

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## AIRPORT LAND USE COMMISSION AGENDA

Thursday, January 7, 2021  
9:00 AM or immediately following the Board Meeting

San Diego International Airport  
SDCRAA Administration Building  
Board Room  
3225 N. Harbor Drive  
San Diego, California 92101

### Board Members

Johanna S. Schiavoni  
Chairman

Catherine Blakespear  
Gil Cabrera  
Robert T. Lloyd  
Paul McNamara  
Paul Robinson  
Mark B. West

### Ex-Officio Board Members

Gustavo Dallarda  
Col. Charles B. Dockery  
Gayle Miller

### President / CEO

Kimberly J. Becker

This meeting of the Airport Land Use Commission of the San Diego County Regional Airport Authority Board will be conducted pursuant to the provisions of California Executive Order N-29-20 which suspends certain requirements of the Ralph M. Brown Act. During the current State of Emergency and in the interest of public health, all Board members will be participating in the meeting electronically. In accordance with the Executive Order, there will be no members of the public in attendance at the Board Meeting. We are providing alternatives to in-person attendance for viewing and participating in the meeting. In lieu of in-person attendance, members of the public may submit their comments in the following manner.

### Comment on Non-Agenda Items

Public comments on non-agenda items must be submitted to the Authority Clerk at [clerk@san.org](mailto:clerk@san.org), no later than 4:00 p.m. the day prior to the posted meeting in order to be eligible to be read into the record. The Authority Clerk will read the first 30 comments received by 4:00 p.m. the day prior to the meeting into the record. The maximum number of comments to be read into the record on a single issue will be 16. All other comments submitted, including those received after 4:00 p.m. the day prior and before 8:00 a.m. the day of the meeting, will be provided to the Authority Board and submitted into the written record for the meeting.

### Comment on Agenda Items

Public comments on agenda items received no later than 8:00 a.m. on the day of the meeting will be distributed to the Board and included in the record.

If you'd like to speak to the Board live during the meeting, please follow these steps to request to speak:

- **Step 1:** Fill out the online [Request to Speak Form](#) to speak during the meeting via teleconference. The form must be submitted by 4 p.m. the day before the meeting or by 4:00 p.m. the Friday before a Monday meeting. After completing the form, you'll get instructions on how to call in to the meeting.

- **Step 2:** Watch the meeting via the Webcast located at the following link, <https://www.san.org/Airport-Authority/Meetings-Agendas/Archive?EntryId=13915>
- **Step 3:** When the Board begins to discuss the agenda item you want to comment on, call in to the conference line, you will be placed in a waiting area. **Please do not call until the item you want to comment on is being discussed.**
- **Step 4:** When it is time for public comments on the item you want to comment on, Authority Clerk staff will invite you into the meeting and unmute your phone. Please mute the webcast to avoid any feedback. Staff will then ask you to state your name and begin your comments.

You may also view the meeting online at the following link: <https://www.san.org/Airport-Authority/Meetings-Agendas/Archive?EntryId=13915>

### **REQUESTS FOR ACCESSIBILITY MODIFICATIONS OR ACCOMMODATIONS**

As required by the Americans with Disabilities Act (ADA), requests for agenda information to be made available in alternative formats, and any requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for alternatives to observing meetings and offering public comment as noted above, may be made by contacting the Authority Clerk at (619) 400-2550 or <mailto:clerk@san.org>. The Authority is committed to resolving accessibility requests swiftly in order to maximize accessibility.

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

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

Staff Reports and documentation relating to each item of business on the Agenda are on file in Board Services and are available for public inspection.

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

**CALL TO ORDER:**

**ROLL CALL:**

**PRESENTATIONS:**

**NON-AGENDA PUBLIC COMMENT:**

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

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

**CONSENT AGENDA (Items 1-2):**

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

**1. APPROVAL OF MINUTES:**

RECOMMENDATION: Approve the minutes of the December 3, 2020 regular meeting.

**CONSISTENCY DETERMINATIONS**

- 2. REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS: BROWN FIELD MUNICIPAL AIRPORT EAST OTAY MESA BUSINESS PARK SPECIFIC PLAN AMENDMENT, COUNTY OF SAN DIEGO; GILLESPIE FIELD 8610 ATLAS VIEW DRIVE, CITY OF SANTEE; NAVAL AIR STATION NORTH ISLAND 667 OCEAN BOULEVARD, CITY OF CORONADO, 201 OCEAN DRIVE, CITY OF CORONADO AND 161 ALDER STREET, CITY OF CORONADO; BROWN FIELD MUNICIPAL AIRPORT, GILLESPIE FIELD, MARINE CORPS AIR STATION MIRAMAR, MONTGOMERY-GIBBS EXECUTIVE AIRPORT, NAVAL AIR STATION NORTH ISLAND, NAVAL OUTLYING LANDING FIELD IMPERIAL BEACH, AND SAN DIEGO INTERNATIONAL AIRPORT CENTRE CITY REZONES & MUNICIPAL CODE AMENDMENTS, CITY OF SAN DIEGO, COMPLETE COMMUNITIES HOUSING SOLUTIONS UPDATE TO LAND DEVELOPMENT CODE, CITY OF SAN DIEGO AND COMPLETE COMMUNITIES MOBILITY CHOICES UPDATE TO LAND DEVELOPMENT CODE, CITY OF SAN DIEGO:**

RECOMMENDATION: Receive the report.

**(Planning & Environmental Affairs: Ralph Redman)**

**PUBLIC HEARINGS:**

**OLD BUSINESS:**

**NEW BUSINESS:**

**COMMISSION COMMENT:**

**ADJOURNMENT:**

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

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

**Additional Meeting Information**

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

For your convenience, the agenda is also available to you on our website at [www.san.org](http://www.san.org).

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

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

**DRAFT**  
**AIRPORT LAND USE COMMISSION**  
**MINUTES**  
**THURSDAY, DECEMBER 3, 2020**  
**SAN DIEGO INTERNATIONAL AIRPORT**  
**BOARD ROOM**

**CALL TO ORDER:** Chairman Boling called the meeting of the Airport Land Use Commission to order at 10:55 a.m. on Thursday, December 3, 2020, electronically and via teleconference pursuant to Executive Order N-29-20 at the San Diego International Airport, Administration Building, 3225 North Harbor Drive, San Diego, CA 92101.

**ROLL CALL:**

PRESENT: Commissioners: Blakespear, Boling, Cox, Kersey, Lloyd, McNamara, Robinson, West

ABSENT: Commissioners: Dallarda (Ex-Officio), Dockery (Ex-Officio), Miller (Ex-Officio), Schiavoni

ALSO PRESENT: Kimberly J. Becker, President/CEO; Amy Gonzalez, General Counsel; Tony R. Russell, Director, Board Services/Authority Clerk; Martha Morales, Assistant Authority Clerk I

**NON-AGENDA PUBLIC COMMENT:** None.

**CONSENT AGENDA (Items 1-2):**

**ACTION:** Moved by Commissioner Robinson and seconded by Commissioner Cox to approve the Consent Agenda. Motion carried by the following votes: YES –Blakespear, Boling, Cox, Kersey, Lloyd, McNamara, Robinson, West; NO – None; ABSENT – Schiavoni; (Weighted Vote Points: YES – 87; NO – 0; ABSENT – 13)

**1. APPROVAL OF MINUTES:**

RECOMMENDATION: Approve the minutes of the November 5, 2020 regular meeting.

***CONSISTENCY DETERMINATIONS***

- 2. REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS: SAN DIEGO INTERNATIONAL AIRPORT 2650 B STREET, CITY OF SAN DIEGO AND 5058-5064 LOTUS STREET, CITY OF SAN DIEGO; MCCLELLAN-PALOMAR AIRPORT LOCAL COASTAL PROGRAM UPDATE, CITY OF CARLSBAD; NAVAL AIR STATION NORTH ISLAND 1060 PINE STREET, CITY OF CORONADO; BROWN FIELD MUNICIPAL AIRPORT, GILLESPIE FIELD, MARINE CORPS AIR STATION MIRAMAR, MONTGOMERY-GIBBS EXECUTIVE AIRPORT, AND SAN DIEGO INTERNATIONAL AIRPORT HOUSING LEGISLATION UPDATE TO LAND DEVELOPMENT CODE, CITY OF SAN DIEGO:**  
 RECOMMENDATION: Receive the report.

**PUBLIC HEARINGS:** None.

**OLD BUSINESS:** None.

**NEW BUSINESS:** None.

**COMMISSION COMMENT:** None.

**ADJOURNMENT:** The meeting adjourned at 10:57 a.m.

APPROVED BY A MOTION OF THE AIRPORT LAND USE COMMISSION THIS 7<sup>TH</sup> DAY OF JANUARY, 2021.

ATTEST:

\_\_\_\_\_  
TONY R. RUSSELL  
DIRECTOR, BOARD SERVICES /  
AUTHORITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
AMY GONZALEZ  
GENERAL COUNSEL

**Airport Land Use Commission**  
**Report of Determinations of Consistency with Airport Land**  
**Use Compatibility Plans**

Item No.

**2**

Meeting Date: **January 7, 2021**

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Pursuant to Airport Authority Policy 8.30, and acting in its delegated capacity as the Airport Land Use Commission (ALUC) for San Diego County, Airport Authority staff has issued the following consistency determinations per their respective ALUCPs:

**Brown Field Municipal Airport ALUCP**

**East Otay Mesa Business Park Specific Plan Amendment, County of San Diego**

Deemed Complete & Conditionally Consistent on November 23, 2020

Description of Project: The project proposes to reclassify four areas of the East Otay Mesa Business Park Specific Plan from Mixed Use - Employment Emphasis and Technology Business Park to Mixed Use - Residential Emphasis. Other changes to the Specific Plan were previously found to be conditionally consistent with the ALUCP in a determination by ALUC staff issued on August 20, 2020. No physical development is proposed.

Noise Contours: The proposed project does not involve any actual development and thus does not impact any noise exposure contours; however, portions of the proposed project lie within the 60-65 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residences (including senior care facilities), hospitals, lodging, children's and adult schools, libraries, and places of assembly located within the 60-65 dB CNEL noise exposure contour as compatible with airport uses, provided that the residences or buildings are sound attenuated to 45 dB CNEL interior noise level. The ALUCP identifies animal shelters and kennels as compatible with airport uses, provided that the buildings are sound attenuated to 50 dB CNEL interior noise level. All other uses outside the 60 dB CNEL noise contour are compatible with the ALUCP. Therefore, as a condition of project approval, future construction on the associated properties with these uses within the 60-65 dB CNEL noise contour must be sound attenuated to 45 or 50 dB CNEL interior noise level as applicable to the specific use per the ALUCP.

Airspace Protection Surfaces: No physical development is proposed, but the proposed project would be in compliance with the ALUCP airspace protection surfaces if future construction does not exceed an airspace threshold which would require an obstruction evaluation from the Federal Aviation Administration (FAA), or, if required, a determination of no hazard to air navigation has been issued by the FAA and, if required, any structures provide marking and lighting in

accordance with a determination issued by the FAA. Therefore, as a condition of project approval, future construction on associated properties which exceeds airspace obstruction thresholds must obtain a determination of no hazard to air navigation issued by the FAA, and any structures so required by an FAA determination shall be marked and lighted in accordance with FAA procedures.

Safety Zones: The proposed project does not involve actual development and thus does not impact any safety zones; however, portions of the project are located within Safety Zones 2, 4, and 6. The ALUCP identifies residences (including senior care facilities) located within Safety Zone 2 as incompatible with airport uses, and within Safety Zone 4 as compatible, provided that the residences comply with a density of 20 units per acre; that no more than 25 units exist within any single acre; and that a certain percentage of open land as defined and specified by the ALUCP is provided. The ALUCP identifies residences located within Safety Zone 6 as compatible with airport uses. The ALUCP identifies hospitals, children's and adult schools, places of indoor and outdoor assembly (including large eating and drinking establishments, recreation areas, and transportation terminals), and public emergency service and inmate facilities located within Safety Zone 2 and large places of assembly located within Safety Zone 4 as incompatible with airport uses. The ALUCP identifies all other nonresidential land uses as compatible with airport uses, provided that the building complies with people per acre intensity and floor area ratio (FAR) limits as specified for the corresponding land use by the ALUCP. Therefore, as a condition of project approval, future construction on associated properties within Safety Zones 2, 4, and 6 must not allow incompatible uses and abide by the respective residential density and nonresidential intensity and FAR limits of the ALUCP applicable for the corresponding land use proposed.

Overflight Notification: The proposed project does not involve any actual development and thus does not impact any overflight notification requirements; however, portions of the project are located within the overflight notification area, and the ALUCP requires a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, any future, new residential land uses within the overflight notification area would have to have a means of overflight notification be provided.

### **Gillespie Field ALUCP**

#### **Construction of a Detached Residential Unit at 8610 Atlas View Drive, City of Santee**

Deemed Complete & Conditionally Consistent on December 2, 2020

Description of Project: The project involves the construction of a detached residential unit as an accessory use to an existing primary residential unit.

Noise Contours: The proposed project lies within the 60-65 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the building is sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the building must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The maximum height of the proposed project structure will be 377 feet above mean sea level (12 feet above ground level). The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located within Safety Zone 2. The ALUCP identifies residential uses located within Safety Zone 2 as incompatible with airport uses. However, primary and accessory residential units are considered as compatible if they are located on a legal lot of record and residential use is permitted by local land use regulations.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided for the new residential unit.

### **Naval Air Station North Island (NASNI) ALUCP**

#### **Construction of Single Detached Residential Unit at 667 Ocean Boulevard, City of Coronado**

Deemed Complete & Conditionally Consistent on November 25, 2020

Description of Project: The project involves the construction of a single, detached residential unit.

Noise Contours and Safety Zones: The proposed project lies within the Accident Potential Zone (APZ) I and the 70-75 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residential uses located within APZ I and the 70-75 dB CNEL noise contour as conditionally compatible with airport uses, provided that the project complies with a density of one dwelling unit per legal lot of record, plus any accessory dwelling unit, and, further, provided that the residence is sound attenuated to 45 dB CNEL interior noise level. The project proposes one dwelling unit and therefore complies with

the APZ I density limitation. As construction of a new residential unit, the residence must be sound attenuated to 45 dB CNEL interior noise level as a condition of project approval.

Airspace Protection Surfaces: The maximum height of the proposed project structure will be approximately 45 feet above mean sea level (15 feet above ground level). The proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA) because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided for the newly constructed residential unit.

### **Construction of Single Detached Residential Unit at 201 Ocean Drive, City of Coronado**

Deemed Complete & Conditionally Consistent on November 25, 2020

Description of Project: The project involves the construction of a single, detached residential unit.

Noise Contours and Safety Zones: The proposed project lies within the Accident Potential Zone (APZ) I and the 70-75 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residential uses located within APZ I and the 70-75 dB CNEL noise contour as conditionally compatible with airport uses, provided that the project complies with a density of one dwelling unit per legal lot of record, plus any accessory dwelling unit, and, further, provided that the residence is sound attenuated to 45 dB CNEL interior noise level. The project proposes one dwelling unit and therefore complies with the APZ I density limitation. As construction of a new residential unit, the residence must be sound attenuated to 45 dB CNEL interior noise level as a condition of project approval.

Airspace Protection Surfaces: The maximum height of the proposed project structure will be approximately 41 feet above mean sea level (29 feet above ground level). The proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA) because the project is located within an urbanized area, is substantially shielded by

existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided for the newly constructed residential unit.

### **Construction of Single Detached Residential Unit at 161 Alder Street, City of Coronado**

Deemed Complete & Conditionally Consistent on December 2, 2020

Description of Project: The project involves the construction of a single, detached residential unit with detached garage.

Noise Contours and Safety Zones: The proposed project lies within the Accident Potential Zone (APZ) I and the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residential uses located within APZ I and the 65-70 dB CNEL noise contour as conditionally compatible with airport uses, provided that the project complies with a density of one dwelling unit per legal lot of record, plus any accessory dwelling unit, and, further, provided that the residence is sound attenuated to 45 dB CNEL interior noise level. The project proposes one dwelling unit and therefore complies with the APZ I density limitation. As construction of a new residential unit, the residence must be sound attenuated to 45 dB CNEL interior noise level as a condition of project approval.

Airspace Protection Surfaces: The maximum height of the proposed project structures will be 43 feet above mean sea level (29 feet above ground level). The proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA) because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided for the newly constructed residential unit.

**Brown Field Municipal Airport, Gillespie Field, Marine Corps Air Station Miramar, Montgomery-Gibbs Executive Airport, Naval Air Station North Island (NASNI), Naval Outlying Landing Field Imperial Beach (NOLF IB) and SDIA ALUCPs**

**Centre City Rezones & Municipal Code Amendments, City of San Diego**

Deemed Complete & Conditionally Consistent on December 8, 2020

Description of Project: The project proposes two rezones of property and a variety of miscellaneous amendments to the City of San Diego Municipal Code in matters such as clarifications and error corrections as well as permit streamlining and process improvements. Amendments related to the code implementation of the SDIA and NOLF IB ALUCPs will receive a separate consistency determination from the ALUC, so this determination does not apply to those portions of the project related to the Airport Land Use Compatibility Overlay Zone. The project rezones two properties in Centre City from the Public Facilities District: the northwest corner of J Street and 8th Avenue to the Ballpark Mixed-Use District and the southeast corner of Pacific Highway and Cedar Street to the Employment/Residential District. No physical development is proposed by the project.

Noise Contours: The proposed project does not involve any actual development and thus does not impact any noise exposure contours; however, future development may occur within the noise contours of the referenced ALUCPs. The proposed rezone at Pacific Highway and Cedar Street is located within the 60-65 dB CNEL noise contour of the SDIA ALUCP. Within this noise contour, the following uses are conditionally compatible if the interior is sound attenuated to 45 or 50 dB CNEL, as specified by use type in the SDIA ALUCP: Residential uses; Hotel, Motel, Resort; Assembly – Adult or Children; Child Care; all Medical or Senior Care uses; and all Children or Adult School uses. All other land uses are compatible within this noise contour. Therefore, as a condition of project approval, any future development either within the proposed rezone or elsewhere subject to the Code amendments would need to comply with the noise compatibility policies and standards of the applicable ALUCP

Airspace Protection Surfaces: The proposed project does not involve any actual development and thus does not impact any airspace protection surfaces. Any future development within the rezone areas or subject to the code amendments would need to comply with the applicable ALUCP(s) airspace protection surfaces by receiving a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA) or having the project sponsor certify that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation. Therefore, as a condition of project approval, any future development within the rezone areas or

subject to the code amendments would need to comply with the airspace protection policies and standards of the applicable ALUCP(s).

Safety Zones: The proposed rezones are located outside all safety zones of the SDIA ALUCP. The proposed code amendments do not involve any actual development and thus do not impact any safety zones; however, future development under the amendments may occur within safety zones that limit the density or intensity of the proposed use. Therefore, as a condition of project approval, any future development would need to comply with the safety compatibility policies and standards of the applicable ALUCP.

Overflight Notification: The proposed project does not involve any actual development and thus does not impact any overflight notification requirements; however, future development under the proposed rezones or code amendments may require overflight notification requirements if it involves new residential uses. Therefore, as a condition of approval, any future development within the rezone areas or subject to the code amendments that includes new residential uses would need to comply with the overflight compatibility policies of the applicable ALUCP(s).

### **Complete Communities Housing Solutions Update to Land Development Code, City of San Diego**

Deemed Complete & Conditionally Consistent on December 8, 2020

Description of Project: The project proposes a program of incentives to increase the development of housing at multiple income levels in multi-unit and mixed-use commercial areas served by transit. The program will require projects to provide percentages of units tied to certain income levels in return for incentives including density governed by new floor area ratio (FAR) tiers and height governed by FAR. No actual development is proposed.

Noise Contours: The proposed project does not involve any actual development and thus does not impact any noise exposure contours. However, new development may fall within a noise exposure contour requiring sound attenuation. Therefore, as a condition of project approval, any future construction under the program would need to comply with the noise compatibility policies and standards of the applicable ALUCP.

Airspace Protection Surfaces: The proposed project does not involve any actual development, but the proposed project would be in compliance with the ALUCPs airspace protection surfaces if future construction does not exceed an airspace threshold requiring an obstruction evaluation from the Federal Aviation Administration (FAA), or, if required, a determination of no hazard to air navigation has been issued by the FAA and, if required, any structures provide

marking and lighting in accordance with a determination issued by the FAA. Therefore, as a condition of project approval, future construction which exceeds airspace obstruction thresholds must obtain a determination of no hazard to air navigation issued by the FAA, and structures so required by an FAA determination shall be marked and lighted in accordance with FAA procedures.

Safety Zones: The proposed project does not involve any actual development and thus does not impact any safety zones. However, future development may be within a safety zone limiting the density or intensity of use. Therefore, as a condition of project approval, any future construction under the ordinance would need to comply with the density or intensity limitations of the applicable ALUCP.

Overflight Notification: The proposed project does not involve any actual development and thus does not impact any overflight notification requirements. However, new residential development may be required to provide a means of overflight notification. Therefore, as a condition of project approval, future residential development would need to comply with the overflight notification requirements of the applicable ALUCP.

### **Complete Communities Mobility Choices Update to Land Development Code, City of San Diego**

Deemed Complete & Consistent on December 8, 2020

Description of Project: The project proposes to implement by ordinance California State Law requirements to change transportation impact analysis from a level of service (LOS) standard to a vehicle miles traveled (VMT) standard and further to enhance allocation of land development fees to transit and other non-motorized modes of transportation in designated areas. No actual development is proposed.

Noise Contours: The proposed project does not involve any actual development and thus does not impact any noise exposure contours.

Airspace Protection Surfaces: The proposed project does not involve any actual development and thus does not impact any airspace protection surfaces.

Safety Zones: The proposed project does not involve any actual development and thus does not impact any safety zones

Overflight Notification: The proposed project does not involve any actual development and thus does not impact any overflight notification requirements.