



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

Item No.
4

Meeting Date: **June 7, 2012**

Subject:

Presentation and Request for Policy Direction on Nonconforming Use and Safety Compatibility Factor, Zone 3 Southeast – San Diego International Airport - Airport Land Use Compatibility Plan

Recommendation:

Receive the report and provide policy guidance on the safety compatibility factor for Zone 3 Southeast and nonconforming uses.

Background/Justification:

Safety is one of four compatibility factors (along with noise, airspace protection, and overflight) that comprise the Airport Influence Area (AIA) set forth in the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA or the Airport). SDIA ALUCP Steering Committee meetings were held on September 29 and November 17, 2011 to focus on the safety compatibility factor. Discussions on the configuration of the proposed safety zones also occurred at the January 19, 2012 meeting. An additional meeting was held on May 1, 2012 to discuss options for Safety Zone 3SE due to the unique operating characteristics over this area. During the March 1, 2012 ALUC meeting, the ALUC provided guidance for the geometry and policies governing safety zones, with the exception of safety zone 3SE. Following extensive coordination with the Steering Committee, Caltrans Division of Aeronautics, and the City of San Diego, ALUC staff request guidance on Safety Zone 3SE as well as our proposed nonconforming use policy.

Technical Analysis for Safety Zone 3SE

ALUC staff initially explored the option of eliminating Safety Zone 3 Southeast (SZ 3SE). After a meeting with Caltrans Division of Aeronautics staff on January 18, 2012, Caltrans staff opined that SZ 3SE could not be eliminated because some form of restriction on future land uses is essential to protect people and property on the ground from the risks of near-airport aircraft accidents. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high-consequence event.

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However, Caltrans staff did state that they could support different safety standards for SZ 3SE (shown in red on Exhibit 1) given the findings presented.

Findings

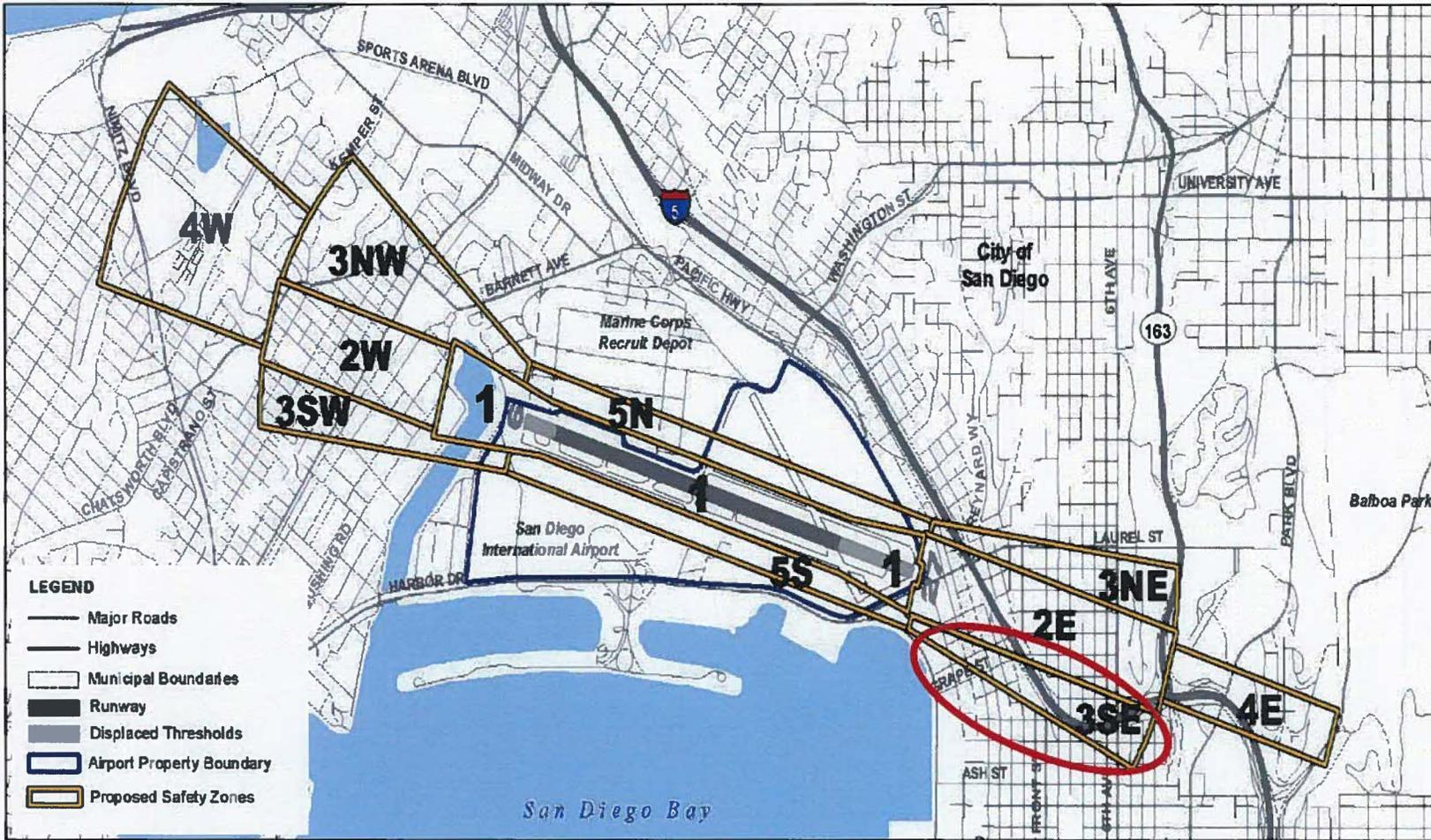
- The risk of accidents associated with approaches to Runway 27, along runway centerline, is far greater than the risk associated with departures on Runway 9.
- Published visual flight rules (VFR) procedures direct pilots to avoid approaches over downtown and close-in right turns on departure.
- Instrument procedures direct aircraft to fly on the runway centerline for extended distances or turn left on departure.
- Infrequent flights occur south of the extended runway centerline within 1 nautical mile of the runway end. Zone 3 is an Inner Turning Zone designed to protect for aircraft initiating turns to en-route directions on departure. Approximately 3.5 percent of SDIA's annual operations are under east flow procedures (departures and arrivals on Runway 9). Therefore, only a fraction of this percentage accounts for departures on Runway 9 heading east. In 2011, SDIA had less than 30 total operations that operated in any part of the area defined as SZ 3SE.

SZ 3SE Land Use Characteristics

SZ 3SE is comprised of three areas: Uptown, Little Italy and Cortez (see Exhibit 2). Each area has different existing land use characteristics in terms of densities (residential) and intensities (nonresidential). ALUC staff compiled detailed land use data for each area and analyzed various methods of applying Handbook (and Caltrans' staff) guidance in order to develop safety standards that reflect the unique operating characteristics over the area. The Handbook recommends standards that are based on the average of existing residential densities and nonresidential intensities for each safety zone (which is how all of the other safety zone standards have been developed). Since Caltrans staff acknowledges that SZ 3SE is unique when compared to the other safety zones, ALUC staff developed two options for the maximum density/intensity allowed for new development: using 1.5 times the average density/intensity or 2 times the average density/intensity.

Exhibit 1

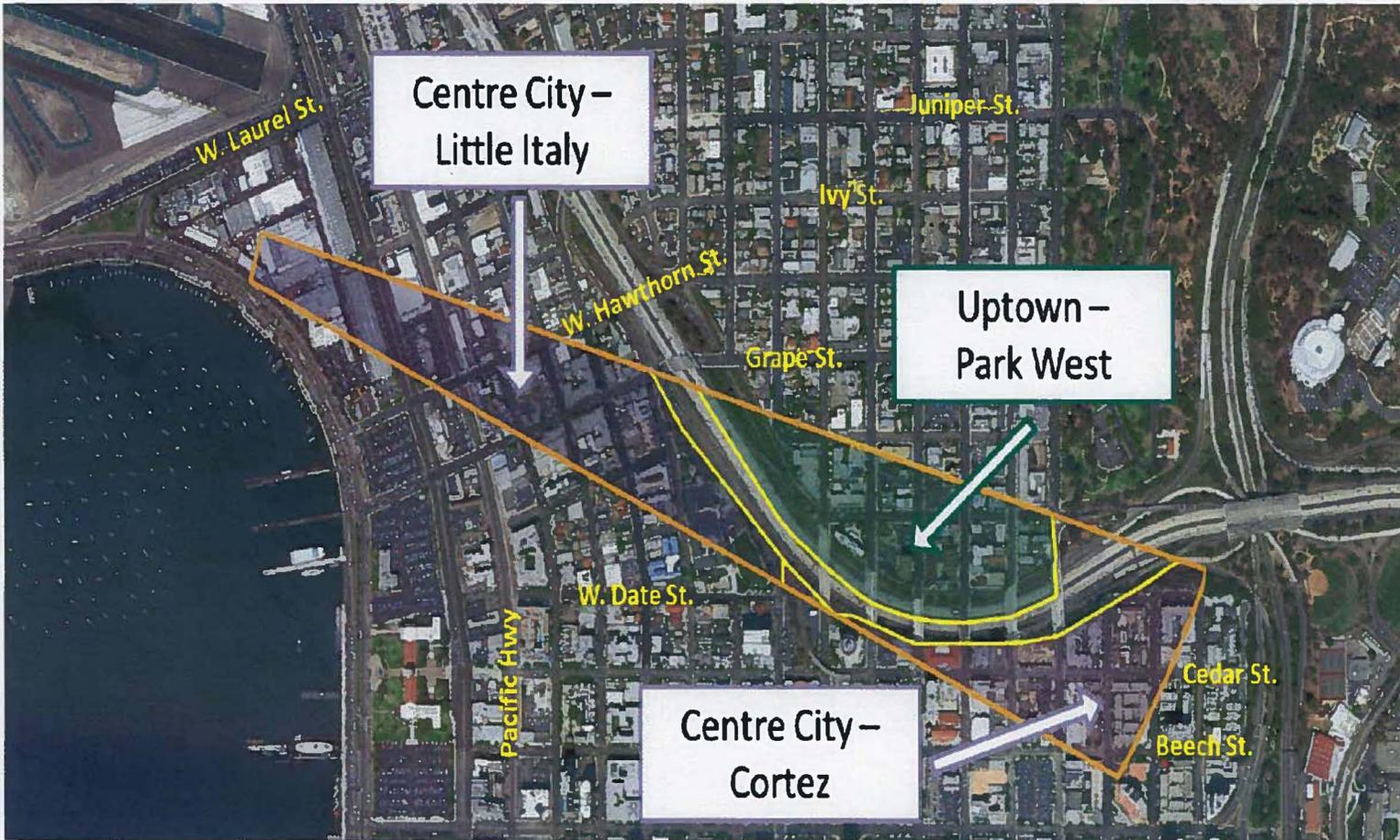
Proposed Safety Zones



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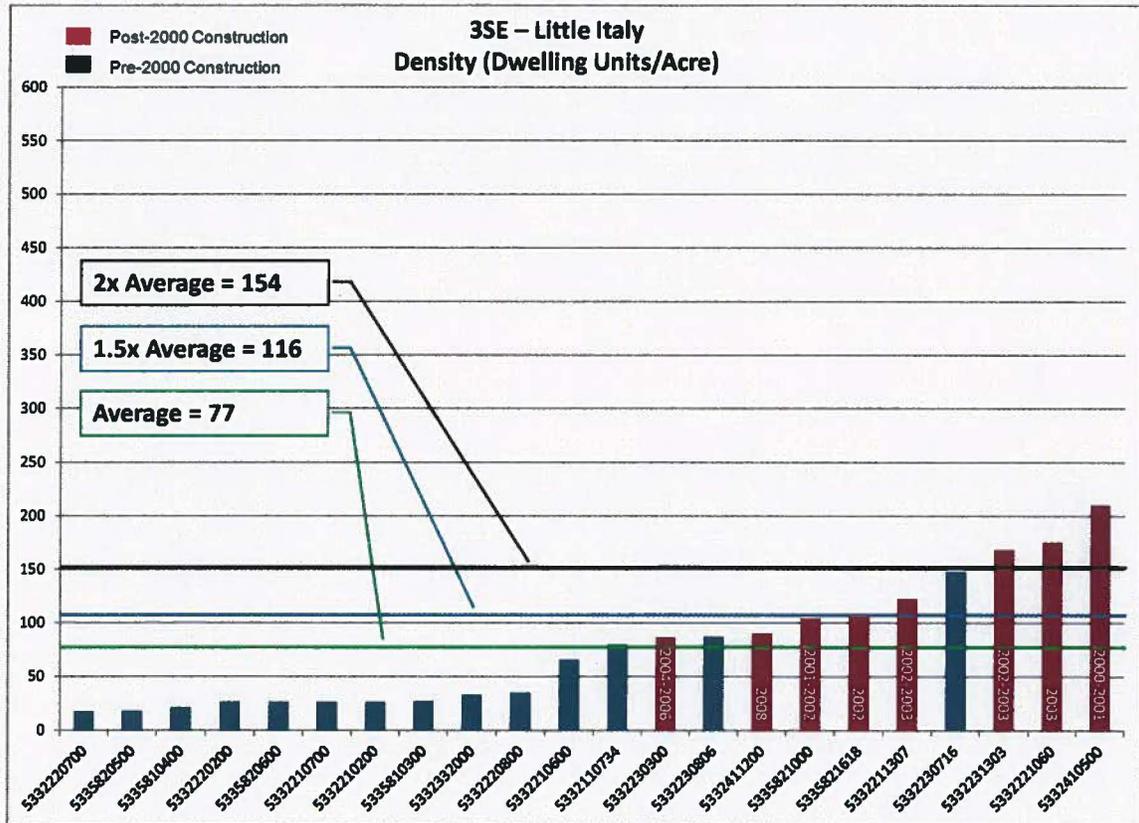
Exhibit 2

Community Planning Areas and Neighborhoods within SZ 3SE

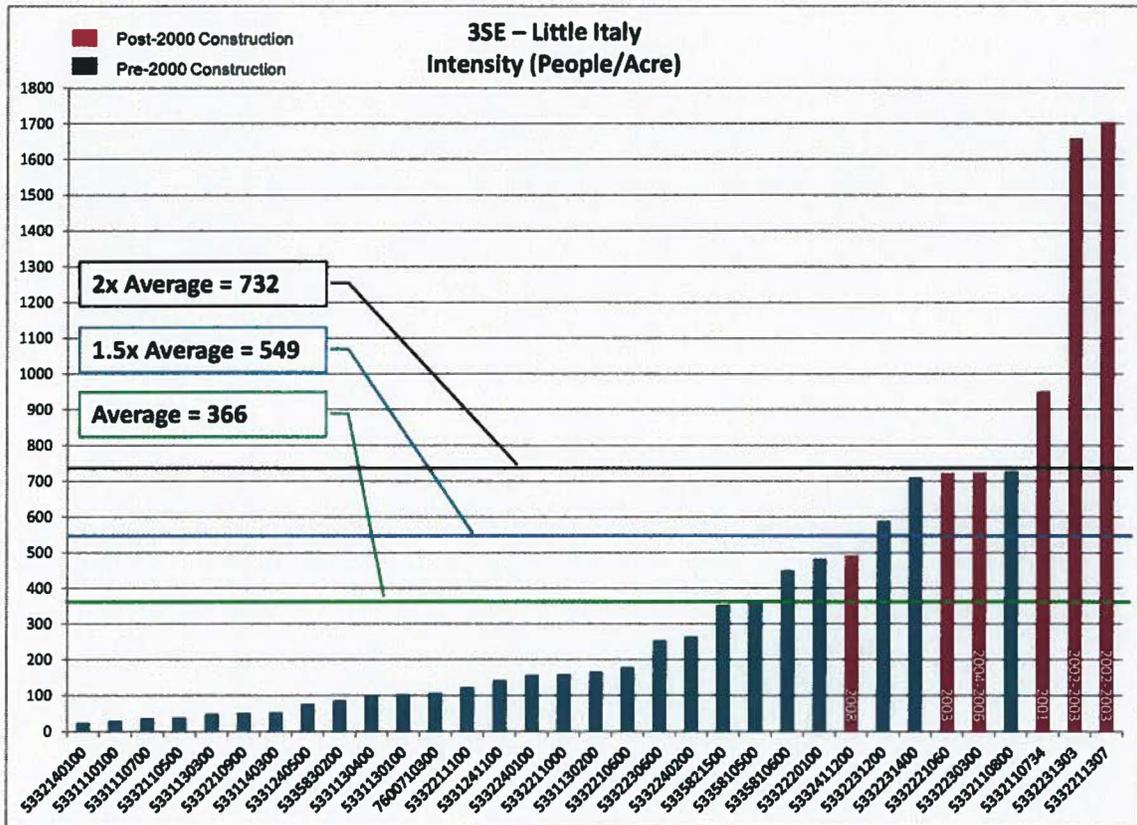


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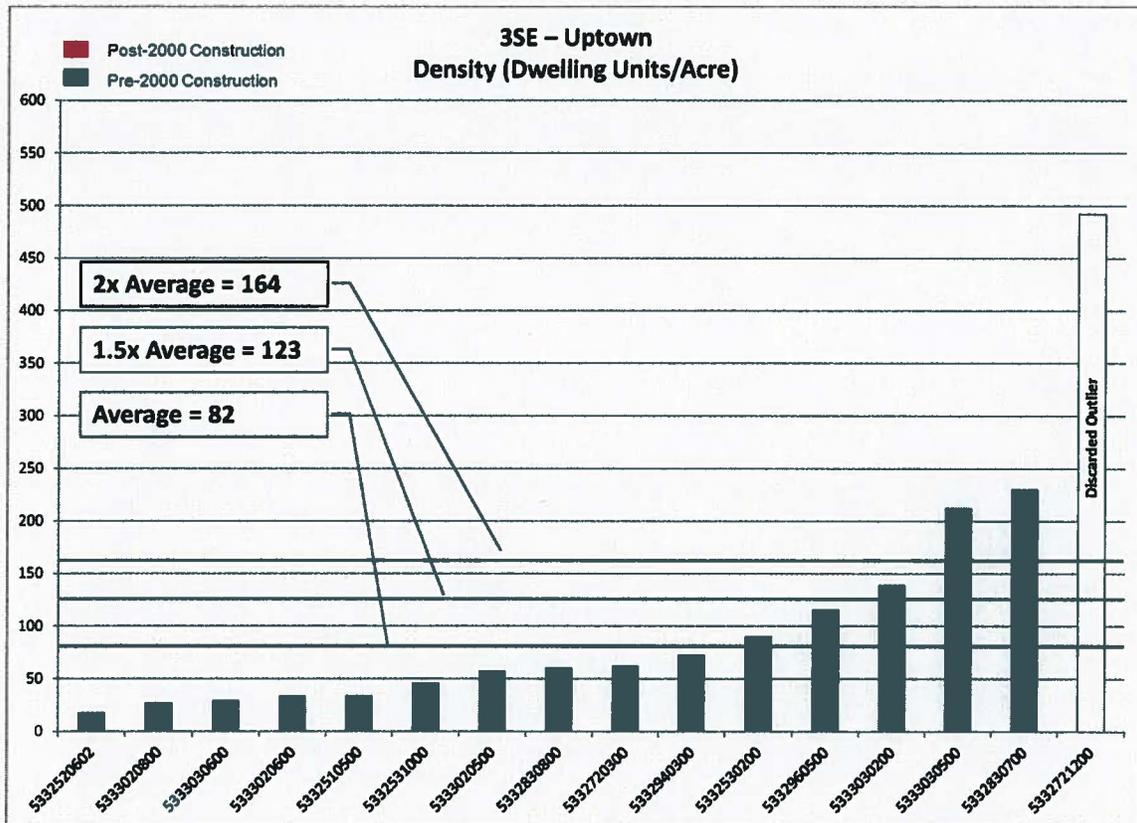
Little Italy: The average density for all residential parcels within Little Italy (average parcel size is 0.25 acres) is 77 dwelling units/acre (du/acre). If a factor of 1.5 times the average is allowed, the result is 116 du/acre, and 2 times the average is 154 du/acre. By comparison, the densest existing development in Little Italy is over 200 du/acre.



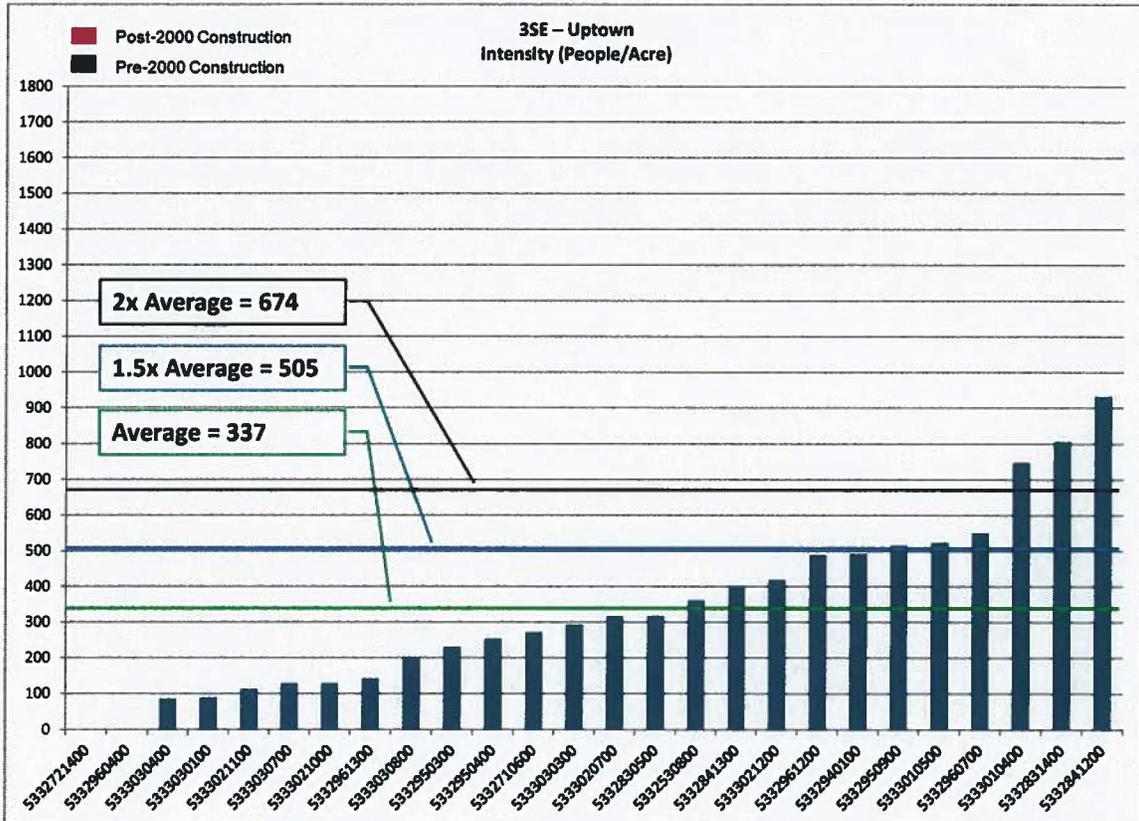
The average intensity for all nonresidential parcels in Little Italy (average parcel size is 1.04 acre) is 366 people/acre. If a factor of 1.5 times the average is allowed, the result is 549 people/acre, and 2 times the average is 732 people/acre. The most intense existing project is approximately 1,700 people/acre.



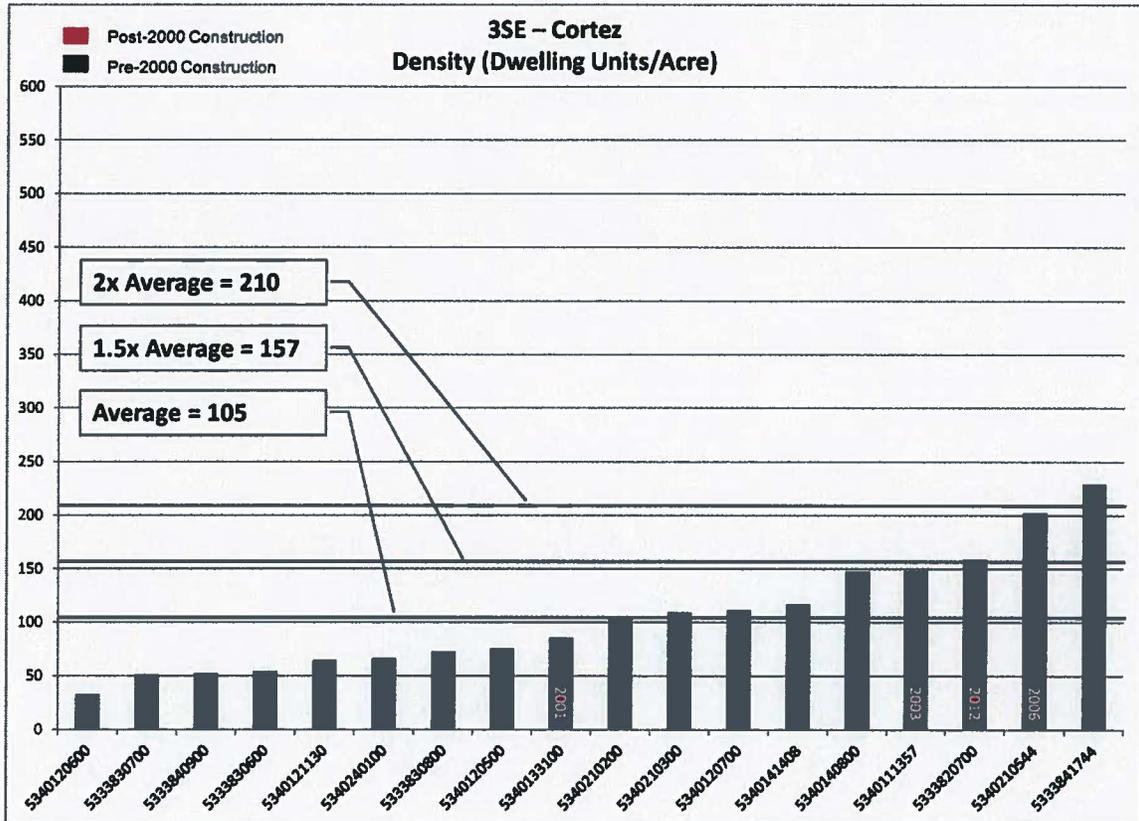
Uptown: The average density for all residential parcels within Uptown (average parcel size is 0.20 acres) is 82 dwelling units/acre (du/ac). If a factor of 1.5 times the average is allowed, the result is 123 du/ac, and 2 times the average is 164 du/ac. The densest existing project in Uptown is almost 500 du/ac and was excluded from the density calculations because it is more than twice as dense as the closest parcels, making it an extreme outlier.



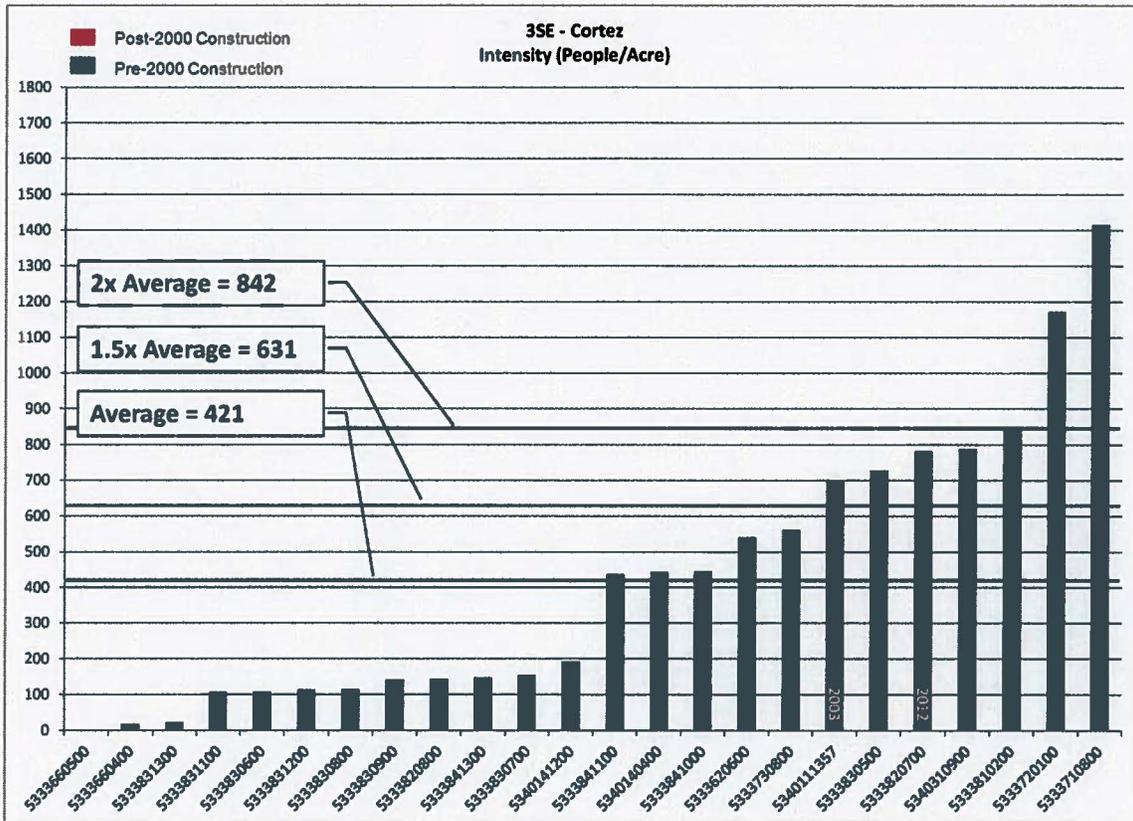
The average intensity for all nonresidential parcels in Uptown (average parcel size is 0.30 acres) is 337 people/acre. If a factor of 1.5 times the average is allowed, the result is 505 people/acre, and 2 times the average is 674 people/acre. The most intense existing project is over 900 people/acre.



Cortez: The average density for all residential parcels within Cortez (average parcel size is 0.40 acres) is 105 dwelling units/acre (du/acre). If a factor of 1.5 times the average is allowed, the result is 157 du/acre, and 2 times the average is 210 du/acre. The densest existing project is over 225 du/acre.



The average intensity for all nonresidential parcels (average parcel size is 0.30 acre) is 421 people/acre. If a factor of 1.5 times the average is allowed, the result is 631 people/acre, and 2 times the average is 842 people/acre. The most intense existing project in Cortez is over 1400 people/acre.



Proposed Safety Compatibility Matrix

After extensive coordination with the Steering Committee, City of San Diego staff, and CCDC staff, ALUC staff proposes that densities and intensities be allowed in SZ 3SE that are up to two times the average existing density/intensity for the identified neighborhoods. This level of density and intensity limitation would allow new projects to be built at the same level as the majority of existing projects, but would not allow development at the existing maximum density/intensity.

Table 1 below provides the proposed safety compatibility standards to be included in the draft ALUCP and incorporates staff's recommendation.

Table 1
Safety Compatibility Criteria

Table 3-1

Safety Compatibility Criteria

DRAFT

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													
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						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						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. Zones 3, 4: Allow if development intensity does not exceed the NR limits.	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/Wholesale - Low-Intensity (e.g., Furniture, Lumber and Home Improvement, Nursery)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	250
Retail - Medium Intensity (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
Retail - High Intensity (e.g., Clothing, Discount Store, General Merchandise, Supermarket, Toys)						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	120
Service - Low-Intensity (e.g., Auto Service Station, Car Wash, Check-cashing, Veterinary Clinics)						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

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses DRAP																			
	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												
R	Maximum allowable residential density, in dwelling units per acre.																			
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*	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.																			
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Land Use Category *	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
Sport/Fitness Facility						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
Theater - Movie and Live Performance						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
INDUSTRIAL							
Junkyard, Dump, Recycling Center							N/A
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 ⁴							N/A
Manufacturing/Processing of Hazardous Materials ³						Zone 4: Allow if development intensity does not exceed the NR limits shown above. 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 ⁴							N/A
Warehousing/Storage of Hazardous Materials ³						Zone 4: Allow if development intensity does not exceed the NR limits shown above. Zone 5: Allow only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	1000

Community Planning Area - Neighborhood	Density/Intensity for Conditional Uses DRAFT																			
	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
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	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 150/5300-13, Section 212.a.(2)(a) and Figure 2-3. Dedication of aviation 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	Red	Red	Red	Red		N/A
Marine Passenger Terminal	Red	Red	Yellow	Yellow	Yellow	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	Yellow	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - General	Red	Red	Yellow	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	1000
Truck Terminal	Red	Red	Red	Red	Red		N/A
Water, Wastewater Treatment Plant	Red	Red	Yellow	Yellow	Yellow	Zones 3, 4: Allow only if no alternative sites outside the zones are available and feasible for development.	1000
EDUCATIONAL, INSTITUTIONAL, AND PUBLIC SERVICES							
Cemetery	Red	Red	Red	Red	Red		N/A
Child Day Care Center (greater than 14 children)	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	Green	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

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Land Use Category *	Safety Zones					Conditions	Occupancy Factor ¹
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Medical Care - Congregate Care Facility, Nursing and Convalescent Home							N/A
Medical Care - Hospital							N/A
Medical Care - Out-Patient Clinics						Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	215
Medical Care - Out-Patient Surgery Centers							N/A
Public Assembly (religious, fraternal)						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						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	60
School for Children - Pre-K through Grade 12							N/A
RECREATION, PARK AND 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 150/5300-13, Section 212.a.(2)(a) and Figure 2-3. 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, Outdoor Recreation						Zone 1: Structures not allowed. Allow nonstructural uses only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13, Section 212.a.(2)(a) and Figure 2-3. Dedication of avigation easement to Airport operator is required for portion of use in Zone 1.	N/A

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Land Use Category ^a	Safety Zones					Conditions	Occupancy Factor ¹
	1	2	3	4	5		
AGRICULTURE							
Aquaculture							N/A
Crops						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
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.						
2	While this is classified as a residential use, it does not include conventional dwelling units. Thus, only the NR intensity limits apply.						
3	Hazardous materials include: (1) aboveground fuel storage with tank capacities above 10,000 gallons; (2) toxic materials in quantities exceeding the threshold planning quantities established by the U.S. Environmental Protection Agency; (3) more than 50 pounds of explosives; (4) medical and biological facilities qualifying as Biosafety Level 2 facilities. See Policy S.12 for additional detail.						
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.						

Nonconforming Uses

Another item that was discussed at the May 1, 2012 Steering Committee meeting (as well as at the March 1, 2012 ALUC meeting) was the length of time a nonconforming use could cease operations before being considered an abandoned use under the ALUCP. ALUC staff reevaluated the draft policy regarding the timeframe and determined that 36 months would be acceptable rather than 24 months. The basis for the change is to accommodate periods of economic downturn.

Coordination Efforts/Range of Thinking*Safety Zone 3SE*

ALUC staff met with Caltrans staff on April 10, 2012 to discuss the detailed land use analysis that has been compiled specifically for the Safety Zone 3SE area. Caltrans staff was supportive of the work ALUC staff has undertaken and agreed that it was developed using guidance from the Handbook. Detailed analysis of existing land use data not only considers historical data, but it also factors in future land use planning. It is Caltrans' opinion that ALUC staff's findings do justify the establishment of different safety policies or density/intensity limits for SZ 3SE, but cautions that maximum densities/intensities should not be used as the basis for establishing policies.

ALUC staff met with Caltrans again on May 22, 2012 to discuss the current staff recommendation of using 2 times the average existing density/intensity in safety zone 3SE. Caltrans agrees that ALUC staff are applying appropriate methods to reach the conclusions in this staff report.

Additionally, ALUC staff met with the potentially affected local agencies (CCDC and the City of San Diego) on April 13, 2012 to discuss the land use analysis and options for SZ 3SE.

Overall, the Steering Committee was supportive of ALUC staff's recommendation of using 2 times the average density and intensity for Safety Zone 3SE. One member did not agree in general because he does not believe we should have more than one safety zone at SDIA.

Nonconforming Uses

Steering Committee members support the change from 24 to 36 months.

Staff Recommendations

- Staff recommends the draft safety zones as depicted on Exhibit 1, which includes the full safety zone 3SE

- Staff recommends the safety standards as shown in Table 1, including the updated methodology (2 times the average existing density and intensity) for SZ 3SE

- Staff recommends modifying the policy related to abandonment of an existing use from 24 to 36 months

List of Attendees Who Signed In for the May 1, 2012 Meeting

SDIA ALUCP Steering Committee

PLEASE WRITE LEGIBLY
May 1, 2012

Name	Affiliation	Email Address (If you want to be placed on distribution list)
John G wotzka	soet-Public	john wotzka@gmail.com
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George Condon	SDCRRA	gcondon@san.org
Amy Gonzalez	SOCCA	agonzalez@san.org
JOE NASKAR	WESTERN SLOPES	jhn-sd@cox.net
JOHN ZIEBARTH	AIASD	john@ziebarts.com
JIM HIRSCH	PORT OF SAN DIEGO	jhirsch@portofsandiego.org

SDIA ALUCP Steering Committee

PLEASE WRITE LEGIBLY
May 1, 2012

Name	Affiliation	Email Address (If you want to be placed on distribution list)
Amanda Lee	City of SD	ajohnsonlee@sandiego.gov
Tait Galloway	City of SP	tgalloway@sandiego.gov
Neil Hryhorew	Chamber of Commerce	

Fiscal Impact:

The SDIA ALUCP update program is funded through the Airport Planning FY12 operating budget. Adequate funds for the subject of this staff report are budgeted in the Airport Planning Department's FY12 operating budget, within personnel costs and professional (i.e., consultant) services.

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Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

- A. This ALUC presentation is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs. §15378. This ALUC presentation is not a "project" subject to CEQA, Cal. Pub. Res. Code §21065.
- B. This ALUC presentation is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

Equal Opportunity Program:

Not applicable.

Prepared by:

KEITH WILSCHETZ
DIRECTOR, AIRPORT PLANNING

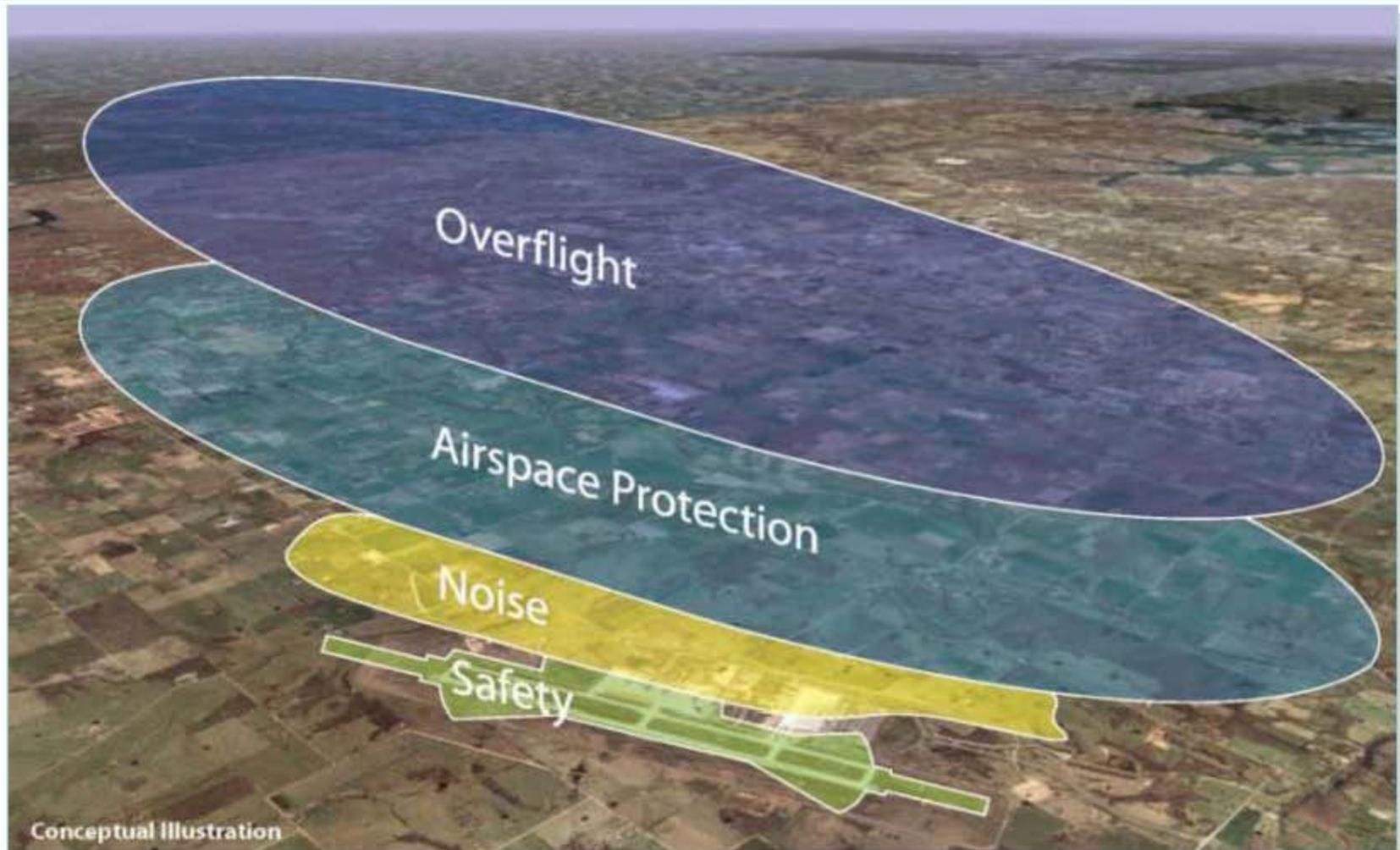
Request for Policy Direction on Non-Conforming Use and Safety Factor, Zone 3 Southeast

June 7, 2012

Angela Jamison
Manager, Airport Planning



Compatibility Factors



Safety Compatibility Factor



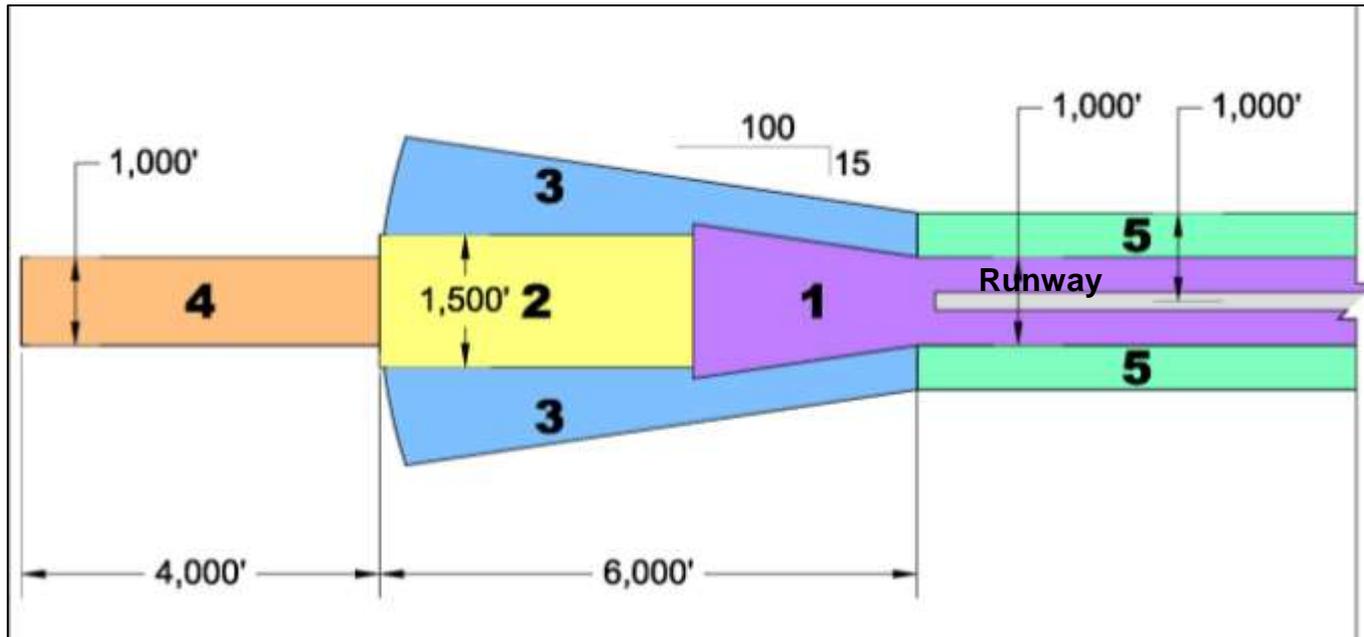
- Define geometry of zones
- Implement policies
 - Prohibit specific land uses
 - Limit density/intensity of uses
 - Rebuilding of existing use is allowed

Safety Compatibility Boundary Approach



- Follow the Caltrans' *Handbook* guidance on safety zone boundaries
- Adjust as warranted based on aeronautical considerations (physical and operational characteristics):
 - runway configuration
 - approach and departure procedures
 - other factors that determine where aircraft fly

Caltrans Safety Zones



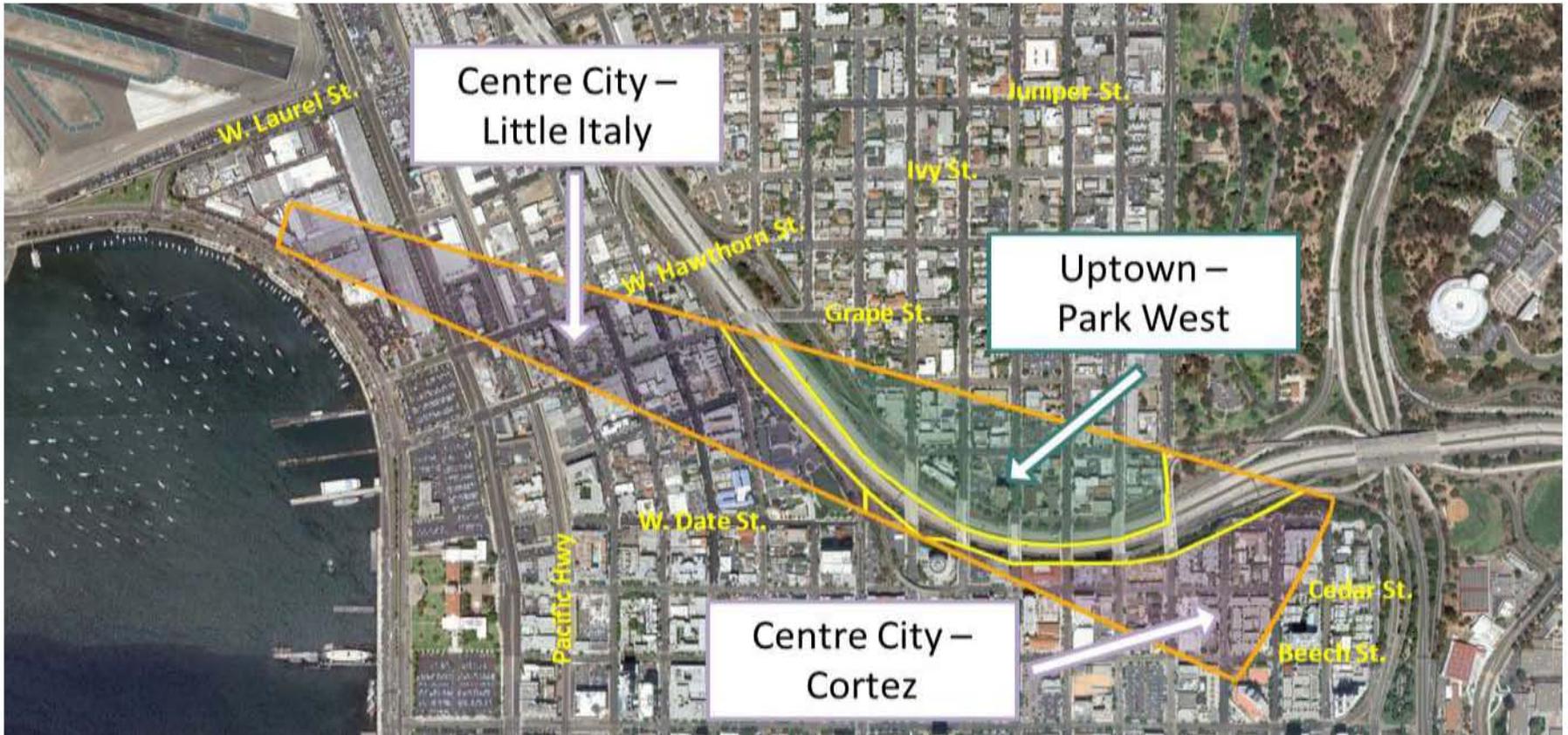
Caltrans recommends a standard safety zone configuration for large air carrier runways which may be adjusted to account for individual airport approach types and RPZ dimensions

Caltrans Safety Zones Applied to SDIA



Note: Safety Zone 1 has been adjusted to correspond to the actual Runway Protection Zone (RPZ) boundaries at SDIA.

Safety Zone 3 Southeast



Safety Matrix



Table 3-1
Safety Compatibility Criteria

DRAFT

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												
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 ¹	Safety Zones					Conditions	Occupancy Factor ²
	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						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.	200

Maximum Allowable Densities and Intensities



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												
R	Maximum allowable residential density, in dwelling units per acre																			
NR	Maximum allowable nonresidential intensity, in persons per acre																			
‡	No dwellings are in the portion of the CPA or neighborhood within the indicated Safety Zone. No new dwellings are allowed unless the area was designated for residential use in the community plan as of the effective date of the ALUCP.																			
	No part of the Community Planning Area or neighborhood is in the Safety Zone.																			

Prohibited Uses in SZ 3E



- Child Day Care Center (greater than 14 children)
- Pre-K through Grade 12 Schools
- Congregate Care Facility, Nursing and Convalescent Homes
- Hospital
- Out-Patient Surgery Centers
- Jail/Prison

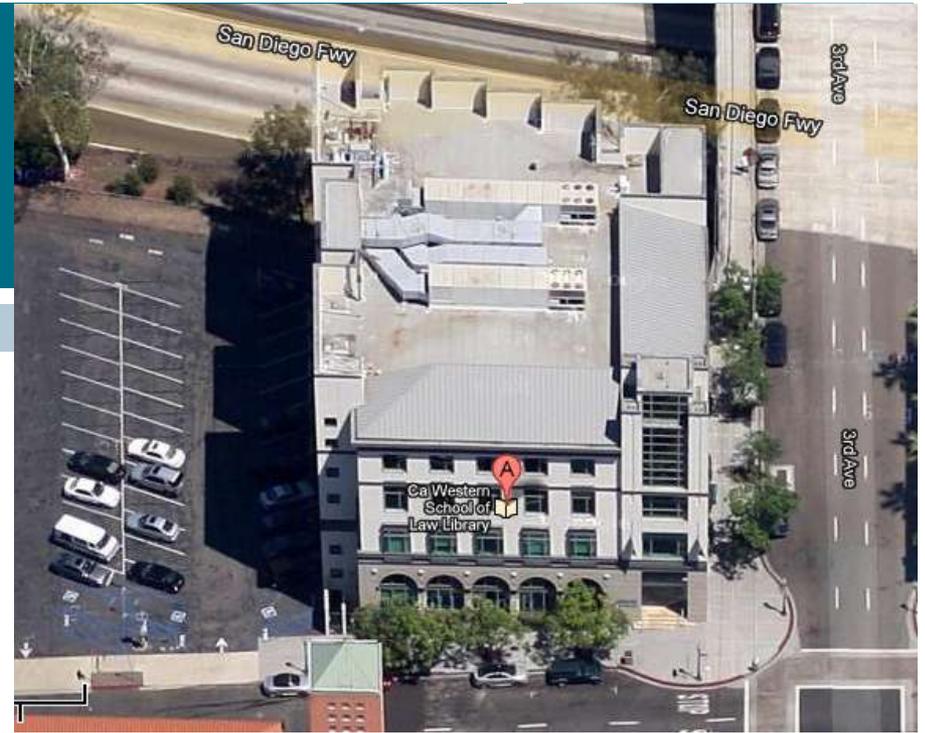
Prohibited Uses in SZ 3E



- Manufacturing/Processing of Biomedical Agents
- Manufacturing/Processing of Hazardous Materials
- Sanitary Landfill
- Warehousing/Storage of Biomedical Agents
- Warehousing/Storage of Hazardous Materials
- Electrical Power Generation Plant

Intensity Calculation Sample

- APN: 533-371-0800
- 290 Cedar Street
- Western School of Law Library
- Parcel size: 0.287 acre
- Floor Area: 44,741 sf
- Occupancy Factor: 110 sf/person

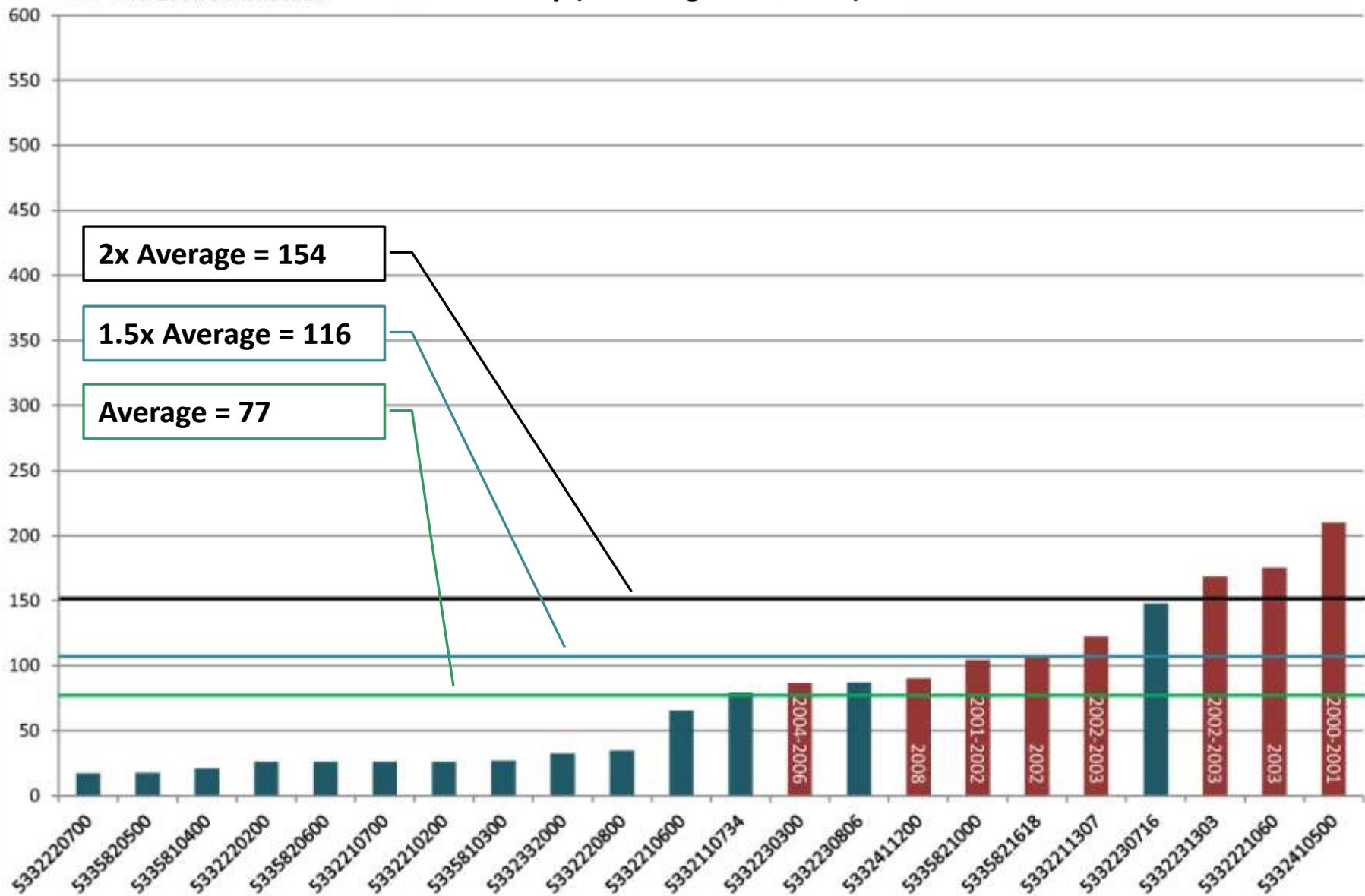


$$\text{Occupancy} = \frac{\text{Floor Area}}{\text{Occupancy Factor}} = \frac{44,741}{110} = 406.74$$

$$\text{Intensity} = \frac{\text{Occupancy}}{\text{Parcel Size (acres)}} = \frac{406.74}{.287} = 1,415 \text{ people per acre}$$

3SE – Little Italy Density (Dwelling Units/Acre)

■ Post-2000 Construction
■ Pre-2000 Construction



2x Average = 154

1.5x Average = 116

Average = 77

Little Italy Density: 2x Average = 154 dwelling units per acre

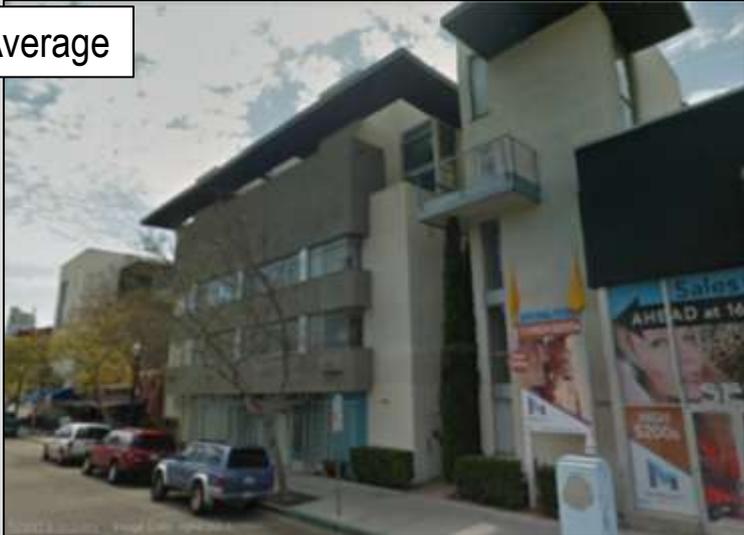
2031 Columbia – 0.10 ac. – 21 du/acre

Low End



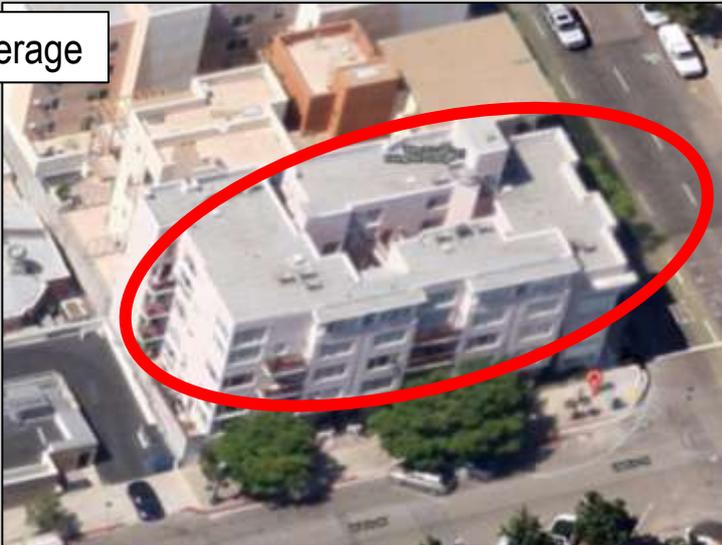
2084 Kettner – 0.75 ac. – 79 du/acre

Average



602 Fir – 0.11 ac. – 148 du/acre

2x Average



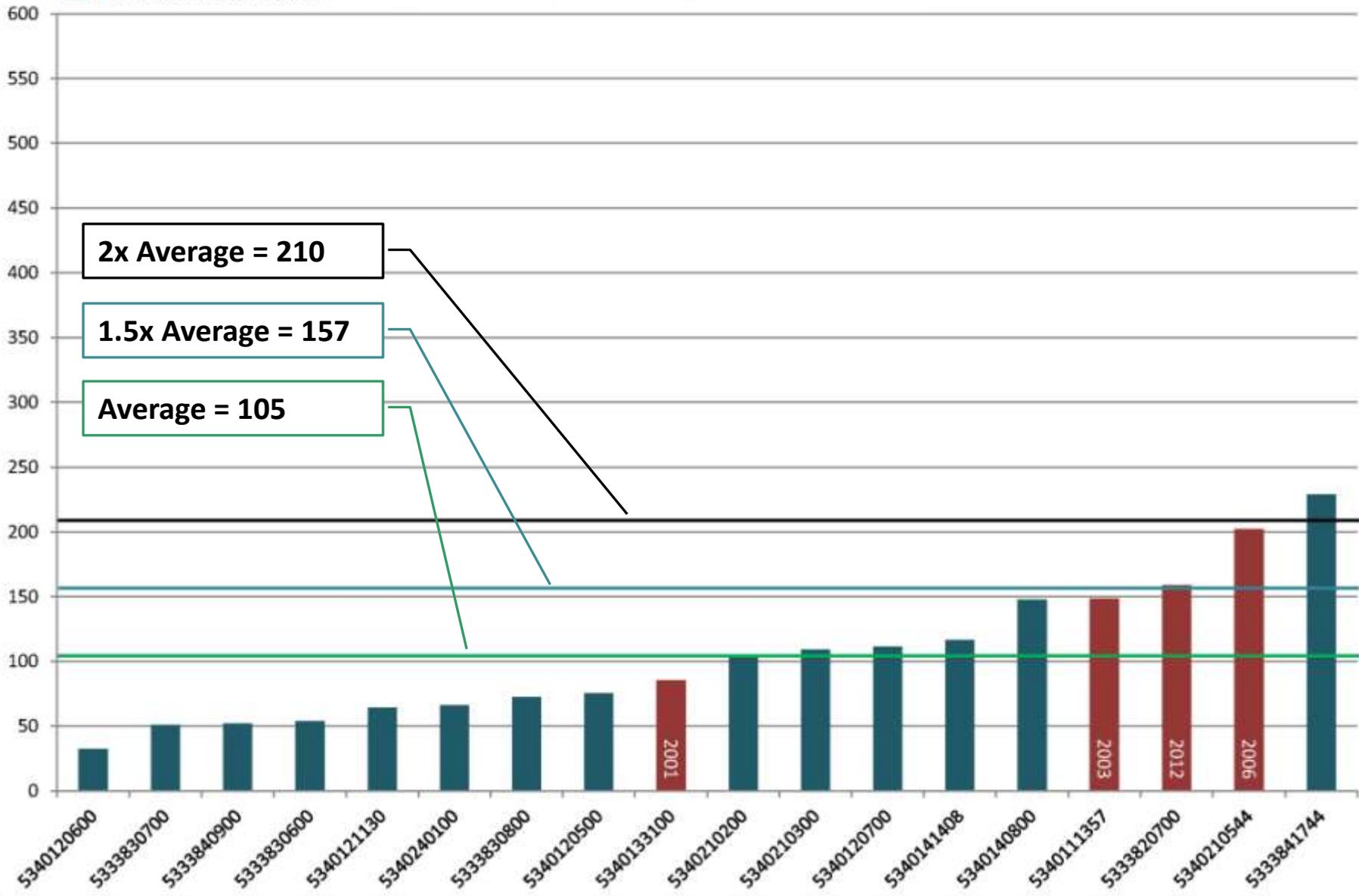
1805 Columbia – 0.10 ac. – 210 du/acre

High End



3SE – Cortez Density (Dwelling Units/Acre)

■ Post-2000 Construction
■ Pre-2000 Construction



2x Average = 210

1.5x Average = 157

Average = 105

Cortez Density: 2x Average = 210 dwelling units per acre

740 Cedar – 0.13 ac. – 33 du/acre

Low End



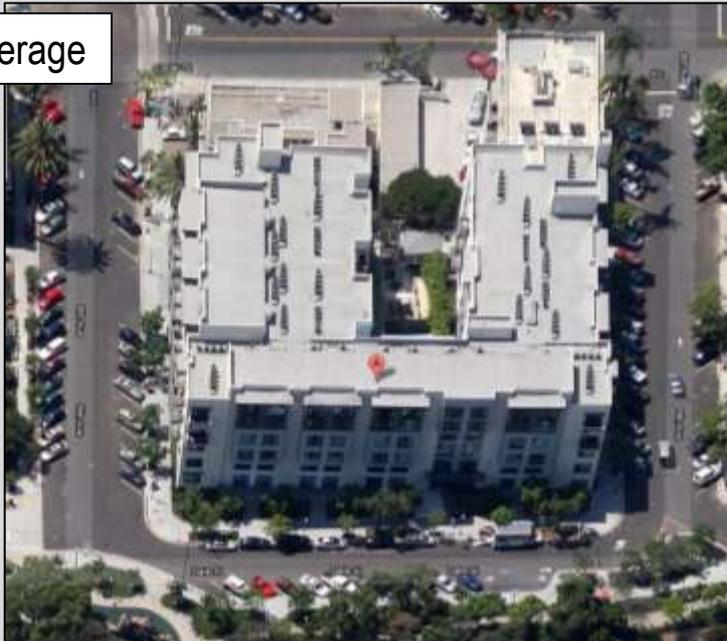
1609 8th Ave – 0.23 ac. – 105 du/acre

Average



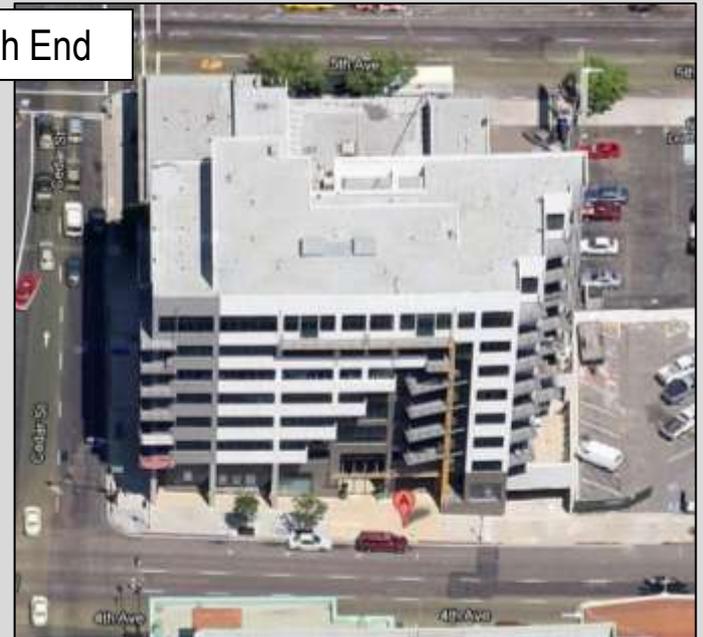
889 Date – 0.83 ac. – 202 du/acre

2x Average



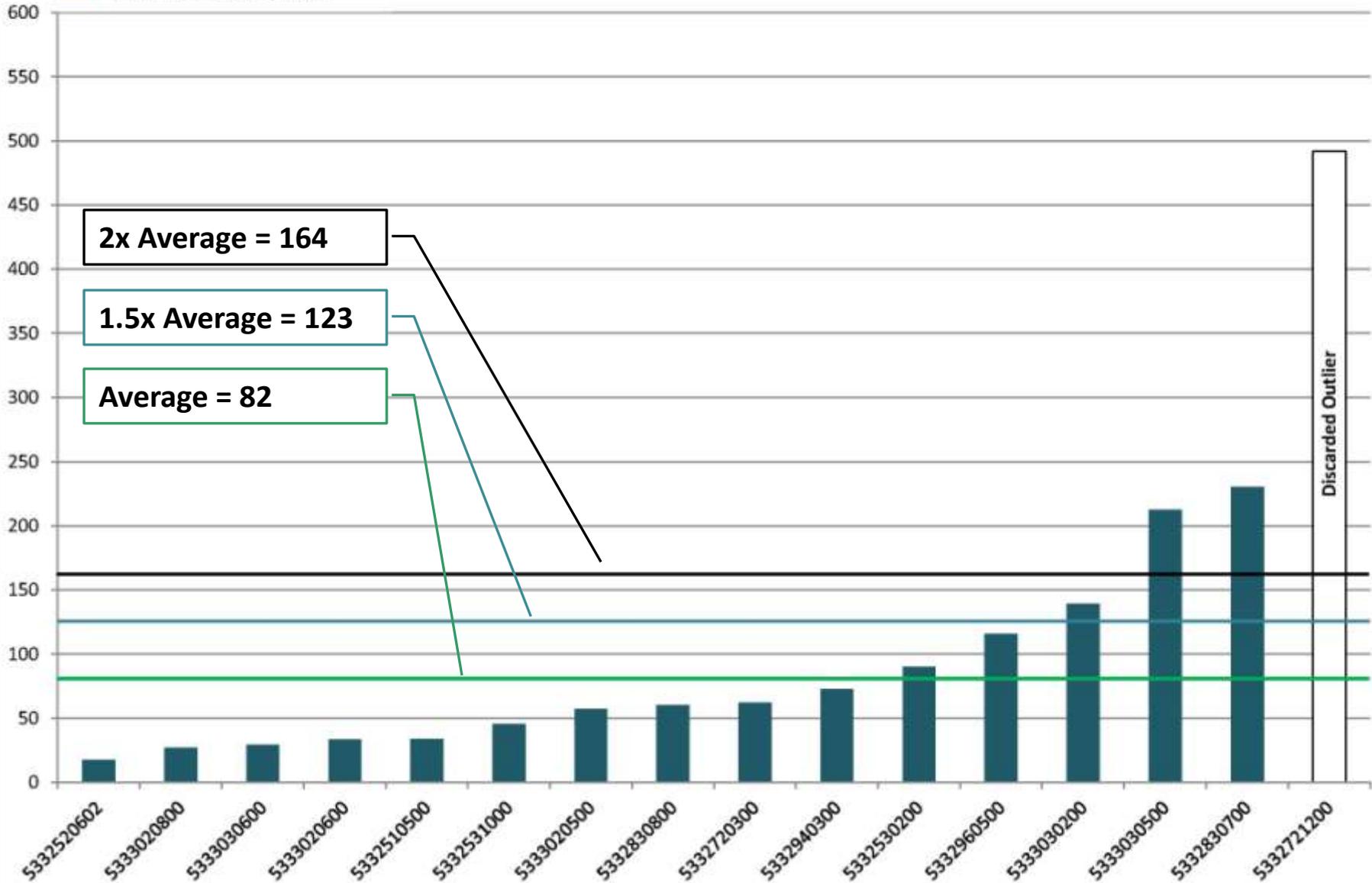
1551 4th Ave – 0.34 ac. – 229 du/acre

High End



3SE – Uptown Density (Dwelling Units/Acre)

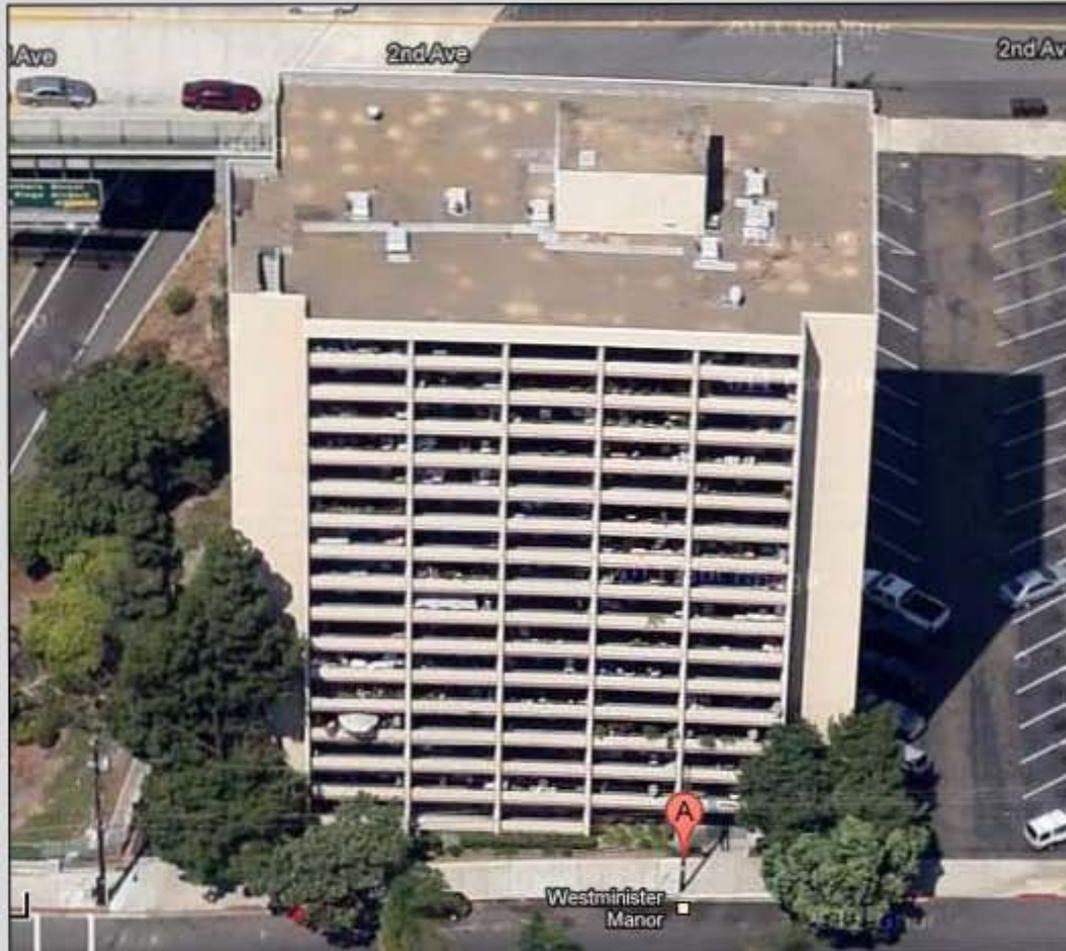
■ Post-2000 Construction
■ Pre-2000 Construction



Uptown Density: 2x Average = 164 dwelling units per acre

Discarded Outlier

1730 3rd Avenue – Westminster Manor – 0.32 ac. – 492 du/acre



Uptown Density: 2x Average = 164 dwelling units per acre

126 Fir – 0.11 ac. – 17 du/acre

Low End



1818 6th Ave – 0.12 ac. – 73 du/acre

Average



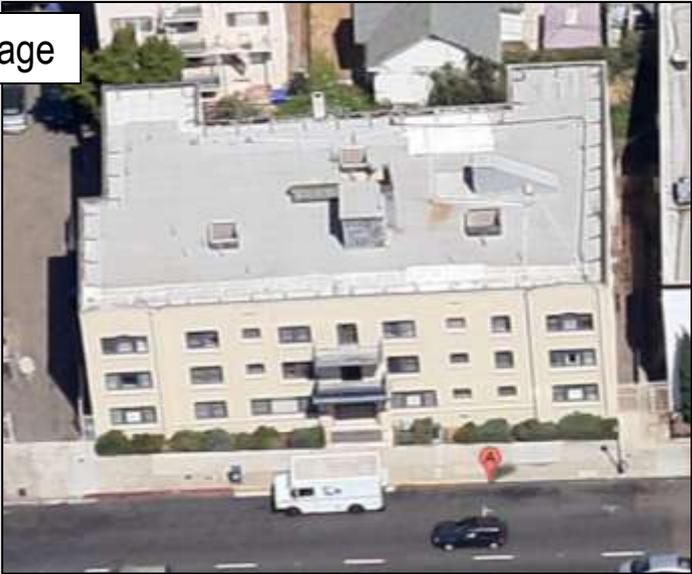
1800 3rd Ave – 0.12 ac. – 230 du/acre

High End



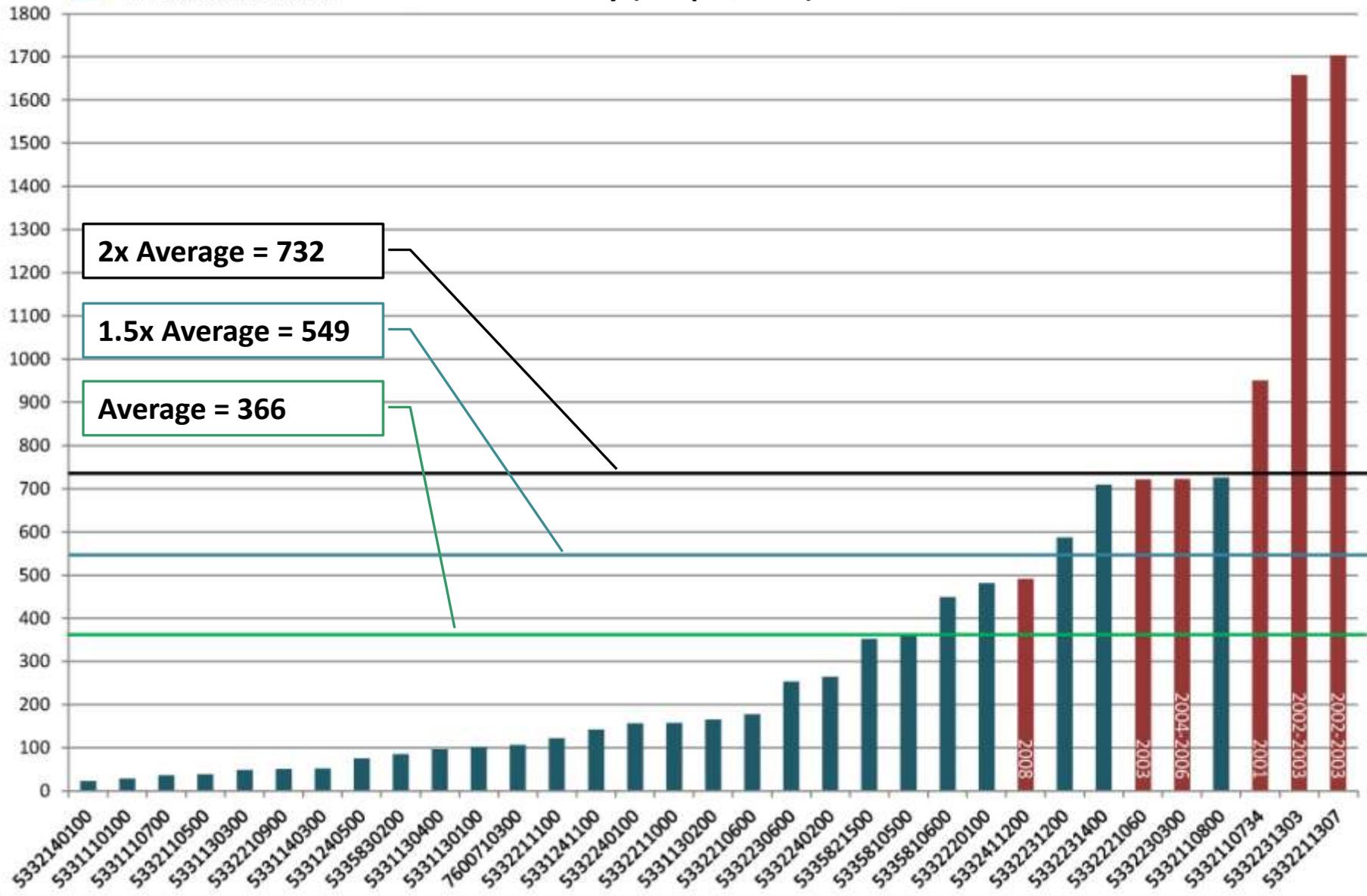
1747 5th Ave – 0.16 ac. – 139 du/acre

2x Average



3SE – Little Italy Intensity (People/Acre)

■ Post-2000 Construction
■ Pre-2000 Construction



2x Average = 732

1.5x Average = 549

Average = 366

Little Italy Intensity: 2x Average = 732 people per acre

2263 Pacific Hwy – 0.23 ac. – 29 people/acre

Low End



532 W. Grape – 0.22 ac. – 362 people/acre

Average



2040 Columbia – 0.69 ac. – 721 people/acre

2x Average



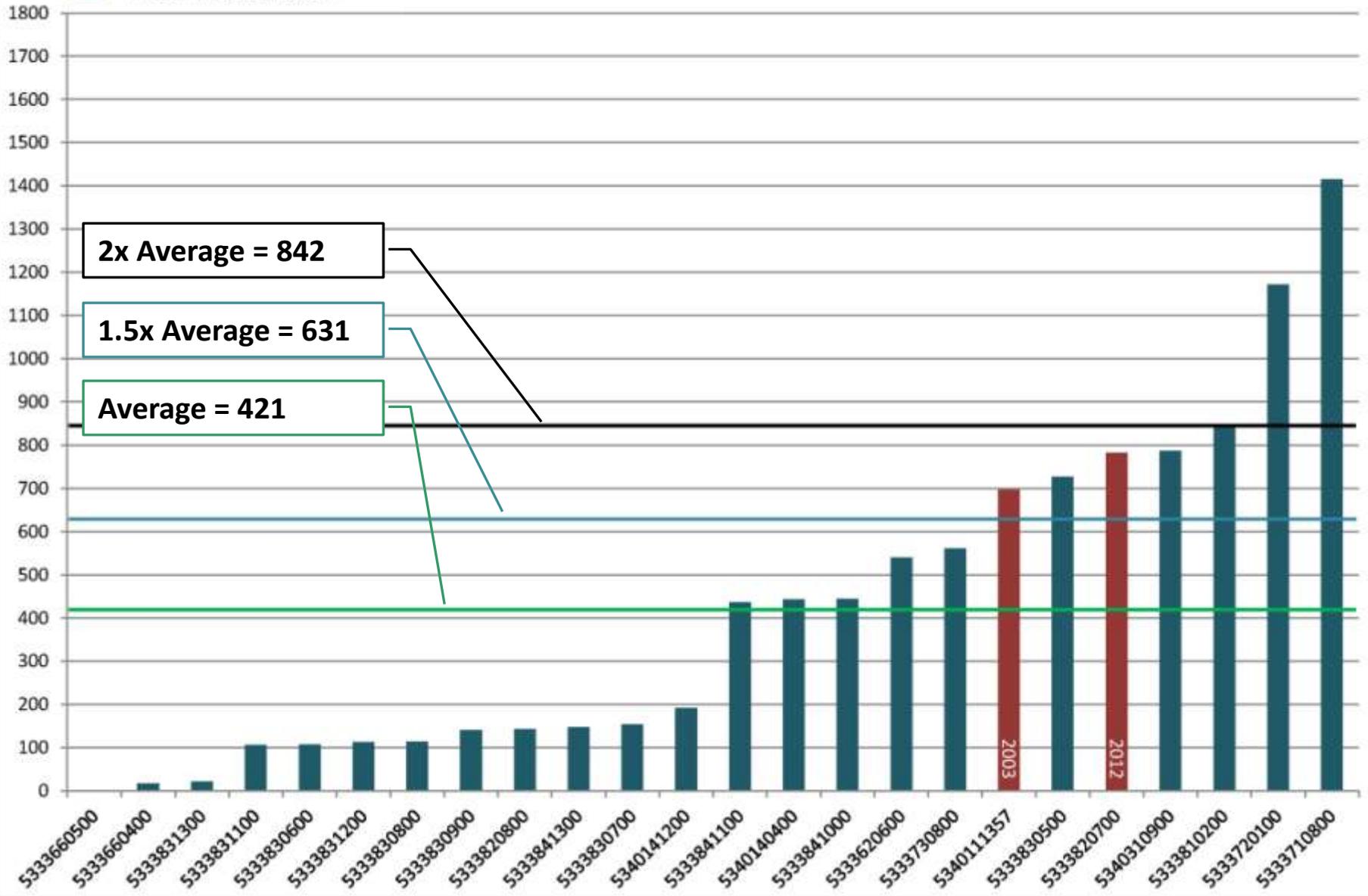
801 Hawthorn – 0.34 ac. – 1,704 people/acre

High End



3SE - Cortez
Intensity (People/Acre)

Post-2000 Construction
Pre-2000 Construction



Cortez Intensity: 2x Average = 842 people per acre

1666 1st Ave – 0.09 ac. – 17 people/acre

Low End



1566 5th Ave – 0.11 ac. – 436 people/acre

Average



1620 5th Ave – 0.57 ac. – 841 people/acre

2x Average



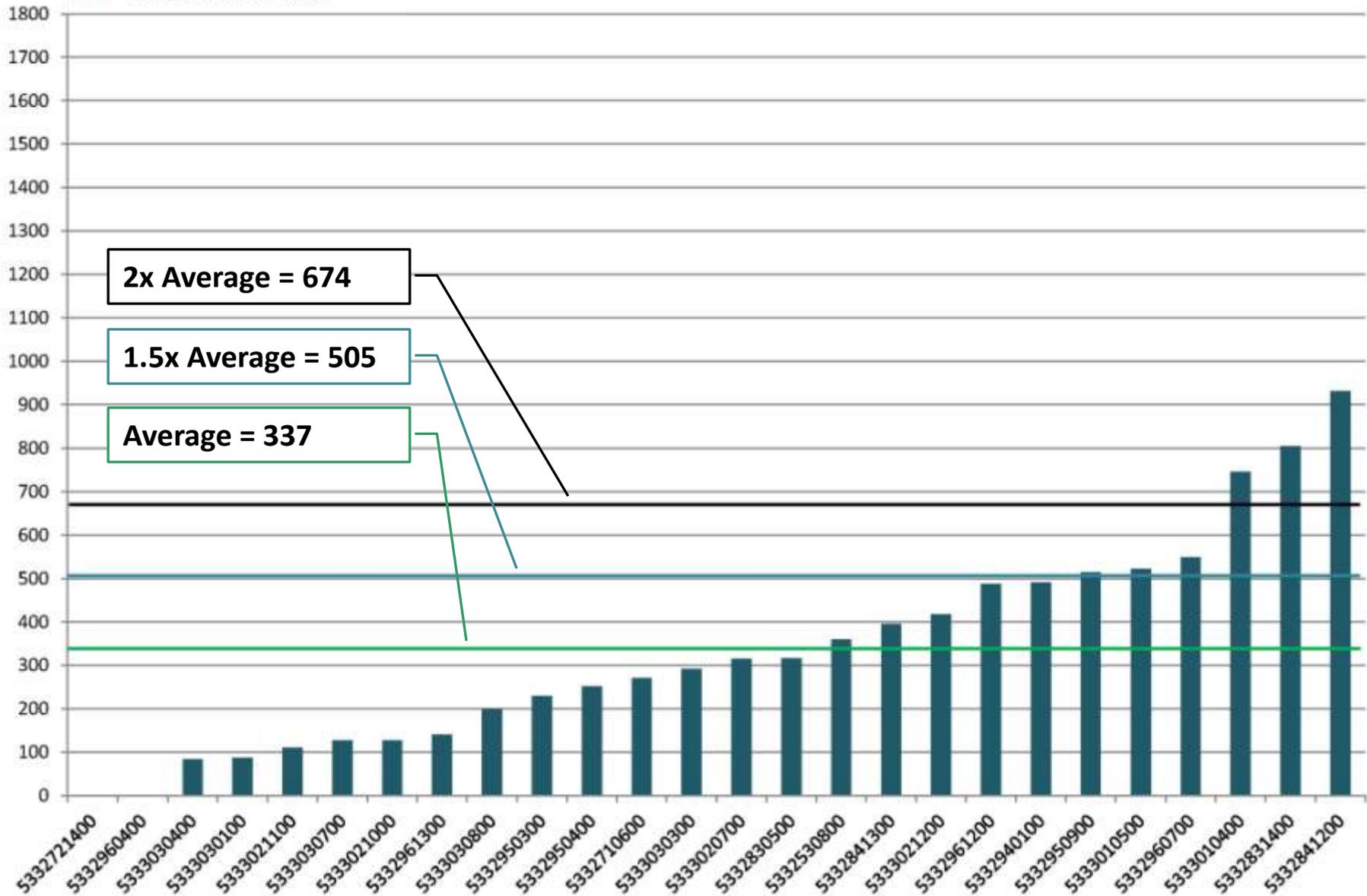
290 Cedar – 0.29 ac. – 1,415 people/acre

High End



3SE – Uptown Intensity (People/Acre)

Post-2000 Construction
Pre-2000 Construction



2x Average = 674

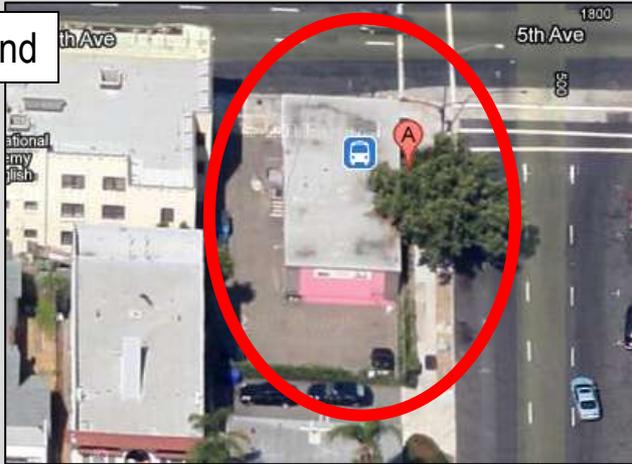
1.5x Average = 505

Average = 337

Uptown Intensity: 2x Average = 674 people per acre

1777 5th Ave – 0.12 ac. – 87 people/acre

Low End



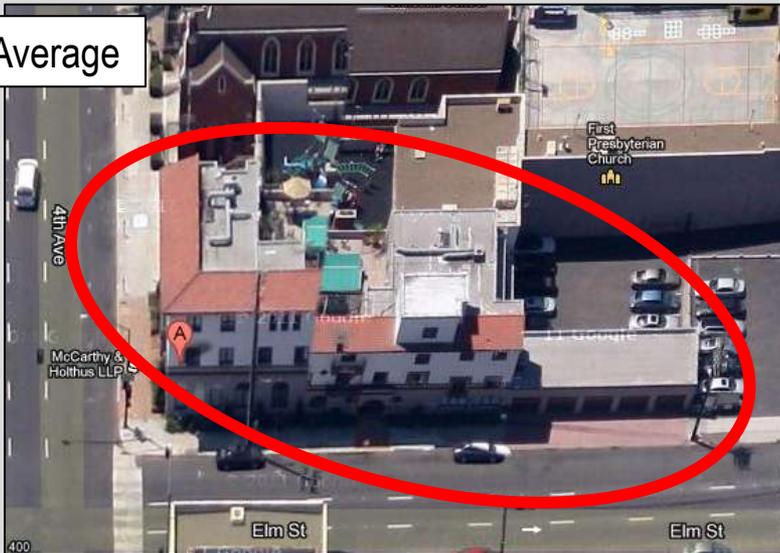
1818 1st Ave – 0.06 ac. – 359 people/acre

Average



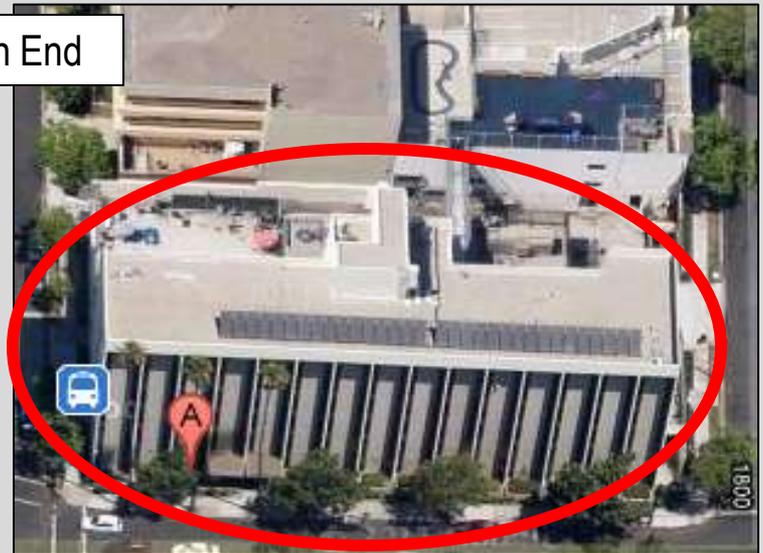
1770 4th Ave – 0.11 ac. – 746 people/acre

2x Average



120 Elm – 1.03 ac. – 931 people/acre

High End



Existing Land Use



- Definition of “existing land use”
 - Property with a “vested right” obtained in any of the following ways:
 - Unexpired vesting tentative map
 - Executed and valid development agreement
 - Building permit issued with substantial work performed and substantial liabilities incurred in good faith
- Existing land uses are exempt from ALUCP

Nonconforming Uses



- As defined by the ALUC, a nonconforming use is an existing land use that is inconsistent with noise and safety policies and standards for one of the following reasons:
 - The land use is incompatible
 - The land use does not comply with policies and standards that would make it acceptable as a conditionally compatible use

Nonconforming Uses



- A nonconforming use discontinued for more than 36 months or more is no longer an existing land use
- Repair, maintenance and remodeling are not subject to ALUC review unless a proposed increase in height creates an obstruction

Schedule



- July 2012 – Draft ALUCP for Internal SDCRAA Review
- August 2012 – Pre-Public Review of Draft ALUCP for Steering Committee
- August/September 2012 – Steering Committee Meeting on Draft ALUCP
- November 2012 – Draft ALUCP to ALUC Prior to Public Review
- Environmental Process/Formal Public Review
- ALUC Adoption

Request for Policy Direction



1. Safety Zone 3 Southeast
(2 times average existing density/intensity)
2. Nonconforming use discontinued for more than 36 months is no longer an existing land use