of the areas in which current or future airport-related noise, safety, airspace and/or overflight concerns may affect future land uses or necessitate land use restrictions on those areas. The SDIA AIA includes portions of the cities of San Diego, Coronado, and National City; the County of San Diego; Civic San Diego; the San Diego Unified Port District; and all school, community college and special districts within the AIA.

The proposed SDIA ALUCP would regulate the future development of new residential dwellings, commercial structures, and other noise- or risk-sensitive land uses. The proposed project designates as incompatible the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in other portions, and permits these uses without limitation in yet other portions.

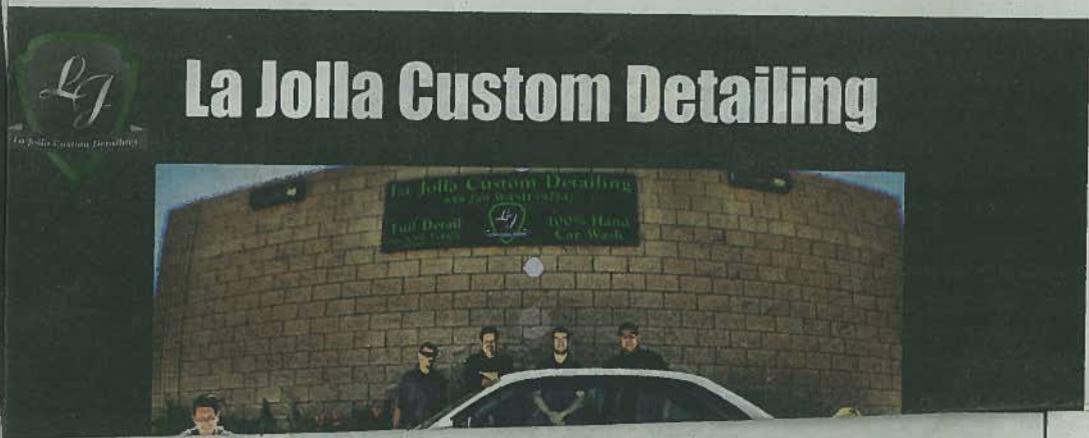
The proposed SDIA ALUCP would be utilized by the ALUC when it reviews proposed land use projects in the AIA. The ALUCP would also assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified timeframe. (Pub. Util. Code, §21676).

The Draft EIR determined that the proposed project would result in potential significant and unavoidable impacts to land use and planning and population and housing.

A PUBLIC REVIEW PERIOD, during which the San Diego County Regional Airport Authority will receive comments upon the proposed Draft EIR, commences on July 12, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. **The deadline for receiving written comments regarding the adequacy of the Draft EIR is August 26, 2013.** Comments may be submitted by:

- Mail to the Authority offices at SDCRAA, P.O Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by **Monday, August 26, 2013**).

FILED IN THE OFFICE OF THE COUNTY CLERK
 San Diego County
 Posted
 Returned to agency on
 Deputy
 C. Dueñas



**NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL IMPACT REPORT**

SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT LAND USE COMPATIBILITY PLAN
SCH NO. 2013031060 – SDCRAA # EIR-13-01

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, has prepared a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The basic function of an ALUCP is to promote compatibility between an airport and the future land uses that surround the airport and lie within the airport's designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21675, subd. (a)). The AIA is comprised of the areas in which current or future airport-related noise, safety, airspace and/or overflight concerns may affect future land uses or necessitate land use restrictions on those areas. The SDIA AIA includes portions of the cities of San Diego, Coronado, and National City; the County of San Diego; Civic San Diego; the San Diego Unified Port District; and all school, community college and special districts within the AIA.

The proposed SDIA ALUCP would regulate the future development of new residential dwellings, commercial structures, and other noise- or risk-sensitive land uses. The proposed project designates as incompatible the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in other portions, and permits these uses without limitation in yet other portions.

The proposed SDIA ALUCP would be utilized by the ALUC when it reviews proposed land use projects in the AIA. The ALUCP would also assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified timeframe. (Pub. Util. Code, §21676).

The Draft EIR determined that the proposed project would result in potential significant and unavoidable impacts to land use and planning and population and housing.

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Comments may be submitted by:

Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Monday, August 26, 2013).

E-mail to the Authority offices at alucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Monday, August 26, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as valid responses to this notice.

Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2448 by 5:00 p.m. on Monday, August 26, 2013.

COPIES OF THE DRAFT EIR ARE AVAILABLE from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the Draft EIR may be downloaded at www.san.org/alucp. A copy of the same may also be requested by contacting Angela Jamison at (619) 400-2484.

San Diego County Regional Airport Authority
Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776
Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101
www.san.org/alucp

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HOLTWICK This business is being conducted by: A GENERAL PARTNERSHIP. The transaction of business began on: 06/03/2013 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: JUN 05, 2013 ISSUE DATE(S): JUNE 20, 27 JULY 04 AND 11, 2013

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2013-015817DUHS DESIGN CONCEPTS located at: 4878 SANTA MONICA AVE. SAN DIEGO, CA. 92107. is hereby registered by the following owner(s): TRACY DUHS This business is being conducted by: AN INDIVIDUAL The transaction of business began on: 01/05/2013 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: MAY 29, 2013 ISSUE DATE(S): JUNE 20, 27 JULY 04 AND 11, 2013

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2013-017594 SAND AND SEA HOME. SOUTHWEST FINANCIAL located at: 2515 CAMINO DEL RIO SOUTH STE 334 SAN DIEGO, CA. 92108 is hereby registered by the following owner(s): SOUTHWEST MARKETING AND FINANCIAL PLANNING This business is being conducted by: A CORPORATION SOUTHWEST MARKETING AND FINANCIAL PLANNING 2515 CAMINO DEL RIO SOUTH SUITE 334 SAN DIEGO, CA. 92108 CALIFORNIA The transaction of business began on: 01/06/2006 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: JUN 14, 2013 ISSUE DATE(S): JUNE 20, 27 JULY 04 AND 11, 2013

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2013-017490 KETTNER EXCHANGE located at: 2001 KETTNER SAN DIEGO, CA. 92101 is hereby registered by the following owner(s): KETTNER HOUSE LP This business is being conducted by: A LIMITED PARTNERSHIP KETTNER HOUSE LP 722 GRAND AVE. SAN DIEGO, CA 92109 CALIFORNIA The transaction of business began on: NOT YET STARTED The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: JUNE 13, 2013 ISSUE DATE(S): JUNE 20, 27 JULY 04 AND 11, 2013

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2013-015422 IBEX SCIENTIFIC located at: 3429 28TH ST. SAN DIEGO, CA. 92104 is hereby registered by the following owner(s): DANIEL RABB This business is being conducted by: AN INDIVIDUAL The transaction of business began on: 11/15/2012 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: MAY 24, 2013 ISSUE DATE(S): JUNE 20, 27 JULY 04 AND 11, 2013

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2013-016722 PEOPLEFIRST REHABILITATION located at: 1586 WEST SAN MARCOS BLVD. SAN MARCOS, CA. 92069 is hereby registered by the following owner(s): KINDRED REHAB SERVICES, INC. This business is being conducted by: A CORPORATION KINDRED REHAB SERVICES, INC. 680 SOUTH FOURTH STREET LOUISVILLE, KY 40202 DE CORPORATION The transaction of business began on: 10/22/2003 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: JUNE 06, 2013 ISSUE DATE(S): JUNE 27 JULY 04, 11 AND 18, 2013

owner(s): JOHN BARNES, SHELLEY BARNES This business is being conducted by: A MARRIED COUPLE The transaction of business began on: 11/04/2011 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2013-018857 CAL'S CLUB/MED located at: 4688 CASS ST. SAN DIEGO, CA 92109 is hereby registered by the following owner(s): MISSION PB

TELEGRAPH CANYON RD. #525 CHULA VISTA, CA. 91910 CALIFORNIA The transaction of business began on: 07/01/13 The statement was filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: JUL 03, 2013

filed with Ernest J. Dronenburg, Jr., Recorder / County Clerk of San Diego County on: JUN 17, 2013 ISSUE DATE(S): JULY 11, 18, 25 AND AUG 01, 2013

NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL IMPACT REPORT

SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN
SCH NO. 2013031060 - SDCRAA# EIR-13-01

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, has prepared a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The basic function of an ALUCP is to promote compatibility between an airport and the future land uses that surround the airport and lie within the airport's designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21675, subd. (a)). The AIA is comprised of the areas in which current or future airport-related noise, safety, airspace and/or overflight concerns may affect future land uses or necessitate land use restrictions on those areas. The SDIA AIA includes portions of the cities of San Diego, Coronado, and National City; the County of San Diego; Civic San Diego; the San Diego Unified Port District; and all school, community college and special districts within the AIA.

The proposed SDIA ALUCP would regulate the future development of new residential dwellings, commercial structures, and other noise- or risk-sensitive land uses. The proposed project designates as incompatible the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in other portions, and permits these uses without limitation in yet other portions.

The proposed SDIA ALUCP would be utilized by the ALUC when it reviews proposed land use projects in the AIA. The ALUCP would also assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified timeframe. (Pub. Util. Code, §21676).

The Draft EIR determined that the proposed project would result in potential significant and unavoidable impacts to land use and planning and population and housing.

A PUBLIC REVIEW PERIOD, during which the San Diego County Regional Airport Authority will receive comments upon the proposed Draft EIR, commences on July 12, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. The deadline for receiving written comments regarding the adequacy of the Draft EIR is August 26, 2013.

Comments may be submitted by:

Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Monday, August 26, 2013).

E-mail to the Authority offices at alucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Monday, August 26, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as valid responses to this notice.

Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2448 by 5:00 p.m. on Monday, August 26, 2013.

COPIES OF THE DRAFT EIR ARE AVAILABLE from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the Draft EIR may be downloaded at www.san.org/alucp. A copy of the same may also be requested by contacting Angela Jamison at (619) 400-2464.

San Diego County Regional Airport Authority
Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776
Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101
www.san.org/alucp

CERTIFICATE OF PUBLICATION

Accounts Payable
SDCRAA
P.O. Box 82776
San Diego CA 92138-2776

IN THE MATTER OF

CASE NO.

SCH NO. 2013031060/EIR-13-01

SAN DIEGO REGIONAL AIRPORT AUTHORITY

NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL IMPACT REPORT
SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE
COMPATIBILITY PLAN
SCH NO. 2013031060 - SDCRAA # EIR-13-01

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, has prepared a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The basic function of an ALUCP is to promote compatibility between an airport and the future land uses that surround the airport and lie within the airport's designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21675, subd. (a)). The AIA is comprised of the areas in which current or future airport-related noise, safety, airspace and/or overflight concerns may affect future land uses or necessitate land use restrictions on those areas. The SDIA AIA includes portions of the cities of San Diego, Coronado, and National City; the County of San Diego; Civic San Diego; the San Diego Unified Port District; and all school, community college and special districts within the AIA.

The proposed SDIA ALUCP would regulate the future development of new residential dwellings, commercial structures, and other noise- or risk-sensitive land uses. The proposed project designates as incompatible the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in other portions, and permits these uses without limitation in yet other portions.

The proposed SDIA ALUCP would be utilized by the ALUC when it reviews proposed land use projects in the AIA. The ALUCP would also assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified timeframe. (Pub. Util. Code, §21676).

The Draft EIR determined that the proposed project would result in potential significant and unavoidable impacts to land use and planning and population and housing.

A PUBLIC REVIEW PERIOD, during which the San Diego County Regional Airport Authority will receive comments upon the proposed Draft EIR, commences on July 12, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. The deadline for receiving written comments regarding the adequacy of the Draft EIR is August 26, 2013. Comments may be submitted by:

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• E-mail to the Authority offices at alucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Monday, August 26, 2013, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as valid responses to this notice.

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COPIES OF THE DRAFT EIR ARE AVAILABLE from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the Draft EIR may be downloaded at www.san.org/alucp. A copy of the same may also be requested by contacting Angela Jamison at (619) 400-2464.

Pub. July 12-00112323

I, C Davis, am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above entitled matter. I am the principal clerk of the San Diego Daily Transcript, a newspaper of general circulation, printed and published daily, except on Saturdays and Sundays, in the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

Notice of Availability

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

July 12

I certify under penalty of perjury that the forgoing is true and correct.

Dated at San Diego, California this July 12, 2013

C Davis
Signature

LEGAL NOTICES

This business is hereby registered by the following: Charlotte DeLillo, 4080 Vista Grande Dr., San Diego, CA 92115. This statement was filed with the Recorder/County Clerk of San Diego County on June 25, 2013. This fictitious business name will expire on June 25, 2018. 7/4, 7/11, 7/18, 7/25

FICTITIOUS BUSINESS NAME STATEMENT 2013-018912

Fictitious business name: **ARIES SALON**
 Located at: 8332 Parkway Dr., La Mesa, CA, County of San Diego, 91942.
 The business is conducted by: An Individual.
 The first day of business was: Not yet started.
 This business is hereby registered by the following: Thy Kim Nguyen, 8332 Parkway Dr., La Mesa, CA 91942. This statement was filed with the Recorder/County Clerk of San Diego County on June 28, 2013. This fictitious business name will expire on June 28, 2018. 7/4, 7/11, 7/18, 7/25

FICTITIOUS BUSINESS NAME STATEMENT 2013-019074

Fictitious business name: **SAN DIEGO BUMPER AND COLLISION CENTER S.D. BUMPER & COLLISION CTR.**
 Located at: 4876 El Cajon Blvd., San Diego, CA, County of San Diego, 92115.
 The business is conducted by: An Individual.
 The first day of business was: 07/01/2013.
 This business is hereby registered by the following: Howard Khoun, 4876 El Cajon Blvd., San Diego, CA 92115. This statement was filed with the Recorder/County Clerk of San Diego County on July 01, 2013. This fictitious business name will expire on July 01, 2018. 7/4, 7/11, 7/18, 7/25

FICTITIOUS BUSINESS NAME STATEMENT 2013-019178

Fictitious business name: **ANDONAEGUI ICE CREAM**
 Located at: 3854 Choumave Ave., San Diego, CA County of San Diego, 92105.
 The business is conducted by: An Individual.
 The first day of business was: 07/01/2013.
 This business is hereby registered by the following: Edgar Rene Andonaegui, 3854 Choumave Ave., San Diego, CA 92105. This statement was filed with the Recorder/County Clerk of San Diego County on July 02, 2013. This fictitious business name will expire on July 02, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-019173

Fictitious business name: **YAKKO ICE CREAM**
 Located at: 33868 39th St., San Diego CA County of San Diego, 92105.
 The business is conducted by: An Individual.
 The first day of business was: 07/01/2013.
 This business is hereby registered by the following: Noe Martin Gading, 33868 39th St., San Diego, CA 92105. This statement was filed with the Recorder/County Clerk of San Diego County on July 02, 2013. This fictitious business name will expire on July 02, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-019178

Fictitious business name: **MANI ICE CREAM**
 Located at: 3868 39th Street, San Diego, CA County of San Diego, 92105.
 The business is conducted by: An Individual.
 The first day of business was: 07/01/2013.
 This business is hereby registered by the following: Abraham Rodriguez Lopez, 3868 39th Street, San Diego, CA 92105. This statement was filed with the Recorder/County Clerk of San Diego County on July 02, 2013. This fictitious business name will expire on July 02, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-019082

Fictitious business name: **HANDZ IN THE POT ENT GOTTA EAT BEATZ.**
 Located at: 8724 Harms St., Unit A, Spring Valley, CA, County of San Diego, 91977.
 The business is conducted by:

LEGAL NOTICES

An Individual.
 The first day of business was: Not yet started.
 This business is hereby registered by: Anthony Anderson, 8344 Harness Ln, Unit A, Spring Valley, CA, 91977. This statement was filed with the Recorder/County Clerk of San Diego County on July 01, 2013. This fictitious business name will expire on July 01, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-018402

Fictitious business name: **SOULTRIE MUSIC GROUP**
 Located at: 506 59th Market St., Apt C, San Diego, CA, County of San Diego, 92102.
 The business is conducted by: An Individual.
 The first day of business was: Not yet started.
 This business is hereby registered by: Keyon Rashawn Mark McCray 4451 Market St. Apt C, San Diego, CA, 92102.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 24, 2013. This fictitious business name will expire on June 24, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-016823

Fictitious business name: **TRACKWIDE ENTERTAINMENT**
 Located at: 226 Encinitas Ave., San Diego, CA, County of San Diego, 92102.
 The business is conducted by: A General Partnership.
 The first day of business was: Not Yet Started.
 This business is hereby registered by: Shabazz Conglomerate LLC, 6681 Charlene Ave., San Diego, CA 92114. This statement was filed with the Recorder/County Clerk of San Diego County on June 12, 2013. This fictitious business name will expire on June 12, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-018779

Fictitious business name: **IKIDNEY CARE CLINIC**
 Located at: 4440 Euclid Ave., San Diego, CA, County of San Diego, 92115.
 The business is conducted by: An Individual.
 The first day of business was: Not yet started.
 This business is hereby registered by: Charles Nguyen-Thanh, 4440 Euclid Ave., San Diego, CA 92115. This statement was filed with the Recorder/County Clerk of San Diego County on July 27, 2013. This fictitious business name will expire on July 27, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-016923

Fictitious business name: **PREMIER HOMES, PREMIER PROPERTY MANAGEMENT**
 Located at: 7770 Regents Rd., #113-361, San Diego, CA 92122
 The business is conducted by: A Corporation.
 The first day of business was: 01/11/2003.
 This business is hereby registered by: Premiere Real Estate Group, 7770 Regents Rd #113-361, San Diego, CA 92122. This statement was filed with the Recorder/County Clerk of San Diego County on June 10, 2013. This fictitious business name will expire on June 10, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017263

Fictitious business name: **HOME CARE KALI-BUDS**
 Located at: 8232 Station Village Ln #1911, San Diego, CA 92108. The business is conducted by: An Individual.
 The first day of business was: Not Yet Started.
 This business is hereby registered by: Douglas Evans, 1204 Sea Robin Ct., San Diego, CA 92114.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 12, 2013. This fictitious business name will expire on June 12, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-016120

Fictitious business name: **HOPE CREDIT**
 Located at: 191 Calle Magdalena #203, Encinitas, CA, 92024. Mailing Address: 4263 Oceanview Blvd #10165, Oceanside, CA 92056.

LEGAL NOTICES

The business is conducted by: A Limited Liability Company.
 The first day of business was: Not Yet Started.
 This business is hereby registered by: Branco, LLC, 191 Calle Magdalena #203, Encinitas, CA 92024.
 This statement was filed with the Recorder/County Clerk of San Diego County on May 31, 2013. This fictitious business name will expire on May 31, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017058

Fictitious business name: **JR PYRAMIDS KUSHIES**
 Located at: 506 59th Street, San Diego, CA 92114.
 The business is conducted by: An Individual.
 The first day of business was: June 11, 2013.
 This business is hereby registered by: Clarence Alfonso Dair IV, 506 59th Street, San Diego, CA 92114.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 11, 2013. This fictitious business name will expire on June 11, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-016823

Fictitious business name: **TRANSPORTATION LLC SUIT AND TIE LLC**
 Located at: 6681 Charlene Ave., San Diego, CA 92114.
 The business is conducted by: A Limited Liability.
 The first day of business was: Not yet started.
 This business is hereby registered by: Shabazz Conglomerate LLC, 6681 Charlene Ave., San Diego, CA 92114. This statement was filed with the Recorder/County Clerk of San Diego County on June 07, 2013. This fictitious business name will expire on June 07, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017550

Fictitious business name: **KIWI PARK INC.**
 Located at: 1674 Palm Avenue, San Diego, CA 92114.
 The business is conducted by: A S Corporation.
 The first day of business was: Not yet started.
 This business is hereby registered by: Kiwi Park Inc., 1674 Palm Avenue, San Diego, CA 92114.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 14, 2013. This fictitious business name will expire on June 14, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017685

Fictitious business name: **RICH WAX PROFESSIONAL AUTO DETAIL DIRT BUSTERS PROFESSIONAL AUTO DETAIL**
 Located at: 4295 48th Street, San Diego, CA 92117.
 The business is conducted by: An Individual.
 The first day of business was: Not yet started.
 This business is hereby registered by: Zaid R. Carrillo, 4295 48th Street, San Diego, CA 92117.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 14, 2013. This fictitious business name will expire on June 14, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017293

Fictitious business name: **GUARDIAN ANGEL HOME CARE**
 Located at: 10393 San Diego Mission Road, Ste. 206, San Diego, CA 92108.
 The business is conducted by: A Corporation.
 The first day of business was: May 1, 2013.
 This business is hereby registered by: Guardian Angel Healthcare, Inc., 1701 North Field Drive, Rochester Hills, MI 48309.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 13, 2013. This fictitious business name will expire on June 13, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017679

Fictitious business name: **BLACK RIDER HARDWARE**
 Located at: 4404 42nd Street, San Diego, CA 92116.
 The business is conducted by:

LEGAL NOTICES

An Individual.
 The first day of business was: December 1, 1991.
 This business is hereby registered by: Dennis R. Nowlan, 4404 42nd Street, San Diego, CA 92116.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 17, 2013. This fictitious business name will expire on June 17, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-016103

Fictitious business name: **FAR WEST TRADE**
 Located at: 9612 Dale Avenue #1, Spring Valley, CA 91977.
 The business is conducted by: An Individual.
 The first day of business was: May 15, 2013.
 This business is hereby registered by: Clarence Alfonso Dair IV, 506 59th Street, San Diego, CA 92113.
 This statement was filed with the Recorder/County Clerk of San Diego County on May 31, 2013. This fictitious business name will expire on May 31, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017796

Fictitious business name: **SUMMIT MANAGEMENT ANDREW CHARLES LAUBACH**
 Located at: 183 Calle Magdalena, Suite 100, Encinitas, CA, County of San Diego, CA 92116.
 The business is conducted by: A Corporation.
 The first day of business was: April 13, 2000.
 This business is hereby registered by: Summit Pacific Management Company, Inc., 183 Calle Magdalena, Suite 100, Encinitas, CA 92024.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 18, 2013. This fictitious business name will expire on June 18, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-017274

Fictitious business name: **AMERICAN ANGEL**
 Located at: 7825 Pay Avenue, Suite 200, La Jolla, CA, County of San Diego 92037.
 The business is conducted by: An Individual.
 The first day of business was: January 12, 2000.
 This business is hereby registered by: Teva Perrizo, 22797 Bayview Avenue, Hayward, CA 94541.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 12, 2013. This fictitious business name will expire on June 12, 2018. 6/20, 6/27, 7/4, 7/11

FICTITIOUS BUSINESS NAME STATEMENT 2013-016708

Fictitious business name: **ONE LOVE INFANT MASSAGE**
 Located at: 7125 Glenford Avenue, San Diego, CA 92119.
 The business is conducted by: An Individual.
 The first day of business was: NOT YET STARTED
 This business is hereby registered by: Caroline R. Jacobs, 7125 Glenford Avenue, San Diego, CA 92119.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 06, 2013. This fictitious business name will expire on June 06, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-018096

Fictitious business name: **FORGET ME NOT**
 Located at: 7737 Linda Vista Road, San Diego, CA 92121.
 The business is conducted by: An Individual.
 The first day of business was: NOT YET STARTED
 This business is hereby registered by: Jo-lynn Herbert, 7737 Linda Vista Road, San Diego, CA 92111.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 20, 2013. This fictitious business name will expire on June 20, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-017964

Fictitious business name: **CRISTIANOS UNIDOS**
 Located at: 166 Palm Avenue, Chula Vista, CA 91911.
 The business is conducted by: Co-partners.
 The first day of business was: NOT YET STARTED

LEGAL NOTICES

This business is hereby registered by: Herlinda M. Chavez, 166 Palm Avenue, Chula Vista, CA 91911; Nicolas Espinal Jr., 27837 Maywood Bend Drive, San City, CA 92585; Maria Roldan, 4450 Delta Street, Apt 2, San Diego, CA 92113.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 19, 2013. This fictitious business name will expire on June 19, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-017824

Fictitious business name: **MULTISERVICIOS ELEKTRA**
 Located at: 675 E. Lincoln Avenue, Suite H, Escondido, CA 92026.
 The business is conducted by: A Limited Liability Company.
 The first day of business was: August 1, 2011.
 This business is hereby registered by: Envios Elektra, LLC, 675 E. Lincoln Avenue, Suite H, Escondido, CA 92026.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 03, 2013. This fictitious business name will expire on June 03, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-016181

Fictitious business name: **SHERIDAN COMMUNICATIONS**
 Located at: 3926 3rd Avenue, San Diego, CA 92103. Mailing Address is PO Box 81497, San Diego, CA 92118.
 The business is conducted by: A Married Couple.
 The first day of business was: October 10, 2007.
 This business is hereby registered by: Aaron Brubaker, 3922 3rd Avenue, San Diego, CA 92103; Masoumeh Pourmand, 3922 3rd Avenue, San Diego, CA 92103.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 03, 2013. This fictitious business name will expire on June 03, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-017824

Fictitious business name: **SIMPLY FASTENERS**
 Located at: 954 Prism Drive, San Marcos, CA 92078.
 The business is conducted by: A Limited Liability Company.
 The first day of business was: August 8, 2012.
 This business is hereby registered by: Online Marketing Geeks, LLC, 954 Prism Drive, San Marcos, CA 92078.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 24, 2013. This fictitious business name will expire on June 24, 2018. 7/4, 7/11, 7/18, 7/25

FICTITIOUS BUSINESS NAME STATEMENT 2013-016180

Fictitious business name: **INSPIRE U MEDIA INSPIRE YOU MEDIA**
 Located at: 301 Playa Del Norte, La Jolla, CA 92037.
 The business is conducted by: A Married Couple.
 The first day of business was: June 3, 2013.
 This business is hereby registered by: Masoumeh Pourmand, 301 Playa Del Norte, La Jolla CA 92037; Aaron Brubaker, 301 Playa Del Norte, La Jolla, CA 92037.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 03, 2013. This fictitious business name will expire on June 03, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-018098

Fictitious business name: **FIVE SHU HOLDINGS**
 Located at: 4852 Kerling Court, San Diego, CA 92117.
 The business is conducted by: An Individual.
 The first day of business was: August 1, 2011.
 This business is hereby registered by: Justin G. Ramirez, 4852 Kerling Court, San Diego, CA 92117.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 03, 2013. This fictitious business name will expire on June 03, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-017593

Fictitious business name: **THE FLY CURVE**
 Located at: 2607-2609 Lemon Grove Avenue, Lemon Grove, CA 91945. Mailing Address: 440 Chambers Street #26, El Cajon, CA 92020.
 The business is conducted by:

LEGAL NOTICES

An Individual
 The first day of business was: NOT YET STARTED
 This business is hereby registered by: Brittany Cooper, 2607-2609 Lemon Grove Avenue, Lemon Grove, CA 91945.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 14, 2013. This fictitious business name will expire on June 14, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-018452

Fictitious business name: **PEACE & UNITY FOR OUR COMMUNITY P.U.F.O.C.C.**
 Located at: 675 E. Lincoln Avenue, Suite H, Escondido, CA 92113.
 The business is conducted by: An Individual.
 The first day of business was: May 3, 2010.
 This business is hereby registered by: Stacy Butler, 5041 Solola Avenue, San Diego, CA 92113.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 24, 2013. This fictitious business name will expire on June 24, 2018. 6/27, 7/4, 7/11, 7/18

FICTITIOUS BUSINESS NAME STATEMENT 2013-017754

Fictitious business name: **PREMIER WOODWORK & DESIGN**
 Located at: 3454 Paseo De Francisco, Uni 233, Oceanside, CA 92056.
 The business is conducted by: An Individual.
 The first day of business was: May 2, 2005.
 This business is hereby registered by: Marc Scott Burroughs, Jr., 3454 Paseo De Francisco, Uni 233, Oceanside, CA 92056.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 24, 2013. This fictitious business name will expire on June 17, 2018. 7/4, 7/11, 7/18, 7/25

FICTITIOUS BUSINESS NAME STATEMENT 2013-018720

Fictitious business name: **"GOD IS" WORLD OUT-REACH MINISTRY, INC.**
 Located at: 10059 Prospect Avenue, Santee, CA 92071.
 The business is conducted by: A Corporation.
 The first day of business was: February 10, 1992.
 This business is hereby registered by: "God Is" World Outreach Deliverance Ministry, Inc., 10059 Prospect Avenue, Santee, CA 92071.
 This statement was filed with the Recorder/County Clerk of San Diego County on June 24, 2013. This fictitious business name will expire on June 24, 2018. 7/4, 7/11, 7/18, 7/25

FICTITIOUS BUSINESS NAME STATEMENT 2013-019431

Fictitious business name: **KIFARU PRODUCTS**
 Located at: 2654 Vista Pacific Drive, Oceanside, CA, County of San Diego, 92056.
 The business is conducted by: An Individual.
 The first day of business was: July 5, 2013
 This business is hereby registered by: Ash Shah, 2925 Via Enatero, Carlsbad, CA 92009.
 This statement was filed with the Recorder/County Clerk of San Diego County on July 5, 2013. This fictitious business name will expire on July 5, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-019606

Fictitious business name: **LIFE SCOPE**
 Located at: 4321 52nd St. #112, San Diego, CA, County of San Diego, 92115.
 The business is conducted by: An Individual.
 The first day of business was: Not yet started.
 This business is hereby registered by: Roseanna W. Shaw, 4321 52nd St., #112, San Diego, CA 92115.
 This statement was filed with the Recorder/County Clerk of San Diego County on July 8, 2013. This fictitious business name will expire on July 8, 2018. 7/11, 7/18, 7/25, 8/1

FICTITIOUS BUSINESS NAME STATEMENT 2013-018541

Fictitious business name: **EVANS TRADING**
 Located at: 2715 Lake Pointe Dr., #115, Spring Valley CA County of San Diego, 91977.
 The Fictitious business name referred to above was filed in San Diego County on: 5/7/2012 and assigned File

LEGAL NOTICES

No. 2013-012671.
 This business is abandoned by the following registrant(s): Tynesha Evans, 2715 Lake Pointe Dr., #115, Spring Valley CA 91977. This statement was filed with the Recorder/County Clerk of San Diego County on June 25, 2013. 7/11, 7/18, 7/25, 8/1

NOTICE OF AVAILABILITY

NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL IMPACT REPORT SAN DIEGO INTERNATIONAL AIRPORT AIRPORT LAND USE COMPATIBILITY PLAN SCH NO. 2013031060 - SD-CRAA F EIR-13-01

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, has prepared a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The basic function of an ALUCP is to promote compatibility between the airport and the future land uses that surround the airport and lie within the airport's designated airport influence area (AIA), to the extent that these areas are not already zoned for incompatible uses. (Pub. Util. Code, §21675, subd. (a)). The AIA is comprised of the areas in which current or future airport-related noise, safety, airspace and/or overflight concerns may affect future land uses or necessitate land use restrictions on those areas. The SDIA AIA includes portions of the cities of San Diego, Coronado, and National City; the County of San Diego; Civic San Diego; the San Diego Unified Port District; and all school, community college and special districts within the AIA.

The proposed SDIA ALUCP would regulate the future development of new residential, commercial, industrial, and other noise- or risk-sensitive land uses. The proposed project designates as incompatible the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in other portions, and permits these uses without limitation in yet other portions.

The proposed SDIA ALUCP would be utilized by the ALUC when it reviews proposed land use projects in the AIA. The ALUCP would also assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUCP within a specified timeframe. (Pub. Util. Code, §21676).

The Draft EIR determined that the proposed project would result in potential significant and unavoidable impacts to land use and planning and population and housing.

A PUBLIC REVIEW PERIOD, during which the San Diego County Regional Airport Authority will receive comments on the proposed Draft EIR, commences on July 12, 2013. Comments should be addressed to the San Diego County Regional Airport Authority. The deadline for receiving written comments regarding the adequacy of the Draft EIR is August 26, 2013. Comments may be submitted by:

Mail to the Authority offices at SD-CRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be post-marked by August 26, 2013).

E-mail to the Authority's offices at aluccomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Monday, August 26, 2013, if the comments: (i) contain less than



P.O. Box 120191, San Diego, CA 92112-0191

AFFIDAVIT OF PUBLICATION

SAN DIEGO AIRPORT AUTHORITY
P.O. BOX 82776
PLANNING DEPARTMENT
ATTN: LYNDA TAMURA
SAN DIEGO, CA 92138

STATE OF CALIFORNIA } ss.
County of San Diego }

**NOTICE OF
AVAILABILITY
DRAFT
ENVIRONMENTAL
IMPACT REPORT
SAN DIEGO
INTERNATIONAL
AIRPORT - AIRPORT
LAND USE
COMPATIBILITY PLAN**

**SCH NO. 2013031060
- SDCRAA # EIR-13-01**

PROJECT DESCRIPTION AND LOCATION: The San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, has prepared a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport, located in the City of San Diego.

The basic function of an ALUCP is to promote compatibility between an airport and the future land uses that surround the airport and lie within the airports designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21675, subd. (a)). The AIA is comprised of the areas in which current or future airport-related noise, safety, airspace and/or overflight concerns may affect future land uses or necessitate land use restrictions on those areas. The SDIA AIA includes portions of the cities of San Diego, Coronado, and National City; the County of San Diego; Civic San Diego; the San Diego Unified Port District; and all school, community college and special districts within the AIA.

The proposed SDIA ALUCP would regulate the future development of new residential dwellings,

commercial structures, and other noise- or risk-sensitive land uses. The proposed project designates as incompatible the future development of specified uses in certain portions of the AIA, conditionally limits the future development of these uses in other portions, and permits these uses without limitation in yet other portions.

The proposed SDIA ALUCP would be utilized by the ALUC when it reviews proposed land use projects in the AIA. The ALUCP would also assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified timeframe. (Pub. Util. Code, §21676).

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- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Monday, August 26, 2013).

- E-mail to the Authority offices at dlucpcomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Monday, August 26, 2013, if the com-

ments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing to the address specified above, or they will not be considered as valid responses to this notice.

- Delivery to the Authority offices at San Diego International Airport or faxed to (619) 400-2448 by 5:00 p.m. on Monday, August 26, 2013.

COPIES OF THE DRAFT EIR ARE AVAILABLE from the Airport Planning Department, San Diego County Regional Airport Authority, with offices located in the Commuter Terminal at San Diego International Airport, 3225 North Harbor Drive, San Diego, CA, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Copies of the Draft EIR may be downloaded at www.san.org/alucp. A copy of the same may also be requested by contacting Angela Jamison at (619) 400-2464.

The Undersigned, declares under penalty of perjury under the laws of the State of California: That he is a resident of the County of San Diego. That he is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he is not a party to, nor interested in the above entitled matter; that he is Chief Clerk for the publisher of

The San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

Jul 12, 2013

Chief Clerk for the Publisher

7/15/13
Date

Affidavit of Publication of

Legal Advertisement
Ad # 0010759754#
ORDERED BY: KIM SHEREDY

Appendix G Public Comment Letters Received on Draft Environmental Impact Report and Proposed SDIA Airport Land Use Compatibility Plan

This appendix includes copies of the public comment letters received on the Draft Environmental Impact Report (EIR) and the proposed SDIA Airport Land Use Compatibility Plan (ALUCP). Within each letter, the individual comments have been marked with a number corresponding to each response. Responses to each comment are included in Section 6 of this Final EIR.



CITY OF CORONADO
COMMUNITY DEVELOPMENT

RECEIVED

AUG 01 2013

BY: _____

1825 STRAND WAY
CORONADO, CALIFORNIA 92118
WWW.CORONADO.CA.US

CITY HALL
PHONE: (619) 522-7326
FAX: (619) 435-6009

July 30, 2013

SDCRAA
P.O. Box 82776
San Diego, CA 92138-2776

Re: Comments on Draft Environmental Impact Report (EIR) for San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP)

To Whom it may Concern:

The City of Coronado appreciates the opportunity to review and comment on the Draft document. It is apparent a lot of time and effort has been put into both the Draft EIR and the SDIA ALUCP and the City applauds those individuals involved with the development of these documents.

A1

Page 2-11 and exhibit 2-3 of the Draft EIR indicate a portion of Coronado is located within the Airport Influence Area for the SDIA ALUCP. Exhibit 2-7 illustrates the City is also within the Airspace Protection Boundary; therefore, the City is subject to the Airspace Protection Policies and Standards. The City is not subject to Overflight Compatibility Policies because it is located outside of the overflight area boundary.

A2

On Page 2-39 the Draft EIR indicates " ... the cities of San Diego, National City, and Coronado and the County of San Diego are expected to refer to this EIR as they prepare and consider amendments to their general plans, applicable community plans, and zoning ordinances to achieve consistency with the proposed ALUCP".

The City of Coronado questions the accuracy of this statement and the lack of information and analysis contained with the Draft EIR to support this statement. The Draft EIR contains no information on the City's General Plan or Zoning Ordinance and how the General Plan Elements or zoning code regulations are inconsistent with the ALUCP. The Draft EIR is inadequate because it lacks any

A3

analysis of Coronado's existing General Plan or Zoning Ordinance to indicate which General Plan policies and zoning regulations would need to be changed to be consistent with the ALUCP.

Coronado believes the statement is erroneous because it does not appear that the City's General Plan and zoning regulations conflict with the ALUCP Airspace Policies and Standards. Due to Coronado's height limit of 40 feet; restrictive zoning regulations; limited open space; and built-out nature, there are few, if any, opportunities for future development to impact airport airspace.

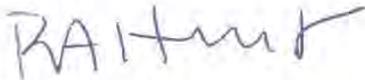
A3

If the statement on page 2-39 is retained, the Draft EIR needs to identify and analyze what sections of the City's General Plan or Zoning Ordinance are inconsistent with the ALUCP and/or what amendments are proposed. The Draft EIR must also analyze any environmental impacts related to the required amendments.

Thank you for your consideration of our comments, and please contact our office should you have any questions.

A4

Sincerely,



Rachel A. Hurst
Director of Community Development

cc: Blair King, City Manager
Ann McCaull, Senior Planner
Tom Smisek, Board Member, Airport Authority

alucpcomments

From: Joe LaCava <joe@avetterra.com>
Sent: Wednesday, August 14, 2013 2:57 PM
To: alucpcomments
Cc: Sherri Lightner Council District 1; Erin Demorest; La Jolla Community Planning Association E-Blast; La Jolla Town Council; Bird Rock Community Council
Subject: COMMENT (Corrected) | Draft Environmental Impact Report for the Airport Land Use Compatibility Plan for San Diego International Airport (SCH No. 2013031060)

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

To Whom It May Concern,

Please accept this email as an official comment on the subject draft EIR.

Simply put the draft EIR is inadequate, must be revised, and recirculated.] B1

The draft EIR discloses that a new overlay zone will be placed on properties within the La Jolla community (dEIR, Exhibit 2-8.) And yet the 348 pages of the draft EIR is silent on the specific reasons for the new zone in the La Jolla community, the potential impacts to the community, and mitigation of said impacts.

Simply referring to the ALUCP (Footnote 37, p. 2-35) is inadequate; the draft EIR must fully disclose and discuss the basis for the overlay zone.

The simplistic language of Section 2.4.34 fails to disclose the implications of a new overlay zone and its potential impacts.

Despite the proposed change, "La Jolla" is not mentioned once in the draft EIR despite the proposed overlay zone. Similarly "La Jolla" is not mentioned once in Appendix A. How can an EIR be deemed adequate when it reveals the Project will impose changes on a community and then fails to discuss that change and its potential impacts? B2

The draft EIR is silent on whether the proposed overlay zone is compatible with the La Jolla Community Plan and Local Coastal Program Land Use Plan. The failure to include such analysis will prevent the California Coastal Commission from making an informed decision on the appropriateness of the ALUCP proposal (dEIR, Section 2.5.2.)

The rationale that new noise overlay zones are necessary because of history of complaints is not justified nor a rational approach. Further, it will accomplish nothing except to confuse residents and future homebuyers.

As an active community leader, I know that noise complaints are filed for a variety of aircraft that are not associated with the commercial operations out of SDIA. For example, La Jolla experiences low flying military helicopters, Homeland Security helicopters, banner-towing private planes, private small planes, etc, etc.

Complaints of military and private planes have nothing to do with commercial operations out of SDIA. The Noise Contour Map in Exhibit 2-5 demonstrates this.

Unless there are sustained complaints directly related to commercial complaints out of SDIA the ALUCP for SDIA is not the place to address aircraft originating from other airports (private, commercial, or military.)

B2

If noise complaints are indeed directly related to SDIA those should be fully documented and disclosed in the draft EIR so that affected parties and decision makers may weigh the evidence and see if the proposed overlay zone are justified.

Again, for all the reasons stated above, the draft EIR is inadequate, must be revised, and recirculated.

B3

Please add me to notification list of future revisions and hearings on the draft EIR and ALUCP.

Regards,
Joe

Joe LaCava
5274 La Jolla Boulevard
La Jolla, CA 92037
O 858.488.0160 | M 619.972.4705

From: alucpcomments [mailto:alucpcomments@san.org]

Sent: Thursday, July 11, 2013 4:24 PM

To: Undisclosed recipients:

Subject: Notice of Availability - Draft Environmental Impact Report for the Airport Land Use Compatibility Plan for San Diego International Airport (SCH No. 2013031060)



Peninsula Community Planning Board
P.O. Box 7994
San Diego, CA 92167
August 15, 2013

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101

Subject: Environmental Impact report For The San Diego International Airport Airport
Land Use Compatibility Plan

Dear Ms. Jamison:

On behalf of the Peninsula Community Planning Board (PCPB), thank you for the opportunity to provide comments on the Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport. At its August 15, 2013 meeting, the PCPB adopted the following comments on the EIR.

C1

Our first comments are with regard to the Displacement Analysis originally provided in the Initial Study and contained within the EIR as Appendix A, "Revised Analysis of Potentially Displaced Development: San Diego International Airport Land Use Compatibility Plan." Although the revised analysis provides additional information regarding the makeup of the "generalized future land use designations" used for the determination of displacement, we remain unconvinced that the generalized land use designations are the appropriate standard against which displacement should be analyzed. As we have previously stated in our comments on the Initial study, each of the communities affected by the ALUCP have distinct community plans with land use and development categories which reflect the unique nature of the communities. The analysis provided for the EIR should have evaluated the potential displacement for each community separately and independently based on the goals, objectives and policies of the individual community plans, rather than a set of generalized land use assumptions. Because the EIR and accompanying revised displacement analysis fails to do this, we believe that the potential displacement resulting from the ALUCP described in the EIR may be inaccurate.

C2

For example, the revised analysis describes the medium density generalized land use designation as being applicable to the Peninsula Community Plan designations of 15 dwelling units per acre and 29 dwelling units per acre. A more appropriate analysis would have specifically analyzed properties subject to each land use designation separately and distinctly. Similar inappropriate grouping single family land use designations within the Community Plan area also occur. As a result, we believe that the displacement analysis is faulty and the total amount of displacement described in the EIR is inaccurate, possibly underestimating the total adverse impacts of the proposed ALUCP.

C3

We also believe that the proposed mitigation measures provided in the document are inappropriate. The mitigation proposed in the EIR would require an entity other than the San Diego Regional Airport Authority to revise the community plans for the affected communities to be consistent with the ALUCP. The proposed mitigation merely shifts the impacts of the proposed ALUCP to a future action. This proposed mitigation would correct the inconsistencies between the ALUCP and the Peninsula

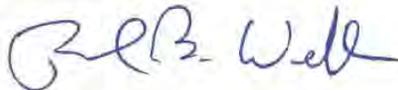
C4

Community Plan but would not provide mitigation for the impacts to the underlying properties that will be affected by the adoption of the ALUCP.

In addition, based on the City of San Diego's inaction on previous airport land use actions, we do not believe that the proposed mitigation measures are likely to occur. The City has not amended or updated any of its community plans to reflect earlier Comprehensive Land Use Plan (CLUP) actions undertaken by the SANDAG acting as the Airport Land Use Commission or to reflect the 2004 ALUCP adopted by the Airport Authority. As such, we believe that the proposed mitigation is entirely speculative, and the land use impacts resulting from the ALUCP should be reclassified as unmitigated.

Again, we appreciate the opportunity to provide comments on the Draft Environmental Impact Report.

Sincerely,



For

Julia Quinn

Chair, Peninsula Community Planning Board

C4

C5



ZIEBARTH ASSOCIATES

August 26, 2013

Ms. Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, California 92138-2776

Re: SDIA ALUCP EIR Comments

I am writing as the American Institute of Architects Representative on the Steering Committee for development of the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). I would like to commend your staff and you outside consultant Ricondo and Associates for their incredible effort in not only developing the draft ALUCP and its environmental analysis, but also in their tremendous outreach effort to engage the public in the process. Despite these efforts, there are significant concerns with the proposed ALUCP.

D1

Attachment H of the EIR provides a series of bar charts for residential and nonresidential properties. The residential properties appear to combine single family and multifamily developments. As a result, the allowable residential density rate in Table A-4 for 3NW and 3 SW are 10 du/ acre and 9 du/acre. These densities represent single family development. Thus, the density of single family properties in a safety zone has been used to reduce the density of multifamily development. The EIR fails to identify that the displacement in these two safety zones prohibits any future multifamily development which I believe is a significant land use impact for a substantial area of Pt. Loma.

D2

However, the EIR found that there were **significant land use impacts** as a result of the displacement caused by the SDIA ALUCP. The residential displacement was approximately 779 dwelling units and about 1,212 people, which equates to a 21% displacement within the safety zones. The non-residential displacement is approximately 485,793 sf or the equivalent size of the Sports Arena Shopping Center (which is approximately 450,000 sf.) It should be recognized that the displacement would be incremental per each parcel and would not have the effect of eliminating an entire shopping center or office building. The illustration of the Sports Arena Shopping Center is to provide an image of the cumulative effect of the non-residential displacement. Though the exact amount of displacement could be argued, the fact is clear that the displacement is significant as recognized in the EIR.

D3

Further the EIR identifies the cumulative impact of the displacements of 32,993,961 to 40,392,385 sf of non-residential and 1,250 to 2,001 residential units by all of the ALUCPs in the San Diego Region (Table 4-42) as being **significant**.

D4

ARCHITECTURE / PLANNING

2900 FOURTH AVE STE 204 SAN DIEGO, CA 92103 PHONE 619.233.6450 FAX

Because of these significant unmitigable impacts, the Airport Land Use Commission is required to make “overriding findings” to approve the EIR. How can those findings be made?

Alternatives 4 and 6 eliminate these significant unmitigated land use impacts, but were rejected because they deviated too much from the Caltrans Handbook. First, it is important to acknowledge that the Caltrans Handbook as stated in the Handbook is guidance (EIR 1.8 page 1-15) and not regulations.

1. Let’s examine the proposed ALUCP, and Alternatives 4 and 6 with respect to consistency with the Caltrans Handbook. EIR Objective 2a) Establish safety zones in areas subject to the highest risk of aircraft accidents in accordance with the guidance of the *California Airport Land Use Compatibility Plan*.

The Handbook page 3-15 and 3-16 *An ideal set of safety zones should have four characteristics:*

- ◆ *The zones should have easily definable geometric shapes;*
- ◆ *The number of zones should be limited to a realistic number (five or six should be adequate in most cases);*
- ◆ *The set of zones should have a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should have a relatively uniform, but less concentrated that in the zones closer to the runway ends); and*
- ◆ *Each zone should be as compact as possible.*

The proposed ALUCP and Alternative 4 include the first two bullets:

- ◆ definable geometric shapes;
- ◆ the number of zones are limited

but they do not represent the third and fourth bullets:

- ◆ *a distinct progression in the degree of risk represented (that is, the distribution of accidents within each zone should have a relatively uniform, but less concentrated that in the zones closer to the runway ends); and*
- ◆ *Each zone should be as compact as possible.*

If the safety zones in Figure 3K of the *Handbook* are laid over the accident contours in Figure E-23 of the *Handbook*, it will reveal that the safety zones fail to provide a distinct progression in the degree of risk.

Further the safety zones are not as compact as possible. . It is important to note on page E-1 of the Handbook, *This study of aircraft accidents, like the 2002 Handbook study, was primarily concerned with the risk to people and property on the ground.* A review of the fatal accidents in the NTSB accident data base since 2000 reveals that there have been no fatal accidents involving people on the ground in any of the safety zones beyond Safety Zone 1-RPZ which is established by the FAA. Review of NTSB fatal accidents since 2000 reveal there has been one fatality on the ground off the airport grounds and that was not in any of the safety zones. In fact, only 2 large aircraft accidents in the last 25 years have resulted fatalities on the ground off the airport and the RPZ (6 people total in 2 accidents in 25 years.)

Alternative 6 complies with the four criteria established in the Handbook:

- ◆ It creates a definable geometric shape—the RPZ where the majority of the accidents occur and which extends beyond the airport grounds (This is an inaccurate statement in the Handbook that is used to justify additional safety zones.)
- ◆ The number of zones is limited—1 zone (RPZ).
- ◆ It provides a distinct progression in the degree of risk—because the safety risk beyond the RPZ is extraordinary as defined by the Caltrans Handbook—less than 1:1 million per year (page F-9). A Review of current NTSB accident data for the last 10 years reveals that only one person on the ground off the airport ground has been killed by and one person suffered minor injuries from air carrier accident in the last 10 years in the entire country. This reflects the improved safety measures that have been implemented and the resultant improved safety conditions over the last twenty years since the data used in the Handbook. During the same 10 year period time, there were over 6,700 involuntary pedestrians killed by automobiles in California alone (NHTSB records). Thus it is more dangerous for people to walk across the street than to live or work by an airport. Recently, MIT airline safety expert Arnold Barnett did a study on aviation safety and found that the chance of dying on a scheduled flight, from a propeller planes to jet liners, in the United States is 1 in 14 million (ABC News article “5 Tips for Surviving a Plane Crash by Jim Avila and Michael Murray dated April 12, 2011). The latter percentage includes occupants within the aircraft. Clearly the probability of a person on the ground dying is less than 1 in 1 million which is the criteria given in the guidance by the Handbook for justifying development restrictions.
- ◆ The safety zones are as compact as possible. The 2002 Handbook explained what is meant by safety zones as compact as possible -- *the percentage of accident points per acre should be maximized*. The guidance in Handbook Table 3B identifies the percentage of accident points per acre for general aviation but there are no equivalent guidelines for large air carrier runways. Both the 2002 and the 2011 Handbook uses Figure E-23 for accident locations for air carriers. Figure E-23 includes 39 accident points from a 10 year period from 1980 to 1990. Per the Handbook guidance page (E-13) 500 accident records were targeted to enable statistically significant analysis for general aviation. Therefore, insufficient amount of data (39 accidents) is provided in the Handbook to perform statistically significant analysis for large aircraft accidents as established by the Handbook’s guidance. Therefore, there is a reasonable question whether “the safety zones are as compact as possible.” According to the 2002 Handbook, the information on air carrier accidents is “comparatively scant” (page 9-48). “Using data from a 1990 FAA study, Figure 8D on Chapter 8 shows the location pattern for some three dozen near-airport commercial aircraft accidents.” The 2002 Handbook and the draft Update to the Handbook (page 3-16) released November 23, 2010 for review reveals that “Figure 3B through 3I portrays contours for various subsets of the general aviation aircraft location data from Appendix E. (No comparable analysis of air carrier and military aircraft).” There was insufficient data to create safety contours. Therefore, the Handbook does not include enough statistically significant data to adequately determine if the safety zones are as compact as possible.

D6

Based on the accident data available (whether in the Handbook or in NTSB accident data bank), Alternate 6 is the only Alternative or proposed safety zones, which meets the four criteria for establishing safety zones in the guidance from the Caltrans Handbook. The proposed ALUCP deviates from this guidance.

D6

Therefore, the rationale for rejection of the Alternative 6 based on its deviation from the guidance of the Caltrans Handbook for establishing safety zones is unjustified.

2. Alternate 4 is rejected because it doesn't meet Objective 2.c) "Limiting the number of people occupying new development in the safety zones." The EIR concludes that Alternate 4 "deviates substantially from Caltrans *Handbook* guidance by not setting explicit density and intensity limits in all of the safety zones." However, the Handbook does not provide clear guidance on the density and intensity limits for large air carrier airports. The draft ALUCP assumed that Figures 4A-4G applies to both general aviation and large aircraft carriers despite the difference in risk and probability. Yet, the percentage of near runway accidents in this zone listed in each of the Figures 4A-4G are based on general aviation data. Risk, consequences, and probability of accidents for large aircraft is very different as explained elsewhere in the Handbook. It is reasonable to conclude that Tables 4A-4G provides guidance to "general aviation," but difficult to justify that they apply to large aircraft airports. Thus, it is reasonable to conclude that the Handbook provides no specific guidance on the limitation of intensity and density for "large aircraft." Handbook Chapter 4.4 discussions on safety (especially in Section 4.4.3) describe the impact of general aviation planes for example on clustering and structures. In the section on Characteristics of Open Land, the Handbook refers to "general aviation." In fact there is no mention of "large aircraft" in the entire discussion of safety in Section 4.4.

D7

Assuming that the Handbook Tables 4A-4G provides guidance that the density and intensity of the zones is the average of the safety zone raises questions as well. The use of average has no correlation to safety. For example why is Zone 3NE (180 people/ acre) in Midway-Pacific Heights more restrictive than Zone 2E (191 people/ acre) when Zone 2 should be more restrictive based on theoretical higher risk in Zone 2 than Zone 3. The same is true of Zone 3W (10 dwelling units per acre) in the Peninsula-Other Neighborhoods is more restrictive than 2W (20 dwelling Units per Acre). The average approach is not a reflection of safety, but rather a reflection of the fact that the base restriction in the Handbook for general aviation is unrealistic. However, what this shows is that the proposed ALUCP deviates from the criteria in the Handbook that the safety zones provides a distinct progression in the degree of risk despite following the guidance of Tables 4A-4G. The guidance on specific limitations in the Handbook is unclear, but the criteria for the goals and objectives for the safety zones are established on pages 3-15 and 3-16.

D8

Another way to look at this is to conclude that San Diego's zoning already establishes an equivalent average with other jurisdictions around the state. The City of San Diego has imposed a 30' height restriction west of Interstate 5 which restricts the intensity and density of development as well as height restrictions in the Uptown neighborhood. For example, the C2-A

D9

commercial zone in Inglewood at the end of the Los Angeles International Airport allows six stories or 75'. The City of Irvine Zone 5.1 IBC Multi Use at the end of John Wayne Airport restricts the height to FAA Part 77 with a lot coverage restriction of 50-65%. City of Irvine also has Zone 5.3, 5.3A and 5.3C near the end of the runway which has residential zoning and restricts the height to FAA Part 77 with a lot coverage restriction of 65%. I would suggest that the finding could be made that the current restrictions imposed on development by the City of San Diego with respect to height and lot coverage already represent the equivalent average of potential development in other less restrictive jurisdictions in the state. Therefore no additional restriction on intensity and density is required around SDIA. In addition, Alternate 4 if approved would restrict sensitive uses near the airport which is consistent with the guidance of the Handbook.

D9

As originally stated, the EIR identified significant direct land use impacts and significant cumulative impacts, which require "overriding findings." As explained above, the rationale for rejecting the Alternatives 4 and 6, which are environmentally superior, are inaccurate. To base the overriding findings, solely on strict compliance with Figure 3B and Tables 4A-4G, while ignoring the contradictory guidance in the *Handbook* raises reasonable questions as to the factual basis and the true purpose of the ALUCP.

D10

Thank you for this opportunity to comment on the Environmental Impact Report for the ALUCP for SDIA. As a member of the Steering Committee, we all have the best interest of the airport and the surrounding communities in mind.

D11

Respectfully,



John C. Ziebarth, AIA



O Box 889, La Jolla, CA 92038
<http://www.LaJollaCPA.org>
Voicemail: 858.456.7900
info@LaJollaCPA.org

La Jolla Community Planning Association

SDCRAA
P.O Box 82776
San Diego, CA 92138-2776

RE: Notice of Availability Draft Environmental Impact Report (EIR)
for the San Diego International Airport – Airport Land Use Compatibility Plan (ALUCP)
SCH No. 2013031060 - SDCRAA # EIR-13-01

To Whom It May Concern,

Please accept this letter as an official comment on the subject draft EIR.

Simply put the draft EIR is inadequate; it must be revised and recirculated.

E1

The draft EIR discloses that a new overlay zone will be placed on properties within the La Jolla community (dEIR, Exhibit 2-8.) And yet the 348 pages of the draft EIR is silent on the specific reasons for the new zone in the La Jolla community, the potential impacts to the community, and mitigation of said impacts.

Simply referring to the ALUCP (Footnote 37, p. 2-35) is inadequate; the draft EIR must fully disclose and discuss the basis for the overlay zone.

The simplistic language of Section 2.4.34 fails to disclose the implications of a new overlay zone and its potential impacts.

Despite the proposed new overlay zone, “La Jolla” is not mentioned once in the draft EIR despite the proposed overlay zone. Similarly “La Jolla” is not mentioned once in Appendix A. How can an EIR be deemed adequate when it reveals the Project will impose changes on a community and then fails to discuss that change and its potential impacts?

E2

The draft EIR is silent on whether the proposed overlay zone is compatible with the La Jolla Community Plan and Local Coastal Program Land Use Plan. The failure to include such analysis prevents thoughtful consideration by the decision maker and will prevent the California Coastal Commission from making an informed decision on the appropriateness of the ALUCP proposal (dEIR, Section 2.5.2.)



O Box 889, La Jolla, CA 92038
<http://www.LaJollaCPA.org>
Voicemail: 858.456.7900
info@LaJollaCPA.org

La Jolla Community Planning Association

The rationale that new noise overlay zones are necessary because of history of complaints is not justified nor a rational approach. Further, it will accomplish nothing except to confuse residents and future homebuyers.

As active community leaders, we know that noise complaints are filed for a variety of aircraft that are not associated with the commercial operations out of SDIA. For example, La Jolla experiences low flying military helicopters, Homeland Security helicopters, banner-towing private planes, private small planes, etc.

Complaints of military and private planes have nothing to do with commercial operations out of SDIA. The Noise Contour Map in Exhibit 2-5 demonstrates this.

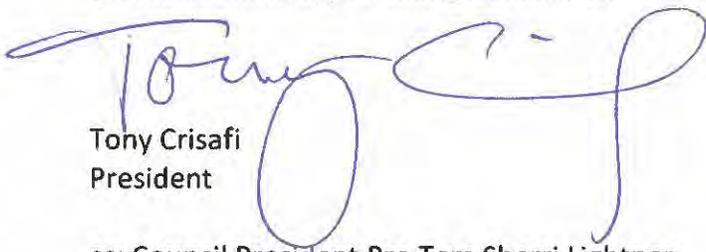
Unless there are sustained complaints directly related to commercial flights out of SDIA the ALUCP for SDIA is not the place to address aircraft originating from other airports (private, commercial, or military.)

If noise complaints are indeed directly related to SDIA those should be fully documented and disclosed in the draft EIR so that affected parties and decision makers may weigh the evidence and see if the proposed overlay zone are justified.

Again, for all the reasons stated above, the draft EIR is inadequate; it must be revised and recirculated.

Please add the LJCPA to the notification list of future revisions and hearings on the draft EIR and ALUCP.

Regards,
La Jolla Community Planning Association


Tony Crisafi
President

cc: Council President Pro Tem Sherri Lightner

E2

E3



PO Box 889, La Jolla, CA 92038
<http://www.LaJollaCPA.org>
Voicemail: 858.456.7900
info@LaJollaCPA.org

La Jolla Community Planning Association

SDCRAA
P.O Box 82776
San Diego, CA 92138-2776

RE: San Diego International Airport – Airport Land Use Compatibility Plan (ALUCP)

To Whom It May Concern,

The La Jolla Community Planning Association is recognized by the City of San Diego as the land use and planning voice for the community of La Jolla. At an official meeting on September 5, 2013 the LJCPA voted 13 to 1 to request that the Airport Authority remove La Jolla from the Overflight Area Boundary as depicted on Exhibit 2-8 of the dEIR. F1

We cite as evidence that there is no need for any part of La Jolla to be included within the Overflight Area Boundary based on the following from your documents:

- the ALUCP and dEIR indicate that La Jolla is not subject to significant daily flight operations/overflight from SDIA
 - La Jolla is located entirely outside of the SDIA ALUCP's mapped noise impact area (DEIR Exhibit 2-5 Noise Contour Map).
 - DEIR Section 2.4.3.4 states that the overflight boundary is "based on areas commonly overflowed by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise complaints have been registered since 2004." However, SDIA ALUCP Exhibit E5-1 (Overflight Indicators) indicates that there are no average daily operations below 3,000 feet MSL in that area.
 - There have been less than 30 noise complaints filed by the La Jolla and Pacific Beach communities combined between 2004 and 2009 with no evidence from the Airport Authority that the complaints had anything to do with flights from SDIA.
- F2

In other words, the ALUCP data and analysis does not appear to support inclusion that La Jolla is subject to overflights from SDIA and therefore there is no rationale for including La Jolla within the Overflight Area Boundary.

Again, the LJCPA requests that the Airport Authority remove La Jolla from the Overflight Area Boundary as depicted on Exhibit 2-8 of the dEIR. Please add the LJCPA to the notification list of future revisions and hearings on the draft EIR and ALUCP. F3

Regards,
La Jolla Community Planning Association

A handwritten signature in blue ink, appearing to read "Tony Crisafi".

Tony Crisafi, President
cc: Council President Pro Tem Sherri Lightner



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

August 27, 2013

Angela Jamison
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Subject: San Diego International Airport - Airport Land Use Compatibility Plan (ALUCP)
SCH#: 2013031060

Dear Angela Jamison:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 26, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

G1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

G2

Sincerely,

Scott Morgan
Director, State Clearinghouse



THE CITY OF
SAN DIEGO
AMERICA'S FINEST CITY

OFFICE OF
THE CITY COUNCIL

September 9, 2013

VIA EMAIL: alucpcomments@san.org

San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Re: Draft Environmental Impact Report for the Airport Land Use Compatibility Plan for San Diego International Airport (SCH No. 2013031060)

Ladies & Gentlemen:

As the councilmembers for the communities of La Jolla and Pacific Beach, we respectfully request that the Draft Environmental Impact Report (DEIR) for the Airport Land Use Compatibility Plan for San Diego International Airport be revised to remove both the La Jolla and Pacific Beach communities from the Airport Influence Area (AIA) and from the Overflight Area Boundary.

The DEIR discloses that a new overlay zone will be placed on properties within the La Jolla and Pacific Beach communities (DEIR, Exhibit 2-8). However, the DEIR does not explain the specific reasons for the new zone in these two communities, the potential impacts to the communities and mitigation of these impacts. In addition, there was a lack of widespread outreach performed and input solicited specifically in the Pacific Beach or La Jolla communities in advance of the preparation of the DEIR.

As noted by City of San Diego Planning staff, "the ALUCP and EIR indicate that La Jolla and Pacific Beach are areas that lack significant daily flight operations/overflight from SDIA, and both communities are located entirely outside of the SDIA ALUCP's mapped noise impact area (DEIR Exhibit 2-5 Noise Contour Map). The ALUCP data does not appear to support inclusion of these communities in the AIA for aircraft overflight or any other ALUCP factor."

DEIR Section 2.4.3.4 states that the overflight boundary is "based on areas commonly overflown by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise

H1

September 9, 2013

complaints have been registered since 2004.” However, SDIA ALUCP Exhibit E5-1 (Overflight Indicators) indicates that there are no average daily operations below 3,000 feet MSL in those areas.

It appears that the northerly section of the proposed overflight/AIA boundary was applied to La Jolla and Pacific Beach due to a small sample of noise complaints registered with the Airport Authority between 2004 and 2009 in an area mapped as having insignificant aircraft noise impacts for SDIA.

Our offices have received airplane and helicopter noise complaints about overflights in La Jolla and Pacific Beach. In our experience, these noise complaints have been from police, Coast Guard and sightseeing helicopters, jets from MCAS Miramar and private planes. We have never received any noise complaints specifically detailing noise from flights originating from or enroute to San Diego International Airport.

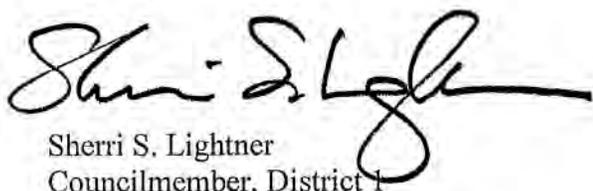
We concur with City of San Diego Planning staff that the DEIR should provide a figure to show flight tracks and noise complaints, including the relationship between the boundary and the stated methodology. The DEIR should address what density of flights (aircraft at less than 3,000 feet) or noise complaints were used to establish the boundaries and should avoid including areas with infrequent occurrences. The DEIR should also disclose if the implementation of the overflight policies in the overflight area could limit future development.

We also share the concerns of the City of San Diego Planning staff that the DEIR is silent on whether the proposed overlay zone is compatible with the La Jolla Community Plan, Pacific Beach Community Plan and Local Coastal Program Land Use Plan. This could hinder the ability of the California Coastal Commission to make an informed decision on the appropriateness of the ALUCP proposal (DEIR, Section 2.5.2.).

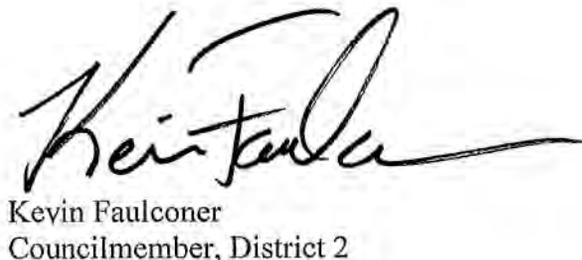
We appreciate your consideration in removing the communities of La Jolla and Pacific Beach from the Overflight Area Boundary and Airport Area of Influence and that the DEIR be recirculated to reflect these changes.

Would you please add our offices to the notification list of future revisions and hearings on the DEIR and ALUCP. If we may provide additional information or clarification on these comments, please contact either of us at our respective offices – (619) 236-6611 or sherrilightner@sandiego.gov – and/or kevinfaulconer@sandiego.gov or (619) 236-6622.

Sincerely,



Sherri S. Lightner
Councilmember, District 1



Kevin Faulconer
Councilmember, District 2

H1

H2



**Unified Port
of San Diego**

3165 Pacific Highway, San Diego, CA 92101
P.O. Box 120488, San Diego, CA 92112-0488
619.686.6200 • www.portofsandiego.org

September 10, 2013

VIA FAX AND U.S. MAIL

Angela Jamison, EIR Project Manager
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92101

SUBJECT: San Diego Unified Port District Comments on DEIR for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP) (SCH No. 2013031060 - SDCRAA #EIR-13-01)

Dear Ms. Jamison:

The San Diego Unified Port District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP) with regards to potential environmental impacts to District tidelands and implementation of the Port Master Plan. The District's comments are outlined below:

11

1. The DEIR assessed the compatibility of the ALUCP relative to the current certified Port Master Plan, which guides and sets standards for land and water planning on District tidelands. Specifically, portions of Planning District 2 (Harbor Island/ Lindbergh Field), and Planning District 3 (Centre City Embarcadero) of the Port Master Plan are located within the boundaries and coverage of the proposed ALUCP Safety Zones and Noise Contours, as shown on Exhibit 4-11 of the DEIR. The District acknowledges the statement on page 4-66, Section 4.2.2.4 of the DEIR, that "The only commercial use requiring sound attenuation within the 65-70 dB CNEL range would be visitor lodging." Furthermore, the District acknowledges the conclusion on page 4-66, Section 4.2.2.4, of the DEIR, that the current certified Port Master Plan does not include any incompatible land uses in the ALUCP Impact Area.

12

2. As a point of clarification/correction, the second sentence of the second paragraph of Section 4.2.2.4 on page 4-66 states that "The off-airport uses proposed in the ALUCP Impact Area fall within the 65-75 dB CNEL ranges and Safety Zones 1, 2E, and 5N." A review of the corresponding map of the San Diego Unified Port District Master Plan and ALUCP Impact Area, Exhibit 4-11 of the DEIR shows that Safety Zone 5S, not 5N, would be applicable.

13

3. Section 4.2.4.8 of the DEIR discloses a potential impact to two parcels in District jurisdiction, on the northeast corner of Laurel and Pacific Highway. This potential impact is in regards to the non-residential intensity, and related additional floor area capacity, that could be built on these parcels, Table 4-22 on page 4-113 of the DEIR outlines the additional non-residential floor area capacity under current regulations to be 35,127 square feet. With the proposed ALUCP, an additional 33,945 square feet of non-residential floor area capacity would be allowed. This represents a 3% potential

14

Ms. Jamison
San Diego County Regional Airport Authority
September 10, 2013
Page 2 of 2

reduction (or displacement) of 1,181 square feet of additional floor area capacity due to the ALUCP's safety zones. Section 4.2.2.8 further states that "The Port Master Plan would have to be amended to achieve consistency with the proposed ALUCP." The District acknowledges this potential displacement of non-residential floor area capacity on these two parcels and the request to amend the Port Master Plan at some point in the future to achieve consistency with the proposed ALUCP. In addition, it is the District's understanding that as an alternative to amending the Port Master Plan, the District can continue to submit projects to the Airport Authority for ALUCP consistency review on a case-by-case basis.

14

4. The Solar Turbines site located within the District jurisdiction is situated at the juncture of various proposed ALUCP Safety Zones (1, 2E, 3SE, and 5S). It is the District's understanding that under the proposed ALUCP, the Solar Turbines operation can continue as an existing use. Furthermore, it is the District's understanding that the Solar Turbine's existing level of non-residential intensity and current land use on the portion of Solar's building that falls within Safety Zone 1 could be reconstructed to current configurations, as allowed by the provisions of the proposed ALUCP. Specifically, page 1-10, Safety policy Section 1.6.1.2 (3) under "Additional Limits for Safety Zone 1," second bullet point states that "Reconstruction of existing incompatible land uses is allowed only if the structure or object is destroyed by calamity (e.g., fire, earthquake, etc.). Reconstructed buildings are limited to the same size and usage intensity of the original building. The size can only be increased if required for compliance with local building codes."

15

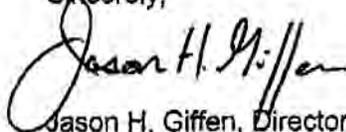
In addition, the third bullet states that "Remodeling is allowed if no more than 50 percent of the exterior walls are removed and there is no increase in the building footprint or floor area. No increase in intensity can be associated with the remodeling." With regard to other portions of Solar's buildings that fall within Safety Zones 2E, 3SE, and 5S, it is the District's understanding that if the nonresidential intensity levels listed in Table 3-1 of Chapter 3 are exceeded, enlargement and reconstruction would be subject to the requirements outlined in Section 1.6.1.2, Safety, on page 1-10 of the Draft ALUCP. More specifically, Solar would be able to expand or reconstruct its building as long as there is no increase in the intensity of the use.

The District acknowledges these reconstruction/remodeling provisions of the proposed ALUCP that would apply to the Solar Turbines site and land use.

The District appreciates the opportunity to comment on the DEIR, as well as the coordination between Airport Authority staff and District staff during the development of the Draft SDIA ALUCP, the District's Notice of Preparation letter dated April 19, 2013, and public review of the DEIR. If you have any questions on the District's review and comment of the DEIR, please contact Wileen Manaois, Senior Redevelopment Planner, at (619) 686-6282.

16

Sincerely,



Jason H. Giffen, Director
Environmental & Land Use Management

Civic San Diego

VIA EMAIL & U.S. MAIL

September 10, 2013

Angela Jamison
Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Re: Comments on the Draft Environmental Impact Report for the San Diego International Airport - Airport Land Use Compatibility Plan (SCH No. 2013031060 – SDCRAA # EIR-13-01)

Dear Ms. Jamison:

Civic San Diego would like to thank the San Diego County Regional Airport Authority (SDCRAA) for the opportunity to comment on the content of the July 2013 Draft Environmental Impact Report (EIR) prepared for the San Diego International Airport Land Use Compatibility Plan (ALUCP). Staff has reviewed the Draft EIR and the draft ALUCP, and respectfully submits the comments below.

J1

Role of Civic San Diego

Within the Downtown Community Planning area, the City of San Diego has entered into a Consulting Agreement with Civic San Diego to perform certain planning and project entitlement functions for the City. Civic San Diego has been delegated certain permit entitlement authority for new development and discretionary land uses; however, all land use policy authority such as the adoption of, and approval of amendments to the Downtown Community Plan and planned district ordinances (located within the San Diego Municipal Code) remains with the City of San Diego City Council. While the EIR should reference this role of Civic San Diego, all references to Civic San Diego being responsible for amending land use plans and/or ordinances should be changed to the City of San Diego.

J2

Responsible Agency

Section 1.3 [Lead Agency] on Page 1-3 of the Draft EIR states that there are no "responsible agencies" for the proposed project as no other public agencies have "discretionary approval power" over the ALUCP.

J3

We contend that the City of San Diego should be named as a responsible agency under the California Environmental Quality Act (CEQA) in the Draft EIR. Adoption of the proposed ALUCP will require future discretionary actions from

the City Council to authorize either 1) amending the City's land use plans and regulations to be consistent with the ALUCP or 2) overriding the ALUCP. Since State Law requires the City to take action in response to the adoption of the ALUCP, the City must be considered a Responsible Agency.

Furthermore, the Draft EIR states that the ALUCP could have significant impacts due to the displacement of potential housing units within the Little Italy neighborhood and that potential mitigation is for the City to amend its land use plans to allow additional densities elsewhere within the Downtown Community Plan area. This clearly establishes the role of the City as a Responsible Agency under CEQA (see later comments regarding this potential impact).

J3

DOWNTOWN COMMUNITY PLAN

There no longer is a Center City Community Plan area – all references should be changed to the Downtown Community Plan which was adopted in 2006 (and went into effect in 2012 within the Coastal Zone). There remains a Centre City Planned District and the regulatory Centre City Planned District Ordinance (PDO) within the Downtown Community Plan area that regulates land uses and development standards within the Airport Influence Area. Please correct these references throughout the document.

J4

Displacement of Residential Uses

Section 4.3.4.2.1 [Potential Impacts in Centre City CPA] on page 4-154 of the Draft EIR indicates that the density standards of the proposed ALUCP would reduce the potential number of dwelling units that could be built in Centre City's Little Italy area by 696 units. However, these assumptions appear to be based on the development of 100% residential projects. The Draft ALUCP regulations allow for far greater residential densities in mixed-use projects than in 100% residential projects, perhaps 2-3 times greater. As the predominant development pattern for Downtown is for mixed-use developments, the Draft EIR should assume this development pattern for the purposes of calculating potential displacement of residential units.

J5

Furthermore, the Draft EIR does not adequately acknowledge that under the current ALUCP residential density is limited by the 2.0 floor area ratio (FAR) and a 36 foot height limit under the Approach Path (areas covered by the proposed Safety Zone 2E and portions of Safety Zone 3SE) and that the proposed ALUCP actually increases potential residential density within this area. Civic San Diego estimates that the current ALUCP limitations provide for approximately 18 residential units on a 10,000 square foot lot while the proposed Safety Zone 2E regulations would allow 99 units in a mixed-use development, resulting in potential increases, not decreases, in residential densities within this northern portion of Little Italy. Likewise, the proposed density limits within Safety Zone 3SE for mixed-use projects do not result in a potential reduction in the number of

J6

dwelling units as projects could achieve higher densities under the ALUCP than currently are being built in the neighborhood and would likely be built under the City's Centre City PDO.

J6

Additionally, the Draft EIR indicates that two large sites have potential for residential development along the east side of Pacific Highway between Hawthorn Street and Juniper Street. The Fat City Hotel project is about to commence construction on the southern block (a former residential project was denied for being inconsistent with the land use plans for the area) and the A-1 Self-Storage Facility was constructed on the northern block several years ago. Therefore, neither of these sites have the potential for residential development.

J7

The draft EIR considers the loss of allowable residential units to be a significant impact and the proposed mitigation for this impact is amending the Downtown Community Plan to allow for an increase in the prescribed residential densities outside the safety zones. The mitigation is thought to compensate for the loss of future dwelling units and to maintain the current build-out housing targets for the area.

We contend that the displacement of future dwelling units, if there actually is any, is not a significant environmental impact that needs to be mitigated. An amendment to the Downtown Community Plan is unnecessary because any displacement to residential units can be accommodated by other neighborhoods within the Downtown Community Plan given its capacity to grow from the current 36,000 to 90,000 residents under the large FARs allowed for Downtown. These FARs allow for great flexibility in residential densities and the ultimate population will be driven by market forces rather than restrictive zoning policies.

J8

Treatment of Residential Density

According to Table 3-1 [Safety Compatibility Standards] on page 3-5 of the Draft ALUCP, the maximum density allowed in Safety Zone 2E is 40 dwelling units per acre for a 100% residential development. However, when a mixed use development is analyzed, the maximum density yield permitted is 135 units per acre. Similarly, in Safety Zone 3SE, the maximum density allowed in Table 3-1 for a 100% residential development is 154 dwelling units, while the maximum density yield permitted in a mixed use development is 431 units per acre. This analysis shows that a mixed-use development in either of the safety zones results in a far greater residential density (and overall human intensity) on a site than a strictly residential development. Since the mixed-use model is the predominant model for projects in the Downtown Community Plan area, we contend that the residential density allowed for a straight residential project should be comparable to the human intensity allowed in mixed-use projects.

J9

Consideration of Civic San Diego Projects

Civic San Diego has initiated an amendment to the Centre City Planned District Ordinance (Amendment 2013-01) to potentially create a transition zone around the industrial complex known as Solar Turbines within the Port of San Diego jurisdiction. If approved by the City Council, the amendment would prohibit residential and other sensitive land uses within a specified distance from the industrial complex (between 500-1,000 feet). Civic San Diego is in the process of preparing an Addendum to the Final EIR for the San Diego Downtown Community Plan for this potential amendment. The Draft EIR should acknowledge this amendment and highlight how the proposed ALUCP policies will impact lands within the amendment area.

J10

Clarity of Policy Descriptions

Extensions of Existing Development Permits

The Draft ALUCP should clarify how extensions of existing development permit entitlements will be treated once the proposed ALUCP goes into effect. We request clarification on whether a consistency review is required for an existing permit that requires an extension of time and whether this extension will need to meet the new policies and regulations of the ALUCP.

J11

Use of Gross Leasable Square Footage

Since a building may contain as much as 25 percent of elevator/stairwells, corridor areas, utility areas and other non-leasable space, we would like to draft ALUCP to clarify if gross leasable square feet can be used instead of gross building area when calculating the density and intensity of use. Similarly, the Draft ALUCP should clarify how encapsulated parking areas should be treated in these calculations. While this parking area is treated as gross floor area under the City's regulations, the ALUCP should explicitly state that above ground parking areas are not counted as gross building area for purposes of consistency evaluation with respect to human intensity.

J12

Treatment of Office/Condominiums

The Draft ALUCP should clarify how office or live/work condominiums (office/retail on the groundfloor with a residential unit above) should be treated within the safety compatibility standards table. Please clarify how this combined use should be calculated.

J13

Safety Zone 2E

Table 3-2 [Examples] on page 3-21 of the draft ALUCP provides examples of how to calculate the residential density and nonresidential intensity of development in various safety zones. To assist the reader, please provide an example of how to calculate density and intensity in Safety Zone 2E.

J14

We acknowledge that our respective staffs have discussed many of these potential issues and we look forward to continuing the collaborative process with SDCRAA to seek resolution to our concerns. Please take these comments into consideration while preparing the Final EIR and Final ALUCP document.

J15

If you have any further questions regarding this matter, please contact me at (619) 533-7115 or richter@civicsd.com

Sincerely:



Brad Richter
Assistant Vice President of Planning
Civic San Diego

Cc: Myra Herman



September 10, 2013

San Diego County Regional Airport Authority
Authority Offices
P.O. Box 82776
San Diego, CA 92138-2776

Submitted via email to: alupcomments@san.org

SUBJECT: COMMENTS ON THE DRAFT EIR FOR THE SAN DIEGO INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN

To Whom It May Concern:

The San Diego Unified School District ("SDUSD") has received and reviewed the Draft Environmental Impact Report (EIR) for the SDIA Airport Land Use Compatibility Plan (ALUCP). The District operates several schools varying from elementary schools, middle schools, and high schools within the proposed impact area. Therefore, our primary concern is the impact of the proposed ALUCP on our existing facilities and any future modernization of our existing facilities.

K1

Thank you for allowing us the opportunity to comment on the Draft EIR, we provide the following comments and/or questions regarding the content of the EIR:

1. Page 2-21: What is the definition of nonresidential use? Does it include development or redevelopment of institutional uses or just commercial and industrial uses? Please clarify.

K2

2. Page 2-32: Does the proposed ALUCP differ from the 2004 Plan regarding the Threshold Siting Surfaces (TSS) standard, i.e. any new structure penetrating the TSS is declared incompatible?

K3

3. Page 2-35: Does the proposed ALUCP differ from the 2004 Plan regarding the FAA aeronautical study findings?

K4

4. Page 4-162: The stated purpose of this section is to analyze the effects of the project on development of future public service facilities in the impact area. Does the EIR analyze the effects of the project on future re-development of existing public service facilities (expansion, increased enrollment)?

K5

5. Page 4-190: Please clarify the definition of "developable property" to determine land unavailable to incompatible public service uses and subject to nonresidential intensity limitations.

K6

6. Page 4-195: Limits on Intensity of Nonresidential Development

How was the aggregate estimate of the amount of nonresidential floor area determined? Were some land use types considered not "developable" for the purposes of this calculation? See Appendix A, page 3-7 (quasi-institutional properties (K-12 schools) were considered to be unavailable for residential, commercial or industrial development . . . "

K7

7. Page 4-196 - Explain how the results shown in Table 4-39 were determined.] K8

8. Appendix A – Displaced Development Analysis Page 3-7

Was existing school properties considered available for development or redevelopment in the displaced development analysis? Exhibit A-5 indicates no school property is considered available for development or redevelopment.

K9

9. We could not find analysis of the project's impacts on the future development/redevelopment or increased intensity of existing institutional uses within the impact area? Please provide this analysis.

K10

10. Appendix A, Tables A-13 and A-14. Table A-13 uses an occupancy factor of 170 for institutional uses. Table A-14 uses 191 and 170 as the occupancy factor for institutional uses. Why do the occupancy factors differ?

K11

11. As you are aware, we own and operate several existing schools within the impact area. Most of these schools have master plans to modernize the existing facilities with Proposition Funds. In addition, there is a potential for an increase in enrollment at some of our schools in the future. The EIR is not clear on the impact the proposed ALUCP would have on our existing facilities. Please provide an analysis for this.

K12

We would like to request a meeting with the SDCRAA staff to discuss the potential implications of this plan on our facilities.

K13

If you have any questions regarding our comments please contact Kathryn Ferrell at 858.627.7298.

Sincerely,



Dorri Webb
Director, Construction Management Department
Facilities Planning & Construction
San Diego Unified School District

FREELAND MCKINLEY & MCKINLEY

STEVEN A. MCKINLEY*
KAREN G. MCKINLEY
MICHAEL R. NOLAN
*ALSO ADMITTED IN NEVADA

ATTORNEYS AT LAW
SUITE 5-25
16236 SAN DIEGUITO ROAD
RANCHO SANTA FE, CALIFORNIA 92091
TELEPHONE (858) 832-8367
FACSIMILE (858) 832-8974

OF COUNSEL
ROSCOE D. KEAGY
RICHARD R. FREELAND

MAILING ADDRESS: P.O. BOX 9580
RANCHO SANTA FE, CALIFORNIA 92067

Via U.S. Mail and

Email: alucpcomments@san.org

San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Re: Comments to Draft EIR for ALUCP; SDCRAA #EIR-13-01

Dear San Diego County Airport Authority:

This office is privileged to represent Juniper Hospitality, LLC, the owner of properties located at 2228 and 2266 Kettner Blvd., and 925 West Juniper in the Little Italy area of San Diego.

L1

The purpose of this letter is to provide comments on behalf of our client to the Draft Environmental Impact Report, understanding that the purpose of these comments is to address the adequacy of the report as an informational document disclosing potential impacts of the project on the environment, as opposed to the constitutionality of the proposed amendment.

L2

The Draft Environmental Impact Report (hereinafter, "Report") fails to adequately identify and address the significant environmental impacts of the project. Our client's property consists of 34,998 square feet of underutilized if not blighted land, which under existing land use regulations could be redeveloped to a maximum floor area ratio of 2.0, with a 36-foot height limit. This land is targeted by current land use policies for redevelopment to the maximum possible density so as to meet increasing demand from a growing downtown residential population for commercial and retail services. The project will frustrate land use policies promoting the residential densification of the greater downtown San Diego area, and will thereby contribute to longer commutes, traffic congestion, natural resource consumption and air pollution.

L3

A primary goal of the land use strategy of encouraging downtown residential living is to preserve and protect the environment. Downtown residential living preserves and protects the environment when those who live downtown are able to enjoy both recreational and work opportunities in the downtown area without the necessity of an automobile commute.

L4

The prevailing land use policies are designed to make downtown more attractive for residential living by encouraging the conversion of blighted or underutilized land into opportunities for downtown residents to enjoy a walkable environment. It foresees residents taking advantage of recreational and occupational opportunities not requiring use of the automobile. Little Italy is one of the primary communities targeted for such revitalization.

The proposed project will substantially and significantly deter and frustrate the foregoing objectives. It will do this by greatly restricting the conversion of blighted land into walkable recreational and work opportunities. For instance, under current land use policies, our client's property could provide approximately 69,000 square feet of shopping and restaurant entertainment to downtown residents. These walkable shopping and recreational opportunities are badly needed to attract and accommodate a growing downtown residential population.

The project would reduce the restaurant and entertainment space available from 69,000 square feet to just a little over 12,000 square feet, a reduction of more than 80%. The project multiplies this negative impact across the properties located in the "2E" zone. But the practical impact is far greater, because a 12,000 square foot project may well prove economically infeasible, with the likely result that no redevelopment, and consequently no betterment at all, will occur as a direct result of the project. Again, this impact will be multiplied across properties similarly situated and the cumulative impacts are devastating to the important environmental goals sought to be achieved by encouraging people to live, work and play downtown. Fewer recreational and work opportunities mean fewer people will reside downtown. The failure to eliminate blight yields the same unfortunate result, and by condemning the "2E" area to continued blight, the project will condemn neighboring areas to the same fate, as a single blighted area impermeable to improvement casts an ever lengthening shadow over those adjacent to it.

L5

Moreover, the impact is permanent, not temporary. Accordingly, the downtown area will be permanently deprived of this resource, which will be made unavailable to satisfy future demand.

The cumulative impact of decisions such as those represented by this project is a crippling of the momentum for redevelopment and elimination of downtown blight. When combined with the impact of the recent dissolution of the Redevelopment Agency of the City of San Diego, it is easily seen that this project obstructs and jeopardizes the continued success of downtown redevelopment, and the environmental goals dependent upon it.

L6

The net effect is to encourage people to stay in the suburbs and rely on their cars, with all the resulting negative impacts of increased traffic, noise, congestion, fossil fuel consumption, global warming, and smog. These negative impacts are not adequately analyzed by the report.

Very truly yours,

FREELAND MCKINLEY & MCKINLEY



Steven A. McKinley
SAMmal
cc: client



THE CITY OF SAN DIEGO

September 11, 2013

San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Submitted via email to: alucpcomments@san.org

Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE SAN DIEGO INTERNATIONAL AIRPORT – AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)

The City of San Diego (“City”) acting as a Responsible Agency in accordance with CEQA has received and reviewed the Notice of Availability for the above Draft EIR noted above and appreciates this opportunity to provide comments to the San Diego County Regional Airport Authority (SDCRAA). Section 1.3 of the DEIR states that there are no responsible agencies with “discretionary approval power over the ACLUP.” It should be noted that in while the City has no “authority or approval power” over the ALUCP because the City of San Diego will rely on this document for any discretionary actions that must be taken subsequent to adoption of the ALUCP by the Airport Land Use Commission (ALUC) we are considered, by definition a, as a Responsible Agency in accordance with the California Environmental Quality Act (CEQA). Your statement in Section 1.3 should be revised to further clarify that fact.

M1

The City of San Diego acknowledges the hard work that went into preparing the Draft EIR. Our comments are intended to facilitate disclosure of what this proposed complex land use document and pending land use action mean to the public. This type of disclosure is especially important because the San Diego City Council action will occur after the new ALUCP is already adopted by the ALUC and after the ALUCP requirements are effective. The new ALUCP will immediately become applicable to all property within the airport influence area upon adoption by the ALUC.

M2

In response to the Draft EIR notice which was distributed to various City departments, staff has identified potential environmental issues that may result in significant impacts to the environment or result in further revisions to the ALUCP. Please note that all comments are provided below for your consideration during the CEQA review process may include comments originally provided during the City review of the Notice of Preparation. Continued coordination between the City, the SDRCAA, and other local, regional, state, and federal agencies will be essential in order to implement this project.

M3

THE FOLLOWING COMMENTS ARE PROVIDED JOINTLY BY:

AMANDA LEE – LAND DEVELOPMENT CODE (ajohnsonlee@sandiego.gov)

TAIT GALLOWAY - SENIOR PLANNER, LONG RANGE PLANNING DIVISION (tgalloway@sandiego.gov)

1. **Existing Conditions:** The DEIR should provide a figure to show the existing airport influence area (AIA) boundary from the 2004 ALUCP. The figure is important to show the difference between existing conditions and the “project” AIA, and to visually represent the “no project” alternative identified in the DEIR. M4

2. **Disclosure of Impacted Communities:** The DEIR project description and airport influence area (AIA) maps do not effectively disclose all community plan areas located within the City of San Diego that would be impacted by the “project”. DEIR Section 1.4 explains that “the policies and standards of the proposed ALUCP would apply to future development within the AIA”, but includes only a partial listing of communities that would be impacted by the proposed ALUCP. The proposed boundary represents a significant expansion beyond the existing ALUCP boundary, which needs to be disclosed to affected property owners.

DEIR Section 2.4.2 (Airport Influence Area) and DEIR Section 3.0 (Environmental Setting) should be revised to include a map and complete listing of all communities located within the City of San Diego that would be impacted by the proposed AIA boundary. In addition to Centre City, Golden Hill, Midway/Pacific Highway Corridor, Ocean Beach, Peninsula, Southeastern San Diego, and Uptown, the following communities and regional parks appear to also contain property located in the proposed AIA and subject to California Public Utilities Code and associated ALUCP limitations on future development: Balboa Park, Clairemont, Encanto, La Jolla, Linda Vista, Mid City-City Heights, Mid City-Eastern, Mid City- Normal Heights, Mission Bay Park, Mission Beach, Mission Valley, North Park, Old San Diego, Pacific Beach, Serra Mesa, and Skyline-Paradise Hills. M5

3. **Disclosure of Project Impacts to Centre City Community Plan Area:** For consistency with the policy framework in the ALUCP, the DEIR document should describe impacts of the “project” within the Centre City (downtown) community plan area in terms of applicability to Centre City-Cortez, Centre City-East Village, or Centre City-Little Italy. M6

4. **Rationale for proposed configuration of overflight notification area in review area 2:** Please address why La Jolla and Pacific Beach are included in the proposed overflight/airport influence area boundary for San Diego International Airport, when the ALUCP and EIR indicate that La Jolla and Pacific Beach are areas that lack significant daily flight operations/overflight from SDIA, and are located entirely outside of the SDIA ALUCP’s mapped noise impact area (DEIR Exhibit 2-5 Noise Contour Map). The ALUCP data does not appear to support inclusion of these communities in the AIA for aircraft overflight or any other ALUCP factor. M7

DEIR Section 2.4.3.4 states that the overflight boundary is “based on areas commonly overflowed by aircraft at less than 3,000 feet above mean sea level (MSL) and areas within which noise complaints have been registered since 2004.” However, SDIA ALUCP Exhibit E5-1 (Overflight Indicators) indicates that there are no average daily operations below 3,000 feet MSL in that area. It appears that the northerly section of the proposed overflight/AIA boundary was applied to La Jolla and Pacific Beach due to a small sample of noise complaints registered with the Airport Authority (2004-2009) in an area mapped as having insignificant aircraft noise impacts for SDIA. What thresholds of significance were used (if any) to evaluate and measure noise complaints prior to being registered and mapped as attributable to SDIA in the DEIR?

M7

The DEIR should provide a figure to show flight tracks and noise complaints and demonstrate the relationship between the boundary and the stated methodology. The DEIR should address what density of flights (aircraft at less than 3,000 feet) or noise complaints were used to establish the boundaries and should avoid including areas with infrequent occurrences. The DEIR should also disclose if the implementation of the overflight policies in the overflight area could limit future development.

5. **Noise/Aviation Easements:** The DEIR section 2.4.3.1 states that an aviation easement would be required for noise sensitive uses above the 65 dB CNEL. The DEIR should disclose if aviation easements could impact future development of noise sensitive uses including, but not limited to residential uses.

M8

6. **Regulatory Setting:** The DEIR is incomplete in its analysis of the existing regulatory setting, and the organization of EIR Section 4.2 “Land Use and Planning” and DEIR Section 4.3 “Population and Housing” does not accurately convey the existing regulatory setting. DEIR Sections 4.2.2 and 4.3.2 would be more appropriately titled “Existing Regulatory Setting” since applicable land use plans and implementing code sections together make up the regulatory framework for new development. DEIR Sections 4.2.2.5 and 4.3.2.5 would be more appropriately titled “City of San Diego Municipal Code”. DEIR Sections 4.2.2.5.1 and 4.3.2.5.1 would be more appropriately titled “Base Zones”. Also, the EIR should be revised to include missing pieces of the existing regulatory setting (as further described below) including applicable land use plans (i.e. Naval Training Center Precise Plan), overlay zones (i.e. Airport Land Use Compatibility Overlay Zone and Coastal Overlay Zone), and the City’s certified Local Coastal Program.

M9

7. **Relationship to City’s Airport Land Use Compatibility Overlay Zone:** A new subsection titled “Airport Land Use Compatibility Overlay Zone” should be added under EIR Sections 4.2.2.5 and 4.3.2.5 to reflect the existing airport related overlay zone in the City’s Land Development Code that applies to all ALUCPs. On March 9, 2009, the San Diego City Council approved a Resolution initiating land use plan amendments and zoning actions associated with approximately 44 of the City’s community plans, which set up the regulatory framework for future zoning actions and land use plan amendments to implement all forthcoming ALUCPs per state law. A new airport related overlay zone titled “Airport Land Use Compatibility Overlay Zone” was adopted by the City of San Diego (May 2011), approved by the Airport Authority (October 2011), and certified by the Coastal Commission (March 2013), and applies to all

M10

existing airport influences areas within the City of San Diego jurisdiction (MCAS Miramar, Brown Field, Gillespie Field, and Montgomery Field).

M10

The ALUCOZ is an existing regulatory condition. Therefore, the EIR should disclose that the existing ALUCOZ was established with the intent that properties mapped within the SDIA airport influence area will be rezoned by the City of San Diego to apply the ALUCOZ overlay zone and implement the ALUCP in accordance with state law requirements. DEIR Section 2.4.3.4 should clarify that applicability of the City's Airport Land Use Compatibility Overlay Zone to AIA property within the City of San Diego via zoning action would satisfy the buyer awareness measure requirement described and would not require additional recordation of an airport overflight agreement.

M11

8. **ALUCP Policies Effective on Date of Adoption by ALUC:** As a whole, the DEIR needs to better clarify the fact that all property located within the proposed airport influence area (review areas 1 and 2) will immediately become subject to the California Public Utilities Code and ALUCP requirements upon Airport Authority approval. And as an existing condition, it should be disclosed that pursuant to the City's adopted ALUCP implementation plan all property within the designated AIA will be rezoned by the City of San Diego to apply the Airport Land Use Compatibility Overlay Zone to meet state law requirements.

M12

9. **Airport Environs Overlay Zone:** DEIR Section 3.4.2 titled "City of San Diego Planning For Airport Land Use Compatibility" should be revised to clarify that in May 2011 the City adopted the Airport Land Use Compatibility Overlay Zone to address land use compatibility surrounding airports. The City's ALUCP Implementation plan was approved by the Airport Authority in October 2011 and reserved space for future ALUCPs to be incorporated in the overlay zone once new ALUCPs are adopted by the Airport Authority for San Diego International Airport, Naval Air Station North Island, and Naval Outlying Field Imperial Beach airports. All supporting documentation for the City's ALUCP Implementation Plan is clear regarding the City's intent to use the ALUCOZ to implement airport land use compatibility and to repeal the outdated Airport Environs Overlay Zone once implementing regulations are added to the ALUCOZ. The City's planned repeal of the Airport Environs Overlay Zone following adoption of the new SDIA ALUCP should also be clarified in DEIR Sections 4.2.2.5.2 and 4.3.2.5.2.

M13

10. **Airport Approach Overlay Zone:** DEIR Sections 4.2.2.5.3 and 4.3.2.5.3 address the purpose of the Airport Approach Overlay Zone (AAOZ), but do not explain the difference between the AAOZ and the proposed airspace protection policies of the "project", including the threshold siting surfaces (TSS). While the AAOZ is a City adopted overlay zone, it is also the current tool required by the Airport Authority to implement the existing 2004 ALUCP airspace protection policy for all FAA part 77 and TERP surfaces; and is the current practice for the Airport Land Use Commission to reference the AAOZ in consistency determinations for all new development in the existing SDIA airport influence area. The EIR should provide the public and decision makers with an understanding of the differences between the proposed TSS and the AAOZ, and should include a figure that shows above mean sea level contours for the TSS to illustrate the slope and proposed building height limitations.

M14

11. Relationship to Coastal Overlay Zone: The regulatory setting analysis in the DEIR is incomplete with respect to the Coastal Overlay Zone. The DEIR currently shows a map of the “Coastal Height Limit Overlay Zone” (Map C-380 filed in the Office of the City Clerk) in DEIR Sections 4.2.2.5.4 and 4.3.2.5.4, which is a voter approved initiative that limits building heights in certain locations to 30 feet. However, the DEIR should also include analysis with respect to the City of San Diego’s “Coastal Overlay Zone” (Map C-908 filed in the Office of the City Clerk) imposed by the California Coastal Commission pursuant to the Coastal Act (Chapter 13, Article 2, Division 4 of City’s certified Local Coastal Program). The DEIR should add Subsections under 4.2.2.5 and 4.3.2.5 related to the “Coastal Overlay Zone” and should include a map that indicates the geographic relationship between the Coastal Overlay Zone boundary and proposed airport influence area, as well as an analysis of the applicability of the noise, safety, airspace protection, and overflight factors.

M15

12. Relationship to Certified Local Coastal Program and Coastal Act Consistency: The DEIR discussion with respect to the City’s Local Coastal Program is inaccurate. References to the City’s certified LCP (under DEIR Section 4.2.2.2 titled “General Plan” and in various other DEIR sections related to community plans and Mission Bay Park Master Plan) should be consolidated and transferred to a new section titled “Local Coastal Program” (under EIR Sections 4.2 and 4.3), in order to more accurately convey what the City’s Local Coastal Program is, and how it functions within the existing regulatory setting.

M16

The DEIR currently explains “The City of San Diego has implemented the LCPs through its community plans...” which is not accurate. A local coastal program is a local government’s land use plans, zoning ordinances, zoning maps, and implementing actions within coastal areas, which when taken together meet the requirements of and implement the provisions and policies of the Coastal Act at the local level. The City’s certified Local Coastal Program includes all land use plans (general plan, community plans, specific plans, precise plans, and subarea plans) and land development code regulations that apply within the coastal overlay zone and the corresponding zoning maps. Currently, the EIR statements regarding community plans in the coastal zone give a false impression that there are multiple LCPs throughout the City. The descriptions should be revised with the understanding that each land use plan that applies to the coastal zone is a part of the City’s overall Local Coastal Program. After City Council adoption of the document, it will be submitted to the Coastal Commission as a Local Coastal Program Amendment.

M17

It appears that the “project” will require the City of San Diego to amend various land use plans, the Land Development Code (zoning code), and process zoning actions in order for the City to be in compliance with Public Utilities Code requirements per state law. Also, such actions will require that the City file an application with the Coastal Commission for a Local Coastal Program amendment in order for the City to be in compliance with the state Coastal Act. Contrary to the statement in DEIR Section 2.5.3 regarding consultation requirements, if the “project” would require the City to amend its Local Coastal Program in order to meet state law, then the specific ALUCP and City policy/regulation conflicts requiring amendment should be disclosed within the

M18

“project” DEIR, and any local coastal program conflicts should be reviewed and considered by the Coastal Commission before becoming effective via Airport Authority action.

M18

The DEIR on page 4-82 states that, “The policies and standards of the proposed ALUCP, which would limit the density and intensity of future development and effectively prohibit the development of a limited set of sensitive land uses in high noise areas and safety zones, would not conflict with any LCP goals, objective or policies.” The EIR should provide a discussion or analysis to adequately support this conclusion.

M19

Also, since the Coastal Commission could potentially not support the LCP amendments (needed to implement the proposed ALUCP per the Public Utilities Code), the EIR should disclose the options available for the City to implement the ALUCP in the coastal zone in accordance with state law.

M20

- 13. Relationship to Peninsula Community Plan, Sunset Cliffs Natural Park Master Plan, Naval Training Center Precise Plan:** The DEIR does not accurately convey the relationship between the Peninsula Community Plan, the Naval Training Center Precise Plan, and the Sunset Cliffs Master Plan as part of the City’s Local Coastal Program and existing regulatory setting. DEIR Sections 4.2.2.3.5 and 4.3.2.3.5 currently provide analysis for the Peninsula Community Plan, including the Naval Training Center Precise Plan (which is actually a separate land use plan document). However, references to Sunset Cliffs policies within the NTC Precise Plan discussion are unrelated and should be removed from that section. Instead, policies related to Sunset Cliffs should be addressed under the Peninsula Community Plan with respect to the Sunset Cliffs Master Plan (certified by the Coastal Commission July 14, 2005 as a Local Coastal Program amendment to the Peninsula Community Plan).

M21

The Naval Training Center Precise Plan is a separate City Council adopted land use plan within the Peninsula Community Plan area that is part of the City’s Local Coastal Program and existing regulatory setting. DEIR Sections 4.2.2.3.5 and 4.3.2.3.5 do not adequately disclose specific project impacts to the Naval Training Center Precise Plan. A new section should be added under EIR Sections 4.2.2 and 4.3.2 to identify the existing land use plan and development entitlements that apply to the Naval Training Center property and the relationship to the “project”, particularly with respect to the proposed safety zones and noise contours. Also, please clarify what is meant by the statement “Additionally, the ALUC has issued blanket approvals for specified nonresidential uses that may occur in the future within existing structures.” The DEIR should disclose any potential impacts to the Naval Training Center Precise Plan also as impacts to the City’s Local Coastal Program.

M22

- 14. Relationship to Planned Districts:** The DEIR incorrectly describes the existing regulatory setting with respect to Planned District Ordinances (PDO). The DEIR gives the impression that Planned District zones are overlay zones that apply in addition to base zones. However, Planned District Ordinance zones are the applicable base zones for a Planned District. Within the City of San Diego, the ALUCP would further limit what is allowed in a PDO base zone via the Airport Land Use Compatibility Overlay Zone. DEIR Sections 4.2.2.5.1 and 4.3.2.5.1 should be revised to clarify that the City’s base zones are identified in Land Development Code Chapter 13

M23

(Citywide Zones) and Chapter 15 (Planned Districts), and that the Planned District Ordinances are the applicable base zone for property located within a Planned District.

M23

15. Implementation: DEIR Section 2.5.1 states that, “Under state law, local agencies are required to amend their general plans, specific plans and zoning ordinances to achieve consistency with the ALUCP.” The Draft ALUCP section 1.10.2.1 provides a range of methods to implement the ALUCP, which include adoption of an overlay zone to provide supplemental requirements to implement the ALUCP policies. The DEIR should identify the specific areas where there is a regulatory conflict and should disclose that local agencies have a range of methods to implement the ALUCP in accordance with state law, including the adoption of an overlay zone.

M24

16. Project Specific Impacts to Non-Residential Land Uses: While DEIR section 4.2.4 addresses project impacts to non-residential uses, it does not distinguish whether the impact is due to noise or safety incompatibility, or both. The DEIR should provide the following information to inform decision makers and the public of the type and severity of the potential impacts.

M25

- The DEIR should identify the noise contour level for noise specific impacts to non-residential uses, if any, in relationship to DEIR table 2-1.
- The DEIR should identify the safety zone by community plan area and base zone for safety specific impacts to non-residential land use in relationship to DEIR table 2-2.

17. Incompatible Non-Residential Land Uses: The DEIR Table 4-8 identifies various incompatible non-residential land use types, but does not discuss the source of the land use types or how the analysis was done. The concern is that the land use types listed in the DEIR analysis do not appear to be consistent with the land use types listed in the City’s General Plan, community plans, or zoning regulations. The DEIR should be revised to more accurately address the analyzed land use types with respect to allowable development pursuant to the City’s existing regulatory framework (General Plan, community plans, and zoning regulations).

M26

Currently, the DEIR (Table 4-24) concludes that the proposed ALUCP could have a substantial incompatibility with “applicable community plans primarily because it would set lower intensity limits and in some cases, would declare certain allowable land uses as incompatible.” However, the City’s General Plan and applicable community plans typically provide only a generalized land use category for non-residential land use designations (i.e. commercial or industrial) and do not specify the level of detail regarding maximum intensities reflected in the DEIR analysis. The conclusions with respect to general plan and community plan land use compatibility should be revised accordingly.

M27

The DEIR is missing an analysis that attributes which community plan land use designations and base zones are applicable within the proposed maps for noise contours and safety zones and how that relates to the significant land use impacts that have been identified. The DEIR analysis regarding incompatible land uses should be expanded to address the relationship of the “project” with respect to the City’s zoning regulations. The zoning regulations are what control non-residential intensity, and are the sole controlling regulation for any land uses that are identified as permitted by right per the applicable zoning regulations. An Exhibit similar to Table 3.2-1 from

M28

the MCAS Miramar ALUCP Final EIR should be provided to clearly indicate the maximum potential displacement by use category and corresponding base zone as further described in the comment below.

M28

- 18. Non-Residential Displacement Analysis:** The DEIR discussion regarding the displacement analysis is unclear. Additional detail should be provided regarding the context of the properties where the DEIR is concluding significant land use impacts in order for impacted property owners and decision makers to better understand the effect of the “project” in locations of potential displaced development. The DEIR Exhibits show approximate locations of displacement, but it would be helpful to have an Exhibit that lists the affected assessor’s parcel numbers, and quantifies development at each parcel location in terms of existing development versus the development potential under the current regulatory framework compared to that under the ALUCP (i.e. total maximum allowed non-residential floor area per existing zone, and total maximum allowed non-residential floor area per ALUCP).

M29

M30

The DEIR identifies the amount of potential non-residential displacement by floor area and residential displacement of dwelling units for each community plan area. However, even after reviewing the technical discussion of the displacement methodology in the DEIR Appendix, it is unclear how this was calculated. The DEIR should provide a general discussion addressing how sum totals were calculated since many parcels that allow non-residential could have more than one land use type (i.e. retail, office or eating and drinking).

M31

Also, because the proposed ALUCP limits people per acre and provides an occupancy factor by land use type, the amount of potential non-residential floor area displaced will vary depending on the type of land use and whether multiple uses are developable on a single parcel. The DEIR should provide a range of potential non-residential displacement. The DEIR should also specify how this analysis was done in relationship to the downtown neighborhoods since the Centre City PDO limits both residential density and non-residential intensity per floor area ratio.

M32

- 19. Project Specific Impacts to Residential Land Uses:** DEIR section 4.3.4 states that, “The proposed noise compatibility policies would allow the construction of new dwelling units within the 70 dB CNEL contour in all areas designated in the applicable community plan for residential development.” However, this statement is inconsistent with DEIR Table 2-1 footnote 2 that states, “New residential is permitted above the 70 dB CNEL contour only if the land use designation in the General/Community Plan is effect at the time of the ALUCP adoption allows for residential use. General/Community Plan amendments from a non-residential designation to a residential designation are not permitted. DEIR section 4.3.4 should be revised to be consistent with DEIR Table 2-1 footnote 2.

M33

DEIR Tables 4-32 and 4-33 should be revised to identify the safety zone by community plan area and applicable base zone. Also, to supplement the DEIR Exhibits that currently show only approximate locations of displacement, a listing of the affected assessor’s parcel numbers should be provided. The new Exhibit should quantify development at each parcel location for comparison in terms of existing development, the development potential in accordance with the existing regulatory framework (total maximum allowed residential dwelling units per existing base zone/existing ALUCP), and the total maximum dwelling unit development potential in accordance with the proposed ALUCP.

M34

M35

**TONY KEMPTON, SENIOR PLANNER, Long Range Planning Division - Peninsula Community
Planner**

tkempton@sandiego.gov

Exhibit 4-17 depicts four properties accounting for a total potential displacement of 42 multi-family (MF) dwelling units (du's). Two of the properties shown on Figure 4-17 are developed as MF and grandfathered in according to the existing Plan and should be removed from this figure. The other two properties are vacant parcels in an area with a land use designation of Neighborhood Commercial.

M36

Please contact the appropriate above-named individual(s) if you have any questions on the submitted comments. The City respectfully requests that you please address the above comments in the Final EIR and provide CD copies of the document for distribution to the commenting department staff. If you have any additional questions regarding the City's review of the Draft EIR please contact me at 619-446-5372 or via email at mherrmann@sandiego.gov.

M37

Sincerely,



Myra Herrmann
Senior Environmental Planner
Development Services Department

cc: Reviewing Departments (via email)
Review and Comment online file