

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

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Mark Kersey
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Paul Robinson
Johanna S. Schiavoni
Michael Schumacher
Mark B. West

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Cory Binns
Col. Charles B. Dockery
Jacqueline Wong-Hernandez

President / CEO

Kimberly J. Becker

AIRPORT LAND USE COMMISSION **AGENDA**

Thursday, October 4, 2018
9:00 A.M. or immediately following the Board Meeting

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

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

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

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

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

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

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

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

NON-AGENDA PUBLIC COMMENT:

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

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

CONSENT AGENDA (Item 1-2):

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

1. APPROVAL OF MINUTES:

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

RECOMMENDATION: Approve the minutes of the September 13, 2018 special meeting.

2. REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS:

The Airport Land Use Commission is requested to receive a report of determinations of consistency with Airport Land Use Compatibility Plans issued by staff.

RECOMMENDATION: Receive the report.

(Planning & Environmental Affairs: Ralph Redman, Manager)

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

3. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 36 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 2426 4TH AVENUE, CITY OF SAN DIEGO:

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

RECOMMENDATION: Adopt Resolution No. 2018-0001 ALUC, making a determination that the proposed project: Construction of 36 Attached Residential Units with Leasable Commercial Space at 2426 4th Ave, City of San Diego, is not consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Planning & Environmental Affairs: Ralph Redman, Manager)

4. MCCLELLAN-PALOMAR AIRPORT MASTER PLAN UPDATE:

The Commission is requested to receive a report and provide direction to staff on the McClellan-Palomar Airport Master Plan Update.

RECOMMENDATION: Adopt Resolution No. 2018-0002 ALUC, directing staff to update the McClellan-Palomar Airport Land Use Compatibility Plan to reflect the Airport Master Plan Update alternative selected by the San Diego County Board of Supervisors (Airport Operator).

(Planning & Environmental Affairs: Ralph Redman, Manager)

COMMISSION COMMENT:

ADJOURNMENT:

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

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

Additional Meeting Information

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

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

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

You may also reach the Administration Building by using public transit via the San Diego Metropolitan Transit System, Route 992. The MTS bus stop at Terminal 1 is a very short walking distance from the Administration Building. ADA paratransit operations will continue to serve the Administration Building as required by Federal regulation. For MTS route, fare and paratransit information, please call the San Diego MTS at (619) 233-3004 or 511. For other Airport related ground transportation questions, please call (619) 400- 2685.

UPCOMING MEETING SCHEDULE

<i>Date</i>	<i>Day</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>
November 1	Thursday	9:00 AM	Regular	Board Room

DRAFT
SPECIAL AIRPORT LAND USE COMMISSION
MINUTES
THURSDAY, SEPTEMBER 13, 2018
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM

CALL TO ORDER: Chairman Boling called the special meeting of the Airport Land Use Commission to order at 10:54 a.m. on Thursday, September 13, 2018, in the Board Room at the San Diego International Airport, Administration Building, 3225 North Harbor Drive, San Diego, CA 92101.

PLEDGE OF ALLEGIANCE:

ROLL CALL:

PRESENT: Commissioners: Binns (Ex-Officio), Boling (Chairman), Cox, Desmond, Kersey, Robinson, Schumacher, West

ABSENT: Commissioners: Dockery (Ex-Officio), Lloyd, Schiavoni, Wong-Hernandez (Ex-Officio)

ALSO PRESENT: Kimberly J. Becker, President/CEO; Amy Gonzalez, General Counsel; Linda Gehlken, Assistant Authority Clerk I; Martha Morales, Assistant Authority Clerk I

NON-AGENDA PUBLIC COMMENT: None.

CONSENT AGENDA (Item 1-2):

ACTION: Moved by Commissioner Robinson and seconded by Commissioner Schumacher to approve the Consent Agenda. Motion carried by the following votes: YES – Boling, Cox, Desmond, Kersey, Robinson, Schumacher, West; NO – None; ABSENT – Lloyd, Schiavoni; (Weighted Vote Points: YES – 79; NO – 0; ABSENT – 21)

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the July 12, 2018 regular meeting.

2. REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS:

RECOMMENDATION: Receive the report.

PUBLIC HEARINGS: None.

OLD BUSINESS: None.

NEW BUSINESS: None.

COMMISSION COMMENT: None.

ADJOURNMENT: The meeting adjourned at 10:55 a.m.

APPROVED BY A MOTION OF THE AIRPORT LAND USE COMMISSION THIS 4TH
DAY OF OCTOBER, 2018.

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

Meeting Date: **October 4, 2018**

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

San Diego International Airport (SDIA) ALUCP

Construction of 10 Attached Residential Units with Leasable Commercial Space at 4862 & 4870 Voltaire Street, City of San Diego

Deemed Complete & Consistent on August 20, 2018

Description of Project: The proposed project involves the construction of 10 attached residential units with leasable ground-floor commercial space.

Noise Contours: The proposed project lies within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contours. The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an aviation easement must be recorded with the County Recorder.

Airspace Protection Surfaces: The proposed project is located outside the Threshold Siting Surface (TSS) and is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA) because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The project area is located outside all safety zones.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. In instances when an aviation easement is required, the overflight notification requirement is satisfied.

Construction of Three Attached Residential Units at 2759, 2761, & 2763 Ocean Front Walk, City of San Diego

Deemed Complete & Consistent on August 23, 2018

Description of Project: The project involves the construction of three attached residential units.

Noise Contours: The project area lies within the 60-65 dB CNEL noise exposure contours. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the residence must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The proposed project is located outside the TSS and is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The project area is located outside all safety zones.

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

Construction of a Detached Residential Unit at 4581 Newport Avenue, City of San Diego

Deemed Complete & Consistent on August 27, 2018

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

Noise Contours: The project area lies within the 60-65 dB CNEL noise exposure contours. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the residence must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The proposed project is located outside the TSS and is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The project area is located outside all safety zones.

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

Construction of an Office Building at 2150 First Avenue, City of San Diego

Deemed Complete & Consistent on August 29, 2018

Description of Project: The project involves the construction of an office building on a 5,000 square-foot lot.

Noise Contours: The proposed project lies within the 75+ dB CNEL noise exposure contour. The ALUCP identifies offices uses located within the 75+ dB CNEL noise contour as compatible with airport uses, provided that the building is sound attenuated to 50 dB CNEL interior noise level. Therefore, as a condition of project approval, the building must be sound attenuated to 50 dB CNEL interior noise level.

Airspace Protection Surfaces: The proposed project is located within the TSS. The proposed structure is approximately 220 feet above mean sea level, which is below the allowable TSS height for a project on this site; therefore, the project complies with the TSS. The proposed project would be compatible with the ALUCP airspace protection policies because the project sponsor has certified that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The proposed project is located within Safety Zone 2 East - Uptown. The ALUCP identifies office uses located within Safety Zone 2 East - Uptown as conditionally compatible with airport uses, provided that the project complies with an intensity of 272 people per acre. The project proposes 159 people per acre and therefore complies with the Safety Zone 2 East - Uptown limitation.

Overflight Notification: The proposed project is located within the overflight notification area, but does not involve any new residential use subject to overflight notification requirements.

Construction of 270 Attached Residential Units with Leasable Commercial Space at 1301 3rd Avenue, City of San Diego

Deemed Complete & Consistent on August 31, 2018

Description of Project: The project involves the construction of 270 attached residential units and ground floor leasable commercial space.

Noise Contours: The proposed project is located outside of the 60 dB CNEL noise contour. The ALUCP identifies all uses located outside of the 60 dB CNEL noise contour as compatible with airport uses.

Airspace Protection Surfaces: The proposed project is located outside the TSS. The proposed project would be compatible with the ALUCP airspace protection surfaces provided that the structure and construction crane are both marked and lighted in accordance with the determinations of no hazard to air navigation issued by the FAA and an avigation easement for the building height is recorded with the County Recorder. Therefore, as a condition of project approval, the building and construction crane must be marked and lit according to FAA procedures and an avigation easement for the building height must be recorded with the County Recorder.

Safety Zones: The project area is located outside all safety zones.

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

Construction of a Detached Residential Unit at 1995 Venice Street, City of San Diego

Deemed Complete & Consistent on September 7, 2018

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

Noise Contours: The project area lies within the 60-65 dB CNEL noise exposure contours. The ALUCP identifies residential uses located within the

60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the residence must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The proposed project is located outside the TSS and is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The project area is located outside all safety zones.

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

Construction of Two Detached Residential Units at 1750 Froude Street, City of San Diego

Deemed Complete & Consistent on September 7, 2018

Description of Project: The project involves the construction of two detached residential units.

Noise Contours: The project area lies within the 60-65 dB CNEL noise exposure contours. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The proposed project is located outside the TSS and is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the FAA because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The project area is located outside all safety zones.

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

**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
October 4, 2018**

Item # 3 Resolution # 2018-0001 ALUC

Recommendation: Not Consistent

CONSTRUCTION OF 36 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 2426 4TH AVENUE, CITY OF SAN DIEGO

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of 36 attached residential units in a single building with 1,085 square feet of leasable commercial space on a property of 0.23 acres. The application was deemed complete by ALUC staff on August 23, 2018.

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

Airspace Protection Surfaces: The height of the proposed project structure will be 75 feet above ground level. The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA) and an aviation easement for airspace is recorded with the County Recorder.

Safety Zones: The proposed project is located within Safety Zone 3 Northeast (SZ 3NE) - Uptown. (See the attached map.) The ALUCP specifies that for mixed-use projects, half of the total people per acre compatibility threshold is applied to nonresidential intensity and the remaining half to residential density, as converted to an intensity figure based upon persons per household, as specified by the ALUCP within the corresponding zone.

The property is 0.23 acres, which, with a maximum intensity under the ALUCP of 278 people per acre, yields a total intensity of 64 people ($0.23 \times 278 = 63.94$). Assigning half of those 64 people (32 people) to the residential portion, at the

ALUCP rate of 1.48 people per household for SZ 3NE, yields 22 residential units ($32 \div 1.48 = 21.62$) as a maximum compatible threshold.

The other 32 people that comprise the nonresidential half of the mixed-use project is multiplied by the occupancy factor in the ALUCP to determine the maximum compatible threshold for the proposed nonresidential use. Assuming the more intense commercial use of retail sales, which has an occupancy factor of 170 square feet per person, yields a total maximum area of 5,440 square feet as compatible with the ALUCP ($32 \times 170 = 5,440$).

The project proposes 36 residential units and 1,085 square feet of commercial space. While the nonresidential component does not exceed the maximum compatible area with the ALUCP, the proposed 36 residential units exceeds the maximum SZ 3NE – Uptown compatible density of 22 residential units for the property area.

Overflight Notification Area: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. In instances when an avigation easement is required, the overflight notification requirement is satisfied.

Interests Disclosure: The property is owned by Fourth and Laurel, LP of San Diego, represented by Richard Simis. The architect is Awbrey Cook Rogers McGill of San Diego. The civil engineer is Civil Landworks of Oceanside. The landscape architect is McCullough Landscape Architects of San Diego.

Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is not consistent with the SDIA ALUCP.

2426 4th Avenue Noise Map



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

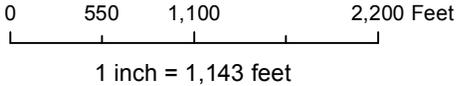
0 550 1,100 2,200 Feet
1 inch = 1,143 feet

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

2426 4th Avenue Safety Map



- Safety Zone 1
- Safety Zone 5
- Safety Zone 2
- County
- Safety Zone 3
- Safety Zone 4



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

RESOLUTION NO. 2018-0001 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY, MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 36 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 2426 4TH AVENUE, CITY OF SAN DIEGO, IS NOT CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 36 Attached Residential Units with Leasable Commercial Space at 2426 4th Avenue, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of 36 attached residential units with leasable commercial space; and

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

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

WHEREAS, the proposed project is located within Safety Zone 3 Northeast - Uptown, and the ALUCP identifies and the ALUCP identifies policies for the allocation of uses for mixed-use development to be compatible with airport uses based upon applicable densities of units per acre and intensities of people per acre; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires a means of overflight notification to be provided for new residential land uses, which an aviation easement will satisfy; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 36 Attached Residential Units with Leasable Commercial Space at 2426 4th Avenue, City of San Diego, is not consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of 36 attached residential units with leasable commercial space; and
- (2) The proposed project is located within the 60-65 dB CNEL noise contour. The ALUCP identifies commercial uses located within the 60-65 dB CNEL noise contour as compatible with airport uses, and identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level; and
- (3) The proposed project is located outside the TSS. The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the FAA and an aviation easement for airspace is recorded with the County Recorder; and
- (4) The proposed project is located within Safety Zone 3 Northeast (SZ 3NE) - Uptown. The ALUCP has a maximum intensity under the ALUCP of 278 people per acre. The ALUCP specifies that for mixed-use projects, half of the total people per acre compatibility threshold is applied to the nonresidential intensity and the remaining half to the residential density, as converted to an intensity figure based upon persons per household, as specified by the ALUCP within the corresponding zone. The property of 0.23 acres yields a total intensity of 64 people. Assigning half of those 64 people to the residential portion, at the ALUCP rate of 1.48 people per household for SZ

3NE, yields 22 residential units as a maximum compatible threshold. The other 32 people for the nonresidential half of the mixed-use project is multiplied by the ALUCP's most intense commercial occupancy factor of 170 people to yield a total maximum area of 5,440 square feet as compatible with the ALUCP. While the 1,085 square feet of commercial space is compatible, the project proposes 36 residential units, which exceeds the maximum compatible density of 22 units, and therefore does not comply with the SZ 3NE and mixed-use project policies of the ALUCP; and

(5) The proposed project is located within the overflight notification area. The ALUCP requires a means of overflight notification to be provided for new residential land uses, for which an avigation easement will satisfy; and

(6) Therefore, the proposed project is not consistent with the SDIA ALUCP; and

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

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 4th day of October, 2018, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

AIRPORT
LAND USE
COMMISSION

ALUCP Consistency
Determination

October 4, 2018

Presented by:

Ralph Redman, Airport Planning Manager

Proposed Project

- 2426 4th Avenue (Bankers Hill)
- Six (6) story building
- 0.23 acre site
- Retail space on first floor
- 36 residential units
 - 25 allowed under City zoning
 - Affordable housing density bonus



Consistency Review

Noise

- Located within 60 CNEL noise contour
- Sound attenuation to 45 CNEL interior noise level required per ALUCP

Airspace

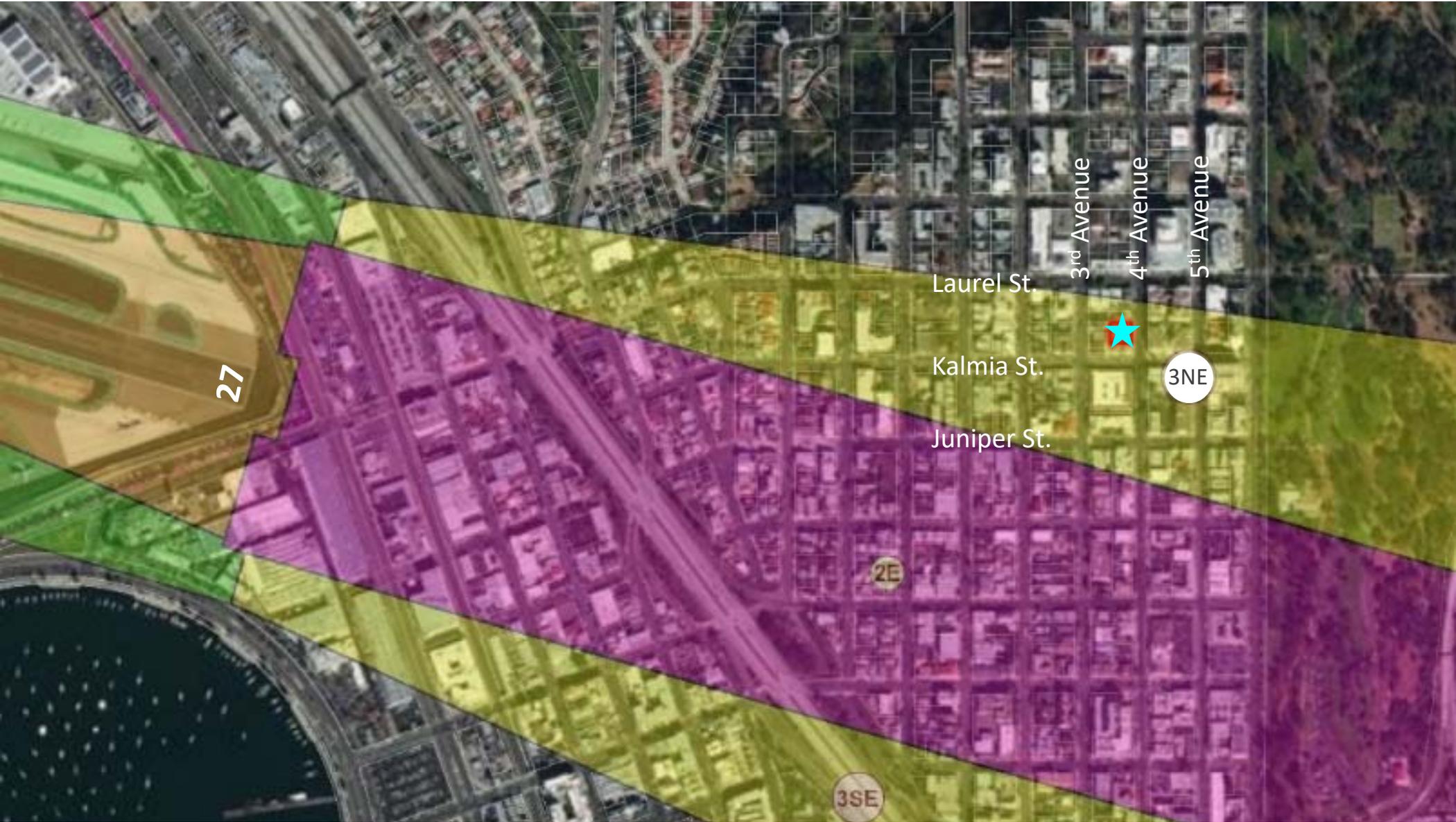
- Structure must be marked and lighted per FAA Determination of No Hazard
- Avigation Easement required per ALUCP

Overflight

- With Avigation Easement, no additional overflight notification required per ALUCP

Safety

- Located in Uptown Safety Zone (3NE)
- **Mixed-use project limited to 22 dwelling units per project area**



27

Laurel St.

Kalmia St.

Juniper St.

3rd Avenue

4th Avenue

5th Avenue



3NE

3SE

2E

ALUCP Safety Zone Matrix

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

1. 278 people per acre (ppa) x 0.23 acre site = 64 total people

2. 64 people x 0.5 = 32 people as mixed-use project

3. 32 people / 1.48 persons per household = 22 dwelling units

Recommendation: Not Consistent

- Exceeds the maximum density allowance (22 dwelling units) for the safety zone
- Project is not consistent with the SDIA ALUCP

Project Review Process



Questions



SAN DIEGO COUNTY
 REGIONAL AIRPORT AUTHORITY
 AIRPORT LAND USE COMMISSION

Item No.
4

STAFF REPORT

Meeting Date: **OCTOBER 4, 2018**

Subject:

McClellan-Palomar Airport Master Plan Update

Recommendation:

Adopt Resolution No. 2018-0002 ALUC, directing staff to update the McClellan-Palomar Airport Land Use Compatibility Plan to reflect the Airport Master Plan Update alternative selected by the San Diego County Board of Supervisors (Airport Operator).

Background/Justification:

The County of San Diego (County), Department of Public Works, Airport Division owns and operates McClellan-Palomar Airport (Airport), and is in the final stages of approving a Master Plan Update (MPU) for the Airport. The purpose of the MPU is to provide decision-makers with a roadmap of the Airport that provides flexible options to meet the long-term needs of the community for the next 20 years. The last Master Plan was developed in 1997, and given the modernization of Federal Aviation Administration (FAA) design and safety standards for airports, it is nearing the end of its useful life.

In accordance with current FAA airport design standards, the County proposes a set of near-term, intermediate-term, and long-term development improvements to on-airport facilities in the MPU. As part of the MPU process, the County developed several Airport layouts and then identified a preferred alternative, known as the B-II Enhanced Facility Alternative (Figure 1 at the end of this report). They also identified several other alternatives that were analyzed in the MPU and associated Programmatic Environmental Impact Report (PEIR). The following table summarizes the major components of each alternative:

Master Plan Update Alternatives	Runway Shift	Runway Extension
B-II Enhanced Facility (<i>Preferred Alternative</i>)	NA	Max 900' on east end
D-III Modified Standards Compliance	123' to the north	Max 800' on east end
D-III Full Compliance	104' to the north	Max 800' on east end
D-III Modified Standards	75' to the north	Max 800' on east end
D-III On Property	70' to the north	Max 800' on east end
C-III Modified Standards Compliance	123' to the north	Max 800' on east end
Public Comment Alternative	123' to the north	Max 300' on east end

As reflected in the table above, all of the proposed alternatives for the MPU include either a runway shift to the north (to varying degrees), a runway extension on the east end of the runway, or both. As part of the MPU process, the Palomar Airport Advisory Committee (PAAC), at its meeting on September 20, 2018, voted/made a recommendation in favor of the preferred alternative (B-II Enhance Facility Alternative). The County Board of Supervisors (BOS) will ultimately certify the PEIR for the MPU and review and consider for approval the final MPU document and select and approve an alternative that will ultimately be depicted on the FAA approved Airport's Airport Layout Plan (ALP).

Per California Public Utilities Code §21676 (c), each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the ALUC. Therefore, prior to BOS action on the MPU, the Airport Land Use Commission (ALUC) must review the MPU.

Adopted Airport Land Use Compatibility Plan

The ALUC adopted an Airport Land Use Compatibility Plan (ALUCP) for the McClellan-Palomar Airport in January 2010 based on the 1997 Master Plan for the Airport and made minor amendments to the ALUCP in December 2011. As outlined in Section 2.12.3 of the ALUCP, and consistent with state law, "[w]hen an airport layout plan (ALP) or airport master plan (AMP) is amended, the ALUC must review their ALUCP for any changes that may be needed as a result of an airport updating its plan(s)." Caltrans Handbook, p. 1-7. Section 2.12.3 of the ALUCP provides as follows:

ALUC Action Choices:

- (a) When an inconsistency exists between an airport master plan and this Compatibility Plan, the ALUC has the option of first modifying this Compatibility Plan to reflect the assumptions and proposals in the airport master plan.
- (b) Plans for expansion of a runway system at an airport normally will be based on a long-range airport master plan previously reviewed by the ALUC. The consistency review therefore involves only a comparison of the proposed expansion project with the airport master plan.

As discussed in more detail below, and consistent with direction provided in the Caltrans Handbook and the action choice provided in the ALUCP, because each of the MPU alternatives under consideration shifts or extends the Airport's single runway, approval of any of the MPU alternatives will result in inconsistencies between the MPU and the current ALUCP for the Airport; therefore, the ALUC should modify the ALUCP to reflect the MPU alternative, once approved by the BOS.

MPU Compatibility Review

Public Utilities Code section 21675(a) requires an ALUC to formulate and adopt an ALUCP that is based on a long range master plan or an airport layout plan. An ALUCP is "intended to minimize the public's exposure to excessive noise and safety hazards, while providing the orderly expansion of airports." See, Caltrans California Airport Land Use Planning Handbook (2011). This is accomplished through an ALUCPs' focus on the following four compatibility factors: noise, overflight, safety, and airspace protection.

Within an ALUCP, noise contours are defined by the exposure to noise attributable to aircraft operations. These contours are influenced by the number of aircraft operations, aircraft fleet mix, and the flight paths for arriving and departing aircraft. As summarized in the table above, all of the MPU's alternatives currently under consideration, including the MPU's preferred alternative (B-II Enhanced Facility Alternative), involve shifting or extending the runway to the east. These proposed modifications would result in a shift of the noise contours associated with the Airport. As such, approval of the MPU alternatives, including the MPU's preferred alternative, would require the ALUCP for the McClellan-Palomar Airport to be updated based on the new noise contours for the Airport.

In addition, the MPU included the development and FAA approval of updated aviation demand forecasts. The aviation demand forecasts are used in the development of noise contours as they provide the existing and future number of aircraft operations that are input into the noise modeling software. Changes to the forecasts will likely have an impact on the size and shape of the noise contours that are represented in the current ALUCP. These changes will also prompt the need to update the current ALUCP.

Safety zones within an ALUCP are defined by where the risk of aircraft accidents is a concern and are influenced by runway configuration, approach and departing procedures, and historical accident locations. As summarized in the table above, all of the MPU's alternatives currently under consideration, including the MPU's preferred alternative, involves changing the configuration of the Airport's single runway. This change would impact the Runway Protection Zones (RPZs), as noted in the MPU PEIR, and alter flight paths for aircraft using the Airport. As a result, the McClellan-Palomar ALUCP would need to be updated to account for the new RPZs and other safety zone areas which accurately reflect the approved MPU for the Airport. Likewise, the airspace surrounding the Airport, which is based on the runway location and requirements and requires protection from obstructions and hazards, would need to be modified in the ALUCP. The overflight protection area may also require modification in the ALUCP based on the modifications to the runway configuration.

In summary, the noise, safety, airspace and overflight components of the adopted McClellan-Palomar ALUCP will be impacted regardless of which alternative (or variation of an alternative) the BOS ultimately approves as part of the Airport's MPU. Additionally, the manner and extent to which the noise, safety and airspace components are affected are different depending on which alternative or variation of an alternative is adopted by the BOS. As stated above, State law requires the ALUCP to be based on an adopted long-range master plan and for that reason, the ALUC will update the ALUCP after approval of the MPU by the BOS. Therefore, rather than make a finding of inconsistency, which would require the BOS to overrule the ALUC, and because the ALUC will be required to modify the current ALUCP for the Airport to reflect the McClellan Palomar Airport Master Plan Update once an MPU alternative is approved and adopted by the BOS, staff recommends that the ALUC direct staff to make the required revisions to the ALUCP once the BOS approves an MPU alternative and bring the ALUCP amendments back to the ALUC for final approval.

Caltrans Input

Caltrans' Aeronautics Division supports the Authority's approach to update the McClellan -Palomar ALUCP (rather than make a finding of inconsistency that would require an overrule by the BOS). The letter from Caltrans documenting supporting (Attachment A) is provided with this Staff Report.

Staff Recommendation

ALUC staff recommends updating the McClellan-Palomar ALUCP to reflect the development alternative selected by the BOS, following FAA approval of the ALP.

Fiscal Impact:

The ALUCP program is funded through the Airport Planning & Environmental Affairs Department's FY19 operating budget. As such, adequate funds for the further development and environmental review of any updates to the adopted McClellan-Palomar ALUCP are already supported within personnel costs and professional services budget categories.

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. CEQA: This Board action 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 Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.

B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

Application of Inclusionary Policies:

Not applicable.

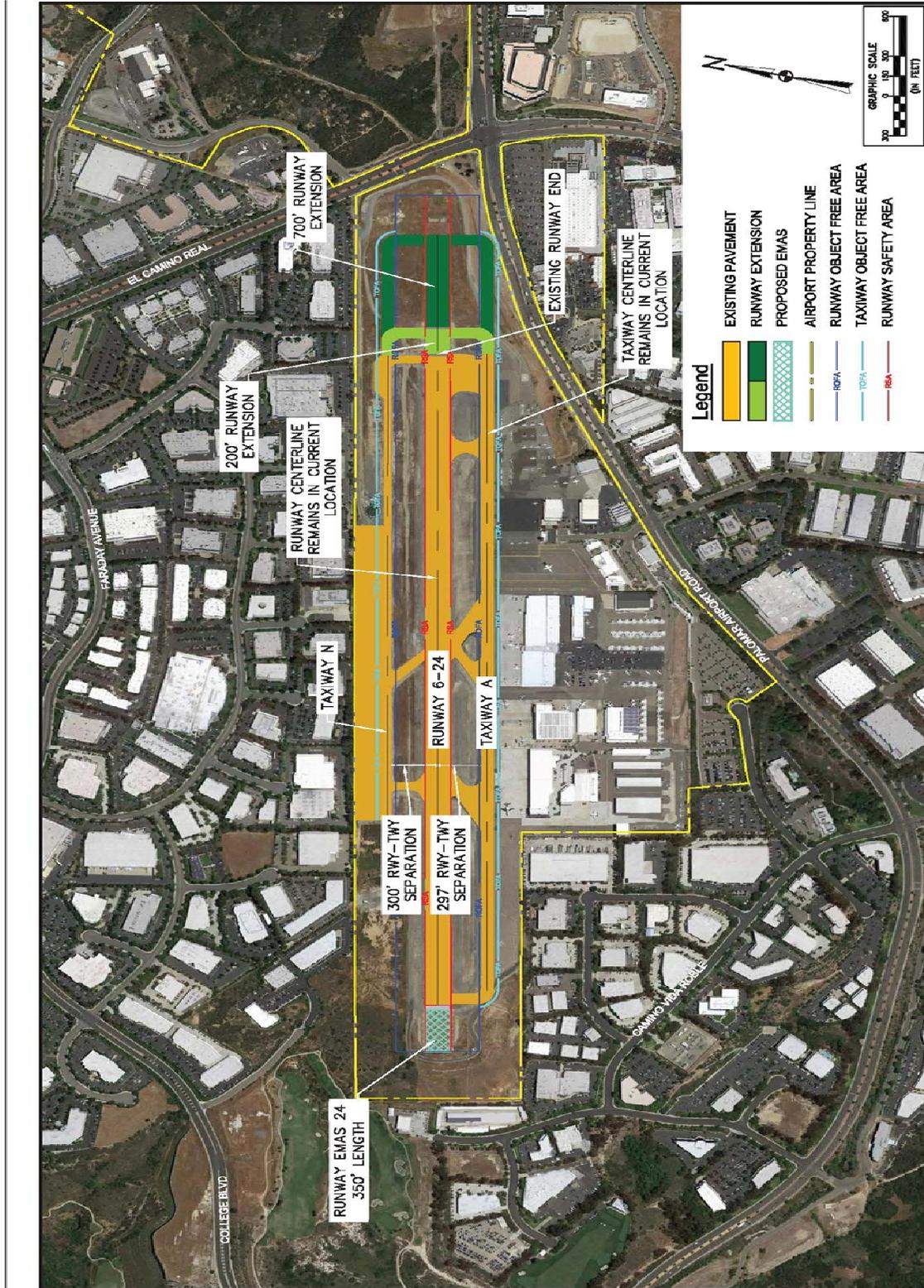
Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

LIST OF FIGURES:

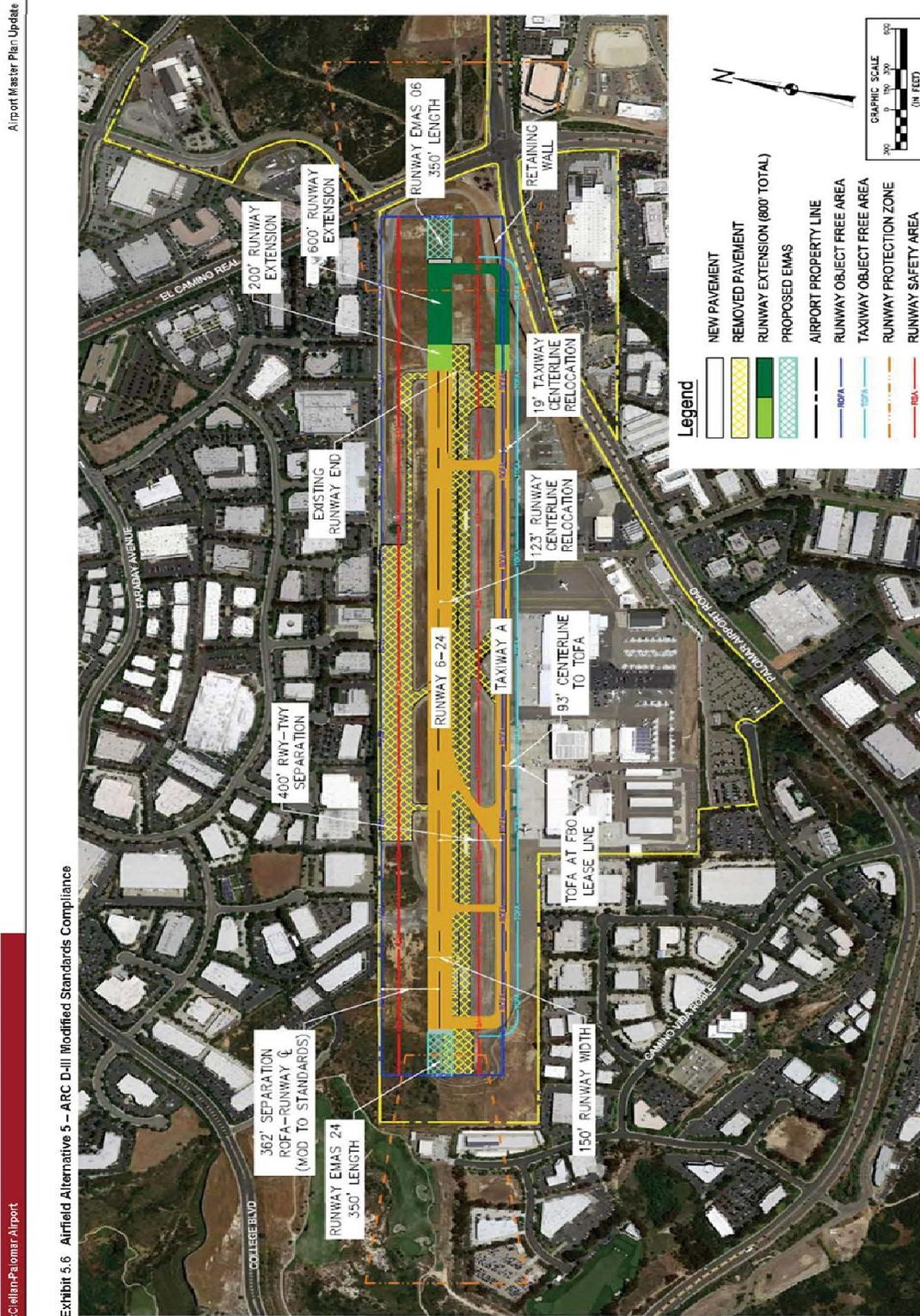
- Figure 1 - B-II Enhanced Facility (*Preferred Alternative*)
- Figure 2 - D-III Modified Standards Compliance
- Figure 3 - D-III Full Compliance
- Figure 4 - D-III Modified Standards
- Figure 5 - D-III On Property
- Figure 6 - C-III Modified Standards Compliance
- Figure 7 - Public Comment Alternative

Figure 1 – B-II Enhanced Facility Alternative (*Preferred Alternative*)



B-II Enhanced Alternative
Revised Figure 4-1a

Figure 2 – D-III Modified Standards Compliance



Airport Master Plan Update

Exhibit 5.6 Airfield Alternative 5 – ARC D-III Modified Standards Compliance

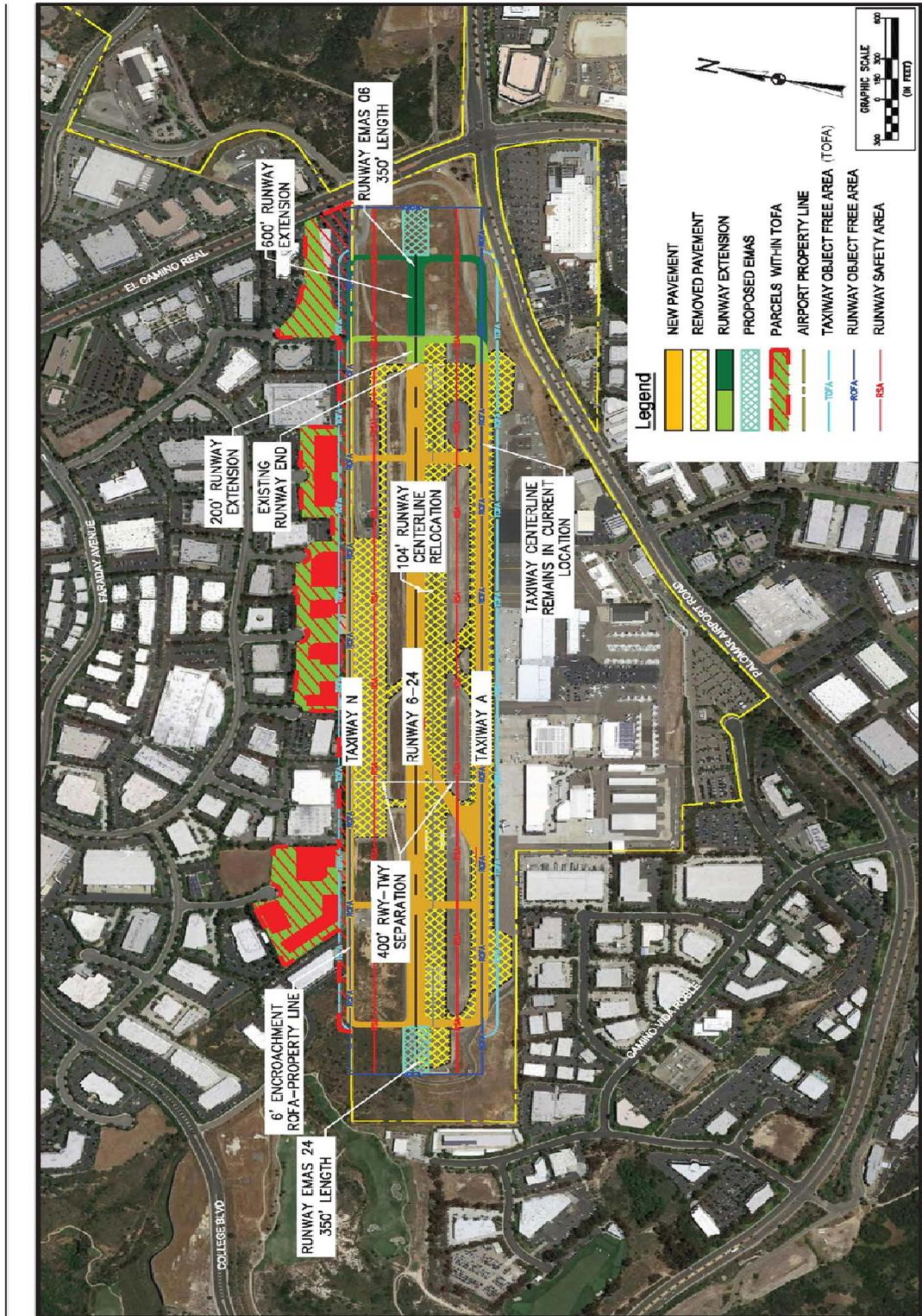
McClellan-Palomar Airport

Prepared by: Kmley-Horn, 2017

Alternatives Analysis

5-38

Figure 3 – D-III Full Compliance Alternative

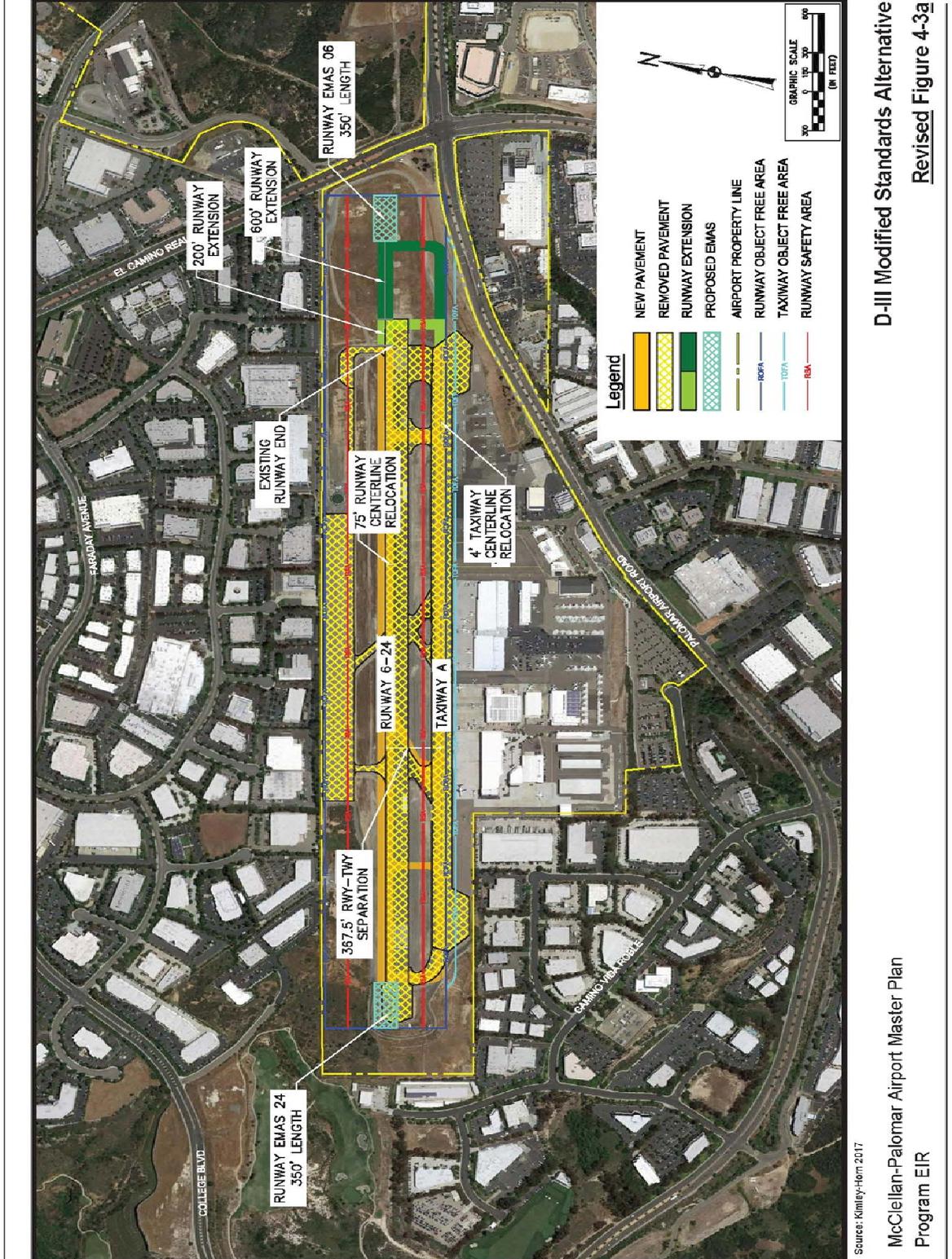


Source: Kimley-Horn 2017

McClellan-Palomar Airport Master Plan
Program EIR

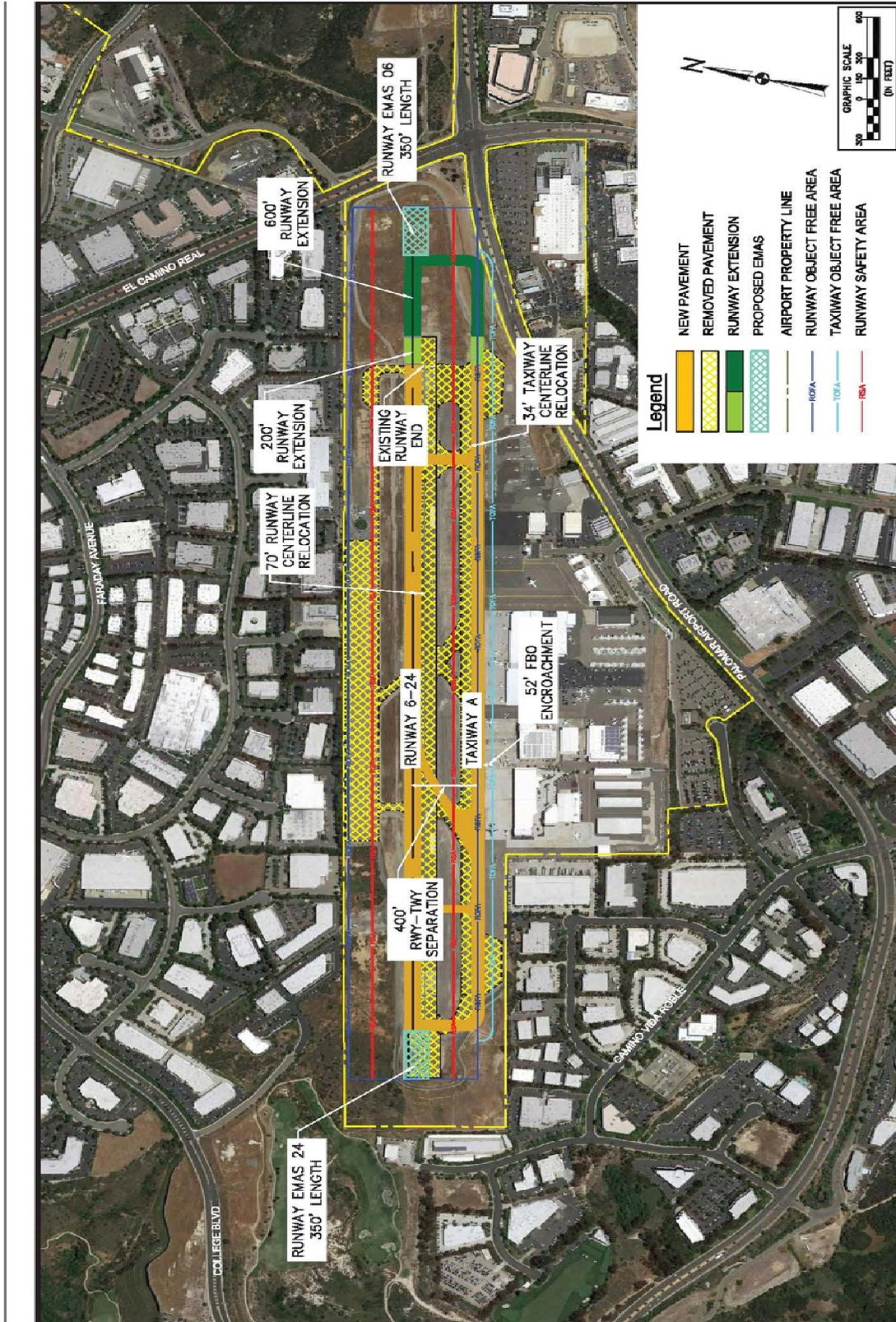
D-III Full Compliance Alternative
Revised Figure 4-2a

Figure 4 – D-III Modified Standards Alternative



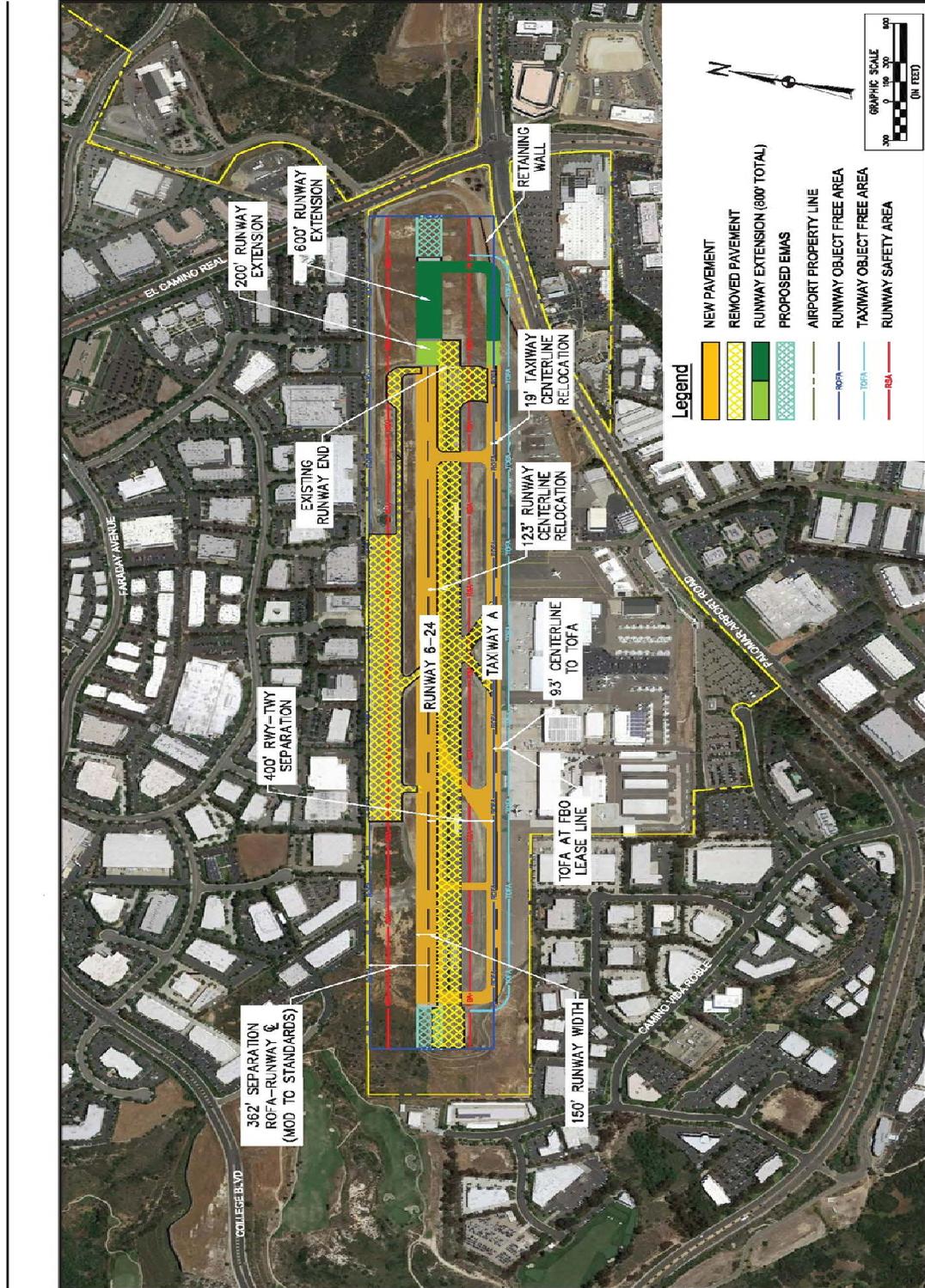
D-III Modified Standards Alternative
Revised Figure 4-3g

Figure 5 – D-III On Property Alternative



Source: Kimley-Horn 2017

Figure 6 – C-III Modified Standards Compliance Alternative

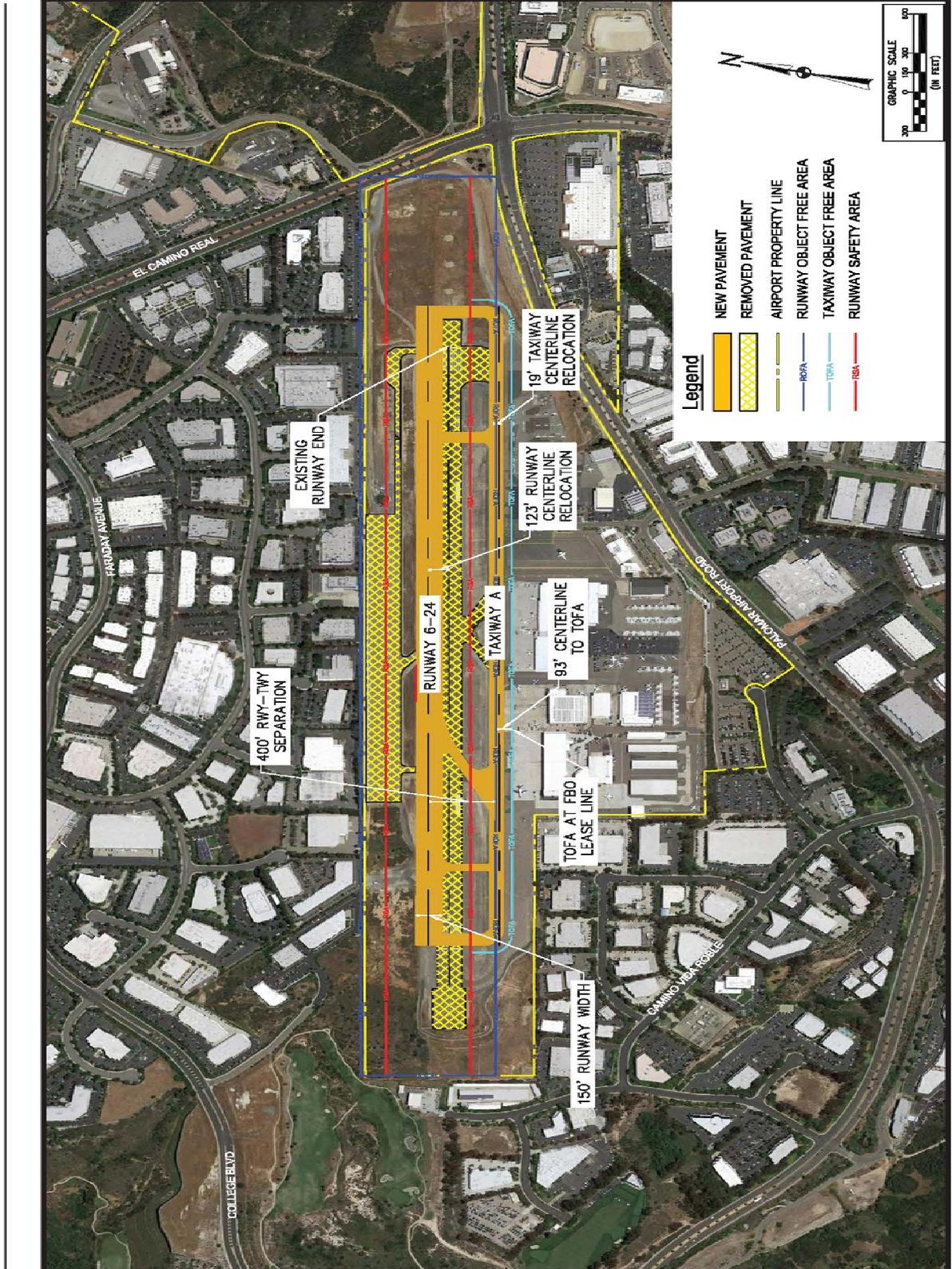


Source: Kimley-Horn, 2017

C-III Modified Standards Compliance Alternative

Revised Figure 4-5a

Figure 7 – Public Comment Alternative



Source: Kinley-Horn 2017

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

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*Making Conservation
a California Way of Life.*

September 21, 2018

Ms. C. April Boling, Chair
Airport Land Use Commission
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

Dear Ms. Boling and Members of the Commission:

One of the goals of the California Department of Transportation (Caltrans), Division of Aeronautics (Division), is to assist cities, counties, and Airport Land Use Commissions (ALUC) in the development and implementation of policies that protect the safety and general welfare of their communities in which aeronautical activities take place. Therefore, we appreciate your staff contacting us for input regarding the adoption of a new Airport Master Plan (AMP) for McClellan Palomar Airport located in San Diego County (County).

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission (ALUC) for the County and adopted the McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) in 2010, further amending the plan in 2011.

The County is the operator of McClellan Palomar Airport, and is in the process of revising and amending its AMP for McClellan Palomar Airport. California Public Utilities Code (PUC) section 21675(a) requires that each ALUCP shall include and be based either on a long-range master plan or an Airport Layout Plan (ALP), as determined by the Division that reflects the anticipated growth of the airport during at least the next 20 years. The current AMP was adopted by the County in 1997.

The PUC section 21676 states in pertinent part that "(c) Each public agency owning an airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission." Based on the foregoing, the County is required to refer a modification or change to an AMP to the ALUC for consistency prior to adoption by the County Board of Supervisors. The situation here is different because the County is not simply making changes or modifying portions of the body of the AMP, but instead, it is intending to make major revisions to update the AMP in its entirety. Such a process is time consuming and complex. It should not be piecemealed with the constant act of referring the AMP to the ALUC or continuously triggering a consistency hearing. Such a requirement would back log the AMP amendment process as it would be time consuming and place an unnecessary burden on local resources.

Thus, the Division concurs that the ALUC should update the ALUCP, based on the revised and amended AMP. The Division shall review the new AMP and in writing, formally accept the new

Ms. C. April Boling
September 21, 2018
Page 2

AMP. This will help ensure that the ALUCP will be consistent with State law requiring that it be based on a long-range AMP.

If you have questions, please contact me at (916) 654-5203 or by email at tony.sordello@dot.ca.gov.

Sincerely,



TONY SORDELLO
Aviation Planner

c: Mr. Ralph Redman, San Diego County Regional Airport Authority, P.O. Box 82776,
San Diego, CA 92138-2776

RESOLUTION NO. 2018-0002 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY, DIRECTING STAFF TO UPDATE THE McCLELLAN PALOMAR AIRPORT LAND USE COMPATIBILITY PLAN TO REFLECT THE ALTERNATIVE SELECTED BY THE SAN DIEGO COUNTY BOARD OF SUPERVISORS

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the County of San Diego, Department of Public Works, Airports Division to review the Master Plan Update for the McClellan Palomar Master Plan; and

WHEREAS, the County of San Diego (County), Department of Public Works, Airport Division owns and operates McClellan-Palomar Airport (Airport), and is in the final stages of approving a Master Plan Update (MPU) for the Airport; and

WHEREAS, the purpose of the MPU is to provide decision-makers with a roadmap of the Airport that provides flexible options to meet the long-term needs of the community for the next 20 years; and

WHEREAS, the last Master Plan was developed in 1997, and given the modernization of Federal Aviation Administration (FAA) design and safety standards for airports, it is nearing the end of its useful life; and

WHEREAS, in accordance with current FAA airport design standards, the County proposes a set of near-term, intermediate-term, and long-term development improvements to on-airport facilities in the MPU. As part of the MPU process, the County developed several Airport layouts and then identified a preferred alternative, known as the B-II Enhanced Facility Alternative (Figure 1 at the end of this report). They also identified several other alternatives that were analyzed in the MPU and associated Programmatic Environmental Impact Report (PEIR); and

WHEREAS, all of the proposed alternatives for the MPU include either a runway shift to the north (to varying degrees), a runway extension on the east end of the runway or both; and

WHEREAS, as part of the MPU process, the Palomar Airport Advisory Committee (PAAC), at its meeting on September 20, 2018, voted/made a recommendation in favor of the preferred alternative (B-II Enhance Facility Alternative). The County Board of Supervisors (BOS) will ultimately certify the PEIR for the MPU and review and consider for approval the final MPU document and select and approve an alternative that will ultimately be depicted on the FAA approved Airport Layout Plan (ALP); and

WHEREAS, per California Public Utilities Code §21676 (c), each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the ALUC. Therefore, prior to BOS action on the MPU, the Airport Land Use Commission (ALUC) must review the MPU; and

WHEREAS, the ALUC adopted an Airport Land Use Compatibility Plan (ALUCP) for the McClellan-Palomar Airport in January 2010 based on the 1997 Master Plan for the Airport and made minor amendments to the ALUCP in December 2011; and

WHEREAS, as outlined in Section 2.12.3 of the ALUCP, and consistent with state law, “[w]hen an airport layout plan (ALP) or airport master plan (AMP) is amended, the ALUC must review their ALUCP for any changes that may be needed as a result of an airport updating its plan(s).” Caltrans Handbook, p. 1-7; and

WHEREAS, Section 2.12.3 of the ALUCP provides as follows:

ALUC Action Choices:

(a) When an inconsistency exists between an airport master plan and this Compatibility Plan, the ALUC has the option of first modifying this Compatibility Plan to reflect the assumptions and proposals in the airport master plan; and

(b) Plans for expansion of a runway system at an airport normally will be based on a long-range airport master plan previously reviewed by the ALUC. The consistency review therefore involves only a comparison of the proposed expansion project with the airport master plan; and

WHEREAS, because each of the MPU alternatives under consideration shifts or extends the Airport’s single runway, approval of any of the MPU alternatives will result in inconsistencies between the MPU and the current

ALUCP for the Airport; therefore, the ALUC should modify the ALUCP to reflect the MPU alternative, once approved by the BOS; and

WHEREAS, Caltrans Division of Aeronautics finds that updating the McClellan Palomar ALUCP to reflect the approved MPU is consistent with state law; and

WHEREAS, rather than make a finding of inconsistency, which would require the BOS to overrule the ALUC, and because the ALUC will be required to modify the current ALUCP for the Airport to reflect the McClellan Palomar Airport Master Plan Update once an MPU alternative is approved and adopted by the BOS, staff recommends that the ALUC direct staff to make the required revisions to the ALUCP once the BOS approves an MPU alternative and bring the ALUCP amendments back to the ALUC for final approval.

NOW, THEREFORE, BE IT RESOLVED the noise, safety, airspace and overflight components of the adopted McClellan-Palomar ALUCP will be impacted regardless of which alternative (or variation of an alternative) the BOS ultimately approves as part of the Airport's MPU; and

BE IT FURTHER RESOLVED that the manner and extent to which the noise, safety and airspace components are affected are different depending on which alternative or variation of an alternative is adopted by the BOS; and

BE IT FURTHER RESOLVED that State law requires the ALUCP to be based on an adopted long-range master plan and for that reason, the ALUC will update the ALUCP after approval of the MPU by the BOS; and

BE IT FURTHER RESOLVED that rather than make a finding of inconsistency, which would require the BOS to overrule the ALUC, and because the ALUC will be required to modify the current ALUCP for the Airport to reflect the McClellan Palomar Airport Master Plan Update once an MPU alternative is approved and adopted by the BOS, the Board directs staff to make the required revisions to the ALUCP once the BOS approves an MPU alternative and bring the ALUCP amendments back to the ALUC for final approval; and

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

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego
County at a regular meeting this 4th day of October, 2018, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

AIRPORT
LAND USE
COMMISSION

McClellan-Palomar
Airport Master Plan
Update

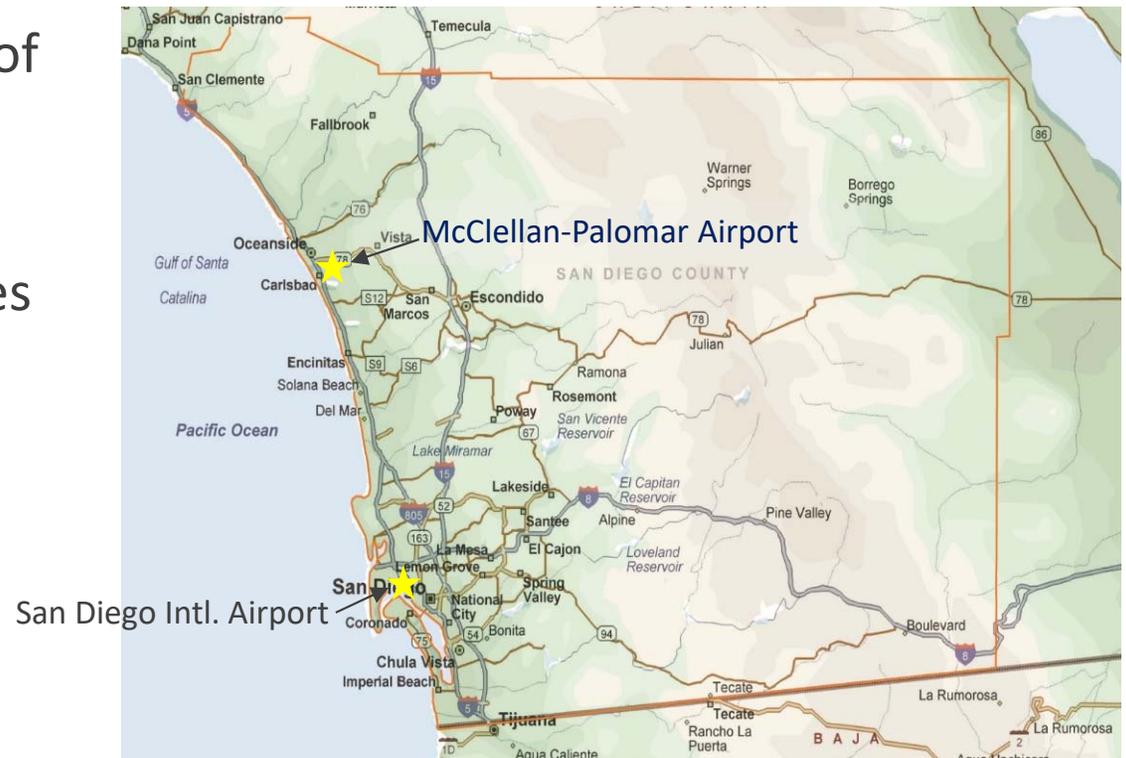
October 4, 2018

Presented by:

Ralph Redman, Airport Planning Manager

McClellan-Palomar Airport

- Owned and operated by County of San Diego
- Located in Carlsbad, CA
- General Aviation airport that does hold Part 139 Certification
- 4,897 ft. single runway
- ATCT recorded 160,887* aircraft operations in 2017



* FAA Air Traffic Activity System – September 2018

ALUCP History

1994 Airport Land Use Compatibility Plan (SANDAG)

1997 Airport Master Plan (AMP)

2010 ALUCP Update (Caltrans approved use of 1997 AMP)

2011 ALUCP Amendment

2014 County began Airport Master Plan Update
(Airport Authority participated on User Group Advisory Committee)

ALUCP Review

Public Utilities Code Section 21675(a) requires that each ALUCP shall include and be based either on a long range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.

Recommended Alternative

AMP alternatives include a proposed runway extension and/or shift



ALUCP Review

Noise

- Runway shift or extension would affect size and shape ALUCP noise contours
- Updated forecasts would affect size and shape of ALUCP noise contours

Airspace

- Runway shift or extension would affect current location of RPZs and Part 77 airspace surfaces

Safety

- Runway shift or extension would affect current location of safety zones

Recommended Action

ALUCP Section 2.12.3

- (a) When an inconsistency exists between an airport master plan and this Compatibility Plan, the ALUC has the option of first modifying this Compatibility Plan to reflect the assumptions and proposals in the airport master plan.

Caltrans provided written correspondence on 8/15/18 confirming recommended action is acceptable approach.

An aerial photograph of an airport terminal and runway. The terminal is a long, low building with a white roof, situated on the left side of the runway. The runway is a long, straight strip of tarmac extending towards the right. The surrounding area is a mix of green fields, trees, and some buildings. In the background, a large body of water is visible under a clear sky. The word "Questions" is overlaid in white text in the upper right quadrant of the image.

Questions