



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

**Item No.
3**

Meeting Date: **NOVEMBER 1, 2012**

Subject:

Presentation and Possible Policy Direction Regarding Draft San Diego International Airport – Airport Land Use Compatibility Plan:

Recommendation:

Receive the report and provide possible policy direction for the draft Airport Land Use Compatibility Plan.

Background/Justification:

Pursuant to its Airport Land Use Commission (ALUC) mandate, the Airport Authority has prepared a draft Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA), including a process for public stakeholder input. The ALUCP would replace the existing SDIA ALUCP, which was adopted in 1992 by the San Diego Association of Governments (SANDAG) as the Airport Authority's predecessor as the ALUC, and subsequently amended by the Airport Authority in 2004. This report summarizes the implementation and compatibility factor policies and standards developed through that public process and detailed in the draft ALUCP.

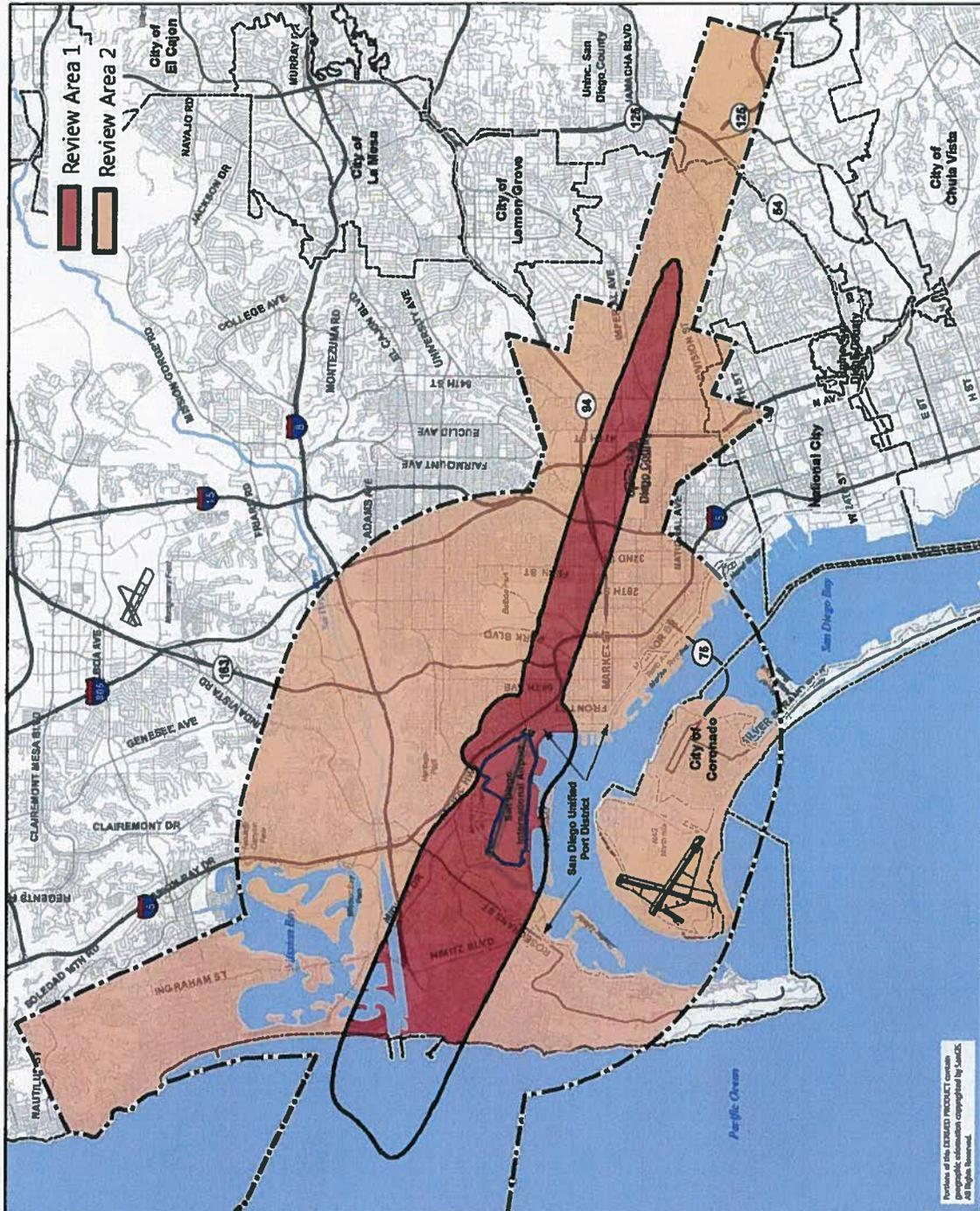
Implementation Policies

The ALUCP defines an Airport Influence Area (AIA) as the geographic extent of the four compatibility factors within which the ALUCP policies and standards apply (see Figure 1). Review Area 1 defines an area in which all compatibility factors apply, while Review Area 2 consists of airspace and overflight factors only. The new ALUCP would become effective immediately upon ALUC adoption and subject to potential amendment only once per calendar year. Future revisions to the airport master plan or airport layout plan must be evaluated to determine if revised operations may warrant ALUCP amendment. The ALUCP does not have any effect upon existing land uses, including those which may not conform to one or more compatibility factors, unless substantive changes as defined and quantified by the ALUCP are proposed for those uses.

Repair, maintenance, remodeling, enlargement and reconstruction of nonconforming uses are generally allowed, with expansions not permitted to increase the degree of nonconformity. Discontinued uses are not allowed to resume if the use lapses beyond 36 months. In all cases, a single-family residence is allowed by right on a legal lot of

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Figure 1: Airport Influence Area



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record in all areas of the AIA (except Safety Zone 1) subject to compliance with compatibility standards as required by the ALUCP.

Consistency applications for land use plans, regulations and projects deemed complete by the ALUC after the adoption of the new ALUCP are subject to that ALUCP. If the consistency application includes a Vesting Tentative Map, it is subject to the ALUCP that was in effect at the time the local agency deemed the application complete. If substantive changes are made after an ALUC consistency determination, a new consistency determination is required.

Applying standards already defined by state statute, the ALUCP codifies a 30-day review period for application completeness, with a consistency determination rendered within 60 days of a complete application. Additionally, while some local agencies may wish to assume implementation of the ALUCP by making their general plans and zoning ordinances consistent with the ALUCP, certain local legislative actions (e.g., general plan amendments or rezones) must always be referred to the ALUC for review.

Noise Compatibility Policies and Standards

Proposed land uses are considered compatible, conditionally compatible, or incompatible according to noise contour location (see Figure 2) as identified by a matrix in the ALUCP (see Table 1). The goals of the policies and standards are to: (1) limit noise-sensitive uses within the 20-year forecasted airport noise exposure contours, and (2) ensure that any new such uses attenuate the sound to a reduced interior sound level and dedicate an aviation easement to the airport.

The ALUCP recognizes that the existing, developed pattern of land uses surrounding the airport are heavily residential, despite state and federal guidance which would otherwise limit such uses above the 70 decibel Community Noise Equivalent Level (dB CNEL). In deference to established community character, new residential uses are permitted in contours above 70 dB CNEL, provided that the applicable community or general plan already designates the property for residential use and the sound attenuation and aviation easement conditions are met.

The ALUCP provides policies for applying the standards of the noise contour in which the greater half of the building is located for properties bisected by two contours. Additional provision is made to allow any new use within an existing building (e.g., tenant improvement), provided the use is not incompatible within the contour. Each component use of a mixed-use project must individually comply with the noise standards.

Figure 2: Noise Map

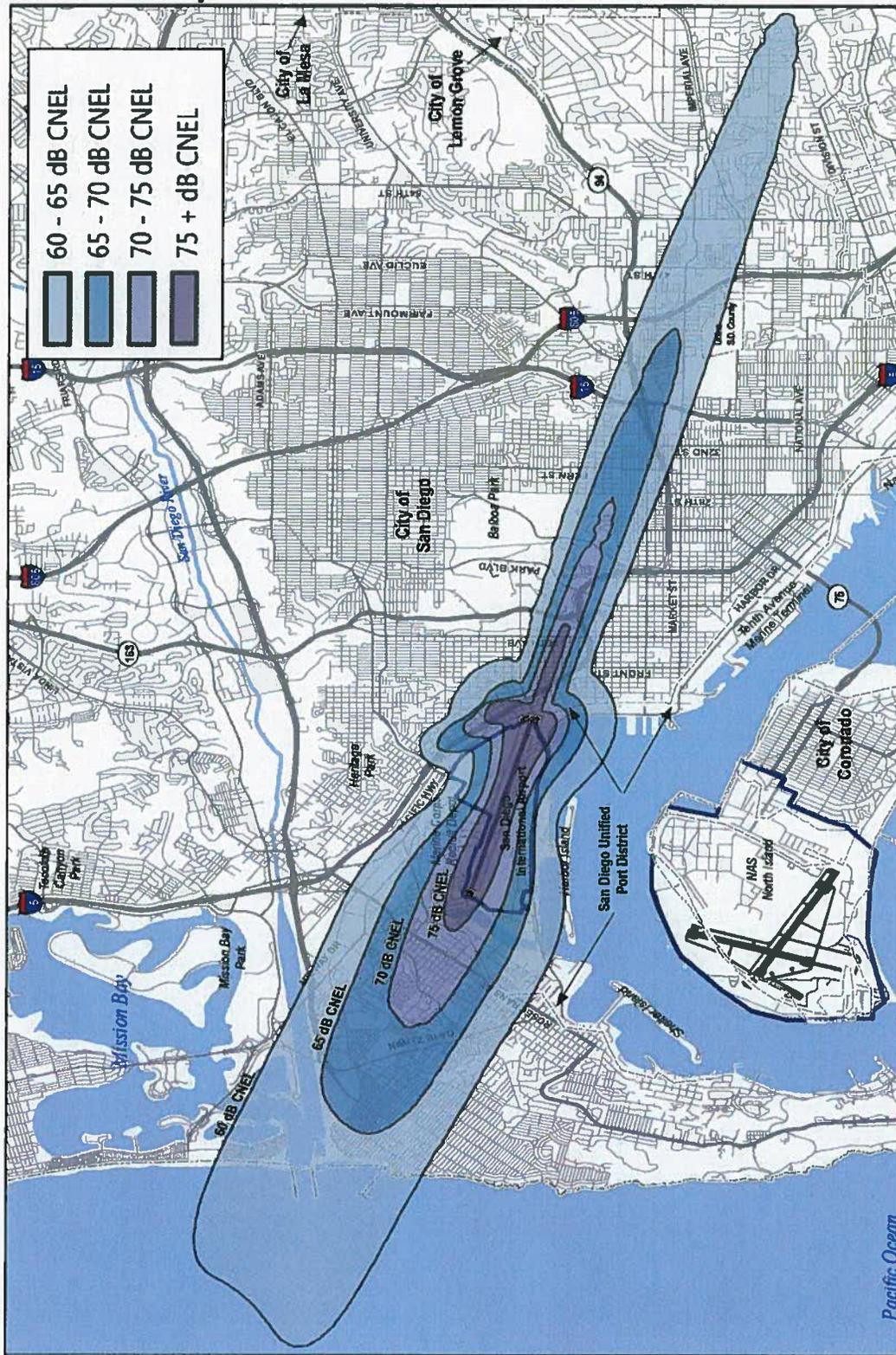


Table 1: Noise Matrix

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 for Children - K through Grade 12	45			
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				
Self-storage Facility				
Warehousing/Storage - General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials				

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				
Crops				
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.			
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.			

Safety Compatibility Policies and Standards

Proposed land uses are considered compatible, conditionally compatible, or incompatible according to safety zone location (see Figure 3) as identified by a matrix in the ALUCP (see Table 2). The goals of the policies and standards are to protect public well-being by prohibiting risk-sensitive or hazardous material uses within zones by airport proximity and limiting the number of people in areas with greatest risk of aircraft accidents.

Maximum residential densities and nonresidential intensities are established via dwelling units per acre and people per acre respectively. Because flight operations within Safety Zone 3 Southeast are rare due to runway centerline approaches and downtown airspace obstructions on departure, density and intensity allowances within that zone were augmented to twice the existing averages with the concurrence of Caltrans Aeronautics staff. All other zone density and intensity allowances were computed based on existing averages alone per the Caltrans Handbook. Safety Zones 3 Northwest and 4 West were expanded beyond the Caltrans Handbook's minimum template in order to cover the predominant headings used by aircraft on departure.

In recognition of the densely urbanized airport setting, new residential units are allowed in all zones (except Safety Zone 1) if the local agency general or community plan already permits residential use. Applying Federal Aviation Administration (FAA) guidance for Runway Protection Zones (RPZs), new structural uses are prohibited within Safety Zone 1 and only nonstructural land uses are permitted outside the central portions of the RPZs.

Because of the predominant mixed-use character of the airport vicinity, provision has been made to account for projects with either a mixture of residential units and nonresidential uses or projects with multiple nonresidential uses. Each component use of a mixed-use project must individually comply with the safety zone standards. In order to provide the highest level of safety consideration for dwelling units in mixed residential/nonresidential projects, dwelling units are converted to an average persons-per-household figure per safety zone based on data from SANDAG. This proxy of residential occupants is then deducted from the total nonresidential occupancy allowance to determine whether the entire mixed-use project is consistent.

The ALUCP provides policies for applying the standards of the safety zone in which the greater half of the building is located for properties bisected by two or more zones. Additional provision is made to allow any new use within an existing building (e.g., tenant improvement), provided the use is not incompatible within the zone.

Figure 3: Safety Map

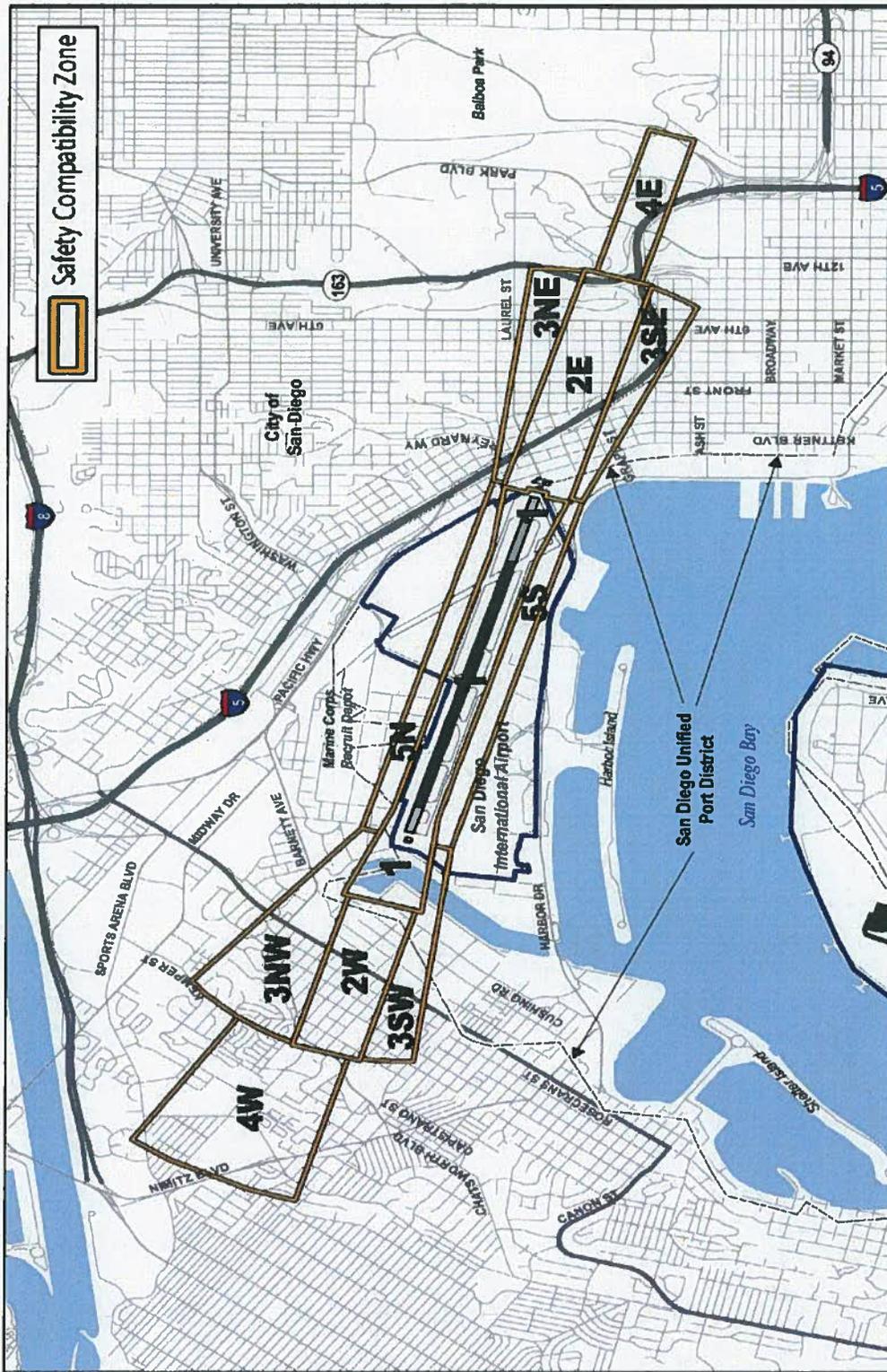


Table 2: Safety Matrix

Table 3-1
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		1.48		2.44		1.48		1.48		2.44		2.44		1.48		2.44		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						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
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 (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

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		148		244		148		148		244		244		148		244		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							N/A
Child Day Care Center/Pre-K							N/A
Convention Center						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
Fire and Police Stations						Zone 5: Allow only if needed to provide emergency services at Airport.	215
Jail, Prison							N/A
Library, Museum, Gallery						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							N/A
Medical Care - Hospital							N/A
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.	110
School for Children - K through Grade 12							N/A
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

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		1.48		2.44		1.48		1.48		2.44		2.44		1.48		2.44		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		
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
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 150/5300-13, 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							N/A
Electrical Substation							N/A
Emergency Communications Facilities							N/A
Marine Cargo Terminal							N/A

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																					
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									
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Persons per household for mixed-use projects		1.48		2.44		1.48		1.48		2.44		2.44		1.48		2.44		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		
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 150/5300-13, 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	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 150/5300-13, 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
AGRICULTURE							
Aquaculture	Red	Green	Green	Green	Red		N/A
Crops	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

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									
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Uptown	58	272			62	278	164	674													
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R	Maximum allowable residential density, in dwelling units per acre.																				
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	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 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.						
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: Ricordo & Associates, Inc., October 2012.

Airspace Compatibility Policies and Standards

The ALUCP codifies existing FAA notification requirements which require project sponsors to inform the FAA of projects meeting notice criteria. FAA review considers obstructions and hazards to navigable airspace based upon structural heights (including those that are temporary such as construction cranes) as well as potential for signal reception interference with navigation aids. Compliance with FAA findings, including any marking and lighting requirements, is required for conditional consistency with the airspace compatibility policies. Projects with an FAA determination of no hazard to air navigation are considered consistent with airspace policies. Any project exceeding obstruction standards as well as any project on ground surfaces which already penetrate FAA Part 77 surfaces must dedicate an aviation easement to the airport.

Recognizing the need to maintain minimum approach airspace and runway thresholds, the airspace policies incorporate the Threshold Siting Surfaces (TSSs, see Figure 4). The ALUCP defines any penetration of the TSSs as incompatible because of the limiting effect on airport operations.

The ALUCP further defines other hazards to air navigation which are considered incompatible uses if they have potential to create visual or electronic hazards to flight safety. These hazards include glare, distracting and confusing lights, dust, smoke, water vapor, thermal plumes, bird attractants, and sources of electromagnetic interference.

Overflight Compatibility Policies

The ALUCP establishes an overflight notification area (see Figure 5) within which notice must be provided to prospective purchasers of new residential property of potential overflight impacts (noise, vibration, dust, fumes). The notice would be provided by recorded agreement unless the ALUC approves alternative means. Additionally, the entire AIA would constitute a boundary within which disclosure of airport proximity would be required of real estate professionals in residential property transactions.

Figure 4: Airspace Map

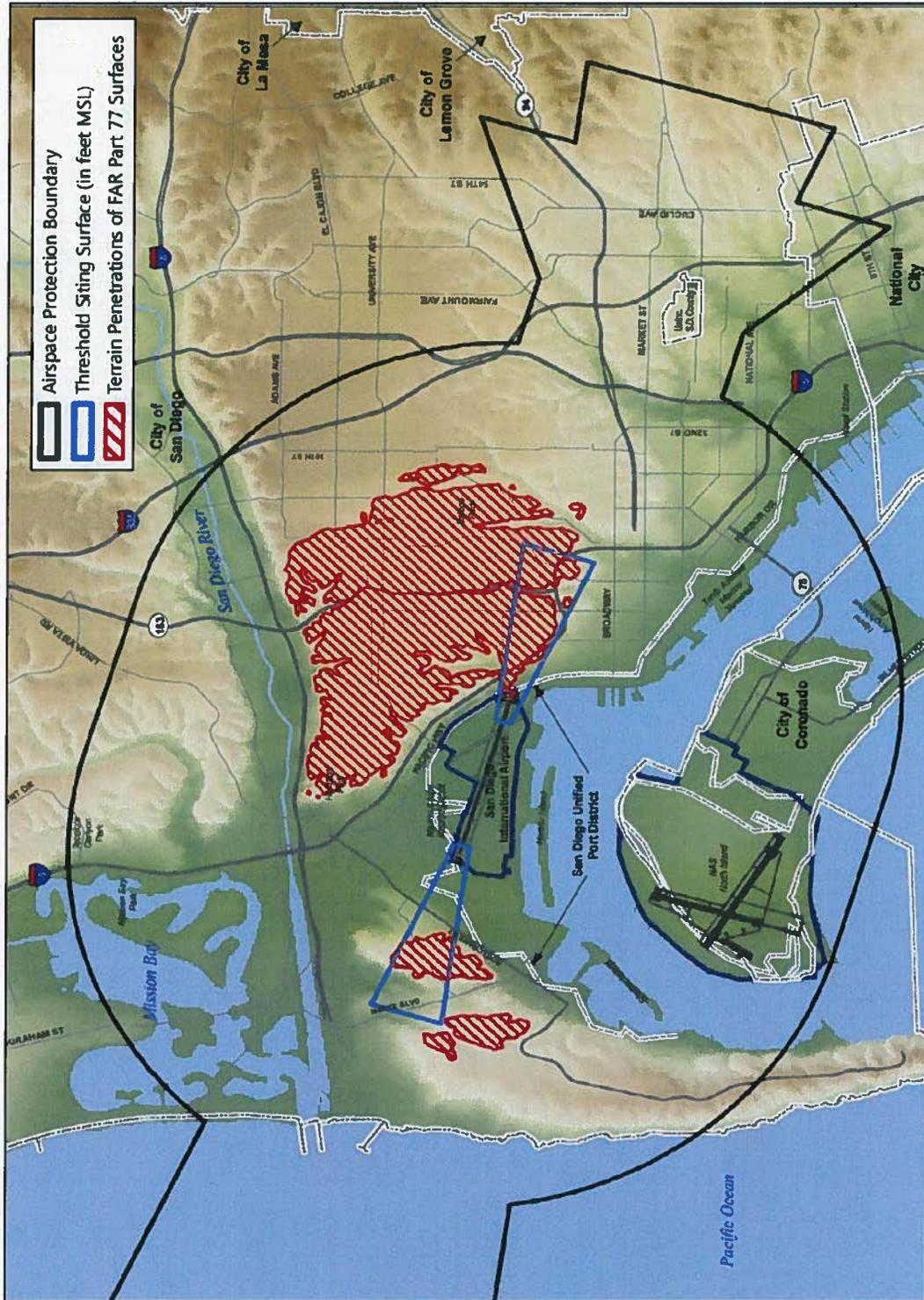
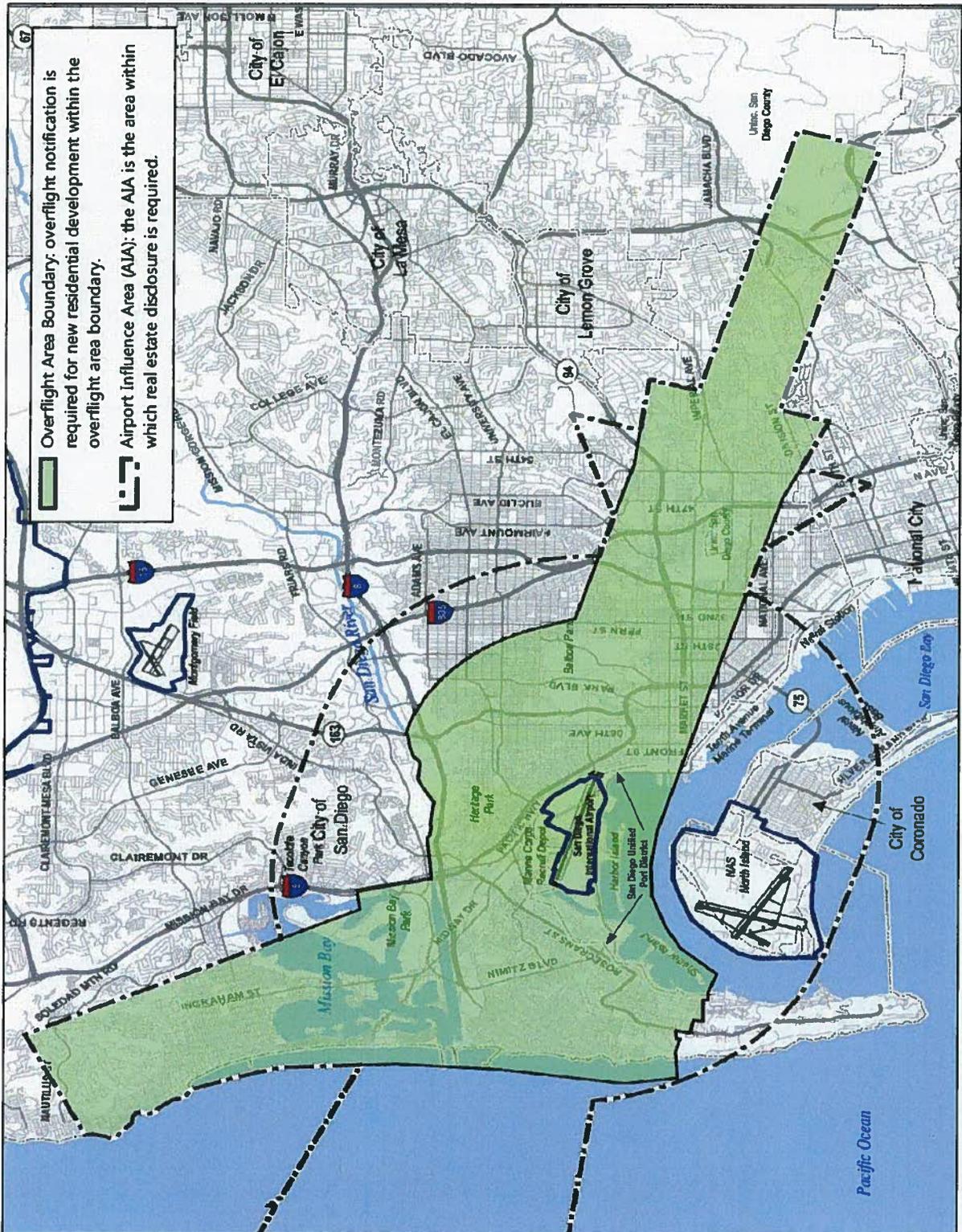


Figure 5: Overflight Map



Local Agency Concerns

Two outstanding concerns remain from the ALUCP preparation process. These issues are: (1) which ALUCP (the current or proposed, once effective) will govern project reviews, and (2) whether discontinued nonconforming uses may resume through a potential appeal process after uses lapse for 36 months.

Governing ALUCP

The City of San Diego believes that the date on which it determines a project application to be complete establishes which ALUCP will apply based upon which ALUCP was in effect as of that date. State statutes confer upon the ALUC its own ability to determine the completeness of an application independent of a local agency. Recognizing this, and the corresponding requirement for the local agency's general plan to conform to the ALUCP, ALUC staff and the Office of General Counsel believe that the ALUC's own authority to determine application completeness establishes the ALUCP under which a project is reviewed based upon the ALUC deemed-complete date.

Resumption of Discontinued Nonconforming Uses

The City of San Diego has an appeal provision that may allow for the re-establishment of an abandoned use which does not conform to its municipal code. This procedure is not applicable to ALUCP nonconforming uses because local agency nonconforming uses may not necessarily be identical to those of the ALUCP. ALUCP nonconforming uses, once abandoned for a period of 36 months, are considered forfeited and may not resume precisely because they constitute a detriment to public health and safety. ALUC staff and the Office of General Counsel believe any appeal provision to permit resumption of abandoned nonconforming uses would allow incompatible land uses to exist in perpetuity to the detriment of airport operations and public welfare.

Environmental Review

Based upon the preliminary assessment of residential units and nonresidential uses that would be otherwise permitted under existing local agency regulations but "displaced" by the imposition of the ALUCP, the environmental initial study requires the preparation of an environmental impact report (EIR). The EIR would fully analyze all reasonably foreseeable environmental impacts of the ALUCP, including a comparative analysis of alternative scenarios to the proposed ALUCP. ALUC staff will be preparing the EIR in accordance with California Environmental Quality Act (CEQA) requirements for a public scoping meeting and a public review period prior to ALUC certification of the EIR.

Public Outreach

Below is a list of Steering Committee meetings that have been held to date:

- January 25, 2011 – Introduction to ALUCP Process
- February 23, 2011 – Airport Environs
- March 9, 2011 – Overflight
- April 28, 2011 – Noise
- June 16, 2011 – Airspace, Part 1
- July 21, 2011 – Airspace, Part 2
- September 29, 2011 – Safety, Part 1

- November 17, 2011 – Safety, Part 2
- January 19, 2012 – ALUC Review Process & ALUCP Implementation
- May 1, 2012 – Safety Zone 3 Southeast
- August 21, 2012 – Draft ALUCP

Additionally, numerous local agency coordination meetings have been held throughout this same timeframe with staff from the cities of San Diego and Coronado, Port of San Diego and Civic San Diego (formerly Centre City Development Corporation). Extensive public outreach efforts will continue to be conducted with community planning groups for those communities within the AIA as well as briefings to elected officials.

Fiscal Impact:

The SDIA ALUCP update program is funded through the Airport Planning FY13 operating budget. Adequate funds for the subject of this staff report are budgeted in the Airport Planning Department's FY13 operating budget, within personnel costs and professional (i.e., consultant) services.

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

Item 3

Presentation and Possible Policy Direction Regarding Draft San Diego International Airport – Airport Land Use Compatibility Plan

November 1, 2012



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

SAN.ORG

ALUCP Topics



- SDIA ALUCP Process Overview
- Content of Draft SDIA ALUCP
- Local Agency Concerns
- Environmental Process Recommendation
- Public Outreach
- Timeline

SDIA ALUCP Process Overview



- Comprehensive Land Use Plan (CLUP) adopted by SANDAG in February 1992
- Amended in April 1994 and October 2004
- Comprehensive update needed
- Technical analyses began in late 2010

SDIA ALUCP Process Overview



- Extensive coordination with City of San Diego, Civic San Diego (formerly CCDC), Port of San Diego and City of Coronado
- Internal coordination with SDCRAA departments and General Counsel
- Eleven Steering Committee meetings were held since February 2011
- Coordination with Caltrans

Public Outreach



- January 25, 2011 – Introduction to ALUCP Process
- February 23, 2011 – Airport Environs
- March 9, 2011 – Overflight
- April 28, 2011 – Noise
- June 16 and 21, 2011 – Airspace
- September 29, and November 17, 2011 – Safety
- January 19, 2012 – ALUC Review Process & ALUCP Implementation
- May 1, 2012 – Safety Zone 3 Southeast
- August 21, 2012 – Draft ALUCP

SDIA ALUCP Process Overview



- August 2012 - Draft ALUCP provided to Steering Committee for input
- November 2012 – Presentation to ALUC of draft ALUCP and start of environmental process
- Ongoing public outreach

Content of Draft SDIA ALUCP



- Chapter 1: Implementation
- Chapters 2 through 5: Compatibility factor policies and standards
- Chapter 6: Example project calculations
- Technical appendices on each compatibility factor, implementation tools, documents and guidance

Chapter 1: Implementation Overview and Geographic Scope



- Effective date and amendment
- State requirements and guidance
- Airport Influence Area (Review Areas 1 and 2)

Chapter 1: Implementation

Local Agencies Affected



- Local agencies within the AIA:
 - Cities of San Diego, Coronado and National City; County of San Diego; Civic San Diego; San Diego Unified Port District; all school, community college and special districts

Chapter 1: Implementation

Existing Land Uses



- ALUC has no authority over existing land use
- ALUC has no authority when a vested right has been obtained per the following:
 - Approved and unexpired vesting tentative map
 - Executed and valid development agreement
 - Issuance of valid building permit with substantial work performed and liabilities incurred

Chapter 1: Implementation

Nonconforming Uses



- Nonconforming use is an existing land use within the AIA that is inconsistent with one or more of the ALUCP policies and standards
- When repair, remodeling, enlargement or reconstruction are requested:
 - Sound attenuation, expansion/remodeling restrictions, aviation easement and height restrictions apply

Chapter 1: Implementation

Discontinuance - Nonconforming Uses



- A nonconforming use that has been discontinued for more than 36 months is no longer an existing use and must comply with all policies and standards of this ALUCP

Chapter 1: Implementation

Single-Family Residence



- Construction of a single-family residence, including a second dwelling unit, is allowed, subject to the following considerations:
 1. Property is not located in Safety Zone 1
 2. Each dwelling unit is sound attenuated
 3. Avigation easement or overflight notification recorded, if required
 4. Must comply with airspace protection policies

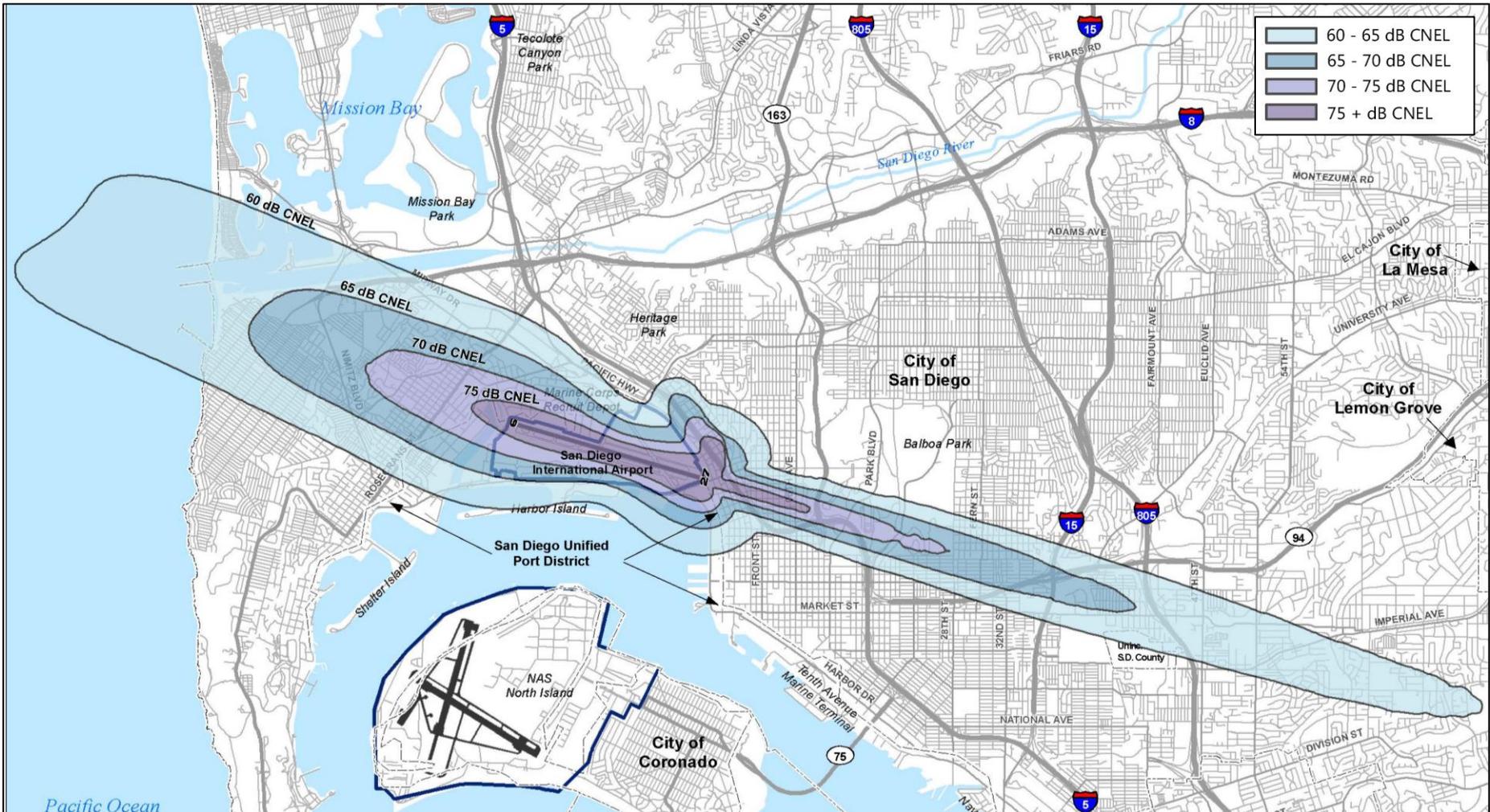
Chapter 1: Implementation

Governing ALUCP



- Consistency applications deemed complete by the ALUC after the adoption of this ALUCP are subject to this ALUCP

Chapter 2: Noise Contour Map



Chapter 2: Noise Standards – Table 2-1



-  Compatible: The use is consistent with this ALUCP
-  Conditionally compatible: The use is consistent with this ALUCP if the conditions described in Table 2-1 are met
-  Incompatible: The use is inconsistent with this ALUCP

Chapter 2: Noise Standards – Table 2-1



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 for Children - K through Grade 12	45			
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				
Self-storage Facility				
Warehousing/Storage - General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials				

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				
Crops				
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.			
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.			

Chapter 2: Noise Compatibility Policies



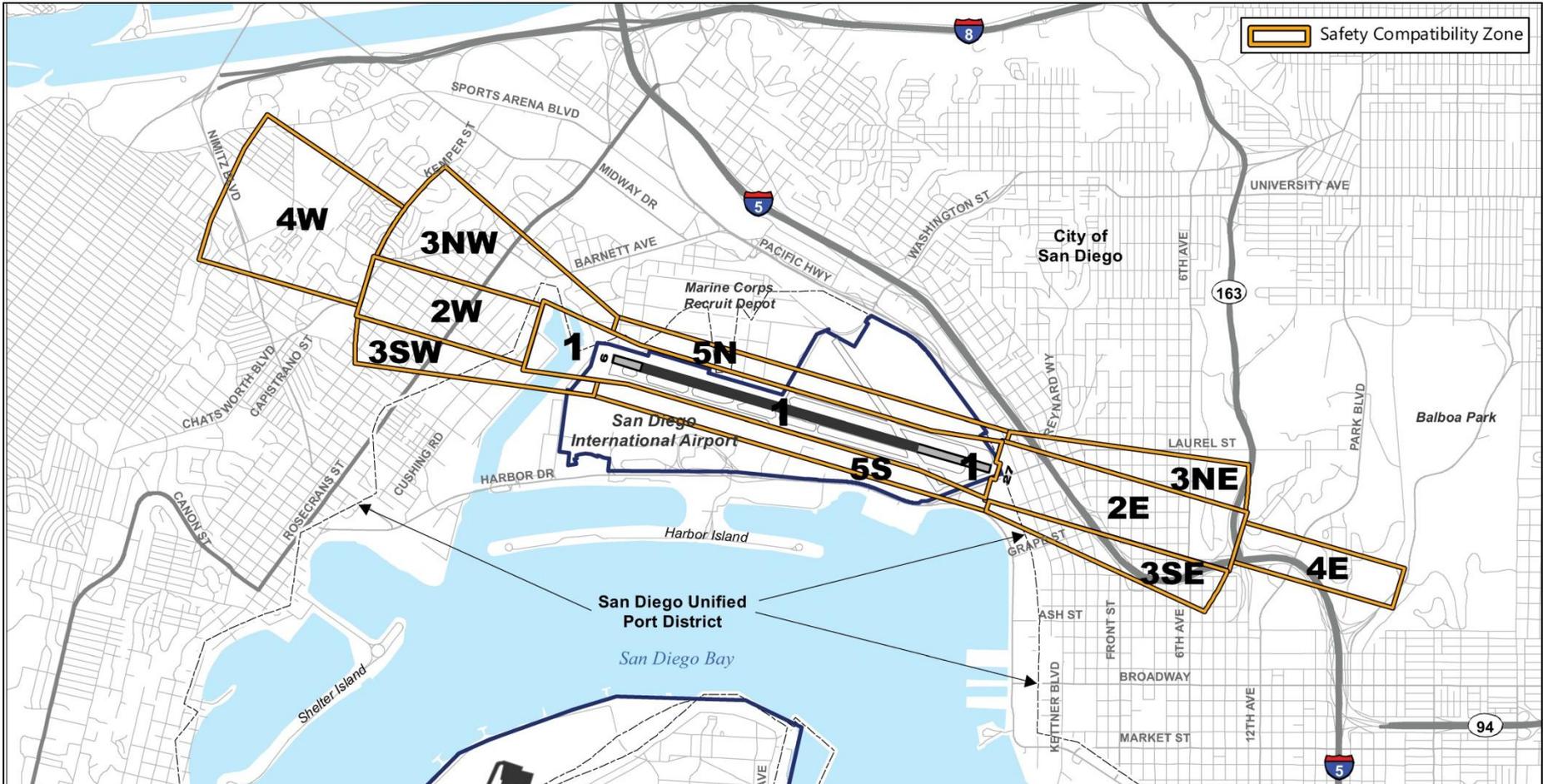
- Policy N.1: Noise Contour Map and Table
- Policy N.2: Sound Attenuation
- Policy N.3: Residential Land Use Designations
- Policy N.4: Building Split by a Noise Contour
- Policy N.5: Mixed-Use Development

Chapter 2: Noise Compatibility Policies



- Policy N.6: Land Uses Not Specified in Table 2-1
- Policy N.7: New Uses in Existing Multiple Use Buildings
- Policy N.8: Avigation Easement Dedication

Chapter 3: Safety Compatibility Zones



Chapter 3: Safety Standards – Table 3-1



-  Compatible: Use is consistent with this ALUCP
-  Conditionally compatible: Use is consistent with this ALUCP if the conditions described in Table 3-1 are met
-  Incompatible: Use is inconsistent with this ALUCP

Chapter 3: Safety Standards – Table 3-1



Table 3-1
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																						
Centre City - Little Italy	40	255				154 732															±	180
Midway - Pacific Highway	46	191																				
Ocean Beach																						
Peninsula - NTC																						
Peninsula - Other Neighborhoods																						
Uptown	58	272				62 278 164 674																
Persons per household for mixed-use projects	1.48	2.44	1.48	1.48	2.44	2.44	1.48	2.44	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		
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
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 (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

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																		
Centre City - Cortez	±	96				210 842														
Centre City - East Village																				
Centre City - Little Italy	40	255				154 732														
Midway - Pacific Highway	46	191																		
Ocean Beach																				
Peninsula - NTC																				
Peninsula - Other Neighborhoods																				
Uptown	58	272				62 278 164 674														
Persons per household for mixed-use projects	1.48	2.44	1.48	1.48	2.44	2.44	1.48	2.44	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		
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES							
Cemetery							N/A
Child Day Care Center/Pre-K							N/A
Convention Center						Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	110
Fire and Police Stations						Zone 5: Allow only if needed to provide emergency services at Airport.	215
Jail, Prison							N/A
Library, Museum, Gallery						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							N/A
Medical Care - Hospital							N/A
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.	110
School for Children - K through Grade 12							N/A
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 ^c							N/A

Chapter 3: Safety Standards – Table 3-1



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	1.48	2.44	1.48	1.48	2.44	2.44	1.48	2.44	1.48	2.44	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 Hazardous Materials ³	Red	Red	Red	Yellow	Yellow	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	Red	Red	Red	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	Red	Red	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	Green	Green		N/A
Self-storage Facility	Red	Red	Red	Green	Green		N/A
Warehousing/Storage - General	Red	Red	Red	Yellow	Yellow		1000
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only ⁴	Red	Red	Red	Yellow	Yellow		N/A
Warehousing/Storage of Hazardous Materials ³	Red	Red	Red	Yellow	Yellow	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
TRANSPORTATION, COMMUNICATION, UTILITIES							
Auto Parking	Yellow	Yellow	Yellow	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	Green	Green		N/A
Electrical Substation	Red	Red	Red	Green	Green		N/A
Emergency Communications Facilities	Red	Red	Red	Green	Green		N/A
Marine Cargo Terminal	Red	Red	Red	Green	Green		N/A

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																			
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	1.48	2.44	1.48	1.48	2.44	2.44	1.48	2.44	1.48	2.44	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	Red	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	Red	Yellow	Yellow	Zones 3, 4: Allow if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - General	Red	Red	Red	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	Green	Green		N/A
Water, Wastewater Treatment Plant	Red	Red	Red	Yellow	Yellow	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	Yellow	Yellow	Green	Green	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 aviation easement to Airport operator is required for portion of use in Zone 1.	N/A
Golf Course Clubhouse	Red	Red	Red	Yellow	Yellow	Zones 2, 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Marina	Red	Red	Red	Yellow	Yellow	Zones 3, 4, 5: Allow if development intensity does not exceed the NR limits shown above.	170
Park, Open Space, Recreation	Yellow	Yellow	Yellow	Green	Green	Zone 1: Structures not allowed. Allow nonstructural uses only in "controlled activity area" outside the "central portion" of RPZ, per FAA AC 150/5300-13, 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
AGRICULTURE							
Aquaculture	Red	Red	Red	Green	Green		N/A
Crops	Yellow	Yellow	Yellow	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

Chapter 3: Safety Standards – Table 3-1



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	1.48		2.44		1.48		1.48		2.44		2.44		1.48		2.44		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 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.						
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.						

Chapter 3: Safety Compatibility Policies



- Policy S.1: Safety Compatibility Zones
- Policy S.2: Uses Allowed in Safety Zone 1
- Policy S.3: Max Densities Include Density Bonuses
- Policy S.4 : Max Densities Exclude Second Dwelling Units
- Policy S.5 : Residential Land Use Designations

Chapter 3: Safety Compatibility Policies



- Policy S.6: Nonresidential Projects with a Single Use
- Policy S.7: Nonresidential Projects with Multiple Uses
- Policy S.8: Mixed Residential/Nonresidential Projects
- Policy S.9: Ancillary Uses
- Policy S.10: Uses Involving Hazardous Materials

Chapter 3: Safety Compatibility Policies



- Policy S.11: Buildings Split by Safety Zone Boundaries
- Policy S.12: Land Uses Not Specified in Table 3-1
- Policy S.13: New Uses in Existing Multiple-Use Buildings

Chapter 4: Airspace Protection Policies



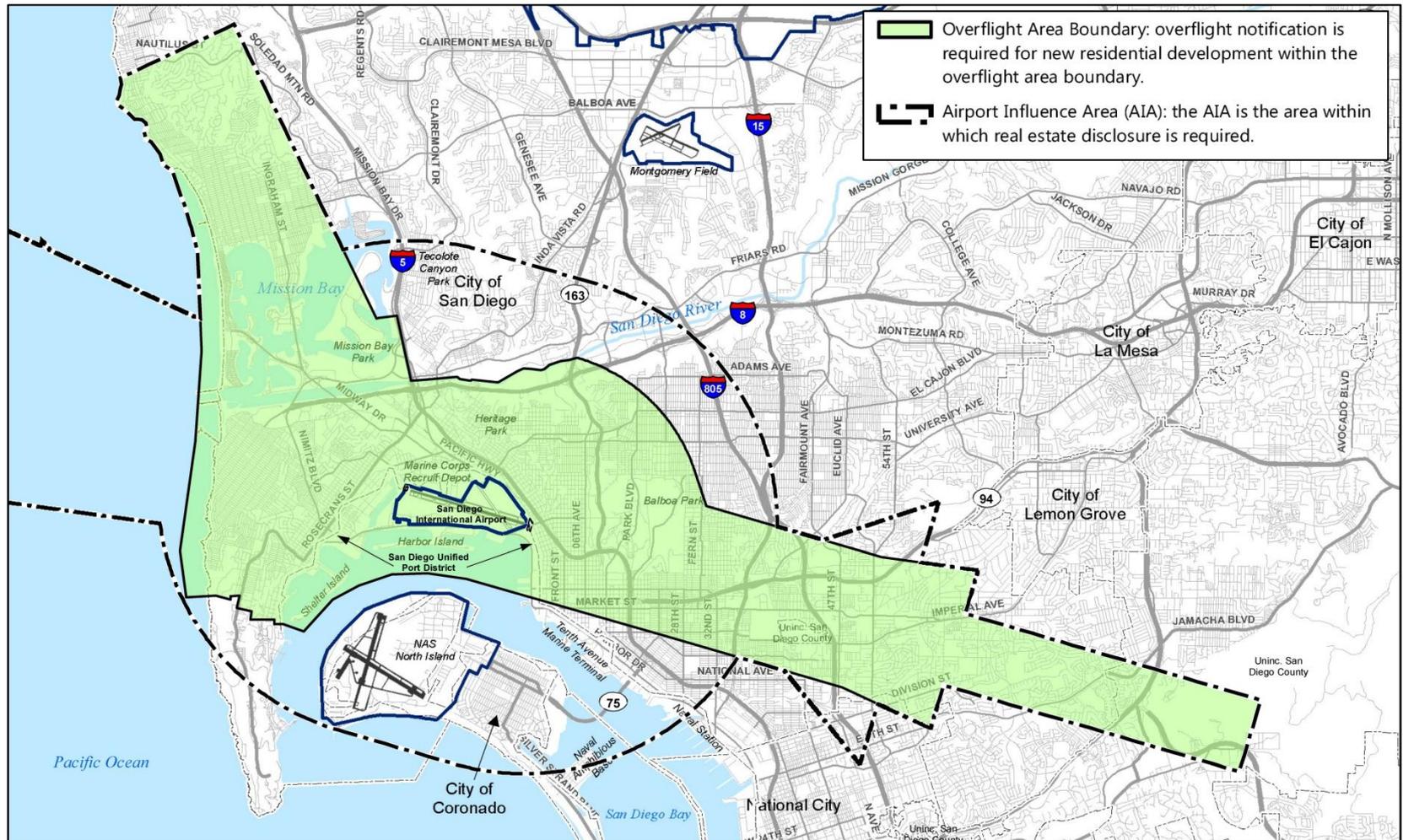
- Policy A.1: Airspace Protection Boundary
- Policy A.2: FAA Notification Requirements
- Policy A.3 : Threshold Siting Surfaces
- Policy A.4: Compliance with FAA Findings
- Policy A.5: Conditionally Compatible Obstructions
- Policy A.6: Protection of Flight Safety
- Policy A.7: Avigation Easement Dedication

Chapter 4: Airspace Protection Standards



- Standards for the protection of flight safety
 - Sources of glare
 - Lighting
 - Sources of dust, water vapor and smoke
 - Electromagnetic interference
 - Sources of thermal plumes
 - Bird attractants

Chapter 5: Overflight Area Boundary



Chapter 5: Overflight Compatibility Policies



- Policy O.1: Overflight Boundary
- Policy O.2: Real Estate Disclosure
- Policy O.3: Overflight Notification

Chapter 6 & Appendices



- Land use project examples
- Technical appendices
 - Technical analyses of each compatibility factor; general implementation tools, documents and guidance

Local Agency Concerns

(Discontinuance)



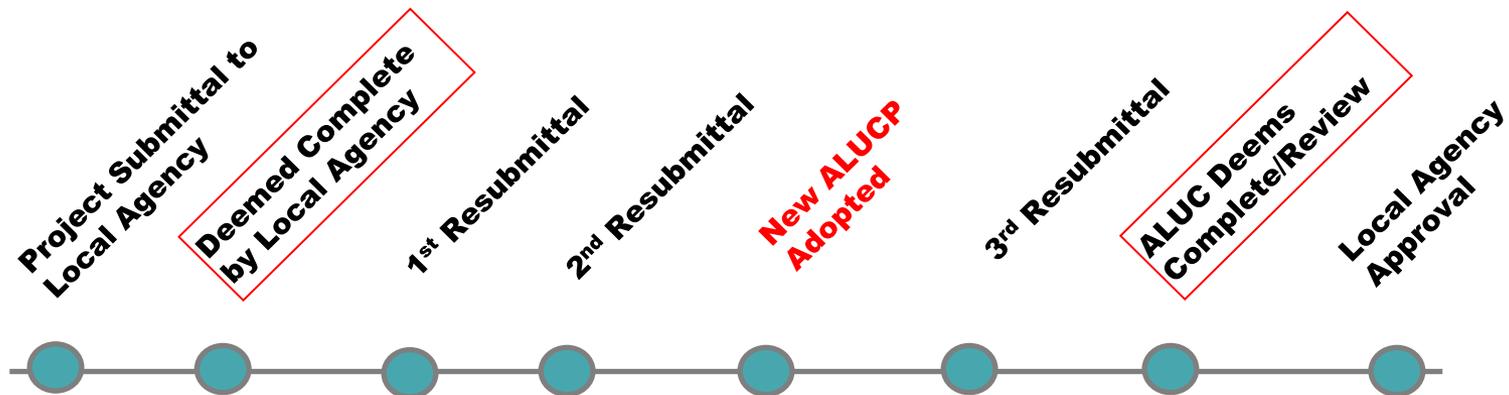
- A nonconforming use that has been discontinued for more than 36 months is no longer an existing use and must comply with all policies and standards of this ALUCP
 - Local agency requests an appeal provision to allow re-establishment beyond 36 months
 - ALUC staff believes an appeal provision would allow incompatible land uses in perpetuity

Local Agency Concerns

(Governing ALUCP)



- Governing ALUCP – which deemed complete date determines the ALUCP that applies?
 - ALUC versus local agency deemed complete date



Governing ALUCP



- ALUC versus local agency deemed complete date
 - Applying to a local agency does not create a vested right regarding the ALUCP that will be used for project review
 - Separate statutory provisions apply to a local agency review of a project and an ALUC review of a project
 - State Aeronautics Act provides provisions that apply to ALUC review/consistency determination including time limits for project review and Plan applicability

Environmental Process Recommendation



- Based upon preliminary displacement data, ALUC staff recommends an EIR be prepared
 - Residential dwelling units
 - Nonresidential



Discussion and Questions