

Airport Land Use Commission Agenda

Thursday, July 9, 2026

9:00 AM or immediately following the Board Meeting

San Diego County Regional Airport Authority
Administration Building
First Floor – Boardroom
2417 McCain Road
San Diego, CA 92101

Board Members

Lydia Ball (Chair)
James Sly (Vice-Chair)
Whitney Benzian
Daniel Kuperschmid
Monica Montgomery Steppe
Rafael Perez
Esther C. Sanchez
Steve Vaus
Marni von Wilpert

Ex-Officio Board Members

Ann Fox
Col. R. Erik Herrmann
Michele Perrault

President/CEO

Atif Saeed

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

Microsoft Teams Meeting Link
<https://teams.microsoft.com/meet/259327038370462?p=3lYxM3YL1zBHPWOALR>
Meeting ID: 259 327 038 370 462 Passcode: WC6Ej6Lx

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

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

This Meeting allows remote participation in accordance with State law.

In Person Participation:

- Submit a Speaker Slip to the Authority Clerk staff before the item is called
- Non-Agenda Public Comment submit Speaker Slip before that Section is called
- Any handouts must be provided to Clerk staff prior to item being called

Remote Participation via Teams on a Computer/Smart Device:

- Register using the Microsoft Teams meeting link at the top of the Agenda
- Ensure you are using the most current version of the Teams app or an updated web browser
- Certain functionality may be disabled if the app or browser are not updated
- Click "raise hand" when the item you wish to address is called
- Click "unmute" once you have been called to speak

Remote Participation via Telephone Call:

- Call (619) 737-2396 and enter the Conference ID 508 607 786#
- Dial *9 to raise your hand when you wish to speak on an item
- Dial *6 to unmute once you have been called to speak

All participants (in-person and remote) are expected to engage in a respectful and courteous manner. Any behavior that disrupts the Meeting may result in removal.

The Clerk's office does not accept external flash drives or removable media devices. All presentations must be emailed to clerk@san.org by close of business the day prior to the applicable meeting.

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 Commission for action are limited to five (5) minutes.***

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

CONSENT AGENDA (ITEMS 1-2):

The Consent Agenda contains items that are routine in nature and non-controversial. Some items may be referred by a standing Board Committee or approved as part of the budget process. The matters listed under 'Consent Agenda' may be approved by one motion. Any Commission Member may remove an item for separate consideration. Items so removed will be heard before the scheduled New Business items, unless otherwise directed by the Chair.

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the Minutes of the June 4, 2026, Regular Meeting.

CONSISTENCY DETERMINATIONS

2. **REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS:**
MARINE CORPS AIR STATION MIRAMAR ALUCP, GENERAL PLAN AMENDMENTS AND REZONES AT BARNES CANYON ROAD, LUSK BOULEVARD, AND PACIFIC HEIGHTS BOULEVARD, CITY OF SAN DIEGO; SAN DIEGO INTERNATIONAL AIRPORT ALUCP, MUNICIPAL CODE AMENDMENT REGARDING COASTAL ZONE HEIGHT LIMIT, CITY OF SAN DIEGO; GILLESPIE FIELD ALUCP, CONSTRUCTION OF ACCESSORY DWELLING UNIT AT 9464 PRYOR DRIVE, CITY OF SANTEE
RECOMMENDATION: Receive the report.
(Planning, Noise, & Environment: Ralph Redman, Program Manager)

PUBLIC HEARINGS:

CONTINUED BUSINESS:

NEW BUSINESS:

3. **MUNICIPAL CODE UPDATE INCLUDING IMPLEMENTATION OF THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN; AMENDMENT OF CODE STANDARDS IMPLEMENTING THE MARINE CORPS AIR STATION MIRAMAR AIRPORT LAND USE COMPATIBILITY PLAN; AND AMENDMENT OF THE DOWNTOWN COMMUNITY PLAN OF THE CITY GENERAL PLAN, CITY OF SAN DIEGO:**
RECOMMENDATION: Adopt Resolution 2026-0001 ALUC, determining that the project is consistent with the Brown Field Municipal Airport, Gillespie Field, Montgomery-Gibbs Executive Airport, Naval Air Station North Island, Naval Outlying Landing Field Imperial Beach, and San Diego International Airport ALUCPs and is not consistent with the Marine Corps Air Station Miramar ALUCP.
(Planning, Noise, & Environment: Ralph Redman, Program Manager)

COMMISSION COMMENT:

ADJOURNMENT:

Thursday, July 9, 2026

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 submit a speaker slip to the Clerk prior to the initiation of the portion of the Agenda containing the item to be addressed (e.g., Public Comment and General Items), or may submit a request electronically by emailing the Authority Clerk at Clerk@san.org or calling 619-400-2550. Failure to submit a speaker slip or submit an electronic request shall not preclude testimony, if permission to address the Board is granted by the Chair.
- 2) The Public Comment Section at the beginning of the Agenda is reserved for persons wishing to address the Board, ALUC, and Committees on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board. Members of the public participating remotely shall be provided with the same opportunity to address the Board as members of the public participating in-person.
- 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/or Committees.
- 4) If many persons have indicated a desire to address the Board, ALUC and/or 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. The time limits shall apply equally to in person and remote participants.**
- 5) Pursuant to Authority Policy 1.33(8), recognized groups must register with the Authority Clerk prior to the meeting.
- 6) Pursuant to Authority Policy 1.34, in the event of a technology disruption ("Disruption") that prevents the public from accessing the Meeting via the posted call-in or internet-based service, the Authority will take the following actions:
 - If the Disruption occurs before the Meeting begins, the Meeting will be delayed until access is restored or alternative access is provided.
 - If the Disruption occurs during the Meeting and affects public participation, the Meeting will be recessed for at least one (1) hour or until access is restored, whichever is sooner.
 - If the Disruption is not resolved within one (1) hour, the Board, ALUC, and/or Committee may adjourn the Meeting, or may take a vote of the Board, ALUC, and/or Committee adopting certain findings and to continue the Meeting.

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) 400-2550 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 Airport Administration Building Parking Lot (entrance on the east side of McCain Road). Bring your ticket to the first-floor receptionist for validation.

Visitors can park in the lot from 8:00 a.m. to 5:00 p.m.

You may also reach the SDCRAA Building by using public transit via the San Diego MTS System, Route 923. For route and fare information, please call the San Diego MTS at (619) 233-3004 or 511

Note: 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

**DRAFT
AIRPORT LAND USE COMMISSION
MINUTES
THURSDAY, JUNE 4, 2026
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
BOARDROOM**

CALL TO ORDER:

Chair Ball called the Meeting of the Airport Land Use Commission to order at 11:27 a.m. on Thursday, June 4, 2026, in the Boardroom at the San Diego County Regional Airport Authority, Administration Building, 2417 McCain Road, San Diego, CA 92101.

ROLL CALL:

PRESENT: Commissioners: Ball (Chair), Kuperschmid, Montgomery Steppe, Perez, Sanchez, Sly, Vaus, von Wilpert

ABSENT: Commissioners: Benzian, Fox (Ex-Officio), Herrmann (Ex-Officio), Perrault (Ex-Officio)

ALSO PRESENT: Atif Saeed, President/CEO; Amy Gonzalez, General Counsel; Annette Fagan Ortiz, Authority Clerk; Mia Courtney, Deputy Clerk; Sonja Banks, Assistant Authority Clerk II;

NON-AGENDA PUBLIC COMMENT: Commissioner Perez asked staff to review and report on military use of Brown Field Airport, particularly on Sundays.

CEO Saeed acknowledged request and pledged to report back.

CONSENT AGENDA (Items 1-2):

ACTION: Moved by Commissioner Sanchez and seconded by Commissioner Sly to approve the Consent Agenda. Motion carried by the following votes: YES – Ball, Kuperschmid, Montgomery Steppe, Perez, Sanchez, Sly, Vaus, von Wilpert; NO – None; ABSENT – Benzian (Weighted Vote Points: YES – 88; NO – 0; ABSENT – 12)

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the Minutes of the May 7, 2026, Regular Meeting.

CONSISTENCY DETERMINATIONS

2. **REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS:**
BROWN FIELD MUNICIPAL AIRPORT, GILLESPIE FIELD, MARINE CORPS AIR STATION MIRAMAR, NAVAL AIR STATION NORTH ISLAND, NAVAL OUTLYING LANDING FIELD IMPERIAL BEACH, AND SAN DIEGO INTERNATIONAL AIRPORT ALUCPS; GENERAL PLAN AND MUNICIPAL CODE AMENDMENTS FOR HISTORIC PRESERVATION PROGRAM, CITY OF SAN DIEGO
RECOMMENDATION: Receive the report.

PUBLIC HEARINGS:

CONTINUED BUSINESS:

NEW BUSINESS:

COMMISSION COMMENT:

ADJOURNMENT: The meeting was adjourned at 11:29 a.m.

APPROVED BY A MOTION OF THE AIRPORT LAND USE COMMISSION THIS 9TH DAY OF JULY 2026.

ANNETTE FAGAN ORTIZ
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

Airport Land Use Commission Staff Report

Meeting Date: July 9, 2026

Report of Determinations of Consistency with Airport Land Use Compatibility Plans

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 Airport Land Use Compatibility Plans (ALUCPs). Authority Policy 8.30(3)(f)(2) states that any determination made by Authority staff in its delegated capacity shall be placed on the ALUC agenda for the next available meeting and shall be considered final if no further action is taken by the ALUC.

Marine Corps Air Station Miramar ALUCP:

General Plan Amendments and Rezones at Barnes Canyon Road, Lusk Boulevard, and Pacific Heights Boulevard, City of San Diego

Deemed Complete and Conditionally Consistent on June 4, 2026

Description of Project: The project involves General Plan Amendments and Rezones from Prime Industrial Technology Park to Mixed Use Urban Employment Village on nine properties. No physical development is proposed.

Noise Contours: The proposed project lies within the 60-65 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies all uses located within the 60-65 dB CNEL noise contour as compatible or conditionally compatible with airport uses, provided that residences, assembly, educational, lodging, and medical care and senior living facilities are sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, any future residences, assembly, educational, lodging, and medical care and senior living facilities must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: No physical development is proposed, but in order to be in compliance with the ALUCP airspace protection surfaces, future structures may be subject to review by the Federal Aviation Administration (FAA) for a determination of no hazard to air navigation, or the project sponsor must certify that notice of construction to the FAA is not required because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation. Therefore, as a condition of project approval, future development under the project must be reviewed by the FAA if meeting notice criteria, and, furthermore, said development must be marked and lighted in accordance with FAA procedures if specified by the FAA determination of no hazard to air navigation, or the project sponsor must certify that notice of construction to the FAA is not required.

Safety Zones: Eight of the properties of the proposed project are located within the Transition Zone (TZ), and one property is located outside all safety zones. No physical development is proposed, but the ALUCP identifies residential, commercial, and industrial uses located within the TZ as conditionally compatible with airport uses, provided that the project complies with a maximum residential density of 20 dwelling units per acre and a maximum nonresidential intensity of 300 people per acre for which certain assembly, lodging, medical and senior care facility, and high intensity manufacturing uses have floor area ratios (FARs) specified by the ALUCP. The ALUCP identifies assembly uses for over 1,000 people, power plants, bulk quantities of hazardous materials, and facilities for children or incarcerated people as incompatible with airport uses. Therefore, as a condition of project approval, future development under the project located within the TZ must comply with the use compatibility standards of the ALUCP, including maximum density, intensity, and FAR limits.

Overflight Notification: The proposed project is located within the overflight notification area. No physical development is proposed, but the ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided for any future residential units.

Interests Disclosure: Eight of the properties are owned by San Diego Sorrento Tech Holdings LLC, San Diego Lusk Portfolio 1 LLC, San Diego Lusk Portfolio 2 LLC, whose common authorized agent is disclosed as Adam Sichol of Boston, Massachusetts. The ninth property is owned by BluPeak Credit Union of San Diego.

San Diego International Airport ALUCP:

Municipal Code Amendment Regarding Coastal Zone Height Limit, City of San Diego

Deemed Complete and Conditionally Consistent on June 22, 2026

Description of Project: The proposed project involves an amendment to the municipal code to remove language excluding the Midway-Pacific Highway Community Plan Area from the 30-foot height limit on buildings in the Coastal Height Limit Overlay Zone. The language to be removed was approved by voters as Measure C in 2022 but was later struck down and required to be repealed by court order. No actual development is proposed.

Noise Contours: The proposed project does not involve any actual development and, thus, does not impact any noise contours. As a condition of approval, future land uses located within the area of the proposed project must comply with the noise contour standards of the ALUCP.

Airspace Protection Surfaces: The proposed project does not involve any actual development and, thus, does not impact any airspace protection surfaces. As a condition of approval, future land uses located within the area of the proposed project must comply with the airspace protection standards of the ALUCP.

Safety Zones: The proposed project does not involve any actual development and, thus, does not impact any safety zones. As a condition of approval, future land uses located within the area of the proposed project must comply with the safety zone standards of the ALUCP.

Overflight Notification: The proposed project does not involve any actual development and, thus, does not impact any overflight notification requirements. As a condition of approval, future residential uses located within the area of the proposed project must comply with the overflight notification requirements of the ALUCP.

Interests Disclosure: The project is sponsored by the City of San Diego in compliance with a writ of mandate from the Superior Court of California, County of San Diego, Central Division.

Gillespie Field ALUCP:

Construction of Accessory Dwelling Unit at 9464 Pryor Drive, City of Santee

Deemed Complete and Conditionally Consistent on June 22, 2026

Description of Project: The project involves the construction of an accessory dwelling unit with the existing primary residence to remain.

Noise Contours: The proposed project lies within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as incompatible with airport uses. However, ALUCP Policy 2.11.4(b)(1) and (c) provides that, notwithstanding any other ALUCP limitations, construction of a single-family residence, including accessory dwelling units as defined by state law or local ordinance, is compatible on a legal lot of record in all noise contours if such use is permitted by local land use regulations, subject to all other sound attenuation and aviation easement dedication policies. The ALUCP provides that a residence in such a contour under the development by right policy must be sound attenuated to 45 dB CNEL interior noise level. The ALUCP also requires that an aviation easement for aircraft noise and height be recorded with the County Recorder for any conditional land use. Therefore, as a condition of project approval, the new residence must be sound attenuated to 45 dB CNEL interior noise level, and an aviation easement for aircraft noise and height must be recorded with the County Recorder.

Airspace Protection Surfaces: The maximum height of the proposed project structure will be approximately 373 feet above mean sea level (13 feet above ground level). The proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA) because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The proposed project is located within Safety Zone 2. The ALUCP identifies residential uses located within Safety Zone 2 as incompatible with airport uses. However, ALUCP Policy 2.11.4(b)(1), provides that, notwithstanding any other ALUCP limitations, construction of a single-family residence, including accessory dwelling units as defined by state law or local ordinance, is compatible on a legal lot of record in all safety zones other than in Safety Zone 1 if such use is permitted by local land use regulations. The project meets that standard such that the Safety Zone 2 incompatible density limitation does not apply.

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.

Interests Disclosure: The property is owned by Rimon Najm Qoqa and Farah Qoqa of Santee. The designer is 85 Design of El Cajon.

Airport Land Use Commission Staff Report

Meeting Date: July 9, 2026

Subject:

Municipal Code Update including Implementation of the San Diego International Airport - Airport Land Use Compatibility Plan; Amendment of Code Standards Implementing the Marine Corps Air Station Miramar Airport Land Use Compatibility Plan; and Amendment of the Downtown Community Plan of the City General Plan, City of San Diego

Recommendation:

Adopt Resolution 2026-0001 ALUC, determining that the project is consistent with the Brown Field Municipal Airport, Gillespie Field, Montgomery-Gibbs Executive Airport, Naval Air Station North Island, Naval Outlying Landing Field Imperial Beach, and San Diego International Airport ALUCPs and is not consistent with the Marine Corps Air Station Miramar ALUCP

Background:

As the designated Airport Land Use Commission (ALUC) for San Diego County (Cal. Pub. Util. Code §21670.3(a)), the Authority is required to prepare, adopt, and, as needed, amend an Airport Land Use Compatibility Plan (ALUCP) for each public-use and military airport within the county (Cal. Pub. Util. Code §§21674(c); 21675(a)).

The ALUCP is a guidance document to local agencies with land use jurisdiction to ensure that agency exercise of its permitting authority would protect airports and aircraft in flight from encroachment by incompatible land uses that might restrict their operations while minimizing public exposure to excessive noise and safety hazards generated by those same airports and aircraft in flight.

The ALUCP accomplishes its purpose by designating an Airport Influence Area (AIA) around each airport and specifying land use compatibility policies and standards that apply to use of properties within that AIA. Each affected local agency with land use jurisdiction within the AIA is then required by law to take one of the following actions:

- Adopt the ALUCP policies and standards into its own General Plan and zoning and building codes;
- Overrule, in whole or in part, the ALUCP by a statutory procedure and timeline; or

- Refer all land use actions to the ALUC for individual project determinations of consistency with the applicable ALUCP

In addition to the above actions, state law requires that all legislative actions adopted by a local agency governing body (plan amendments and rezones) must always be referred to the ALUC for a consistency determination, regardless of whether or not the agency may have implemented an ALUCP by integrating its policies and standards into its comprehensive planning, zoning and building regulations or overruled the ALUCP per statutory provisions. The ALUCPs also require ALUC consistency determinations for other circumstances, such as any proposed development in Runway Protection Zones (RPZs), structures deemed to be a hazard by the Federal Aviation Administration (FAA), or for nonaviation development on public-use airport property.

Because of its municipal area breadth, the City of San Diego has multiple ALUCPs with AIAs that apply within its corporate boundaries. In 2011, the City of San Diego chose to implement ALUCPs within its municipal permitting jurisdiction by creating an Airport Land Use Compatibility Overlay Zone (ALUCOZ) that requires compliance with the policies and standards of the ALUCPs to the use of properties within AIAs.

The City has also elected from time to time to exercise its statutory prerogative to overrule parts of the ALUCPs, as well as for individual projects, to allow for more permissive development regulations for certain land uses in certain areas.

Current Action:

Since the ALUC adopted a revised SDIA ALUCP in 2025, the City is now proposing to replace in its Municipal Code the noise, safety, airspace, and overflight compatibility policy maps of the previous ALUCP, thus altering the boundaries of the ALUCOZ to accord with the 2025 ALUCP. Pursuant to a previous overrule of the ALUCP by the City Council, the Code amendments will also further codify provisions for a greater density threshold of residences in certain safety zones; no additional overrule will be needed for those elements since that action was already performed in accordance with statutory requirements.

The code amendments also propose to change some of the compatibility standards of the ALUCOZ within the AIA of the MCAS Miramar ALUCP. Those changes will allow for less restrictions on certain land uses, primarily industrial ones. With a single exception, these less restrictive policies do not conflict with the ALUCP or the Air Installation Compatible Use Zones (AICUZ) study with which the ALUCP is required to be consistent per state law.

The one exception is an allowance for child care centers within the Transition Zone (TZ), a buffer safety zone created by the ALUCP and not in the AICUZ. The City proposes to allow for child care centers in the TZ up to a maximum of 0.42 floor area ratio (FAR), which corresponds to the ALUCP standard for indoor, small assembly rooms of less than 300 people in the TZ. The ALUCP considers children to be less ambulatory, vulnerable occupants in instances of an aviation emergency, such that swift evacuation would be

impeded, parallel to similar uses like schools or facilities for elderly or incarcerated individuals. Thus, the proposed code amendment to allow for child care centers in the TZ would not be consistent with the MCAS Miramar ALUCP, and the City would therefore have to overrule the ALUCP by statutory procedure and timeline.

Included in the same project with code amendments submitted to the ALUC are amendments to the Downtown Community Plan and numerous other updates to reform regulatory processes, align the code with state law or City General Plan goals, or correct errors and provide clarification to code requirements. These additional amendments do not directly affect ALUCP policies or standards.

If the ALUC determines that the current action is consistent with the applicable ALUCPs, the City will continue to administer the policies and standards of those ALUCPs through its own permitting process through the ALUCOZ. Only legislative actions and certain other actions would require an ALUC consistency determination, though the City may still submit individual projects voluntarily for a non-binding advisory review.

If the ALUC determines that this action is inconsistent with the MCAS Miramar ALUCP because child care facilities are not a compatible use within the TZ, the City would have to overrule the inconsistent determination with a 2/3 vote of the City Council with findings justifying the overrule pursuant to the State Aeronautics Act and its specified timelines, including any comments of the ALUC and Caltrans Division of Aeronautics in its administrative record.

Prepared by:

Ralph Redman
Program Manager, Airport Planning

RESOLUTION NO. 2026-0001 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: MUNICIPAL CODE UPDATE INCLUDING IMPLEMENTATION OF THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN; AND AMENDMENT OF THE DOWNTOWN COMMUNITY PLAN OF THE CITY GENERAL PLAN, CITY OF SAN DIEGO, IS CONSISTENT WITH THE BROWN FIELD MUNICIPAL AIRPORT, GILLESPIE FIELD, MONTGOMERY-GIBBS EXECUTIVE AIRPORT, NAVAL AIR STATION NORTH ISLAND, NAVAL OUTLYING LANDING FIELD IMPERIAL BEACH, AND SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLANS, AND THE AMENDMENT OF CODE STANDARDS IMPLEMENTING THE MARINE CORPS AIR STATION MIRAMAR AIRPORT LAND USE COMPATIBILITY PLAN IS NOT CONSISTENT WITH THE MARINE CORPS AIR STATION MIRAMAR 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 (PUC), was requested by the City of San Diego to determine the consistency of a proposed project: Municipal Code Update including Implementation of the San Diego International Airport - Airport Land Use Compatibility Plan; Amendment of Code Standards Implementing the Marine Corps Air Station Miramar Airport Land Use Compatibility Plan; and Amendment of the Downtown Community Plan of the City General Plan, City of San Diego (City), which is located within the Airport Influence Areas (AIAs) for the Brown Field Municipal Airport, Gillespie Field, Marine Corps Air Station (MCAS) Miramar, Montgomery-Gibbs Executive Airport, Naval Air Station (NAS) North Island, Naval Outlying Landing Field (NOLF) Imperial

Beach, and San Diego International Airport (SDIA) Airport Land Use Compatibility Plans (ALUCPs); and

WHEREAS, the proposed project consists of amendments to the City Municipal Code that revise the noise, safety, airspace protection, and overflight notification compatibility factor maps to apply the policies and standards of the SDIA ALUCP to the use of properties located within its AIA through the City's Airport Land Use Compatibility Overlay Zone (ALUCOZ); and

WHEREAS, the ALUCOZ of the existing Municipal Code integrates the noise, safety, airspace protection, and overflight notification compatibility criteria of the SDIA ALUCP, with the exception of allowing residential density as part of mixed-use development in Safety Zones 2 East and 2 West, 3 Northeast and 3 Northwest, and 4 West, which is not consistent with the SDIA ALUCP, but the City has previously exercised its prerogative to overrule that policy of the SDIA ALUCP in accordance with all statutory requirements such that no new overrule of further codification of that allowance under the current project is required; and

WHEREAS, the proposed project would amend the applicability of certain policies and standards of the existing ALUCOZ for the MCAS Miramar ALUCP to be less restrictive than per current Municipal Code but not less restrictive than the MCAS Miramar ALUCP, with three exceptions: (1) allowing up to 60 dwelling units per acre within the Transition Zone (TZ); (2) applying to the entire structure the standards of the noise contour range in which 50 percent or more of a structure's gross floor area lies instead of applying the highest noise contour standards to the entire building; and (3) allowing child care centers up to a maximum floor area ratio (FAR) of 0.42 in the TZ, and while these exceptions are not consistent with the MCAS Miramar ALUCP, in which the TZ limits density to 20 dwelling units per acre; noise contour range standards are applied differently for buildings located in more than one noise contour; and child care centers are incompatible in the TZ, the City has previously exercised its prerogative to overrule the policies of the MCAS Miramar ALUCP associated with exceptions (1) and (2) above, in accordance with all statutory requirements such that no new overrule of further

codification of those exceptions is required, but the City has not overruled exception (3) above to allow for child care centers in the TZ; and

WHEREAS, the proposed project contains amendments to the Downtown Community Plan of the City General Plan and numerous other amendments to the Municipal Code to reform regulatory processes, align the Code with State law or City General Plan goals, or correct errors and provide clarification to Code requirements, and these additional amendments do not directly affect ALUCP policies or standards; and

WHEREAS, a local agency is required by law to implement ALUCPs by referring all proposed land use projects located within AIAs to the ALUC for a determination of consistency with the applicable ALUCP, amending its applicable codes to incorporate the ALUCP policies and standards to ensure the same ALUCP consistency in its own project reviews, or overrule the ALUCP in whole or in part according to specified statutory procedures; and

WHEREAS, referral of individual land use projects to the ALUC is not mandatory when the ALUC has either deemed a local agency's plan and implementing ordinance consistent with the ALUCPs or when the local agency has overruled the ALUC pursuant to PUC §21676(a), except for the following actions: (1) the adoption of and/or amendment to a general, specific, or other land use plan, zoning ordinance (including rezones), or building regulation; (2) any project proposed in a military airport Clear Zone or public-use airport Safety Zone 1; (3) any project that has been determined to be an airspace hazard by the Federal Aviation Administration (FAA); (4) any master plan for the expansion of an existing airport or construction of a new airport; and (5) any project that would include nonaviation uses on public-use airport property; and

WHEREAS, once a local agency has revised its general plan, specific plans, or zoning code to be consistent with an adopted ALUCP or overruled the ALUC pursuant to PUC §21676(a), the local agency can still voluntarily refer individual projects to the ALUC for a non-binding, advisory review; and

WHEREAS, ALUC staff evaluation of the proposed project finds that the existing ALUCOZ continues to implement the ALUCPs for Brown Field Municipal Airport, Gillespie Field, MCAS Miramar, Montgomery-Gibbs Executive Airport, NAS North Island, and NOLF Imperial Beach, and would be revised to implement the SDIA ALUCP, acknowledging the aforesaid exceptions to the SDIA and MCAS Miramar ALUCPs which have been overruled by the City according to statutory requirements, such that the proposed project is consistent with those ALUCPs; and

WHEREAS, ALUC staff evaluation of the proposed project finds that the ALUCOZ deviates from any of the aforesaid ALUCPs only with respect to allowing child care centers up to a maximum FAR of 0.42 in the TZ of the MCAS Miramar ALUCP, such that that aspect of the proposed project is not consistent with the MCAS Miramar ALUCP; and

WHEREAS, in any instance in which a local agency proposes to deviate from the compatibility policies and standards of an ALUCP, the agency must follow a procedure prescribed by State law to overrule that portion of the ALUCP with which its implementation deviates from the ALUCP; 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, the U.S. Marine Corps, 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: Municipal Code Update including Implementation of the San Diego International Airport - Airport Land Use Compatibility Plan; Amendment of Code Standards Implementing the Marine Corps Air Station Miramar Airport Land Use Compatibility Plan; and Amendment of the Downtown Community Plan of the City General Plan, City of San Diego, is consistent with the Brown Field Municipal Airport, Gillespie Field, Montgomery-Gibbs Executive Airport, NAS North Island, NOLF Imperial

Beach, and San Diego International Airport ALUCPs, but that it is not consistent with the MCAS Miramar ALUCP with respect to its exception which would allow for child care centers up to a maximum FAR of 0.42 in the TZ, but is in all other policies and standards consistent with the MCAS Miramar ALUCP, based upon the following facts and findings:

- (1) The proposed project consists of amendments to the City Municipal Code that revise the ALUCOZ to implement the SDIA ALUCP and amend the applicability of certain policies and standards of the existing ALUCOZ for the MCAS Miramar ALUCP to be less restrictive than per current Municipal Code but not less restrictive than the MCAS Miramar ALUCP, with only one exception which the City has not overruled per statutory procedure: the allowance of child care centers up to a maximum FAR of 0.42 in the TZ. Other elements of the proposed project which deviate from the ALUCPs have previously been addressed by statutory overrules by the City such that no new overrule is required to further codify standards related to those ALUCP policies already overruled. Additional amendments to the Downtown Community Plan of the City General Plan and other Municipal Code amendments of the proposed project do not directly affect ALUCP policies or standards as implemented by the ALUCOZ.
- (2) The ALUCOZ implements the Brown Field Municipal Airport, Gillespie Field, MCAS Miramar, Montgomery-Gibbs Executive Airport, NAS North Island, NOLF Imperial Beach, and SDIA ALUCPs, such that the proposed project is consistent with those ALUCPs, but the ALUCOZ deviates with respect to the aforesaid exception to the MCAS Miramar ALUCP, such that that exception in the proposed project is not consistent with the MCAS Miramar ALUCP.
- (3) In instances in which a local agency proposes to deviate from the compatibility policies and standards of an ALUCP, the agency must follow the procedure and timeline prescribed by PUC §21676(b) to overrule that portion of the ALUCP.

- (4) As a local agency is required by law to implement ALUCPs by amending its applicable codes to incorporate the ALUCP policies and standards to ensure ALUCP consistency in its own project reviews, or else refer all proposed land use projects located within AIAs to the ALUC for a determination of consistency with the applicable ALUCP, or overrule the ALUCP in whole or in part according to specified statutory procedures, the proposed project satisfies the legal requirement for the City as a local agency to amend its Municipal Code by incorporating all the applicable ALUCPs within its land use jurisdiction, such that consistency with ALUCP policies and standards will be administered by the City by applying the ALUCOZ, and no individual project referrals to the ALUC are required except as noted below.
- (5) While the local agency can still voluntarily refer individual projects to the ALUC for a non-binding, advisory review at its discretion, PUC §21676(b) and the ALUCPs mandate local agency referral of the following actions to the ALUC, irrespective of any local agency implementation otherwise: (a) the adoption of and/or amendment to a general, specific, or other land use plan, zoning ordinance (including rezones), or building regulation; (b) any project proposed in a military airport Clear Zone or public-use airport Safety Zone 1; (c) any project that has been determined to be an airspace hazard by the FAA; (d) any master plan for the expansion of an existing airport or construction of a new airport; and (e) any project that would include nonaviation uses on public-use airport property.
- (6) Therefore, the proposed project is consistent with the Brown Field Municipal Airport, Gillespie Field, MCAS Miramar, Montgomery-Gibbs Executive Airport, NAS North Island, NOLF Imperial Beach, and SDIA ALUCPs, but is not consistent with MCAS Miramar ALUCP only with regard to the allowance of child care centers up to a maximum FAR of 0.42 in the TZ.

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, is not a “development” as defined by the California Coastal Act, Cal. Pub. Res. Code §30106, and requires no federal approvals warranting review under the National Environmental Policy Act (NEPA).

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 9th day of July, 2026, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

ANNETTE FAGAN ORTIZ
AUTHORITY CLERK

APPROVED AS TO FORM:

LEE KAMINETZ
GENERAL COUNSEL

City of San Diego Municipal Code Amendments

ALUCP Consistency Determination

July 9, 2026



Proposed Project

- Amend the Airport Land Use Compatibility Overlay Zone (ALUCOZ) of the City of San Diego Municipal Code to:
 1. Update compatibility policy maps to accord with the 2025 ALUCP update for San Diego International Airport;
 2. Codify provisions for a greater density threshold of residences in certain SDIA ALUCP safety zones; and
 3. Change compatibility standards of the ALUCOZ within the AIA of the MCAS Miramar ALUCP
- Amend the Downtown Community Plan and Update other portions of Code to align with State laws, City General Plan goals, or correct/clarify policies

ALUCP Implementation

- Lead agency updates plans, zoning ordinances and/or codes to incorporate all standards of ALUCP(s)
- Post implementation
 - Lead agency reviews all individual projects
 - ALUC reviews all rezones, plan amendments, and other projects with specific circumstances (e.g., projects determined by FAA as an airspace hazard)

ALUCP Overrule

- State law provides the local agency option to overrule all or part of an adopted ALUCP
- Overrule requires:
 - 2/3 vote needed of governing body
 - adopted findings submitted to ALUC & Caltrans Division of Aeronautics
- City of San Diego has identified one potential overrule of adopted ALUCP policies

Consistency Review

Noise

- Maintains noise contour compatibility standards of ALUCPs, applying 2025 SDIA ALUCP noise map

Airspace

- Maintains airspace compatibility standards of ALUCPs, applying 2025 SDIA ALUCP airspace protection layers map

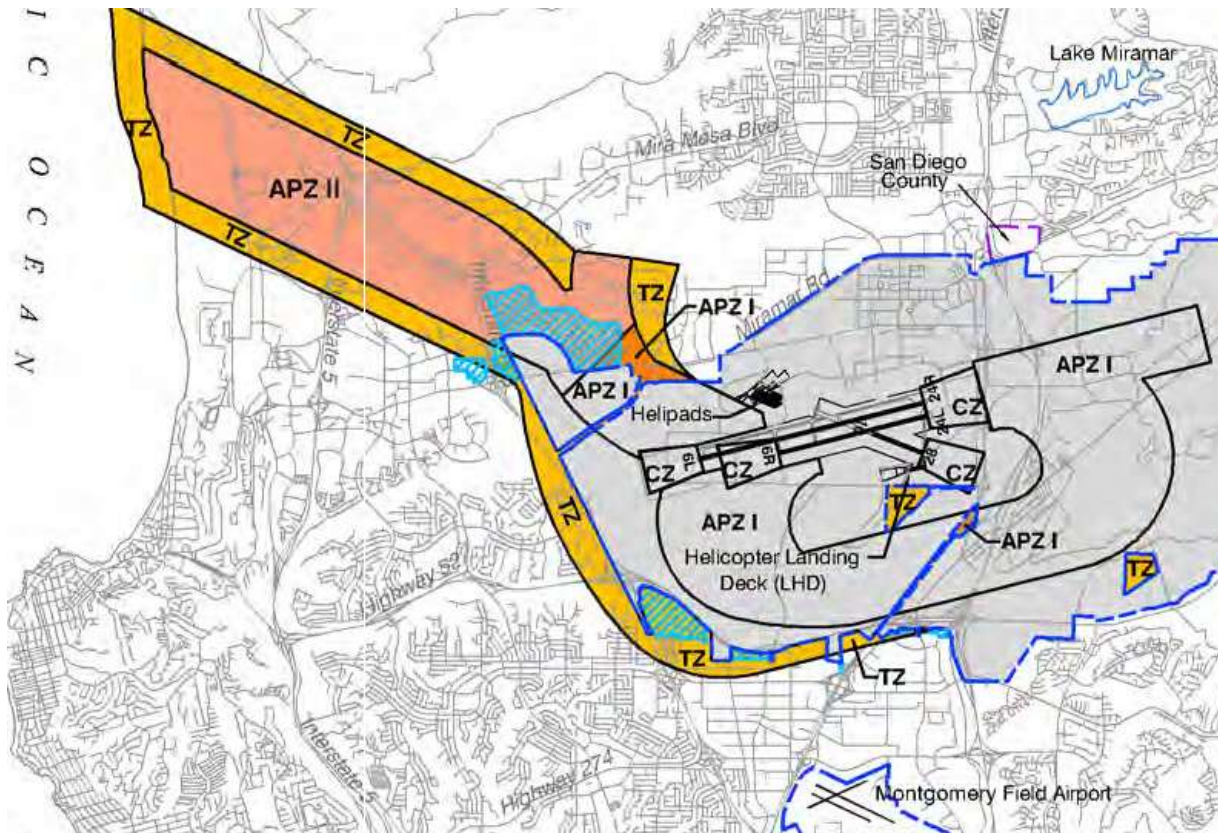
Overflight

- Maintains residential overflight notification policy for all ALUCPs

Safety

- Maintains safety zone compatibility standards of ALUCPs, codifying provisions for greater residential density in certain SDIA ALUCP safety zones per 2021 overrule by City
- **Allows child care centers within the Transition Zone: Inconsistent with MCAS Miramar ALUCP.**

Consistency Review - Safety



Transition Zone (TZ) developed as part of 2008 MCAS Miramar ALUCP to buffer Accident Potential Zones (APZs).

New child care centers prohibited within TZ.

ALUCP considers children to be less ambulatory, vulnerable occupants in instances of an aviation emergency, such that swift evacuation would be impeded.

Recommendation

- Find single child care center allowance in Transition Zone to be inconsistent with the MCAS Miramar ALUCP
- Find all other amendments to Municipal Code to be consistent with applicable ALUCPs (including previously overruled components per statutory requirements)

This action will allow the City to proceed with implementation of ALUCPs which are consistent and process MCAS Miramar ALUCP overrule separately

Questions

Non-Agenda Public Comment

Meeting Date: 7-9-26

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SPEAKER REQUEST FORM**

If you wish to speak during this meeting, please complete this form and submit it to the Authority clerk prior to the initiation of the portion of the agenda containing the item to be addressed.

- Please fill out a speaker slip for each item on which you would like to speak.
- Speakers are limited to three (3) minutes.
- **NOTE:** if you are the applicant, please indicate it next to your name. Applicants, groups and referring jurisdictions are limited to five (5) minutes. **(Groups may register with the Authority prior to the meeting).**
- You may speak only once under Public Comment.

I WOULD LIKE TO SPEAK DURING: *ALUC* ☒ *ALUC* Non-Agenda Public Comment ☐ OR ON Agenda Item No. _____

PLEASE PRINT CLEARLY AND LEGIBLY:

Name: SCOTT CASE

Organization (if applicable): _____

City of residence: SAN DIEGO

Phone Number: _____ (Optional) Email Address: SDCASEPLACE@GMAIL.COM (Optional)

_____ Please check here if you are a registered lobbyist with the Authority.

SPEAKER SLIPS ARE PUBLIC RECORDS