

December 2019 | Draft

Naval Air Station North Island

# **Draft Environmental Impact Report for the Naval Air Station North Island Airport Land Use Compatibility Plan**

## **Appendices – Volume 1 of 2**

Prepared for:

Airport Land Use Commission,  
San Diego County Regional Airport Authority

Prepared by:

**RICONDO**

Ricondo & Associates, Inc. (Ricondo) prepared this document for the stated purposes as expressly set forth herein and for the sole use of San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation and this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the meaning of such act.





## APPENDIX A

Naval Air Station North Island  
Airport Land Use Compatibility Plan  
CEQA Initial Study

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April 2019 | Final

Naval Air Station North Island

# **Airport Land Use Compatibility Plan CEQA Initial Study**

Prepared for:

Airport Land Use Commission, San Diego County  
Regional Airport Authority

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## Summary and Determination

<b>DETERMINATION (To be completed by Lead Agency)</b>	
<b>On the basis of this initial evaluation:</b>	
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
<input checked="" type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
<input type="checkbox"/> I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
	<p><b>Ralph Redman</b>  <b>Manager, Airport Planning</b>  <b>San Diego County Regional Airport Authority</b></p>
<b>SIGNATURE</b>	<b>TITLE</b>

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated in Section 4, Environmental Impacts.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems		Wildfire		Mandatory Findings of Significance

<b>INITIAL STUDY CHECKLIST</b>	
<b>PROPONENT NAME</b> San Diego County Regional Airport Authority, Airport Land Use Commission	<b>PHONE NUMBER</b> 619.400.2404
<b>PROPONENT ADDRESS – Street Address</b> Third Floor, SDCRAA Administration Building 3225 North Harbor Drive San Diego, California 92101	<b>Mailing Address</b> P.O. Box 82776 San Diego, California 92138-2776
<b>PROPOSAL NAME</b> Naval Air Station North Island Airport Land Use Compatibility Plan	

# 1. Introduction

This Initial Study has been prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, to determine if adoption and implementation of the Naval Air Station North Island (NASNI or Airport) Airport Land Use Compatibility Plan (ALUCP) may result in a significant effect on the environment, pursuant to the requirements of the California Environmental Quality Act (CEQA)<sup>1</sup> and the implementing CEQA Guidelines.<sup>2</sup> Pursuant to the CEQA Guidelines, if the Airport Authority, acting as the ALUC, upon reviewing this Initial Study determines that there is "substantial evidence that any aspect of the [NASNI ALUCP], either individually, or cumulatively, may cause a significant effect on the environment, an EIR shall be prepared."<sup>3</sup> If the Airport Authority determines that an EIR is required, this Initial Study will assist in preparing the EIR by, among other things: (1) focusing the EIR on the environmental effects determined to be potentially significant; (2) identifying the effects determined not to be significant; and (3) explaining the reasons for determining that potentially significant effects would not be significant.<sup>4</sup>

The Airport Authority intends for this Initial Study to satisfy the content requirements of CEQA Guidelines Section 15063, Subdivision (d)(1)-(6). Further, the Airport Authority has determined that, based on the analysis contained in this Initial Study, potentially significant impacts may result from implementation of the NASNI ALUCP relative to land use and planning. The Airport Authority also has determined, based on the analysis in the Initial Study, that implementation of the ALUCP would result in no impacts or less than significant impacts to all other environmental impact categories.

Based on the analysis presented in this Initial Study, the Airport Authority will prepare a Draft EIR to further analyze the ALUCP's potential environmental impacts relative to land use and planning. No other environmental impact categories will be analyzed in the EIR.

## *Project Title*

Naval Air Station North Island Airport Land Use Compatibility Plan

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<sup>1</sup> Public Resources Code §21000 et seq.

<sup>2</sup> California Code of Regulations, title 14, §15000 et seq.

<sup>3</sup> CEQA Guidelines §15063, subdivision (b)(1).

<sup>4</sup> CEQA Guidelines §15063, subdivision (c)(3).

*Lead Agency Name and Address*

San Diego County Regional Airport Authority  
Airport Land Use Commission  
PO Box 82776  
San Diego, CA 92138-2776

*Contact Person and Phone Number*

Ralph Redman  
Manager, Airport Planning  
San Diego County Regional Airport Authority  
3225 North Harbor Drive  
San Diego, CA 92101  
(619) 400-2464

*Project Location*

NASNI and the surrounding Airport Influence Area, San Diego County, California

*Project Sponsor's Name and Address*

San Diego County Regional Airport Authority  
Airport Land Use Commission  
PO Box 82776  
San Diego, CA 92138-2776

*General Plan Designation*

Not applicable. The proposed project is an Airport Land Use Compatibility Plan. See Section 2 of Initial Study, Project Description.

*Zoning*

Not applicable. The proposed project is an Airport Land Use Compatibility Plan. See Section 2 of Initial Study, Project Description.

*Description of the Project*

See Section 2 of Initial Study, Project Description.

*Surrounding Land Uses and Setting*

See Section 3 of Initial Study, Environmental Setting.

*Other Public Agencies Whose Approval is Required*

See Section 2.4 of Initial Study, Required Approvals and Consultations.

### *Project Area*

The draft NASNI Airport Influence Area (AIA) covers approximately 175 square miles of land in the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego, unincorporated San Diego County, and the San Diego Unified Port District, as depicted in **Exhibit 1-1**. Approximately 50 square miles of the AIA involves U.S. government and tribal lands where the ALUC has no jurisdiction, effectively reducing the AIA to 125 square miles. The AIA is comprised of the boundaries as defined by the airspace protection, noise, safety and overflight factor layers.

As indicated on **Exhibit 1-1**, a smaller area within the draft AIA has also been defined by the airspace protection boundary, where airspace protection and flight safety policies and standards, in addition to the overflight policy, apply. This area is referred to as the Project Area. The noise contours and safety zones, where noise and safety policies and standards apply, lie within the Project Area, as depicted on the inset map on **Exhibit 1-1**. In the portion of the AIA outside the Project Area, only the overflight policy applies. Because the overflight policy involves only a notice to prospective buyers of newly built residential property and does not involve limits on land uses, residential density, or development intensity, it would have no environmental impact; thus, this Initial Study is focused on the potential environmental impacts of the ALUCP within the Project Area.

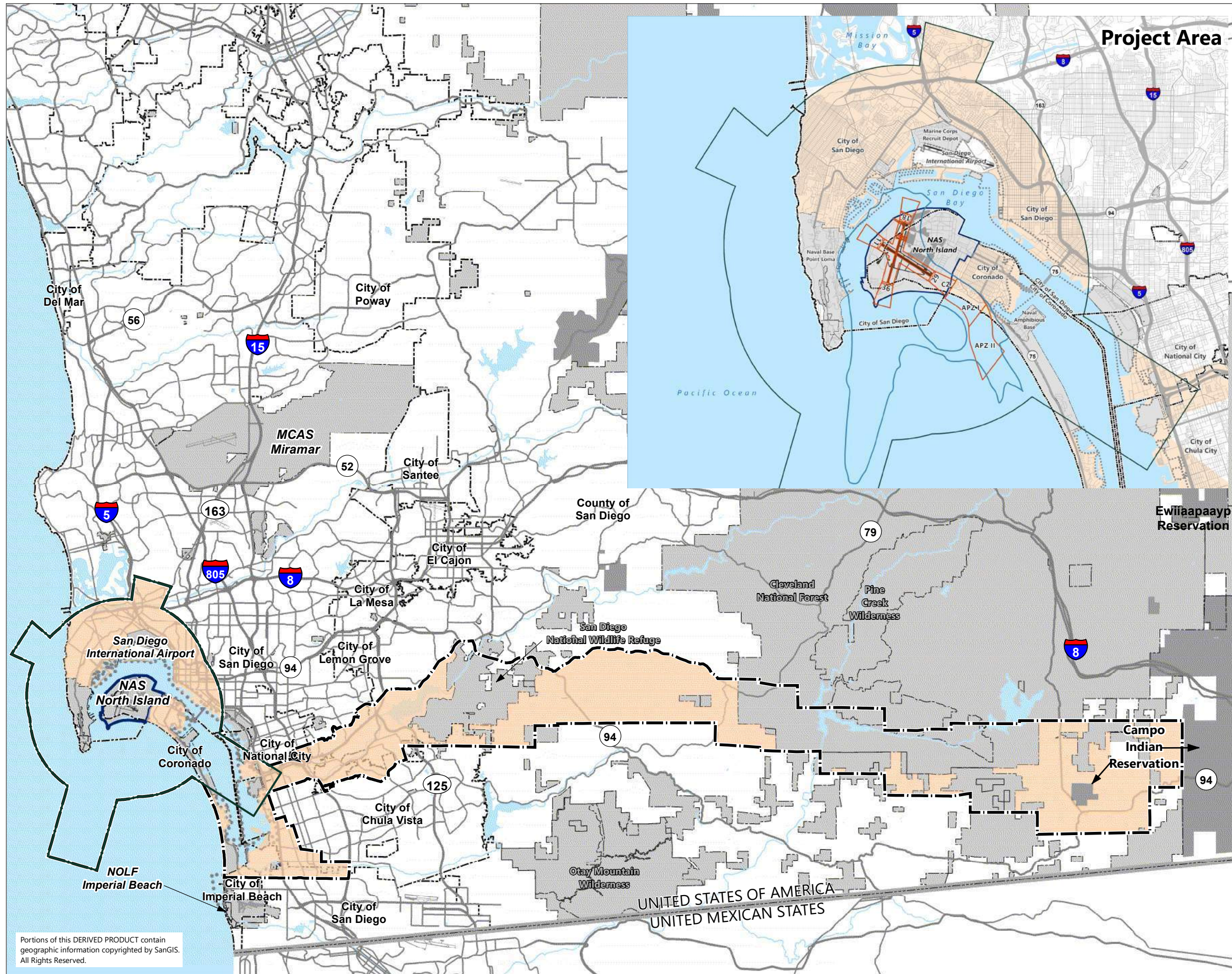
Local agencies with jurisdiction within the Project Area and which may be subject to ALUCP policies and standards include:

- City of Chula Vista
- City of Coronado
- City of National City;
- City of San Diego;
- Metropolitan Water District
- San Diego Unified Port District;
- Chula Vista General Elementary School District
- Coronado Unified School District
- National School District
- San Diego Community College District
- San Diego Unified School District
- Southeastern Community College District
- Sweetwater Union High School District

These local agencies are discussed in Section 3, Environmental Setting.

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**LEGEND**

- Major Roads
- Highways
- International Boundary
- - - Municipal Boundaries
- ▭ Naval Air Station Property Boundary
- ▭ Military Installation/Federal Reserve Land
- ▭ Native American/Tribal Reservation
- ▭ San Diego Unified Port District
- ▭ Water
- - - Airport Influence Area: the AIA is the area within which real estate disclosure is required per State law.\*
- ▭ Portion of Airport Influence Area within jurisdictions where development could be subject to ALUCP policies.
- ▭ Accident Potential Zone (APZ) Boundaries
- ▭ Prospective 65 dB CNEL Noise Contours
- ▭ Airspace Protection Boundary, Project Area

\* California Business and Professions Code Section 11010(b)(13); California Civil Code, Sections 1103.4 and 1353 (a)(1).



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation, federal reserve land, tribal lands); U.S. Department of State, 2015 (international boundary); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, airfield, and noise complaint locations); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., March 2019.

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**Exhibit 1-1**

**Draft Airport Influence Area**

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## 2. Project Description

### 2.1 Purpose and Goals of ALUCP

The proposed policies and standards for the Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station North Island (NASNI) were prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the County Airport Land Use Commission (ALUC). The NASNI ALUCP is to be used by the ALUC to promote airport land use compatibility in the Airport environs, to the extent that these areas are not already devoted to incompatible uses.

As required by state law,<sup>5</sup> the proposed ALUCP policies and standards are consistent with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The proposed ALUCP airport land use compatibility policies pertain to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies and standards of the ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

The draft NASNI ALUCP is intended to promote compatibility between NASNI and surrounding land uses for the protection of public health, safety, and welfare in areas around the Airport, to the extent that these areas are not already devoted to incompatible uses. The goals of the proposed ALUCP airport land use compatibility policies and standards are to:

- Limit new noise-sensitive development within the 65 dB CNEL and higher noise contours;
- Ensure that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meets interior sound level standards;
- Limit new risk-sensitive land uses within safety zones;
- Avoid an increase in existing land use incompatibility within the 65 dB CNEL and higher noise contours and the safety zones
- Limit the height of new structures and objects within the airspace protection boundary per FAA standards;

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<sup>5</sup> California Public Utilities Code, Section 21675(b).

- Limit potential hazards to flight within the airspace protection boundary;
- Promote awareness to prospective buyers of new housing of the potential effects of aircraft overflights within the AIA.

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## 2.2 Project Characteristics

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The NASNI ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (including the cities of Coronado, Chula Vista, National City, San Diego, and the San Diego Unified Port District) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdictions. “Land use plans and regulations” include any general plan, community plan, specific plan, master plan, precise plan, zoning ordinance, zoning map or any amendments to any of these policy and regulatory documents. The term also applies to building regulations and amendments, other than the State Building Code, which would pertain to the land use policies and standards of the ALUCP. Land use plans and regulations also include any school district, community college district or special district master plans or amendments to master plans.<sup>6</sup>

A “land use project” is a proposed development requiring a ministerial or discretionary permit or approval from a local agency, or a proposed development sponsored by a local agency, that involves any of the following:

- Construction of a new building
- Enlargement of an existing building’s floor area
- Subdivision of land
- Change of use within an existing structure
- Increase in height of an existing structure

The ALUCP would be applicable to landowners – including local governments, school districts, special districts and private parties.<sup>7</sup>

The ALUCP comprises several components, summarized below:

- **Purpose and Scope of the Plan.** This component provides specific guidance on when the ALUCP may be amended, lists the goals of the ALUCP, discusses the geographic scope of the AIA, and discusses real estate disclosure as it relates to the AIA.

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<sup>6</sup> Public Utilities Code, §21676

<sup>7</sup> Public Utilities Code, §21670(f), §21674.7(b), §21675

- **Stakeholders Involved with this ALUCP.** This component 2 lists and describes the four groups of stakeholders who use or implement the draft ALUCP -- the ALUC, local agencies, project sponsors, and the U.S. Navy.
- **Limits of ALUC Authority.** This component discusses the limitations on the ALUC's authority. The properties to which the draft ALUCP policies do not apply are named; the facilities and operations at NASNI are specifically addressed as outside of the ALUC's jurisdiction; and the various exemptions from ALUC review are listed and described.
- **ALUC Review Process.** This component describes the processes used by the ALUC to review land use plans and regulations as well as proposed land use projects. The discussion describes the consistency determination review process and types of land use changes requiring a consistency review.
- **Airport Land Use Compatibility Policies.** This component covers the airport land use compatibility policies. The draft ALUCP provides land use policies and standards within the AIA to address each compatibility concern (i.e., noise, safety, airspace protection, and overflight notification). The draft ALUCP also provides compatibility maps for noise and safety, airspace protection, and overflight as well as a map defining the AIA for NASNI.
- **Implementation or Overrule of ALUCP.** This component describes the process for consistency determinations after a local agency amends its land use plans and regulations to be consistent with the ALUCP or overrules all or part of the ALUCP.
- **Technical Documentation and Supporting Information.** Nine appendices include: (1) an explanation of the land use classifications used in the ALUCP; (2) an explanation of the implementation tools and documentation available;(3) a description of NASNI and the local environs; (4-7) technical analyses explaining the basis for the safety, noise, airspace protection, and overflight notification policies; (8) an explanation of the terms and acronyms used in the ALUCP; and (9) a list of documents referenced in the ALUCP.

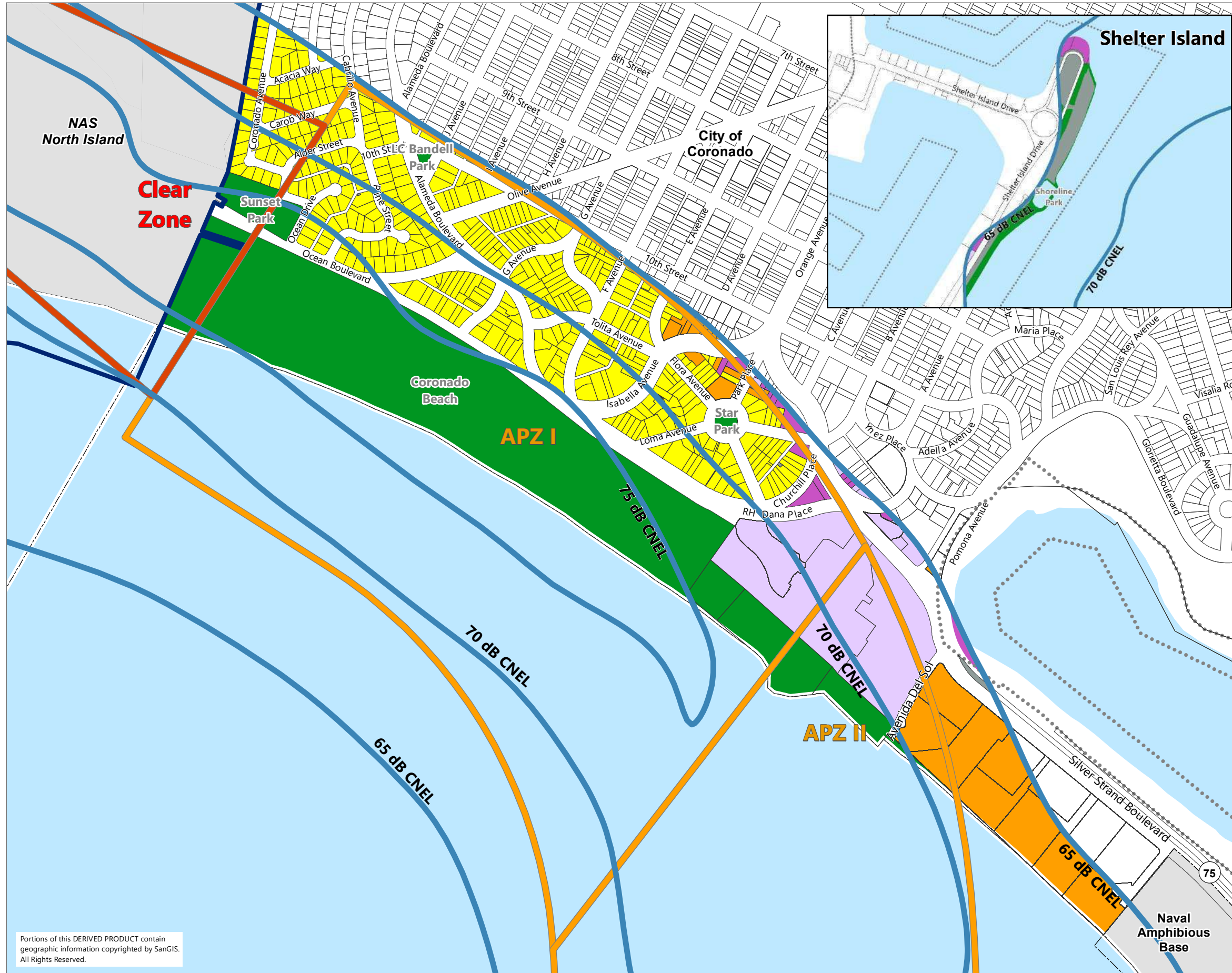
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## 2.3 Overview of ALUCP Policies and Standards

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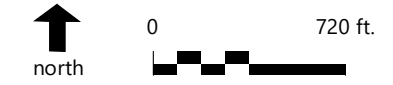
The ALUCP has sets of policies and standards for each land use compatibility factor. The policies and standards apply only to new development, not to existing land uses for which no changes are proposed. The ALUCP would establish four compatibility zones, depicted on **Exhibit 2-1**, within which noise and/or safety compatibility standards and policies apply – three safety zones (Clear Zone and Accident Potential Zones I and II) where both noise and safety compatibility standards apply, and the area outside the safety zones within the 65 dB CNEL contour, where noise compatibility standards apply. The ALUCP also would establish an airspace protection boundary and an overflight area boundary, within which the airspace protection and overflight policies apply. The outer limits of the combined boundaries define the AIA, depicted on **Exhibit 1-1**.

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**LEGEND**

- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water
- AICUZ Boundaries:**
  - Clear Zone Boundary
  - Accident Potential Zone (APZ) I & II Boundaries
  - Prospective Noise Contours
- Existing Land Use**
  - Commercial/Retail/Office
  - Hotel-Motel
  - Open Space
  - Residential – Multifamily
  - Residential – Single Family
  - Transportation/Utility



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, hydrology, and existing land use); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, runways, and accident potential zones); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., March 2018.

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**Exhibit 2-1  
Draft ALUCP Safety Zones  
and Noise Contours**

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### 2.3.1 NOISE AND SAFETY COMPATIBILITY

The proposed noise and safety compatibility policies and standards of the ALUCP apply to four compatibility zones. Those include three safety zones defined in the 2011 Air Installation Compatible Use Zones (AICUZ) study<sup>8</sup> and the area outside the safety zones exposed to noise above 65 dB CNEL, based on the prospective noise exposure contours developed for the AICUZ study.<sup>9</sup> The proposed noise and safety standards applying within each of four compatibility zones, the Clear Zone (CZ), Accident Potential Zones I and II (APZS I and II)<sup>10</sup>, and the area within the 65 dB CNEL contour and outside the three safety zones, are presented in **Table 2-1** and summarized in the following sections.

#### 2.3.1.1 Clear Zone

Within the CZ, all new structures are considered incompatible. Twenty-eight single-family homes, however, are currently located within the CZ. As existing land uses, the ALUCP policies and standards would impose no limits on the maintenance of the homes. Remodeling, expansion and reconstruction of the existing homes would be considered compatible, as long as any new habitable space is treated to achieve a 45 dB CNEL interior sound level.<sup>11</sup> The nature of the noise attenuation treatment required to achieve the 45 dB CNEL interior sound level likely will vary depending on the noise level to which the home is exposed. Homes within the 70 dB CNEL contour will require measures to attenuate outdoor noise by 25 to 30 dB to achieve the 45 dB CNEL target; homes within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB to achieve 45 dB CNEL.<sup>12</sup>

#### 2.3.1.2 Accident Potential Zone I

Within APZ I, a variety of land uses involving concentrations of people and potentially hazardous materials are considered incompatible, as indicated in **Table 2-1**. Examples include hotels, manufacturing and storage of hazardous materials, hospitals, nursing homes, schools, and places of public assembly. Numerous other land uses are considered compatible in APZ I if new construction is treated to achieve interior sound levels of 45 or 50 dB CNEL. The 45 dB CNEL standard applies to residential uses, sleeping areas in hotels and resorts, and libraries, museums, and galleries. The 50 dB CNEL standard applies to office and public reception areas in various nonresidential land uses.

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<sup>8</sup> The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, Figure 5-3, p. 5-7. The AICUZ study is described in Section 2.2.1 of this Initial Study.

<sup>9</sup> The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, Figure 4-8, p. 4-12.

<sup>10</sup> The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, Figure 5-3, p. 5-7.

<sup>11</sup> These homes are within the 65 or 70 dB CNEL contours, as indicated in **Exhibit 2-1**.

<sup>12</sup> Standard construction is presumed to achieve an outdoor-to-indoor noise level reduction of 20 dB [The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Table C-1, note 1(c)].

**Table 2-1 (1 of 3): Standards for Noise and Safety Compatibility**

SLUCM <sup>2</sup> Code	Land Use Type <sup>1</sup>	CZ	APZ I	APZ II	Inside 65 dB CNEL <sup>3</sup> & outside Safety Zones	Standards <sup>4</sup>
<b>10 Residences and Lodging</b>						
111	Single-Family including accessory dwelling units; Supportive housing; Transitional housing	45	45	45	45	<b>CZ, APZ I/II:</b> One dwelling unit per legal lot of record at the time of ALUCP adoption, in addition to an accessory dwelling unit <b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
112, 113, 12	Multi-Family; Group quarters; Bed and breakfast inn		45	45	45	<b>APZ I/II:</b> Residential density limited to the density existing at time of ALUCP adoption <b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
13, 14, 15, 19	Residential Hotel; Mobile home park; Hotel/motel				45	<b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL in sleeping areas.
<b>20-30 Manufacturing</b>						
23, 28, 29, 31, 35, 3999	Manufacturing: Apparel; Chemicals; Hazardous materials; Petroleum; Rubber; Plastic; Precision instruments					
21, 22, 32-34	Manufacturing: Food; Metals; Stone, clay, and glass; Textiles			50		<b>APZ II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70 dB CNEL contour, interior noise must perform to sound level indicated.
24-27, 39	Manufacturing: Furniture and fixtures; Lumber and wood products; Paper; Printing and publishing; Miscellaneous manufacturing		50	50		<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
<b>40 Transportation, Communication, and Utilities</b>						
41-46, 49	Auto parking; Boat launch ramp; Vehicle, freight, equipment storage					<b>APZ I/II:</b> No passenger facilities
47, 48	Communication: Telephone, radio, television; Utilities: Electrical, including wind and solar farms; Gas; Water; Wastewater					
485	Refuse Disposal: Sanitary landfill, solid waste/recycling center <sup>5</sup>					
<b>50 Trade</b>						
51-59	Wholesale/Retail Trade, including eating/drinking establishment		50	50		<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.

**Table 2-1 (2 of 3): Standards for Noise and Safety Compatibility**

SLUCM <sup>2</sup> Code	Land Use Type <sup>1</sup>	CZ	APZ I	APZ II	Inside 65 dB CNEL <sup>3</sup> & outside Safety Zones	Standards <sup>4</sup>
<b>60 Services</b>						
61, 62, 63, 65, 67, 69	Office: Finance, insurance, real estate, medical/dental; Services: Personal/professional/government; Research & Development		50	50		<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6242, 637, 64, 66	Cemetery; Warehousing/storage (not including hazardous materials); Repair, including auto, electronics, furniture; Contract construction services		50	50		<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6379	Warehousing/storage of hazardous materials					
6513, 6516	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility				45	<b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
68	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university				45	<b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
6911, 6994	Indoor Public Assembly: Religious, fraternal				45	<b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
<b>70 Culture, Entertainment, and Recreation</b>						
71	Library; Museum; Art gallery; Planetarium; Aquarium		45	45	45	<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; new or reconstructed portions of buildings, interior noise must perform to sound level indicated. <b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
723	Indoor Entertainment Assembly: Auditorium, concert hall, theater				45	<b>Inside 65 dB CNEL:</b> Interior noise must perform to 45 dB CNEL.
721, 722	Outdoor Assembly: Amphitheater, music shell; Spectator sports arena, stadium					
7123, 7124, 741, 743, 744,	Outdoor Participant Sports: Golf course, tennis court, riding stable, water recreation; Botanical garden; Zoo					<b>APZ I/II:</b> No clubhouse, indoor meeting place, or auditorium.
73	Amusement park; Golf driving range; Go-cart track; Miniature golf course					
742, 7414, 7415, 7417, 79	Athletic club; Gym; Fitness facility; Bowling alley; Recreation center; Skating rink		50	50		<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; in new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
76	Park					<b>CZ:</b> No above-ground structures <b>APZ I/II:</b> No clubhouse, indoor meeting place, or auditorium.

**Table 2-1 (3 of 3): Standards for Noise and Safety Compatibility**

SLUCM <sup>2</sup> Code	Land Use Type <sup>1</sup>	CZ	APZ I	APZ II	Inside 65 dB CNEL <sup>3</sup> & outside Safety Zones	Standards <sup>4</sup>
749, 752	Campground				45	<b>Inside 65 dB CNEL:</b> In new or reconstructed portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.
751	Resort		45/50	45/50	45	<b>APZ I/II:</b> No increase in gross floor area of existing uses; reconstructed building(s) limited to gross floor area at time of ALUCP adoption; interior noise in new or reconstructed portion of building must perform to 45 dB CNEL in sleeping areas and 50 dB CNEL in all other areas; no new uses that are classified as incompatible in this table. <b>Inside 65 dB CNEL:</b> In new or reconstructed portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.
80	Resource Production and Extraction					
81-85, 89	Agriculture, aquaculture, mining					

**Key to Table 2-1**

- Compatible land use, not subject to any noise or safety standards
- Compatible land use if the indicated standards are met
- Incompatible land use
- 45, 50 Maximum interior sound level (in dB CNEL) from exterior noise sources with windows and doors closed. Interior sound level in new, reconstructed, or expanded portion of building, or in certain parts of building as described in the Standards column, must perform to the level indicated. It is the responsibility of the project sponsor to demonstrate that the building, as designed, can achieve the interior sound level. This may be accomplished by the certification of an appropriately licensed design professional (engineer, architect, or acoustician with building design expertise). The degree of acoustical treatment that is required will vary based on building design and the noise exposure level to which the building is exposed.

**Notes to Table 2-1**

- 1 The reuse of any land use for an incompatible use per this table is inconsistent with this ALUCP.
- 2 *Standard Land Use Coding Manual*, Urban Renewal Administration and Bureau of Public Roads, U.S. Department of Commerce, 1965. The SLUCM is a comprehensive land use classification system defined with a hierarchical set of codes. The most detailed level of classification uses 4 digits (say, 6911 for "churches, synagogues, and temples"), the next most detailed level uses three digits (691 for "religious activities"), a more generalized level uses two digits (69 for "miscellaneous services"), and the most generalized level uses one digit (6 for "services"). In this land use compatibility table, the generalized two-digit SLUCM codes have been used where possible. The standards applicable to each two-digit level of land uses apply to all of the more detailed land uses (using three-digit and four-digit codes) within the two-digit category, unless a more detailed SLUCM Code is used elsewhere in the table. For example, in the second row of the "Transportation, Communication and Utilities" category, SLUCM Codes 47 and 48 include communications and utilities land uses. In the third row, however, SLUCM Code 485, refuse disposal, is called out as a distinct land use for purposes of land use compatibility. Thus, SLUCM Code 48, in the second row, should be interpreted as including all uses described in the SLUCM under the "48 code," except for Code 485.
- 3 Community Noise Equivalent Level
- 4 Gross floor area includes vested development.
- 5 While refuse disposal and related uses are not noise-sensitive, they are considered incompatible within the 65 dB CNEL contour because of their tendency to attract birds, a potential hazard to flight. These uses are considered incompatible throughout the Airspace Protection Area, which includes all areas within the 65 dB CNEL contour.

SOURCE: San Diego County Airport Land Use Commission, proposed NASNI ALUCP policies and standards. Adapted from Tables C-1 and C-2 in the 2011 AICUZ (The Onyx Group, *Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, pages C-1 - C-10.)

Because APZ I includes areas exposed to noise from 65 to over 75 dB CNEL, as depicted on **Exhibit 2-1**, noise attenuation measures to achieve the target interior level of 45 dB CNEL will vary throughout APZ I. For example, residential uses within the 75 dB CNEL contour will require measures to attenuate outdoor noise by 30 to 35 dB to achieve the 45 dB CNEL level; those within the 70 dB CNEL contour will require measures to attenuate noise by 25 to 30 dB; and those within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB.

### 2.3.1.3 Accident Potential Zone II

Within APZ II, which applies to only a small area in Coronado between Silver Strand Boulevard and the ocean, similar standards apply. The only differences are that certain manufacturing uses (food, metals, stone, clay, glass, and textiles) and certain amusement places and facilities (amusement parks, golf driving ranges, go-cart tracks, and miniature golf courses), which are incompatible in APZ I, would be considered compatible in APZ II.

The interior sound level standards applying in APZ I would also apply in APZ II. As depicted in **Exhibit 2-1**, noise levels in APZ II range from 65 dB CNEL to over 70 dB CNEL.

### 2.3.1.4 Area Inside 65 dB CNEL and Outside Safety Zones

According to the standards described in **Table 2-1**, places of outdoor assembly, such as amphitheatres and music shells, are incompatible within this zone.<sup>13</sup> Other noise-sensitive uses, such as housing, hospitals, schools, and places of public assembly, are considered compatible within the 65 dB CNEL contour and outside the safety zones if the new uses are treated to achieve indoor sound levels of no higher than 45 dB CNEL with windows and doors closed. The noise level reduction standards would also apply to the remodeling and reconstruction of any of these existing uses and to the reconstruction of existing housing.

The proposed ALUCP airspace protection and flight safety standards apply within the airspace protection boundary, depicted on **Exhibit 2-2**. (The airspace protection boundary also defines the EIR Project Area, as discussed in Section 1.) The boundary is defined by a combination of the Part 77, Subpart B, airport vicinity notification surfaces and the inner Part 77 airport obstruction surfaces.<sup>14</sup> The airspace protection policies establish the means for requiring compliance with Federal Aviation Administration (FAA) airspace determinations, which are undertaken in compliance with 14 CFR Part 77, and to acknowledge state law, which stipulates that no object determined by the FAA to be a hazard to air navigation can be erected without a permit from Caltrans.<sup>15</sup>

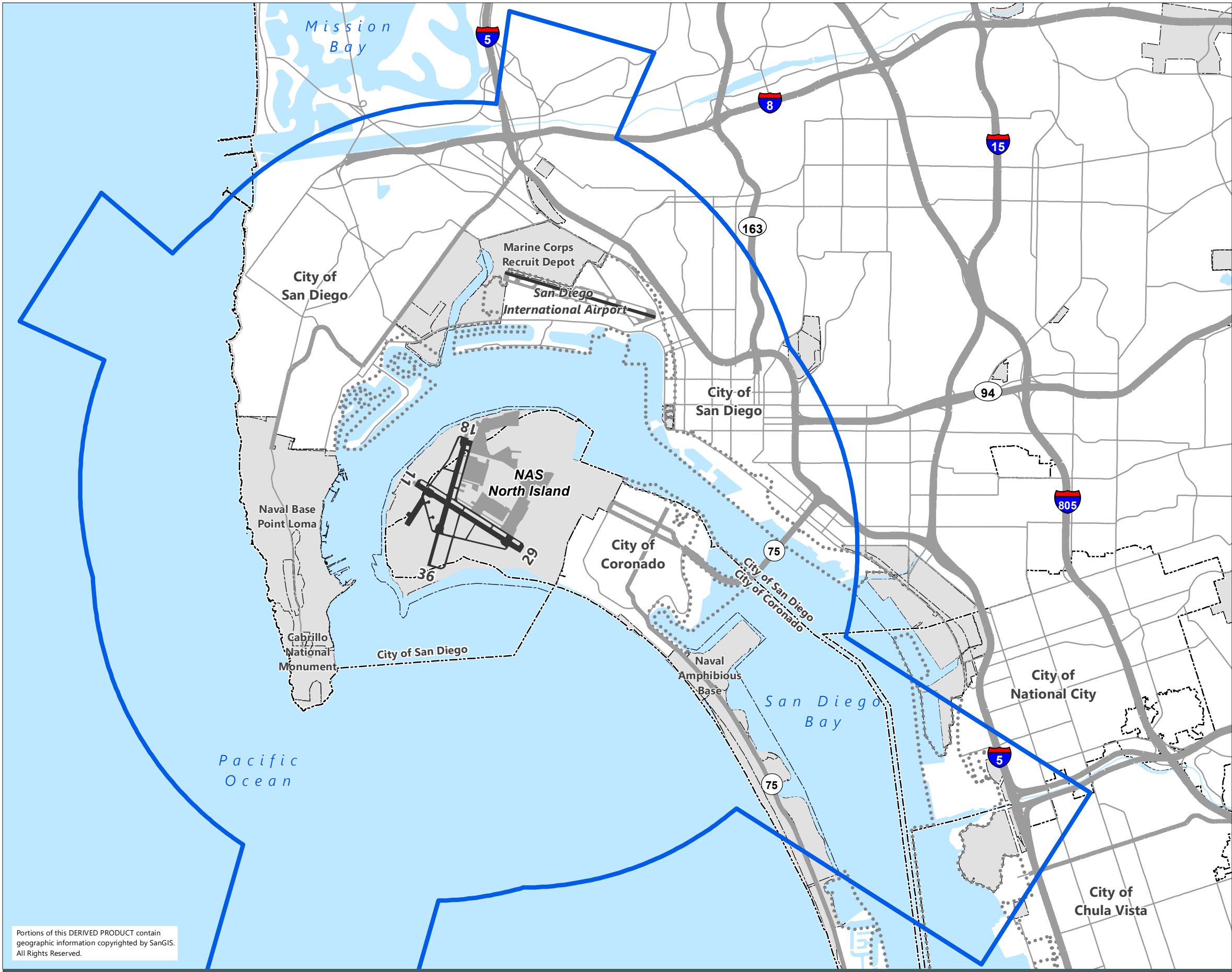
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<sup>13</sup> These uses are also considered incompatible in the CZ and APZ I and APZ II. One other land use, which is not noise-sensitive – refuse disposal – also is considered incompatible in all compatibility zones, including the area within the 65 dB CNEL contour and outside the safety zones. This is because of the potential for refuse disposal facilities to attract birds, a potential hazard to the safety of flight this close to NASNI.

<sup>14</sup> Refer to the AICUZ study for more information about airspace surfaces. The Onyx Group, *Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Section 5.1.

<sup>15</sup> California Public Utilities Code, Sections 21657, 21659(b).

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**LEGEND**

- Major Roads
- Highways
- - - Municipal Boundaries
- ▨ Federal Land
- ⋯ San Diego Unified Port District
- Water
- EIR Project Area (Airspace Protection Boundary)



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces) California Department of Water Resources, July 2018 (Federal land).

Prepared by: Ricondo & Associates, Inc., April 2019.

**Exhibit 2-2**  
**Draft ALUCP**  
**Airspace Protection Boundary**

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The proposed ALUCP airspace policies support existing federal and state law and regulations that ensure that hazards to air navigation are not built and that obstructions to air navigation are properly marked and lighted. While the ALUCP airspace policies are intended to ensure that local agencies comply with the FAA's regulations, the airspace policies would not establish new limitations on the heights of new structures and objects nor would they impose any changes on heights of existing structures and objects. The FAA's airspace protection regulations have applied for many years and are independent of the ALUCP. While changes in proposed structure heights may result from findings of the FAA's Obstruction Evaluation and Airport Airspace Analysis (OEAAA) process, that process has been in place for many years and is not altered by the ALUCP.

The proposed ALUCP flight safety standards are intended to ensure that proposed land use projects would not include features that could compromise flight safety, such as glare/glint; thermal plumes; dust, smoke, and vapor; electromagnetic interference; outdoor lighting which may be confused with airfield lighting systems; and wildlife attractants within the airspace protection boundary, by interfering with pilot and air traffic controller vision or the safe control of aircraft.

### 2.3.2 OVERFLIGHT

The proposed ALUCP overflight notification policy provides that for any land use project involving a new or completely reconstructed dwelling unit, the local agency with permitting authority should provide a means for the owner of the property to be informed of the potential effects of aircraft overflight. Potential methods to implement this policy include the following:

- Adopt an ordinance requiring a recorded overflight agreement;
- Provide notice upon issuance of building permits; or
- Adopt overlay zone containing notice.

The overflight policy would not impose any limits on land uses, residential density, or development intensity.

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## 2.4 Required Approvals and Consultations

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SDCRAA, acting in its capacity as the ALUC, is the lead agency for the NASNI ALUCP and is the "public agency which has the principal responsibility for carrying out or approving [the] project."<sup>16</sup> As the lead agency, the Airport Authority is responsible for complying with the requirements of CEQA and the CEQA Guidelines. There are no responsible agencies for the project because no agency, other than the Airport Authority, has discretionary approval power over the project (the ALUCP), or would carry out or approve the project.

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<sup>16</sup> California Code of Regulations, Title 14, §15367; Public Resources Code, §21067.

However, as defined by section 15366 of the CEQA Guidelines, the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego as well as the County of San Diego and the San Diego Unified Port District, school districts, community college districts, and special districts are local agencies with “jurisdiction by law” over the project because each local agency has primary jurisdiction over areas within the NASNI AIA.<sup>17</sup> Accordingly, each of these agencies and districts will be provided with a copy of this Initial Study.

Local agencies with jurisdiction within the Project Area, and which are discussed in Section 3, Environmental Setting, include:

- City of Chula Vista
- City of Coronado
- City of National City;
- City of San Diego;
- San Diego Community College District
- Southeastern Community College District
- Chula Vista General Elementary School District
- Coronado Unified School District
- National School District
- San Diego Unified School District
- Sweetwater Union High School District
- Metropolitan Water District
- San Diego Unified Port District

Local agencies with jurisdiction only outside the Project Area but within the AIA, where only the overflight notification policy would apply, include:

- City of Imperial Beach
- County of San Diego
- Grossmont-Cuyamaca Community College District
- Cajon Valley Union General Elementary School District
- Grossmont Union High School District
- Jamul-Dulzura Union General Elementary School District
- La Mesa-Spring Valley General Elementary School District
- Mountain Empire Unified School District
- South Bay Union General Elementary School District
- San Diego County Flood Control District
- San Diego County Sanitation District

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<sup>17</sup> California Code of Regulations, Title 14, §15366 Subdivisions (b) and (c).

## 3. Environmental Setting

NASNI is in southwestern San Diego County on the northern portion of Coronado Island adjacent to the City of Coronado and opposite the City of San Diego across San Diego Bay.<sup>18</sup> **Exhibit 3-1** depicts the location of NASNI in relation to western San Diego County.

As discussed in Section 1, the Project Area for this Initial Study is the portion of the NASNI AIA within the airspace protection boundary. (See **Exhibit 1-1** in Section 1.) This is the area within which policies and standards of the ALUCP could result in environmental impacts.<sup>19</sup> Local agencies with jurisdiction within the Project Area, in addition to land use regulations and plans applying within the Project Area, are discussed in this section.

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### 3.1 Special Districts

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In addition to the county and municipal governments, numerous special districts, which provide limited and specialized public services, are within the Project Area. State law stipulates that special districts, including school and community college districts, are among the local agencies that are subject to the requirements of the airport land use compatibility statute.<sup>20</sup> These special districts would be subject to the noise, safety, and airspace protection policies and standards of the ALUCP. To the extent that any of these special districts provide for the construction of housing on site, they also would be subject to the overflight policy of the ALUCP.

#### 3.1.1 COMMUNITY COLLEGE AND SCHOOL DISTRICTS

Portions of two community college districts, the San Diego Community College and Southwestern Community College Districts, depicted on **Exhibit 3-2**, are within the Project Area and the 65 dB CNEL contour. The Southwestern Community College District is also partially within the safety compatibility zones. These districts would be subject to ALUCP noise, safety, and airspace protection policies and standards.

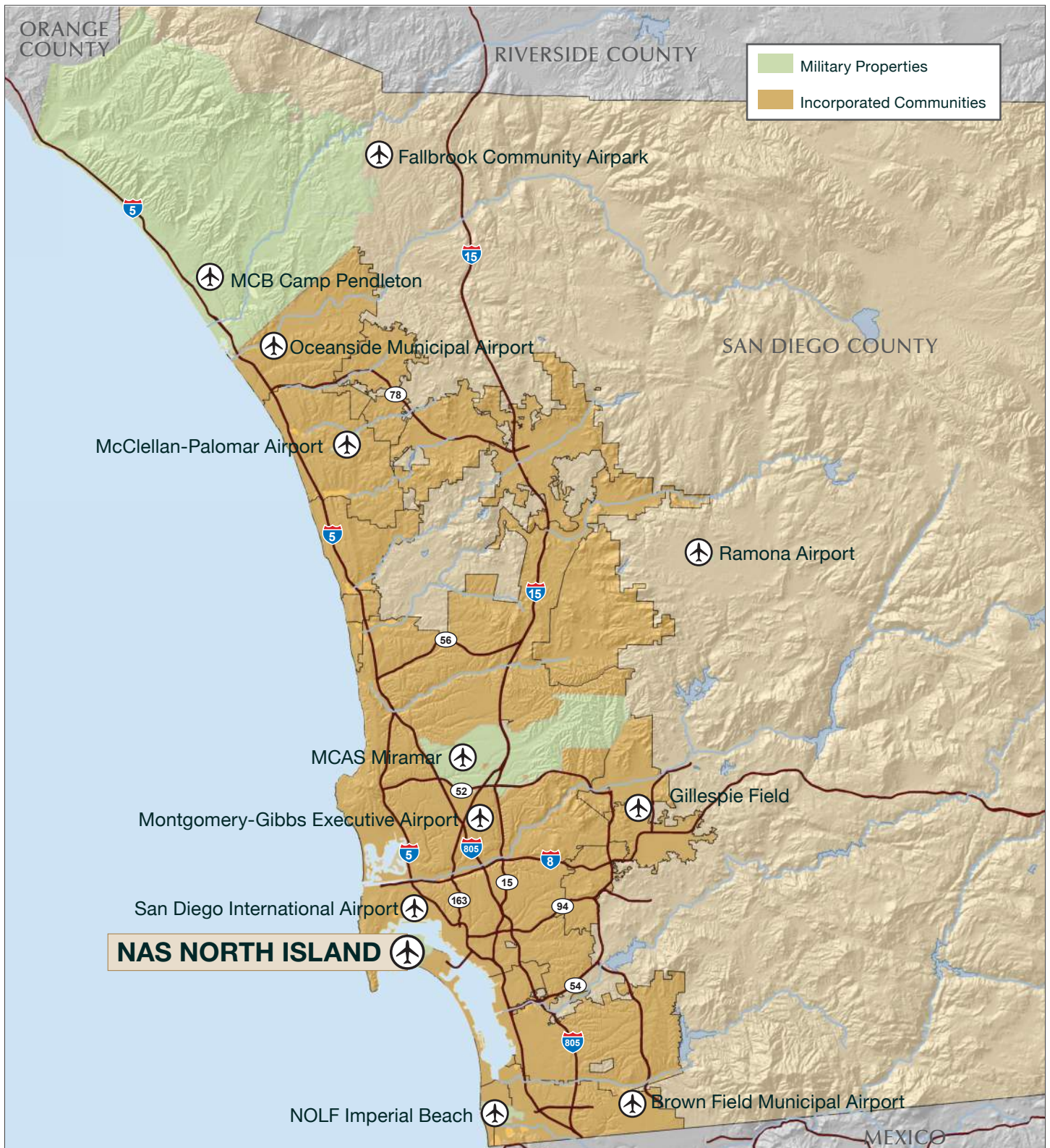
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<sup>18</sup> A description of NASNI is provided in the AICUZ study (The Onyx Group, *Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Section 2.0).

<sup>19</sup> In the portion of the AIA outside the airspace protection boundary, only the ALUCP overflight policy would apply. The overflight policy advises that local agencies ensure that developers of housing provide notice to prospective buyers of the potential for aircraft overflights and related effects. It involves no limits on land uses, residential density, or development intensity.

<sup>20</sup> Public Utilities Code, Section 21670(f).

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PREPARED BY: Ricondo & Associates, Inc., March 2019.

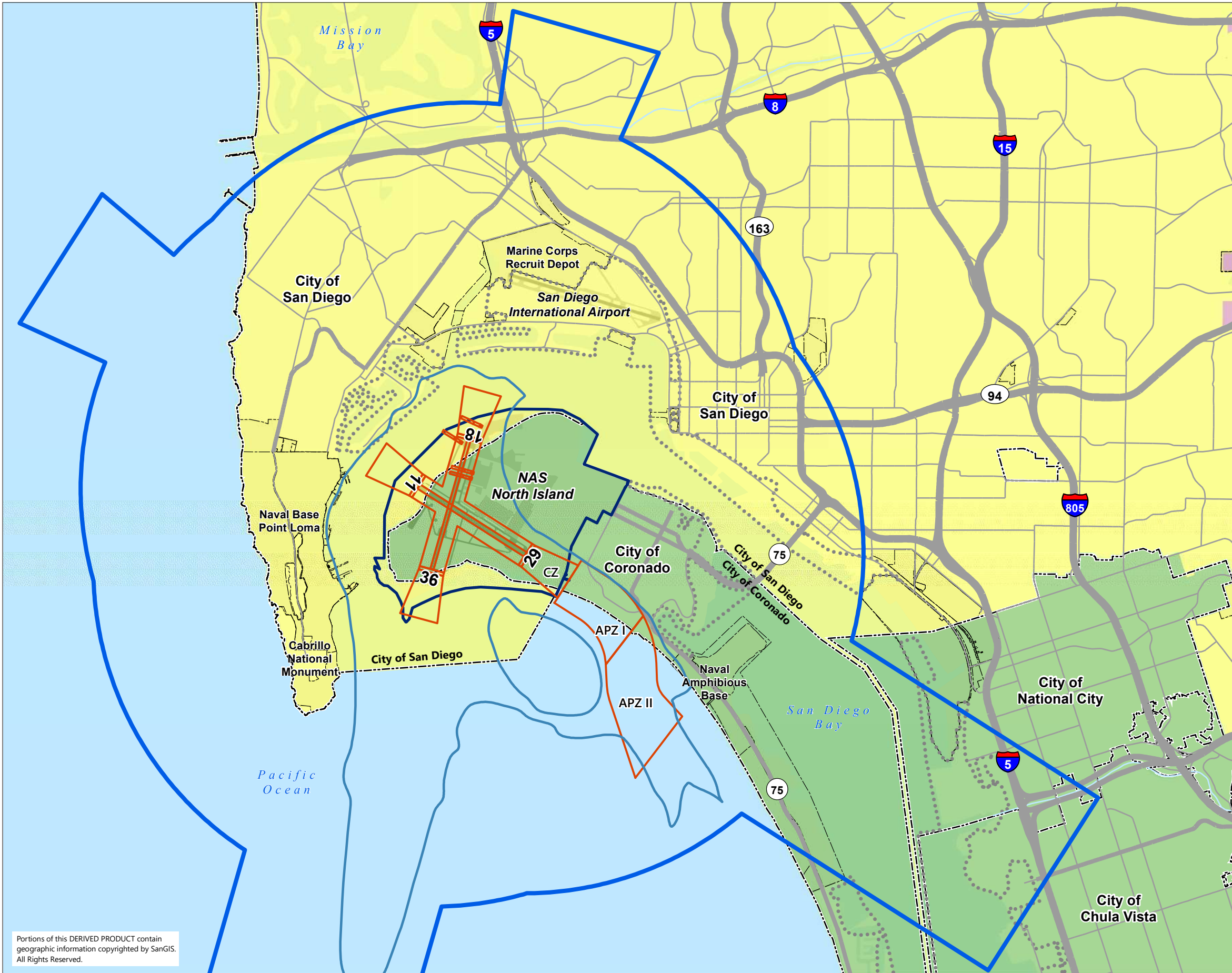
Exhibit 3-1

## Regional Location Map

SAN DIEGO  
COUNTY  
REGIONAL  
AIRPORT  
AUTHORITY

AIRPORT  
**LAND USE**  
COMMISSION

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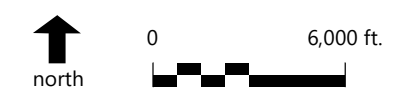


SAN DIEGO  
COUNTY  
REGIONAL  
AIRPORT  
AUTHORITY

AIRPORT  
LAND USE  
COMMISSION

**LEGEND**

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Naval Air Station Property Boundary
- ▭ Military Installation
- - - San Diego Unified Port District
- Water
- Airspace Protection Boundary
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries
- San Diego Community College District
- Southwestern Community College District
- Grossmont-Cuyamaca Community College District



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).  
Prepared by: Ricondo & Associates, Inc., March 2019.

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**Exhibit 3-2  
Community College Districts  
within the  
Project Area**

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Five school districts have territory within the Project Area, as depicted on **Exhibit 3-3**.<sup>21</sup>

1. Chula Vista General Elementary School District
2. Coronado Unified School District
3. National School District
4. San Diego Unified School District
5. Sweetwater Union High School District

### 3.1.2 UTILITIES AND PORT DISTRICT

**Exhibit 3-4** depicts the boundaries of utility and service districts with specialized land development authority within the Project Area, including the following:

- The Metropolitan Water District of the San Diego County Water Authority (SDCWA)
- The San Diego Unified Port District (Port District)

SDCWA serves most of the communities in western San Diego County and is charged with providing a reliable supply of water to the San Diego region. SDCWA pursues this obligation by developing new water supplies and promoting conservation.<sup>22</sup>

The Port District oversees maritime operations, recreation, tourism and public safety in the tidelands of San Diego Bay and the surrounding waterfront. The Port District also has land development authority within its jurisdiction.<sup>23</sup>

The San Diego County Flood Control District (FCD), which has territory just outside the Project Area, but within the AIA, is responsible for protecting waterways, watersheds and water quality in unincorporated areas of San Diego County. FCD manages all storm waters entering the district through precipitation, surface and ground flow. Among its responsibilities is the construction and maintenance of flood control facilities as well as recreation facilities within the watercourses of San Diego County.<sup>24</sup>

### 3.1.3 OTHER SPECIAL DISTRICTS

Other special districts within the AIA, including business improvement districts (BIDs), maintenance assessment districts (MADs), and community parking districts, are not affected by the policies and standards of the NASNI ALUCP. They have limited responsibilities that do not involve land use projects that would be subject to ALUCP policies and standards.

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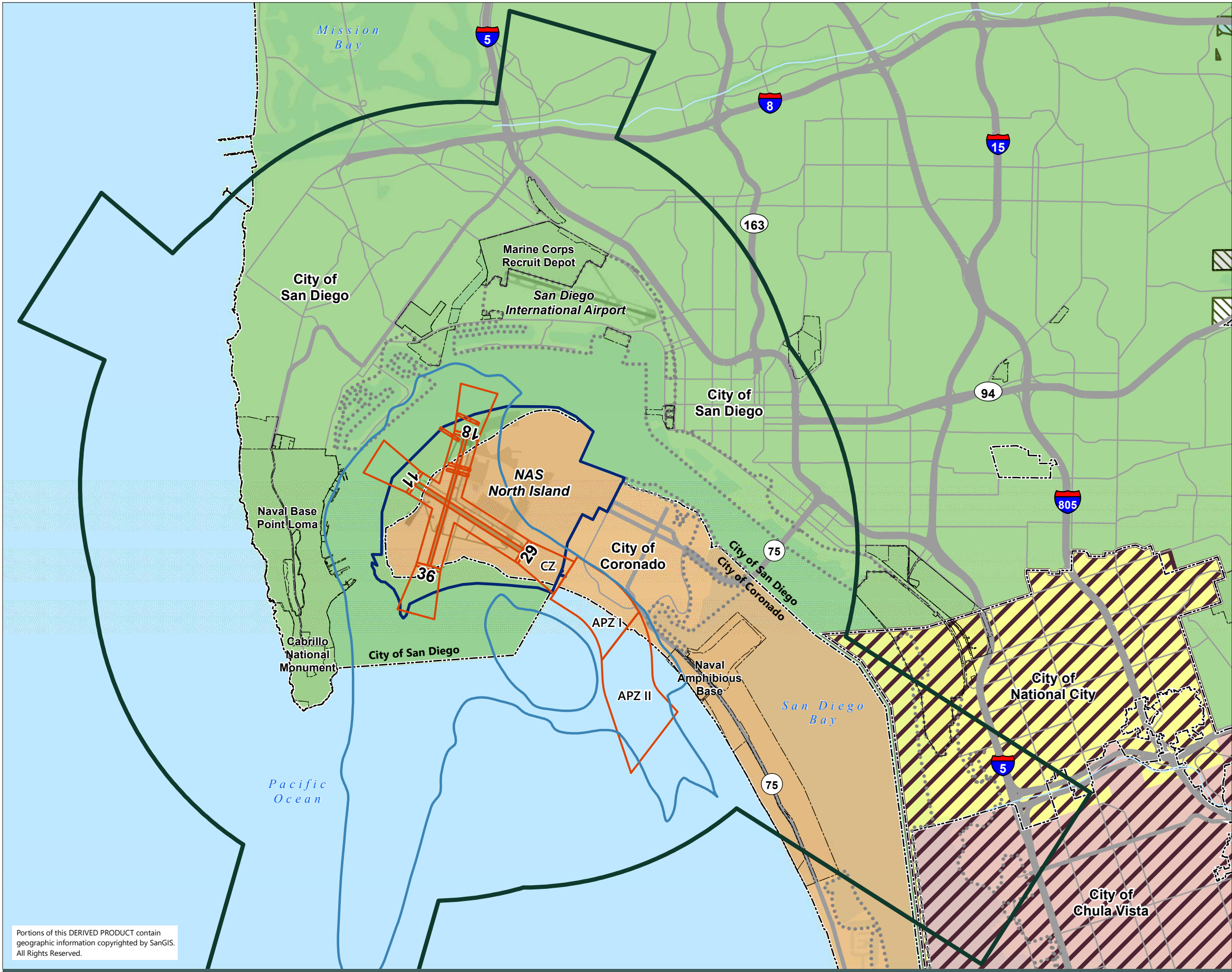
<sup>21</sup> San Diego Geographic Information Source, <http://www.sangis.org/> (accessed July 18, 2017).

<sup>22</sup> San Diego County Water Authority, <https://www.sdcwa.org/frequently-asked-questions-and-key-facts> (Accessed July 19, 2017).

<sup>23</sup> Unified Port of San Diego, <https://www.portofsandiego.org/about-us.html> (Accessed July 19, 2017).

<sup>24</sup> San Diego County Flood Control District, <http://www.sdcfcd.org/about.html> (Accessed July 19, 2017).

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**LEGEND**

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Naval Air Station Property Boundary
- ▭ Military Installation
- - - San Diego Unified Port District
- Water
- Accident Potential Zone (APZ) Boundaries
- Prospective 65 dB CNEL Noise Contours
- Airspace Protection Boundary
- Coronado Unified School District
- San Diego Unified School District
- Sweetwater Union High School District
- Grossmont Union High School District
- Chula Vista General Elementary School District
- National School District



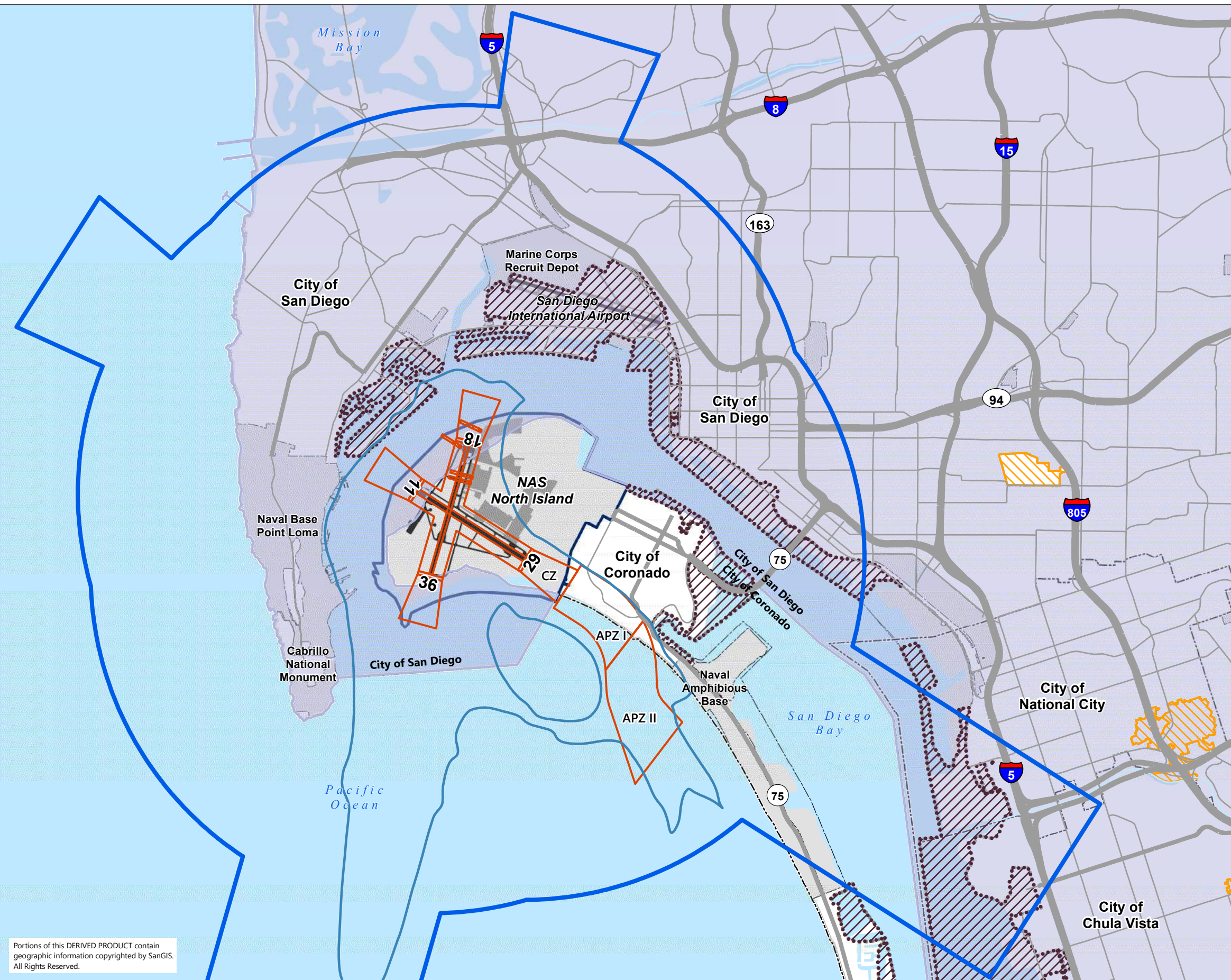
Sources: San Diego Geographic Information Source (SanGIS), 2015 (school districts, municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).

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**Exhibit 3-3  
School Districts  
within the  
Project Area**

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**LEGEND**

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Naval Air Station Property Boundary
- ▭ Military Installation
- ▭ San Diego Unified Port District
- Water
- Airspace Protection Boundary
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries
- ▨ San Diego Unified Port District
- ▨ Metropolitan Water District
- ▨ San Diego County Flood Control District



Sources: San Diego Geographic Information Source (SanGIS), 2015 (utility and service districts, municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).

Prepared by: Ricondo & Associates, Inc., March 2019.

**Exhibit 3-4  
Utility and Service Districts  
with Development Authority within  
Project Area**

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## 3.2 Relationship to Existing Plans and Documents

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The existing plans and documents relevant to the NASNI ALUCP include the Department of Defense AICUZ study prepared for NASNI; general plans, community plans, specific plans and zoning ordinances of the surrounding communities; the San Diego Unified Port District Port Master Plan and related precise plans; the ALUCPs for other airports with AIAs intersecting the AIA of NASNI, and the Hotel del Coronado Amended Master Plan.

### 3.2.1 AIR INSTALLATION COMPATIBLE USE ZONES UPDATE

The AICUZ update for NASNI and Naval Outlying Landing Field (NOLF) Imperial Beach was published in 2011 by the Naval Facilities Command Southwest (NAVFAC SW). The goal of the AICUZ program is to protect the health, safety, and welfare of populations living on or near military airfields while concurrently preserving the operational viability of the airfield.<sup>25</sup> The AICUZ establishes noise and safety zones with corresponding compatibility guidelines. According to state law, the ALUCP must be consistent with the noise and safety standards of the AICUZ.<sup>26</sup>

The AICUZ noise zones are based on modeled Community Noise Equivalent Level (CNEL) contours. Two sets of CNEL contours were modeled. A baseline scenario was developed from a 7-year average (2003-2009) of total annual aircraft operations at NASNI. A prospective future scenario (2020) was also developed to reflect anticipated operational levels at NASNI. The prospective future contours were the basis for the AICUZ noise zones where the noise compatibility guidelines apply.

The AICUZ safety guidelines are applicable in clear zones and accident potential zones (CZ and APZs I and II) which were developed for each runway end and helicopter landing pad at NASNI. Each runway and helicopter landing pad has a Clear Zone (CZ). Runway 29 has two accident potential zones (APZ I and APZ II) extending beyond the CZ. Only the CZ and APZs off the approach end of Runway 29 extend off NASNI property and onto land within the jurisdiction of the City of Coronado. All other Clear Zones are confined to NASNI property, San Diego Bay, or the Pacific Ocean. (See **Exhibit 1-1**.)

### 3.2.2 GENERAL PLANS

In California, municipal and county governments are required to prepare and adopt general plans to guide the long-term physical growth of the city, county or any other lands outside of the jurisdictional boundaries that

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<sup>25</sup> The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, ES-1.

<sup>26</sup> California Public Utilities Code §21675(b).

may be relevant to the development and planning of the entity.<sup>27</sup> Each general plan must include nine elements addressing different aspects of human settlement.<sup>28</sup>

- **Land Use Element.** The land use element designates the location and distribution of land uses throughout the jurisdiction. The land use element also provides recommended population densities and development intensities for various land use districts. The land use element must consider the impact of new development on military operations and readiness at any nearby military facilities.<sup>29</sup>
- **Circulation Element.** The circulation element functions in concert with the land use element and establishes the location of transportation routes, ports, and associated public utilities.
- **Housing Element.** The housing element identifies existing and future housing needs and establishes plans to meet those needs. The housing element is subject to state agency review and is required to be revised and resubmitted at four or eight-year intervals.<sup>30</sup>
- **Conservation Element.** The goals, objectives, and policies of the conservation element are geared toward the protection and use of natural resources within the jurisdiction.
- **Open Space Element.** The open space element addresses the provision of open space and parks in the jurisdiction.
- **Noise Element.** The noise element addresses potential noise problems related to automobile traffic, railways, aviation, industrial facilities, and other fixed-position noise nuisances including military bases.
- **Safety Element.** The safety element addresses the protection of the jurisdiction from seismic hazards, flooding, and wildfires as well as any items associated with such hazards.
- **Environmental Justice Element.** The environmental justice element establishes goals, objectives, and policies to address risks to health, safety, and welfare in disadvantaged communities or areas.
- **Air Quality Element.** The air quality element is specifically required for cities and counties within the San Joaquin Valley Air Pollution Control District (SJVAPCD). Cities and counties that can be considered disadvantaged according to state law must also address air quality in their general plans.<sup>31</sup>

Jurisdictions required to prepare and adopt general plans and that also have land area inside the NASNI Project Area include:

- The City of Chula Vista (Chula Vista Vision 2020, December 13, 2005)
- The City of Coronado (City of Coronado General Plan, November 11, 1986)
- The City of National City (National City General Plan, June 7, 2011)

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<sup>27</sup> California Government Code §65300.

<sup>28</sup> California Government Code §65302.

<sup>29</sup> California Government Code §65302(a)(2).

<sup>30</sup> Governor's Office of Planning and Research, State of California, *State of California General Plan Guidelines 2017*, October 2017, p. 4:89.

<sup>31</sup> Governor's Office of Planning and Research, State of California, *State of California General Plan Guidelines 2017*, October 2017, p. 4:185.



- The City of San Diego (City of San Diego General Plan, March 10, 2008)

**Exhibit 3-5** depicts the city corporate limits within the NASNI Project Area.

### 3.2.3 COMMUNITY PLANS

The City of San Diego has designated community planning areas (CPAs) for which plans are prepared to guide development at the local level. Community plans are considered part of the general plan. Community plans allow planning agencies to formulate goals, objectives, and policies for guiding development in a manner that is responsive to the unique geographic and cultural conditions of each CPA.

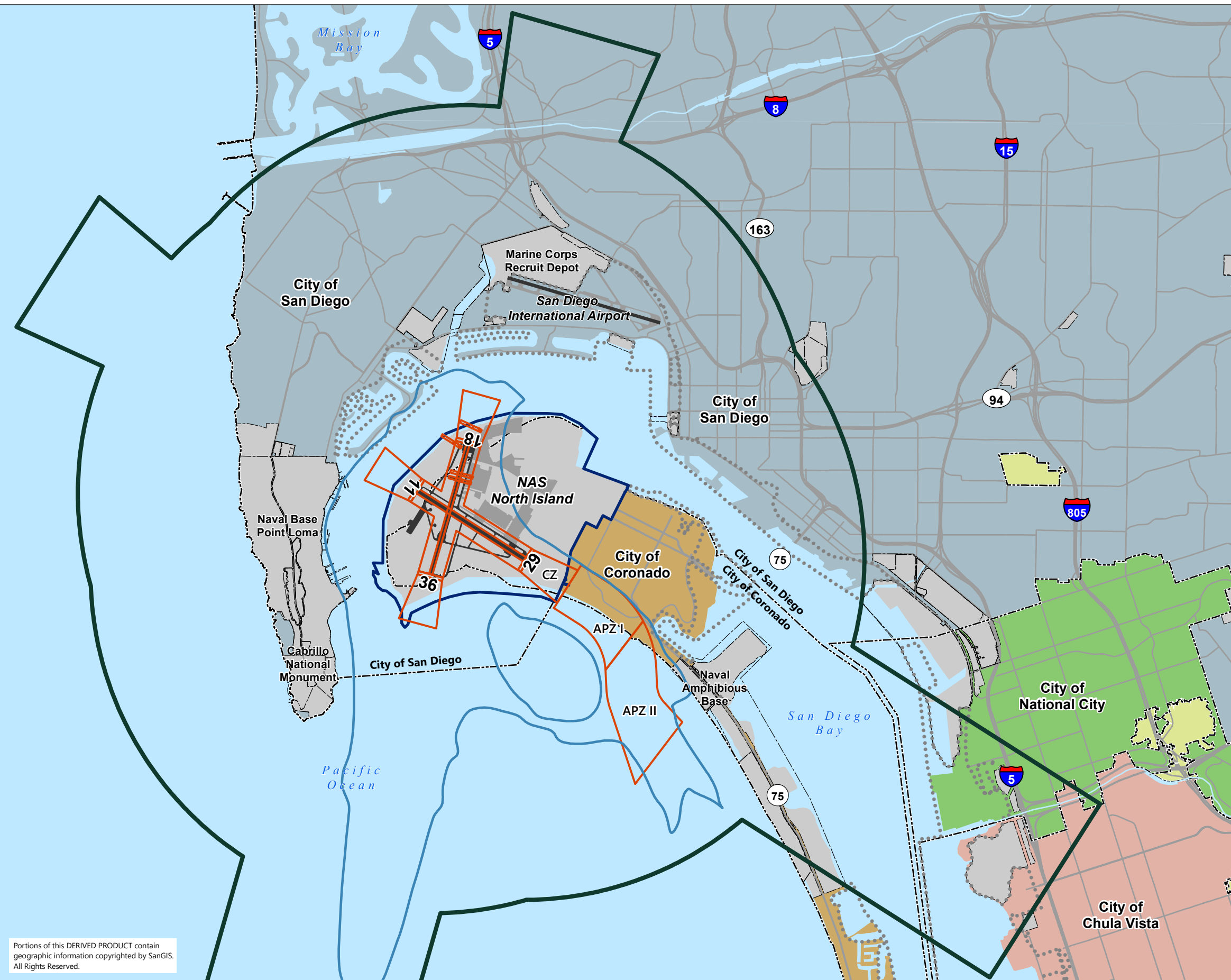
Twelve of the City of San Diego's CPAs are entirely or partially within the Project Area, as depicted on **Exhibit 3-6**. Only one CPA, Peninsula, is partially within the 65 CNEL noise contour, but the affected land is under the jurisdiction of the San Diego Unified Port District, so the Peninsula Community Plan does not apply in that area. No CPAs are within the safety zones, as the safety zones are confined to the City of Coronado.<sup>32</sup> The following community plans apply within the Project Area:

1. Barrio Logan/Harbor 101 Community Plan, November 30, 1978
2. Clairemont Mesa Community Plan, September 26, 1989
3. Downtown Community Plan, March 14, 2006
4. Golden Hill Community Plan, October 25, 2016
5. Linda Vista Community Plan, December 1, 1998
6. Midway/Pacific Highway Corridor Community Plan, May 28, 1991
7. Mission Valley Community Plan, June 25, 1985
8. Ocean Beach Community Plan, November 9, 2015
9. Old Town San Diego Community Plan, July 7, 1987
10. Peninsula Community Plan, July 14, 1987
11. Southeastern San Diego Community Plan, November 16, 2015
12. Uptown Community Plan, November 14, 2016

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<sup>32</sup> The portion of the Peninsula Community Planning Area within the NAS North Island AIA Review Area 1 is under the land use authority of the Unified Port of San Diego.

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**LEGEND**

- Major Roads
- Highways
- - - Municipal Boundaries
- ▭ Naval Air Station Property Boundary
- ▭ Military Installation/Federal Reserve Land
- ▭ Water
- ▭ Airspace Protection Boundary
- ▭ Prospective 65 dB CNEL Noise Contours
- ▭ Accident Potential Zone (APZ) Boundaries
- - - San Diego Unified Port District
- ▭ City of Chula Vista
- ▭ City of Coronado
- ▭ City of National City
- ▭ Unincorporated San Diego County
- ▭ City of San Diego



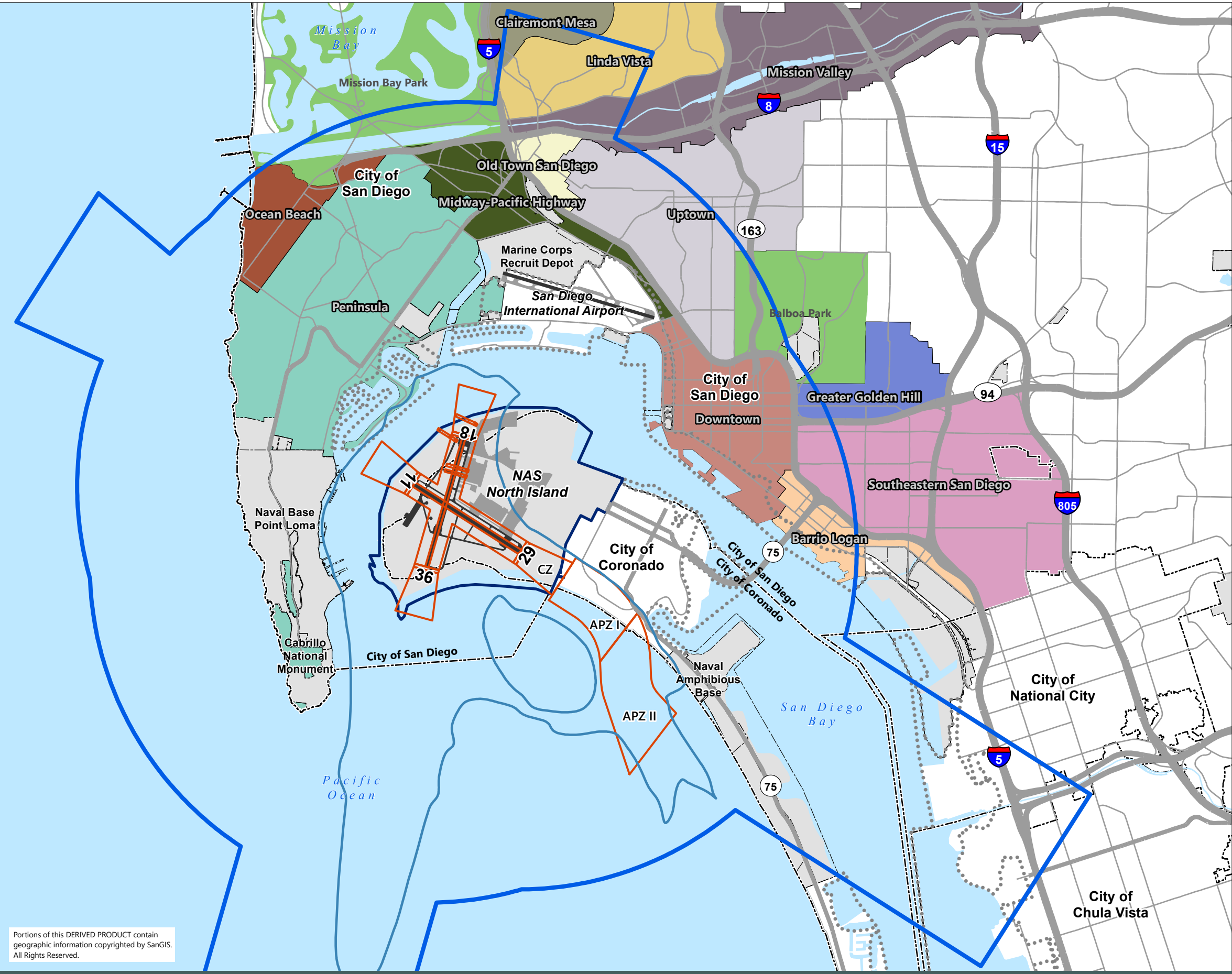
Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation, federal reserve land, tribal lands); U.S. Department of State, 2015 (international boundary); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., February 2019.

**Exhibit 3-5  
Municipalities Within the  
Project Area**

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- LEGEND**
- Major Roads
  - Highways
  - - - Municipal Boundaries
  - ▭ Naval Air Station Property Boundary
  - ▭ Military Installation
  - - - San Diego Unified Port District
  - Water
  - Airspace Protection Boundary
  - Prospective 65 dB CNEL Noise Contours
  - Accident Potential Zone (APZ) Boundaries



Sources: San Diego Geographic Information Source (SanGIS), 2015 (community planning areas, municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).  
 Prepared by: Ricondo & Associates, Inc., March 2019.

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**Exhibit 3-6  
 City of San Diego Community  
 Planning Areas within  
 Project Area**

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### 3.2.4 SPECIFIC PLANS

A specific plan is a means of implementing the policies of a general plan for development proposals within a defined area.<sup>33</sup> All or parts of seven specific plan areas are within the NASNI Project Area.

- **Atlas Specific Plan (San Diego).** The Atlas Specific Plan Area is a non-contiguous series of areas along Interstate 8 in the Mission Valley Community Planning Area. The specific plan guides development of hotels, offices, and related uses on the several sites comprising the specific plan area.<sup>34</sup>
- **Bayfront Specific Plan (Chula Vista).** The Bayfront Specific Plan is the implementation program for the Chula Vista local coastal program.<sup>35</sup> The specific plan calls for commercial, industrial, and residential land uses.
- **Levi-Cushman Specific Plan (San Diego).** The Levi-Cushman Specific Plan Area is a 200-acre development on the north side of Interstate 8 along the San Diego River in the Mission Valley Community Planning Area. The specific plan prescribes a mix of residential, commercial, and recreational uses.<sup>36</sup>
- **NTC Precise Plan (San Diego).** The NTC Precise Plan guides redevelopment of the former Naval Training Center San Diego site. The 360-acre site is intended to support a mix of residential, commercial, recreational, and institutional land uses.<sup>37</sup>
- **Orange Avenue Corridor Specific Plan (Coronado).** The Orange Avenue Corridor Specific Plan (OACSP) applies to an area along Orange Avenue in the City of Coronado stretching from First Street south to Adella Avenue and R.H. Dana Place. The specific plan features commercial, multi-family, civic, and open space uses.<sup>38</sup> The OACSP is the only specific plan that applies within the boundaries of the ALUCP safety zones and noise contours.
- **Westside Specific Plan (National City).** The Westside Specific Plan Area applies to Old Town National City and is partially intersected by the NASNI Project Area. The specific plan calls for preserving existing residential uses while enhancing commercial land uses near major traffic corridors.<sup>39</sup>

#### 3.2.1 MUNICIPAL ZONING ORDINANCES

A zoning ordinance is the means through which a municipality or county implements the land use policies of a general, community, or specific plan. The zoning ordinance prescribes land use and development standards including limits on building heights, residential density, and development intensity. The following municipal zoning ordinances are applicable within the Project Area:

- Chula Vista Municipal Code, Title 19, Planning and Zoning

<sup>33</sup> Governor's Office of Planning and Research, State of California, *The Planner's Guide to Specific Plans*, January 2001, p. 4.

<sup>34</sup> P&D Technologies, Inc., *Atlas Specific Plan*, December 13, 1988, pp. 3-1-3-5.

<sup>35</sup> City of Chula Vista, *Bayfront Specific Plan*, September 2012, amended August 11, 2015, p. 1.

<sup>36</sup> Rick Engineering Company, *Levi-Cushman Specific Plan*, August 1987, p. 15.

<sup>37</sup> Rick Planning Group, *NTC Precise Plan and Local Coastal Program*, September 2001, p. Executive Summary – 1.

<sup>38</sup> City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 7.

<sup>39</sup> City of National City, *Final Westside Specific Plan*, March 2010, p. 29.

- City of Coronado Municipal Code, Title 86, Zoning – this is the only zoning ordinance applicable within the noise and safety zones
- City of National City, Chapter 18, Zoning Ordinance
- City of San Diego Municipal Code, Chapter 13, Zones; Chapter 15, Planned Districts

### 3.2.2 SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN

The Port Master Plan is the document guiding the development of the tidelands and submerged areas within the land entrusted to the Port District by the State of California.<sup>40</sup> The Port Master Plan governs the development of an area comprising 5,483 acres within the Port tidelands. Aside from military facilities, land uses in the Port District include commercial, industrial, and recreational uses. Residential development is not allowed in the tidelands. The Port Master Plan divides the port tidelands into ten smaller Planning Districts where Precise Plans apply. The Precise Plans include land use policies and regulations tailored to achieve specific development outcomes in each Planning District.<sup>41</sup> One Precise Plan, Shelter Island – Planning District 1, applies within the area covered by the 65 dB CNEL contour. Six other Planning Districts are within the Project Area – 2 – Harbor Island; 3 – Center City Embarcadero; 4 – Tenth Avenue Marine Terminal; 5 – National City Bayfront; 6 – Coronado Bayfront; and 7 – Chula Vista Bayfront.

### 3.2.3 AIRPORT LAND USE COMPATIBILITY PLANS

The NASNI AIA intersects with the AIAs of four other airports in San Diego County with adopted ALUCPs, including San Diego International Airport (SDIA), Naval Outlying Landing Field (NOLF) Imperial Beach, Brown Field Municipal Airport, and Montgomery–Gibbs Executive Airport. The overlap of the draft NASNI AIA with the other airport AIAs is depicted on **Exhibit 3-7**.

#### 3.2.3.1 SDIA ALUCP

The SDIA ALUCP was adopted in April 2014 and establishes land use compatibility policies for the environs of SDIA. The immediate environs of SDIA, like those of NASNI, are already developed with existing land uses. The policies of the SDIA ALUCP limit the expansion and intensification of existing development and prevent the establishment of new incompatible uses. In Review Area 1, all compatibility policies and standards (noise, safety, airspace, and overflight) apply. In Review Area 2, only airspace protection and overflight apply.

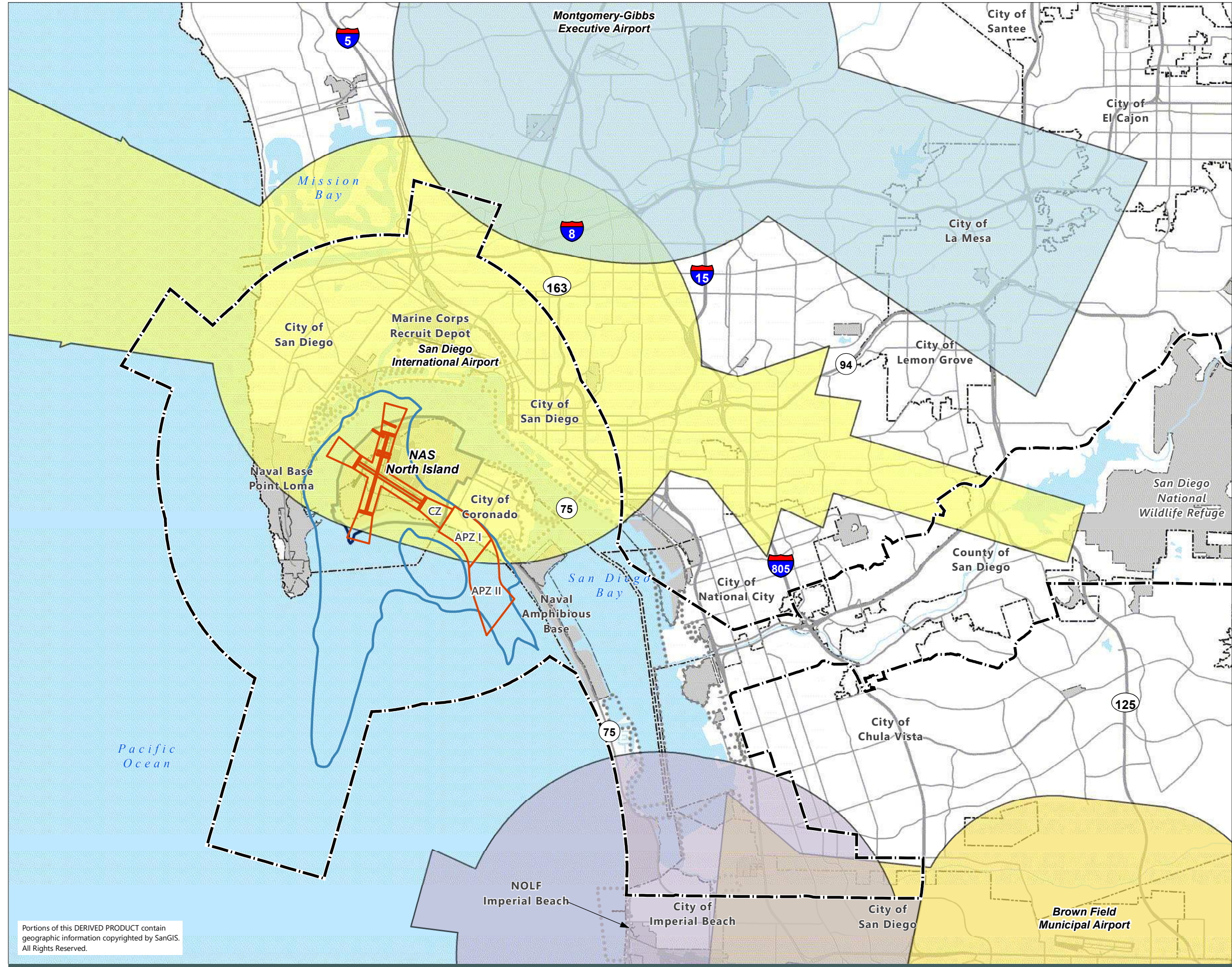
The NASNI ALUCP safety zones and noise contours are located almost entirely within Review Area 2 of the SDIA AIA, but they do not overlap with Review Area 1 of the SDIA ALUCP.

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<sup>40</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 1.

<sup>41</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 41.





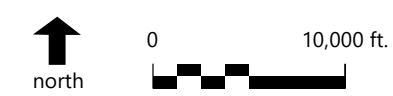
**LEGEND**

- Major Roads
- Highways
- International Boundary
- - - Municipal Boundaries
- ▭ Naval Air Station Property Boundary
- ▭ Military Installation/Federal Reserve Land
- ▭ Native American/Tribal Reservation
- ▭ San Diego Unified Port District
- ▭ Water
- - - NASNI Airport Influence Area: the AIA is the area within which real estate disclosure is required per State law.\*
- ▭ Prospective 65 dB CNEL Noise Contours
- ▭ Accident Potential Zone (APZ) Boundaries
- ▭ Brown Field Municipal Airport AIA
- ▭ Montgomery-Gibbs Executive Airport AIA
- ▭ NOLF Imperial Beach AIA
- ▭ San Diego International Airport AIA

\* California Business and Professions Code Section 11010(b)(13); California Civil Code, Sections 1103.4 and 1353 (a)(1).

**NOTE:**

The eastern portion of the draft NASNI AIA does not overlap with any other AIAs and is not depicted.



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation, federal reserve land, tribal lands); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary) San Diego County Regional Airport Authority, 2017 (airport influence area boundaries).  
Prepared by: Ricondo & Associates, Inc., March 2019.

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**Exhibit 3-7**  
**Airport Influence Areas**  
**Overlapping the Draft NASNI AIA**

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### 3.2.3.2 NOLF Imperial Beach ALUCP

The NOLF Imperial Beach ALUCP was adopted in October 2015 and is based on the same AICUZ study as the NASNI ALUCP. The NOLF Imperial Beach AIA Review Area 1 is subject to all four compatibility policies and standards (noise, safety, airspace, and overflight). NOLF Imperial Beach Review Area 2 is subject only to the airspace protection policies and standards and the overflight notification policy.

The NASNI ALUCP safety zones and noise contours do not overlap with any part of the NOLF Imperial Beach AIA. The southernmost part of the NASNI AIA, where only the overflight policy applies, overlaps with the NOLF Imperial Beach AIA.

### 3.2.3.3 Brown Field Municipal Airport ALUCP

The Brown Field Municipal Airport ALUCP was adopted in January 2010. Review Area 1 of the AIA is subject to all four compatibility policies and standards (noise, safety, airspace, and overflight). Review Area 2 is subject only to the airspace protection policies and standards and the overflight notification policy.

The NASNI ALUCP safety zones and noise contours do not overlap with any portion of the Brown Field AIA. The southernmost part of the NASNI AIA, where only the overflight policy applies, overlaps with the Brown Field AIA.

### 3.2.3.4 Montgomery-Gibbs Executive Airport ALUCP

The Montgomery-Gibbs Executive Airport ALUCP was adopted in January 2010. Review Area 1 of the AIA is subject to all four compatibility policies and standards (noise, safety, airspace, and overflight) and is located entirely within the City of San Diego. In Review Area 2 of the AIA, only the airspace protection policies and standards and the overflight notification policy apply.

The NASNI ALUCP safety zones and noise contours do not overlap with any portion of the Montgomery-Gibbs Executive Airport AIA. The northern edge of the NASNI AIA, where the airspace policies and standards and the overflight policy apply, overlaps with the Montgomery-Gibbs Executive Airport AIA.

## 3.2.4 HOTEL DEL CORONADO AMENDED MASTER PLAN

The Hotel del Coronado is situated entirely within the 65 dB CNEL contour and is divided between APZ I and APZ II. In this area, the proposed noise and safety compatibility and airspace protection policies and standards of the ALUCP would apply to future development or redevelopment. The Hotel Del Coronado Master Plan was approved in 2002, and an amended plan was approved by the City of Coronado in 2008 after revisions were made to address the discovery of a geologic fault zone on the hotel property.<sup>42</sup> The plan proposes a new conference center, 144 new guest rooms, 165 additional parking spaces, and improved public beach access.<sup>43</sup>

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<sup>42</sup> Hotel del Coronado, *Hotel del Coronado Amended Master Plan*, August 2010, p. 1-1.

<sup>43</sup> As this Initial Study was being prepared, construction was begun on the Hotel Del master plan development.

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## 4. Environmental Impacts

The environmental impacts of the NASNI ALUCP compatibility policies and standards are considered in this section. The discussion is organized around the environmental checklist published in the CEQA Guidelines.<sup>44</sup>

### 4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

#### 4.1.1 DISCUSSION

The ALUCP is a land use planning document which does not propose any new development, land use, or physical change to the environment that would directly create an adverse effect to a scenic vista, damage scenic resources, degrade existing visual character or quality of a site, or create a new source of light pollution or glare that would affect views.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new incompatible residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of incompatible land uses and building features (including bird attractants; sources of

<sup>44</sup> Association of Environmental Professionals, *2017 CEQA California Environmental Quality Act Statute and Guidelines*, Appendix G, Environmental Checklist Form.

glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those incompatible uses or features to other locations designated or zoned to allow them.<sup>45</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on aesthetics. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level if and/or when development is proposed.

4.1.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

<sup>45</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

### 4.2.1 DISCUSSION

The ALUCP is a land use planning document intended to ensure that future development is compatible with NASNI operations. It does not propose any development, land use change, or other physical change to the environment. No agricultural lands or land zoned for agricultural use are within the ALUCP Project Area. Thus, the ALUCP would not directly result in the loss or conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or forest land to non-agricultural or non-forest use.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>46</sup> Because of the absence of any agriculture or forest lands in Coronado or elsewhere in the Project Area, however, any shifts in land use development would have no impacts on agricultural or forest resources.

### 4.2.2 MITIGATION

No mitigation is needed because of the absence of impacts.

## 4.3 Air Quality

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?			X	
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

<sup>46</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

### 4.3.1 DISCUSSION

The ALUCP is a land use planning document intended to ensure that future development is compatible with NASNI operations. As such, it will not directly result in increases of criteria pollutant emissions that would conflict with standards adopted in the San Diego Regional Air Quality Strategy (RAQS) and California State Implementation Plan (SIP). Neither will the project directly result in the emission of toxic air contaminants as identified by the California Air Resources Board. Therefore, the project will not directly obstruct or conflict with the implementation of the applicable air quality plan on a project or cumulative level. Also, the project will not directly create any type of pollutants that would expose sensitive receptors or create objectionable orders.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>47</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on air quality. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

### 4.3.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

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<sup>47</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.



## 4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

### 4.4.1 DISCUSSION

The ALUCP is a land use planning document that does not propose any new development, construction, or physical change to the environment that would directly result in any impacts to biological resources, wetlands, or habitats. Neither will the proposed project conflict with any Habitat Conservation Plans and Natural Community Conservation Plans.

The ALUCP considers wetlands mitigation projects potential bird attractants that are incompatible within the airspace protection boundary, “unless they provide unique functions that must remain onsite or are otherwise directed by state or federal law, state or federal regulatory decision, or court order.”<sup>48</sup> While no such projects are known to be planned at this time, implementation of the ALUCP would allow sufficient flexibility to the sponsor of a wetlands mitigation project that meets certain specified criteria to be able to establish it within the airspace protection boundary.

<sup>48</sup> Proposed ALUCP policy language.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>49</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on biological resources. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.4.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

### 4.5 Cultural Resources

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c)	Disturb any human remains, including those interred outside of formal cemeteries?			X	

#### 4.5.1 DISCUSSION

The ALUCP does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to archaeological resources, unique geologic features, or paleontological resources. While implementation of the ALUCP would not cause any direct impacts to historic resources, it may have indirect effects, as discussed in the rest of this section.

<sup>49</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

The National Register of Historic Places identifies several historic districts and buildings within the Project Area.<sup>50</sup> Only one building listed on the National Register, the Hotel del Coronado, lies within the ALUCP noise contours and safety zones. The City of Coronado also has a program for designating locally significant historic resources.<sup>51</sup> As of November 1, 2017, the City had designated 213 historic resources.<sup>52</sup>

**Exhibit 4-1** depicts the location of historic resources and existing land use within the noise contours and safety zones. Implementation of the ALUCP would impose limitations on the adaptive reuse of locally designated historic buildings within the noise contours and safety zones, all of which are residences. The Coronado Historic Resource Code allows the adaptive reuse of locally designated historic resources for virtually any land use, regardless of the applicable zoning, subject to a major use permit.<sup>53</sup> The purpose is to encourage the long-term preservation of historic resources. The City recognizes that in some cases, the preservation of a historic resource in its current use, such as a very large single-family mansion, may become economically burdensome. Flexibility in the reuse of these resources is intended to encourage their preservation.

The following land uses, which could be proposed in historic buildings, are incompatible in the ALUCP safety zones:

- Residential hotels
- Hotels
- Congregate care/nursing and convalescent facilities
- Schools (including trade schools), preschools, child day care centers
- Indoor places of public assembly, such as places of religious and fraternal assembly

The analysis of potentially displaced development in Appendix A of this Initial Study (Table A-7) found that, with implementation of the ALUCP, 23 locally designated historic properties would become unavailable for conversion to trade schools, 20 for child day care centers, 13 for places of fraternal assembly, and one for places of religious assembly and K-12 schools. No local historic resources were deemed to be suitable for potential development of residential hotels or other hotels.<sup>54</sup>

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<sup>50</sup> National Park Service, *National Register of Historic Places*, <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, accessed April 18, 2018.

<sup>51</sup> Coronado Municipal Code, Chapter 84.10, Historic Resource Code, § 84.10.030.

<sup>52</sup> [https://www.coronado.ca.us/UserFiles/Servers/Server\\_746006/File/government/departments/comm%20dev/historic%20preservation/Designated%20Historic%20Resources%20List%20110117.pdf](https://www.coronado.ca.us/UserFiles/Servers/Server_746006/File/government/departments/comm%20dev/historic%20preservation/Designated%20Historic%20Resources%20List%20110117.pdf), accessed January 16, 2019.

<sup>53</sup> Coronado Municipal Code, Chapter 84.10, Historic Resource Code, § 84.10.090.B.

<sup>54</sup> Bed and breakfast inns are specifically considered compatible uses in APZ I, APZ II, and within the 65 dB CNEL contour, subject to the attenuation of exterior noise to indoor levels of 45 dB CNEL. Refer to the second row in Table 2-1.

Implementation of the ALUCP noise compatibility standards would make it necessary for expanded portions of any noise-sensitive land use, including historic residences, to achieve maximum interior noise levels of 45 dB CNEL, with windows and doors closed, if the expansion constitutes 50 percent or more of the original habitable floor area of the building.<sup>55</sup> While this requirement may impose additional costs (e.g., for acoustical windows and doors), these improvements can be made with sensitivity to the character of the historic structure.<sup>56</sup>

Although implementation of the ALUCP would restrict some reuse alternatives for locally designated historic structures, other reuse opportunities would remain, including, for example, bed and breakfast inns, professional offices, retail shops, and home occupations.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>57</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on cultural resources. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.5.2 MITIGATION

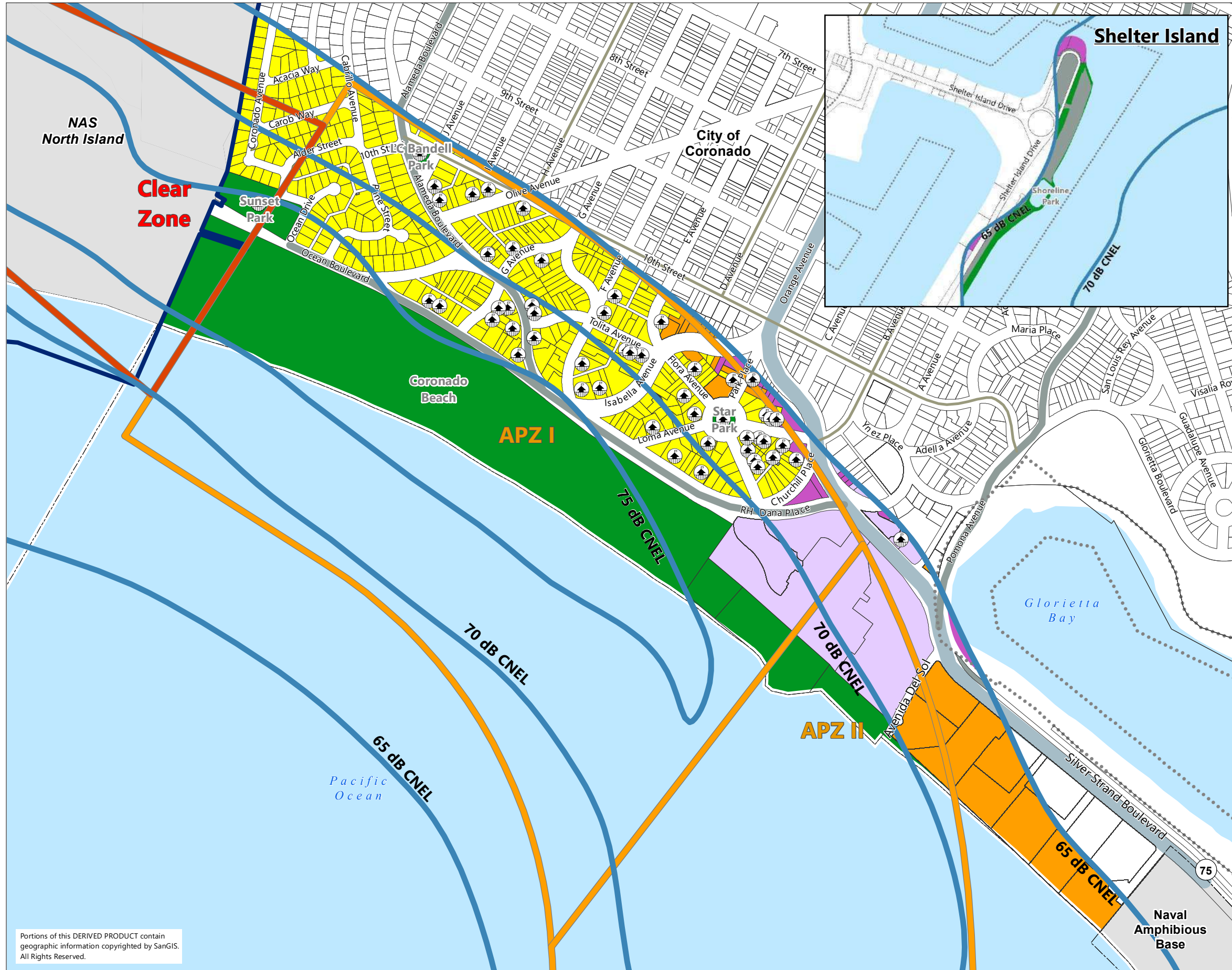
No mitigation is needed because of the absence of significant impacts.

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<sup>55</sup> The proposed policy states, “New or reconstructed buildings are subject to the conditions of the safety zone or noise contour in which the greatest proportion of habitable space, for a residential building, or gross floor area, for a nonresidential building, is located.” If less than 50 percent of the habitable space or gross floor area is within a safety zone or the 65 dB CNEL contour, the proposed construction is not subject to the ALUCP.

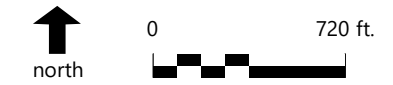
<sup>56</sup> Through its Quieter Homes Program (QHP), SDCRAA has acoustically treated over 950 historic and architecturally significant homes (either locally or nationally designated) while maintaining the character of the buildings. The goal of the QHP is to achieve a minimum improvement of 5 dB in the outdoor-to-indoor noise level reduction of the home. The program has been able to achieve this goal through the installation of acoustical windows and doors, and improvements in weather-stripping, caulking, and sealing. SDCRAA has entered into an agreement with the State Historic Preservation Officer, the Advisory Council on Historic Preservation, the City of San Diego, and the Federal Aviation Administration (April 18, 2011) to stipulate procedures to ensure the protection of historic resources through the QHP. (Craig Mayer, Deputy Program Manager, QHP, SDCRAA. Telephone conversation with Mark R. Johnson, Director, Ricondo & Associates, Inc., March 12, 2019.)

<sup>57</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.



**LEGEND**

- Principal Arterial
- Minor Arterial
- Collector Road
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water
- AICUZ Boundaries:**
  - Clear Zone Boundary
  - Accident Potential Zone (APZ) I & II Boundaries
  - Prospective Noise Contours
- Local Historic Resource
- Existing Land Use**
  - Commercial/Retail/Office
  - Hotel-Motel
  - Open Space
  - Residential - Multifamily
  - Residential - Single Family
  - Transportation/Utility



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, hydrology, and existing land use); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, runways, noise contours and accident potential zones); Unified Port of San Diego, 2015 (port district boundary); National Park Service, 2017 (national historic resources).  
 Prepared by: Ricondo & Associates, Inc., April 2019.

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**Exhibit 4-1  
Local Historic Resources and Existing Land Use in Proposed Noise and Safety Zones**

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## 4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

### 4.6.1 DISCUSSION

The ALUCP is a land use planning document intended to ensure that future development is compatible with NASNI operations. As such, no construction or operation that would consume energy resources would be directly attributable to the ALUCP or implementation of the ALUCP. Neither will the ALUCP directly conflict with or obstruct and state or local plan for renewable energy or energy efficiency.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>58</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on energy. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed

### 4.6.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

<sup>58</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

## 4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

### 4.7.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts relative to seismic hazard areas, soil erosion, unstable soils, or expansive soils.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As



such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>59</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on geology and soils. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

**4.7.2 MITIGATION**

No mitigation is needed because of the absence of significant impacts.

**4.8 Greenhouse Gas Emissions**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**4.8.1 DISCUSSION**

The ALUCP is a land use planning document and does not propose any new development or construction that would directly result in the generation of new vehicle trips or generate additional greenhouse gases in any way and, therefore would also not directly conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations

<sup>59</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

designated or zoned to allow them.<sup>60</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on greenhouse gas emissions. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.8.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

## 4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

<sup>60</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

#### 4.9.1 DISCUSSION

**(a-d; f-g):** The ALUCP is a land use planning document and does not propose any new development, construction, demolition, or physical change to the environment that would directly create a hazard related to the transport, disposal, or release of hazardous materials; interference with emergency evacuation plan; or exposure of people to wildland fire risks.

**(e):** The purpose of the ALUCP is to provide for the orderly growth of NASNI and the surrounding area and to safeguard the safety, health, and welfare of the public near the airport.<sup>61</sup> Adoption and implementation of the ALUCP would have a beneficial impact by restricting development that would expose people within the proposed safety zones to airport-related safety hazards and excessive noise.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>62</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on hazards and hazardous materials. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.9.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

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<sup>61</sup> California Public Utility Code, Section 21001 et seq., *State Aeronautics Act*, Section 21675 (a), August 2015.

<sup>62</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

## 4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of a site or area including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

### 4.10.1 DISCUSSION

**(a-e):** The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly result in any impacts to existing drainage patterns or flood hazard areas, does not propose the use of groundwater, and will not produce any discharges that require waste discharge requirement permits, National Pollution Discharge Elimination System (NPDES) permits, or water quality certification from the San Diego Regional Water Quality Control Board (SDRWQCB). The ALUCP will not conflict with or obstruct implementation of any water quality control plan or sustainable groundwater management plan

**(b-d):** The ALUCP is a land use planning document and does not propose any new development, construction, or physical change to the environment that would directly expose people to flooding from a failed levee or dam or inundation by a seiche, tsunami, or mudflow.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>63</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on hydrology or water quality. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

**4.10.2 MITIGATION**

No mitigation is needed because of the absence of significant impacts.

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**4.11 Land Use and Planning**

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<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Physically divide an established community?			X	-
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	X			

**4.11.1 DISCUSSION**

The NASNI ALUCP is a land use planning document and does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Nothing in the ALUCP would result in the construction of housing, the development of nonresidential land uses, or the expansion of infrastructure. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas.

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<sup>63</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

The ALUCP does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of a local agency with jurisdiction over a project that has been adopted for the purpose of avoiding or mitigating an environmental effect.

The rest of this section discusses the relationship of the ALUCP to the plans and zoning regulations of the land use regulatory agencies with jurisdiction within the Project Area. Implementation of the ALUCP by local agencies would not limit or impose standards on future development within the portion of the proposed AIA outside the Project Area, which would be subject only to the overflight policy.

Before discussing the effects of the ALUCP on each local agency, the role that ALUCPs play in the regional land use planning and regulatory structure should be considered. In California, ALUCPs serve as regional land use plans focused on airport land use compatibility. Because the ALUC does not have land use authority to implement the ALUCP, the responsibility for implementing the ALUC land use policies rests with the local agencies with jurisdiction in the AIA. The local agencies have numerous options with regard to how to implement the ALUCP policies and standards. Specifically, the local agencies are required by state law to amend their land use plans and regulations to be consistent with the ALUCP or to overrule the ALUCP in accordance with specific requirements.<sup>64</sup> Thus, the statute establishing the ALUCP process anticipates the potential for ALUCPs to conflict with local plans and regulations and provides local agencies with remedies for resolving the conflicts. Such actions are specifically the responsibility, and within the jurisdiction, of the local governments and not the ALUC.

#### 4.11.1.1 City of Coronado General Plan and Zoning Code

The portion of Coronado within the noise contours and safety zones of the ALUCP is almost fully developed, as indicated on **Exhibit 4-1**. The goals and policies of the Coronado General Plan do not conflict with the ALUCP, although those goals and policies, as they may be applied to airport land use compatibility, are quite general. Applicable policies of relevant general plan elements are summarized below:<sup>65</sup>

- Land Use Element – The goals emphasize the importance of maintaining the existing character of the community, recognizing that it is almost fully developed.<sup>66</sup>

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<sup>64</sup> California Public Utilities Code §§ 21676(a) and 21676.5.

<sup>65</sup> Several elements of the Coronado General Plan do not relate to the proposed policies and standards of the ALUCP, including the Bay Element, the Circulation Element, the Community Design Element, the Conservation Element, the Disaster Preparedness Element, the Parking Element, the Recreation Element, and the Scenic Highway Element, and the Transportation Element.

<sup>66</sup> *City of Coronado General Plan*, Chapter A, Land Use Element, adopted November 11, 1986, revised August 6, 1996 and November 4, 2003, P. II-A4.

- Noise Element – While housing and other noise-sensitive uses (such as schools and concert halls) are considered normally unacceptable in areas exposed to noise above 65 dB CNEL, they may be considered acceptable if measures are taken to reduce exterior sound in the interior of buildings to an acceptable level.<sup>67</sup> The Noise Element also calls for the adoption of building code requirements ensuring adequate sound insulation, “especially in areas with a greater noise impact.”<sup>68</sup>
- Safety Element – A policy states that “the most current ‘Air Installations Compatible Use Zones Study’ or a similar independent analysis will be consulted by the City prior to approval of any discretionary land use permit or approval that would modify the use, density or intensity of development permitted for a property in said Compatible Use Zones.”<sup>69</sup>
- Public Facilities Element – This element proposes no public facilities or services in the ALUCP noise contours or safety zones that would be considered incompatible.<sup>70</sup>
- Historic Preservation Element – The goal and policies emphasize the importance of designating and preserving privately and publicly owned historic resources.<sup>71</sup>
- Open Space Element – The policies call for the preservation and enhancement of open space areas and beaches within the city.<sup>72</sup>
- Local Coastal Program Land Use Plan – Policies call for the preservation and enhancement of public access to the shoreline, preservation of public recreational facilities, and preservation of environmentally sensitive areas.<sup>73</sup>

The Coronado Zoning Code conflicts in some respects with the noise and safety policies and standards of the ALUCP.<sup>74</sup> The conflicts in each affected zoning district are discussed below. Coronado’s zoning within the noise and safety zones is depicted on **Exhibit 4-2**.

#### *R-1A Single-family Residential Zone*<sup>75</sup>

With implementation of the ALUCP, the development of new homes on legal lots of record would be considered compatible. Implementation of the ALUCP, however, would consider the subdivision of existing lots to create

<sup>67</sup> *City of Coronado General Plan*, Chapter L, Noise Element, September 17, 1974, April 20, 1999 (Revised), p II-L8.

<sup>68</sup> *City of Coronado General Plan*, Chapter L, Noise Element, September 17, 1974, April 20, 1999 (Revised), p II-L15. The City has not yet adopted code requirements for sound insulation.

<sup>69</sup> *City of Coronado General Plan*, Chapter K, Safety Element, adopted February 15, 2005, p. II-K22.

<sup>70</sup> *City of Coronado General Plan*, Chapter B, Public Facilities Element, adopted December 4, 2007.

<sup>71</sup> *City of Coronado General Plan*, Chapter H, Historic Preservation Element, adopted January 5, 1999, revised June 15, 2004, p. II-H2 – II-H4.

<sup>72</sup> *City of Coronado General Plan*, Chapter M, Open Space Element, adopted November 15, 1994, revised August 6, 1996, p. II-M2.

<sup>73</sup> City of Coronado, *Local Coastal Program Land Use Plan*, adopted December 3, 1980, revised February 1996, May 1996, October 2001, and August 2004.

<sup>74</sup> While the Coronado General Plan does not conflict with the ALUCP, it would be appropriate for the City to amend the General Plan to clearly acknowledge the NASNI ALUCP and to set policies that would be explicitly consistent with the ALUCP noise, safety, airspace protection, and overflight policies and standards.

<sup>75</sup> Potential impacts of the ALUCP on housing development are discussed in Section 3.13, Population and Housing, of this Initial Study.

new developable lots incompatible. This limitation would apply to 19 lots in R-1A-zoned areas that are at least twice the minimum lot size required in the zoning district. As discussed in Section 4.13, Population and Housing, these lots could accommodate up to an additional 28 homes if they could be subdivided.<sup>76</sup>

The Coronado Zoning Code also allows the development of places of religious assembly, schools, colleges and universities, and day care centers and preschools in the R-1A zone, subject to the issuance of major special use permits.<sup>77</sup> These uses are considered incompatible in the safety zones under the ALUCP.<sup>78</sup> Although all property zoned R-1A within the safety zones is developed, the potential exists for redevelopment of some properties for these incompatible uses. Appendix A, Analysis of Potentially Displaced Development, considered the potential for development of these uses without implementation of the ALUCP. As indicated in **Table 4-1**, the analysis found that two to thirty-one (2 to 31) properties would become unavailable for these uses with implementation of the ALUCP.

**Table 4-1: R-1A-Zoned Property Unavailable for Incompatible Uses and Potentially Subject to Displacement of Future Development with Implementation of the ALUCP**

PERMITTED LAND USE	NUMBER OF PROPERTIES	LAND AREA (SQ FT)
Child Day Care Centers, Nurseries, Preschools	26	412,173
K-12 Schools	2	54,719
Trade Schools	31	433,675
Places of Religious Assembly	2	54,719

NOTES: The number of properties and the affected land area cannot be summed because the many of the same properties are included for the various land uses.

SOURCE: Appendix A, Analysis of Potentially Displaced Development, Table A-7.

To put these results in perspective, consider that approximately 84.7 percent of the single-family residential-zoned area in Coronado is outside the ALUCP safety zones and would not be subject to ALUCP policies and standards.<sup>79</sup> Although most of the land in Coronado is developed, as it is in the safety zones, it is likely that opportunities for redevelopment or reuse of existing buildings exist in the portion of the single-family zoned areas outside the safety zones. Thus, opportunities would remain for the development of these uses in other parts of Coronado. Importantly, the uses that would be considered incompatible in single-family zoned areas within the safety zones are all institutional or public service uses, which are subject to limited development demand. In March 2018, only five child day care centers, nurseries, and preschools (excluding any in-home

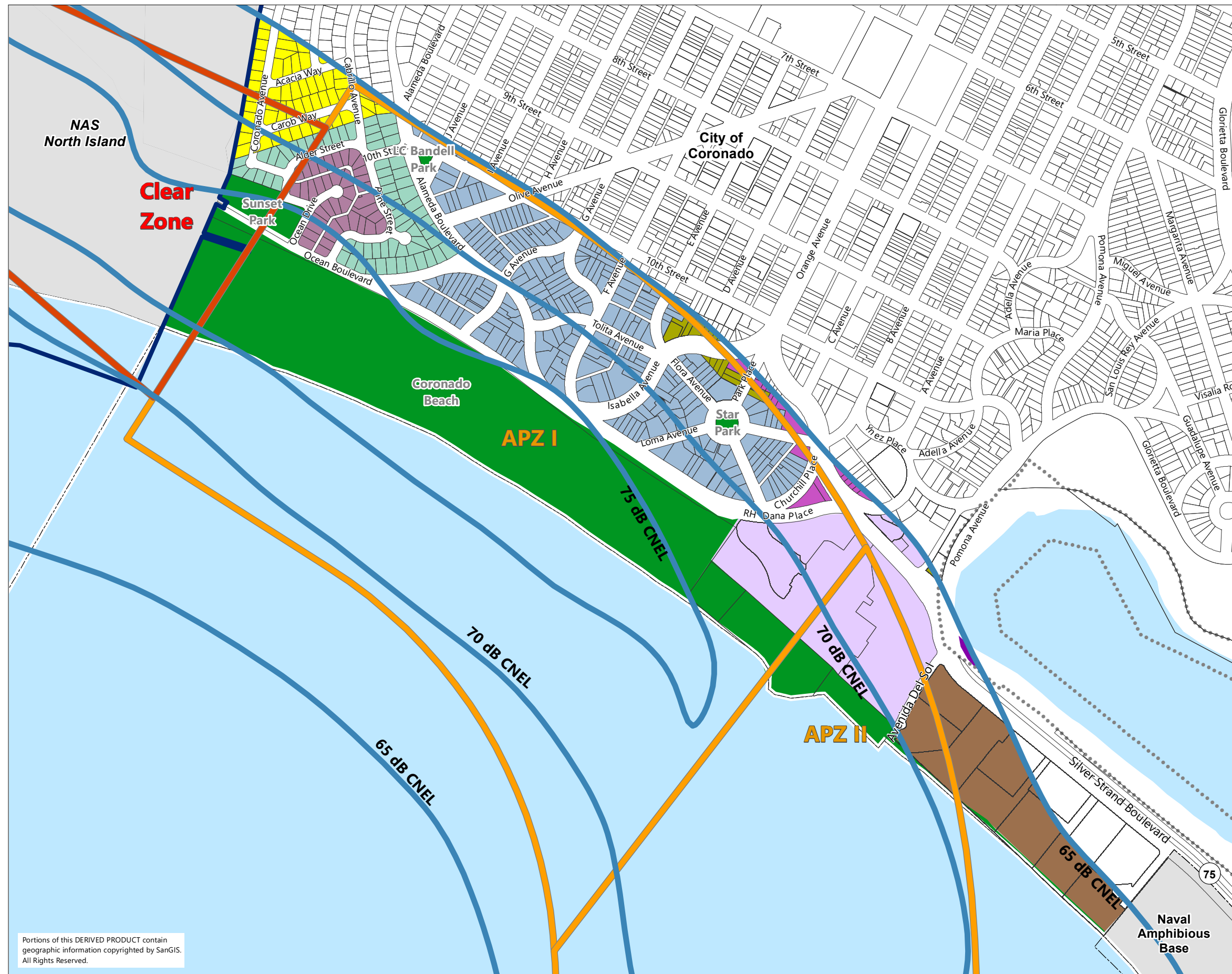
<sup>76</sup> Appendix A, Analysis of Potentially Displaced Development, Table A-1.

<sup>77</sup> Coronado Municipal Code, Title 86, Zoning, Section 86.55.120.

<sup>78</sup> See Table 2-1 in Section 2 of this Initial Study.

<sup>79</sup> Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4.





**LEGEND**

- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water

**AICUZ Boundaries:**

- Clear Zone Boundary
- Accident Potential Zone (APZ) I & II Boundaries
- Prospective Noise Contours

**City of Coronado Zoning Designations**

- R-1A(CC-1) – Single Family Res. (7,500 sq ft min. lot size)
- R-1A(CC-2) – Single Family Res. (6,600 sq ft min. lot size)
- R-1A(CC-3) – Single Family Res. (6,000 sq ft min. lot size)
- R-1A – Single Family Res. (5,500 sq ft min. lot size)
- R-3 – Multiple Family Residential (28 DU/AC)
- R-5 – Multiple Family Residential (47 DU/AC)
- C – Commercial
- CR – Commercial Recreation
- HM – Hotel & Motel
- OS – Open Space
- MZ – Military Zone



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, hydrology, and existing land use); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, runways, and accident potential zones); Unified Port of San Diego, 2015 (port district boundary) City of Coronado, 2004 (zoning).

Prepared by: Ricondo & Associates, Inc., February 2019.

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**Exhibit 4-2  
Existing Zoning and ALUCP  
Noise and Safety  
Zones in Coronado**

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facilities); ten schools (K-12); one trade school; and ten places of religious assembly were existing land uses in the entire City of Coronado.<sup>80</sup>

### *R-3—Multiple-Family Residential Zone<sup>81</sup>*

Implementation of the ALUCP would result in the addition of new multiple-family dwelling units, beyond the number existing at the time of ALUCP adoption, being incompatible. This limitation would apply to four properties in the R-3 Multiple-Family zone, which could otherwise accommodate an additional eight units in total.<sup>82</sup> The implications of this limitation are discussed in Section 4.13, Population and Housing.

The Coronado Zoning Code allows the development of the same incompatible uses in the R-3 zone as in the R-1A zone (places of religious assembly, schools, colleges and universities, and day care centers and preschools), subject again to the issuance of major special use permits.<sup>83</sup> The analysis in Appendix A found that two properties (totaling 20,853 square feet) would become unavailable for the development of these uses in the safety zones with implementation of the ALUCP.<sup>84</sup>

As a matter of perspective, approximately 96.2 percent of the multiple-family residential-zoned area is outside the ALUCP safety zones and would not be subject to the ALUCP safety policies and standards.<sup>85</sup> Although most of the land in Coronado is developed, as it is in the safety zones, it is likely that opportunities for redevelopment or reuse of existing buildings exist in the portion of the multiple-family zoned areas outside the safety zones. Thus, opportunities would remain for the development of these uses in other parts of Coronado. As noted in the preceding section, the uses that would be considered incompatible in R-3 multiple-family zoned areas within the safety zones are all institutional or public service uses, which are subject to limited development demand.<sup>86</sup>

### *C—Commercial Zone*

In the C Commercial zone, the Coronado Zoning Code allows the development of several uses considered incompatible in the safety zones under the ALUCP:

<sup>80</sup> Table AA-1 in Appendix A, Attachment A. The potential impact of the proposed ALUCP policies and standards on public services is considered in Section 4.14, Public Services.

<sup>81</sup> Potential impacts of the ALUCP on housing development are discussed in Section 3.13, Population and Housing, of this Initial Study.

<sup>82</sup> Appendix A, Analysis of Potentially Displaced Development, Table A-2.

<sup>83</sup> Coronado Municipal Code, Title 86, Zoning, §86.55.120.

<sup>84</sup> Appendix A, Analysis of Potentially Displaced Development, Table A-7. Note that all the affected incompatible uses involve public services. The impact of the ALUCP from a public services perspective is considered in Section 4.14, Public Services.

<sup>85</sup> Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4.

<sup>86</sup> In March 2018, only five child day care centers, nurseries, and preschools (excluding any in-home facilities); ten schools (K-12); one trade school; and ten places of religious assembly were in the entire City of Coronado. See Table AA-1 in Appendix A, Attachment A. The potential impact of the ALUCP on public services is considered in Section 4.14, Public Services.

- Allowed by right<sup>87</sup>
  - Schools, K-12
  - Colleges and universities
  - Trade schools
- Allowed subject to minor special use permit<sup>88</sup>
  - Child day care centers
  - Places of religious assembly
  - Places of indoor public assembly (e.g., fraternal associations)
  - Light manufacturing, clothing and instruments
  - Hotels and motels
  - Spectator sports arenas and stadiums
  - Theaters

The displacement analysis documented in Appendix A, found that one commercial-zoned parcel of 10,556 square feet would become unavailable for the future development of child day care centers, trade schools; light manufacturing of clothing, textiles and precision instruments; hotels and motels; and theaters, as presented in **Table 4-2**.<sup>89</sup> That parcel is too small to meet the minimum land area requirements for K-12 schools, college and university classrooms, places of religious assembly, and indoor places of assembly (fraternal associations) described in Table A-6 of Appendix A. Thus, these uses would not be considered potentially displaced from this property.

In addition, 23,759 square feet of potentially leasable space in existing buildings on two parcels would become unavailable for child day care centers, K-12 schools, trade schools, colleges and universities (auxiliary classrooms), places of religious assembly, places of public/fraternal assembly, and theaters. Thus, they could potentially be displaced with implementation of the ALUCP by the City of Coronado.

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<sup>87</sup> City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 33-40.1.

<sup>88</sup> City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 33-40.1. A minor special use permit requires Planning Commission approval, after a public hearing. The decision to issue a minor special use permit can be appealed to the City Council (Coronado Municipal Codes, Title 86, §86.55.040).

<sup>89</sup> Appendix A, Analysis of Potentially Displaced Development, Table A-7.

**Table 4-2: Commercial-Zoned Property Unavailable for Incompatible Uses and Potentially Subject to Displacement of Future Development with Implementation of the ALUCP**

PERMITTED LAND USE	NUMBER OF PROPERTIES	LAND AREA (SQ FT)	GROSS FLOOR AREA (SQ FT)
Child Day Care Centers	2	10,566	23,759
K-12 Schools	2	0	23,759
College and University Classrooms	2	0	23,759
Trade Schools	2	10,566	23,759
Places of Religious Assembly	2	0	23,759
Places of Assembly – Fraternal Associations	2	0	23,759
Hotel and Motel	2	10,566	0
Light Manufacturing (clothing, textiles, precision instruments)	2	10,566	0
Theaters	2	10,566	23,759

NOTE: The number of properties and the affected land area cannot be summed because the same properties are included for each land use. The 10,556 square-foot parcel includes a two-story building with an estimated 3,280 square feet of leasable space on the second floor. Thus, the potential development displacement for this property is either 10,566 square feet of land area or 3,280 square feet of floor area, not both.

SOURCE: Appendix A, Analysis of Potentially Displaced Development, Table A-7.

In addition to designating incompatible uses in the C Commercial zone, the implementation of the ALUCP would render the enlargement of existing nonresidential uses incompatible in the safety zones. Only small areas in APZ I, totaling approximately one acre along the northern edge of the safety zone, are zoned for commercial use, as indicated in Exhibit A-5, in Appendix A. Two commercially zoned properties could potentially be affected by this ALUCP policy. The properties are currently occupied by a mix of retail, office, and personal and professional service uses with a total of 15,250 square feet of gross floor area. They have a potential capacity of 19,100 to 40,800 square feet, based on Coronado’s development standards set forth in the OACSP.<sup>90</sup> Thus, the potential amount of gross floor area that could be displaced with the ALUCP would range from 3,850 to 25,550 square feet.<sup>91</sup>

As a matter of perspective, approximately 96 percent of the commercially zoned area in Coronado is outside the safety zones.<sup>92</sup> Thus, ample opportunities would remain for the accommodation of any displaced commercial development and any incompatible uses in other parts of Coronado.

### *HM—Hotel-Motel Zone*

The Coronado Zoning Code allows the following uses in the H-M zone that are considered incompatible in the safety zones under the ALUCP:

<sup>90</sup> The low end of the range would apply to development with surface parking, the high end to development with underground parking.

<sup>91</sup> Appendix A, Analysis of Potentially Displaced Development, Table A-3.

<sup>92</sup> Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4.

- Allowed by right<sup>93</sup>
  - Indoor places of assembly, fraternal associations
  - Theaters
- Allowed subject to major special use permit<sup>94</sup>
  - Amphitheaters, outdoor music shells
  - Sport and recreational enterprises, such as amusement parks, golf driving ranges, go-cart tracks, miniature golf courses
  - Dumps and landfills
  - Hospitals, nursing/convalescent homes
  - Places of religious assembly
  - Colleges and universities, trade schools, K-12 schools
  - Day care centers, nurseries, and preschools

The analysis in Appendix A found that no properties would become unavailable for the development of these uses in the HM-zoned areas in the safety zones with implementation of the ALUCP.<sup>95</sup>

In addition to designating incompatible uses in the H-M zone, implementation of the ALUCP would render the enlargement of existing nonresidential uses incompatible in the portion of the H-M zone in the safety zones. This policy would affect one land use in the H-M zone, the Hotel del Coronado resort. The analysis in Appendix A indicated that implementation of the LUCP would result in the potential displacement of up to 272,400 square feet of additional development at the Hotel del Coronado property.<sup>96</sup> This excludes any planned development which the City of Coronado determines has been vested, (and is, therefore, “existing” under the terms of the ALUCP policies and state law) as of the date of ALUCP adoption by the San Diego County Airport Land Use Commission.<sup>97</sup>

### *OS—Open Space Zone*

One use allowed in the OS—Open Space zone is considered incompatible in the safety zones under the ALUCP – campgrounds.<sup>98</sup> Campgrounds are allowed in the OS zone subject to a major special use permit. No land in

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<sup>93</sup> Coronado Municipal Code, Title 86, Zoning, Section 86.32.020.

<sup>94</sup> Coronado Municipal Code, Title 86, Zoning, Section 86.55.130.

<sup>95</sup> Appendix A, Analysis of Potentially Displaced Development, Section A-7 and Table A-7.

<sup>96</sup> Appendix A, Analysis of Potentially Displaced Development, Table A-4.

<sup>97</sup> As this Initial Study was being prepared, construction was initiated on the Hotel Del master plan development.

<sup>98</sup> Coronado Municipal Code, Title 86, Zoning, Section 86.55.190.

the OS—Open Space zone is considered developable, so implementation of the ALUCP would have no effect in those areas.

#### 4.11.1.2 San Diego Unified Port District

Besides the City of Coronado, the San Diego Unified Port District is the only other land use agency with jurisdiction within the noise contours. As previously discussed, a small part of Shelter Island is within the 65 dB CNEL noise contour. The Shelter Island Precise Plan designates the area within the noise contour for open space and commercial recreation, as indicated on **Exhibit 4-3**.<sup>99</sup> These uses are compatible with the ALUCP. Thus, the ALUCP would have no impacts on the Port District with respect to land use and planning.

#### 4.11.1.3 Airspace Protection and Flight Safety Standards in All Land Use Planning Jurisdictions

Proposed airspace protection and flight safety standards would apply within the ALUCP airspace protection boundary. They are intended to ensure compliance with Federal airspace protection standards described in CFR Part 77, which require that any obstructions to air navigation are properly marked and lighted and that construction of hazards to air navigation, as determined by the FAA, are avoided.

The airspace protection standards of the ALUCP would be consistent with existing federal and state law relating to the avoidance of hazards to air navigation.<sup>100</sup> Implementation of the ALUCP policies and standards is intended to ensure that local land use planning and permitting processes acknowledge and account for the relevant requirements of existing federal and state law and that development permits are not issued until compliance with the federal and state airspace protection laws is assured. Thus, implementation of the airspace protection policies and standards of the ALUCP would result in no substantive change in local development requirements.

Proposed flight safety standards would also apply within the ALUCP airspace protection boundary. Implementation of those standards by local agencies would ensure that sources of glare; lighting that may be mistaken for airport identification and navigational lighting; sources of dust, smoke, and vapor; sources of thermal plumes; sources of electromagnetic interference; and bird wildlife attractants are avoided within the Project Area wherever they might interfere with the safety of flight. These standards are expected to have minimal impact on local land use and planning. Proposed development projects that feature these potential hazards are relatively uncommon. When they do occur, design modifications can be made to avoid these potential impacts. For example, the FAA has established design guidance for water, stormwater detention/retention, and wastewater treatment facilities to make them inhospitable to birds.<sup>101</sup>

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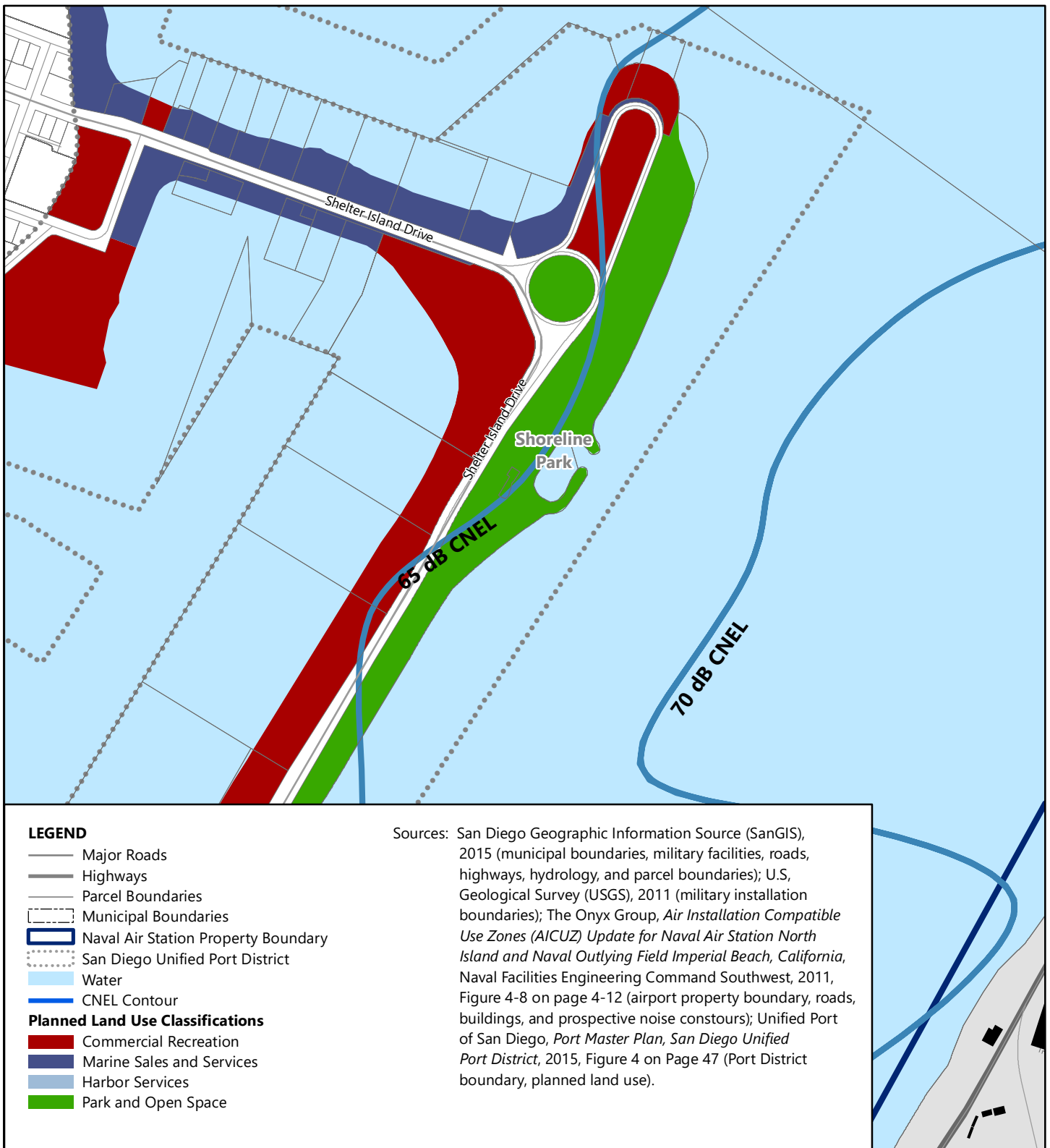
<sup>99</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 44-51.

<sup>100</sup> Federal requirements related to airspace protection are in Title 14, Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. California Public Utilities Code, Sections 21657, 21659(b) State law prohibits the construction or alteration of structures or objects that exceed Part 77 obstruction standards unless a permit is issued by Caltrans. The permit may be waived for a structure or object less than 500 feet above the ground if the FAA determines it would not be a hazard to air navigation.

<sup>101</sup> FAA, Advisory Circular AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, paragraph 2-3.

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Prepared by: Ricondo & Associates, Inc., March 2018.



**AIRPORT  
LAND USE  
COMMISSION**



**Exhibit 4-3**

**Draft ALUCP Noise Contours and  
Planned Land Use on Shelter Island**

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#### 4.11.1.4 Conclusions

Implementation of the ALUCP would not change any existing land uses but would result in new residential and other noise- or risk-sensitive land uses being designated as incompatible in the safety zones and noise contours. Given the current built environment and the shortage of developable land in Coronado, it is unlikely, but possible, that implementation of the ALUCP standards could result in indirect development impacts elsewhere in the community (caused, for example, by shifting future development from within the noise contours and safety zones to other areas).<sup>102</sup> There is, however, no substantial evidence that these indirect impacts may have a potentially significant effect on the physical division of an existing community or on any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

With implementation of the ALUCP, the City of Coronado is the only local government that would be subject to new land use policies and standards that would limit the development of incompatible land uses, residential density, and nonresidential intensity. Although the Coronado General Plan does not conflict with the ALUCP, the Zoning Code is inconsistent in several respects, as summarized in **Table 4-3**.

**Table 4-3: Inconsistencies of Coronado Zoning Code with Proposed ALUCP Policies and Standards**

CORONADO ZONING CODE	NASNI ALUCP
Residential-zoned lots may be subdivided if they meet the minimum lot size requirement	The creation of new residential lots would be incompatible in the safety zones
Multiple-family housing can be developed to the maximum density allowed in the zoning district	In the safety zones, multiple-family housing is limited to the density existing at the time of ALUCP adoption, regardless of zoning district allowance
Nonresidential development may be expanded to the maximum floor area ratio (FAR) or other maximum limit established by zoning	In the safety zones, expansion of nonresidential gross floor area (GFA) is limited to the GFA existing at time of ALUCP adoption
Land uses permitted in zoning districts, either by right or by special use permit, are as specified in Zoning Code	In the safety zones, the development of new selected land uses would be incompatible

SOURCES: Coronado Municipal Code, Title 86, Zoning; SDCRAA, Airport Land Use Commission, proposed NASNI ALUCP policies and standards.

**Table 4-4** notes the proportion of land within the ALUCP safety zones relative to the land area in Coronado. Approximately 180 acres, or 14.1 percent of the nonfederal land area in Coronado, are in the safety zones. The single-family zoned area within the safety zones represents 15.3 percent of all single-family zoned land in

<sup>102</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

Coronado, the multiple-family zoned area 3.8 percent, the commercial-zoned area 4.0 percent, and the hotel-motel zoned area 52.1 percent.

**Table 4-4: Land Area within Draft Safety Zones**

AREA OF INTEREST IN CORONADO	AREA IN CITY <sup>1/</sup> (ACRES)	AREA IN ALUCP SAFETY ZONES	
		ACRES	AS PERCENTAGE OF AREA IN CITY
City of Coronado (excluding federal land)	1,272	180	14.1%
Single-family-zoned area	414	64	15.3%
Multiple-family-zoned area	123	5	3.8%
Commercial-zoned area	25	1	4.0%
Hotel-motel-zoned area	49	25	52.1%

NOTE:

1/ All area measurements exclude street and highway rights-of-way.

SOURCES: Ricondo & Associates, Inc., March 2018; San Diego Geographic Information Source (SanGIS), March 2018.

The affected areas in each zoning district, except for the H-M—Hotel-Motel zoning district, are small relative to the total zoned areas in the city. The large proportion of affected H-M-zoned area and the amount of potentially displaced development (272,400 square feet of gross floor area) may represent a significant impact.

#### 4.11.2 MITIGATION

The impact of the ALUCP on the City of Coronado may lead to potentially significant impacts on land use and planning, particularly related to areas zoned by the City for Hotel-Motel.

While the ALUCP conflicts with the Coronado Zoning Code in a few respects, the proposed ALUCP policies and standards reflect the legislative mandate to which the ALUC is subject. They are necessary for the ALUCP to achieve consistency with the AICUZ study. They also reflect guidance provided in the *California Airport Land Use Planning Handbook* (Caltrans Handbook). Thus, any mitigation involving revisions to the ALUCP to relieve those conflicts would be contrary to the purpose and goals of the ALUCP.

As provided in state law, the responsibility to resolve the conflicts rests with the City of Coronado. The law provides that the City can amend its land use regulations to achieve consistency with the ALUCP or overrule the ALUCP, subject to making findings that the City's current land use plans and regulations fulfill the objectives of the ALUC statute.<sup>103</sup> The City also has the authority to make General Plan and zoning code amendments to allow for any new development that may be displaced from within the ALUCP noise contours and safety zones.

<sup>103</sup> California Public Utilities Code §§21676(a) and 21676.5.

## 4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

### 4.12.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly result in any use of or impacts to mineral resources.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>104</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on mineral resources. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

### 4.12.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

<sup>104</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

## 4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?			X	

### 4.13.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly result in the exposure of people to an increase in noise levels or groundborne vibration.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>105</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on noise. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

<sup>105</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

### 4.13.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

## 4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

### 4.14.1 DISCUSSION

The ALUCP is a land use planning document that does not propose any new development, construction or physical change to the environment that would either induce population growth or result in the displacement of people or existing housing. Implementation of the ALUCP would, however, limit the construction of new housing within the safety zones. While new accessory housing units would be allowed within the safety zones, in accordance with Coronado zoning, the subdivision of lots for new housing would be incompatible. The development of new multiple-family housing units within the safety zones would also be incompatible.

In Appendix A, Analysis of Potentially Displaced Development, the number of housing units that would be unable to be built after implementation of the ALUCP was calculated. The results are summarized in Tables A-1, A-2, and A-7 in Appendix A. The analysis found that 19 parcels in the R-1A zone, depicted on Exhibit A-2, were more than twice the required minimum lot size of 5,500 square feet and could be subdivided based on Coronado’s zoning. If all were subdivided, the lots could accommodate an additional 28 single-family homes. For this to be possible, however, the large homes on the affected lots may have to be demolished for the split lots to be configured to accommodate new homes. The size of the existing homes can be seen on the aerial image on Exhibit A-3 in Appendix A. Given the high value of the real estate in the area, this may be a future possibility. On the other hand, the existing homes are quite substantial and expensive and may continue to be highly valued by the market as they are. Thus, the potential redevelopment of the properties (without implementation of the ALUCP) can only be considered speculative.<sup>106</sup>

<sup>106</sup> In January 2019, average prices for homes in the neighborhoods within the safety zones listed on trullia.com ranged from \$25,000,000 to \$1,398,000 ([https://www.trullia.com/real\\_estate/Coronado-California/](https://www.trullia.com/real_estate/Coronado-California/), accessed January 30, 2019). A search of homes listed on Zillow found 18 homes in the study area listed for sale with prices ranging up to \$25,000,000. Ten of the homes were listed for more than \$3,500,000 ([https://www.zillow.com/homes/for\\_sale/32.6926,-117.176453,32.67994,-117.196966\\_rect/15\\_zm/1\\_fr/](https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/), accessed January 30, 2019).

The analysis in Appendix A found that four properties in the R-3 Multiple-Family zone had additional development capacity, as depicted on Exhibit A-2, and could accommodate an additional eight units. When combined with the potentially displaced single-family dwellings, a maximum of 36 additional dwelling units could remain undeveloped (or be displaced) with implementation of the ALUCP.

To put the potential displacement of housing units in context, the City of Coronado General Plan Housing Element was reviewed. In 2010, 9,634 dwelling units were in the city.<sup>107</sup> The Housing Element notes that the R-1 zone, which accounts for most of the land in the safety zones, is expected to experience some minor redevelopment in the future, but little net increase in housing units.<sup>108</sup> The Housing Element projects a need for 50 additional housing units through the year 2020. Seventeen housing opportunity sites, all in the R-4 Multiple-Family Residential zone, were identified.<sup>109</sup> All sites are outside the ALUCP safety zones. Thus, implementation of the ALUCP would not impair the City's ability to achieve its 2020 housing goals.

Overall, implementation of the ALUCP would potentially prevent a maximum of 36 housing units, or 0.37 percent of the 2010 housing stock, from being developed. Given the speculative nature of the potential housing displacement, the small number of housing units involved, and the lack of impact on any housing opportunity sites, the effect of the ALUCP on population and housing is considered less than significant.

By limiting the compatibility of development of new housing in the safety zones, implementation of the ALUCP may indirectly increase residential development pressures in other locations designated or zoned for residential use.<sup>110</sup> Any potential indirect effect that may arise from such potential development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.14.2 MITIGATION

Given the less than significant impact on population and housing, no mitigation is necessary.

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<sup>107</sup> *City of Coronado 2013-2021 Housing Element*, adopted February 19, 2013, p. 30.

<sup>108</sup> *City of Coronado 2013-2021 Housing Element*, adopted February 19, 2013, p. 45.

<sup>109</sup> *City of Coronado 2013-2021 Housing Element*, adopted February 19, 2013, p. 81.

<sup>110</sup> This potential outcome would depend on whether the City of Coronado implements the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5].



## 4.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other Public Facilities?			X	

### 4.15.1 DISCUSSION

The ALUCP considers several public services uses incompatible within the safety zones, including:

- Hospitals and nursing/convalescent homes
- Day care centers
- Schools, colleges, universities and trade schools
- Indoor places of public assembly, such as places of religious and fraternal assembly

All of these uses could be allowed under the Coronado Zoning Code, subject to approval of special use permits.<sup>111</sup>

Appendix A, Analysis of Potentially Displaced Development, estimated the amount of land within the safety zones that could conceivably become unavailable for the development of these uses with implementation of the ALUCP. The property considered to be potentially available for these uses is depicted on Exhibit A-7 in the appendix. The property was identified based on criteria described on pages A-34 and A-35 in Appendix A.

The results of the displacement analysis are summarized in Tables A-7 and A-8 of Appendix A. No vacant lots are within the safety zones, but some parcels have potential excess development capacity and could possibly

<sup>111</sup> City of Coronado Municipal Code, Title 86, Zoning, Chapter 86.55, Special Use Permits; City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 33-38, 40-41. Special use permits require approval by either Planning Commission (minor use permit) or City Council (major use permit) after public hearings (Section 86.55.040).

be candidates for redevelopment. Redevelopment of any of these properties, however, is speculative. The affected area is a mature and high value residential neighborhood. Any of the public services land uses considered incompatible under the ALUCP would be inconsistent with the character of the neighborhood and would also generate more traffic than single-family homes, the dominant land use in the area. Thus, it is possible that applications for the required special use permits would cause concerns among neighboring residents, the Planning Commission, and the City Council, making it difficult to secure approval of the permits.

An additional obstacle to the reuse of land in the safety zones for incompatible public service uses is the high value of land. The median sale price for homes in Coronado in the summer/fall of 2018 was \$1,474,500.<sup>112</sup> Housing values in the neighborhoods within the safety zones, near the ocean beaches, are even higher than in the City as a whole. A search of homes listed on Zillow in January 2019 found 18 homes in the study area listed for sale with prices ranging up to \$25,000,000. Only eight homes were listed for less than \$3,500,000.<sup>113</sup> The high value of the homes could make it impractical for a prospective developer to realize an acceptable return on investment from development of any of the public service uses that would be rendered incompatible with implementation of the ALUCP.

The results of the development displacement analysis, with respect to incompatible public service uses, are summarized in **Table 4-5**. Note that no suitable properties for potential hospital and nursing/convalescent home development are in the area.

As indicated in Table 4-5, 35 potentially developable parcels in addition to 23,759 of commercial floor area would be unavailable for the development of incompatible public service uses with implementation of the ALUCP (although the parcels would be available for redevelopment of other uses). The development of trade schools would be incompatible on all 35 properties, totaling 433,675 square feet of land and 23,759 square feet of existing floor area. The development of child day care centers, nurseries, and preschools would be incompatible on 32 properties, totaling 412,173 square feet of land and 23,759 square feet of existing floor area. The development of places of public/fraternal assembly would be incompatible on 13 parcels totaling 195,062 square feet, in addition to 23,759 square feet of existing floor area. The development of K-12 schools and places of religious assembly would be incompatible on two parcels totaling 54,719 square feet, in addition to 23,579 square feet of existing commercial floor area. Colleges and university classrooms would be incompatible in 23,579 of existing commercial floor area.

None of these public service uses are known to be planned in the affected area.<sup>114</sup>

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<sup>112</sup> Sale prices between July 18 and October 17, 2018. [https://www.trulia.com/real\\_estate/Coronado-California/](https://www.trulia.com/real_estate/Coronado-California/), accessed November 21, 2018.

<sup>113</sup> [https://www.zillow.com/homes/for\\_sale/32.6926,-117.176453,32.67994,-117.196966\\_rect/15\\_zm/1\\_fr/](https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/), accessed January 30, 2019.

<sup>114</sup> Based on the *City of Coronado General Plan*, Chapter B, Public Facilities Element, adopted December 4, 2007; comments provided by the City of Coronado planning staff and discussions at ALUCP Working Group meetings.

**Table 4-5 (1 of 2): Property Unavailable for Incompatible Public Service Uses and Potentially Subject to Displacement of New Development with Implementation of ALUCP**

MAP ID <sup>2/</sup>	AREA (SQ FT)	INCOMPATIBLE LAND USE <sup>1/</sup>					
		CHILD DAY CARE CENTERS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY
1 <sup>3/</sup>	13,107	13,107	0	13,107	0	0	0
2	15,419	15,419	0	15,419	0	0	0
3	11,012	11,012	0	11,012	0	0	0
4	15,400	15,400	0	15,400	0	0	0
5	11,789	11,789	0	11,789	0	0	11,789
6	11,204	11,204	0	11,204	0	0	11,204
7	11,768	11,768	0	11,768	0	0	11,768
8	18,505	18,505	0	18,505	0	0	0
9 <sup>3/</sup>	13,097	13,097	0	13,097	0	0	13,097
10 <sup>3/</sup>	16,776	16,776	0	16,776	0	0	16,776
11 <sup>3/</sup>	28,890	28,890	28,890	28,890	0	28,890	0
12 <sup>3/</sup>	15,971	15,971	0	15,971	0	0	15,971
13 <sup>3/</sup>	14,139	14,139	0	14,139	0	0	14,139
14 <sup>3/</sup>	16,032	16,032	0	16,032	0	0	16,032
15 <sup>3/</sup>	16,948	16,948	0	16,948	0	0	16,948
16	25,829	25,829	25,829	25,829	0	25,829	25,829
17	18,757	18,757	0	18,757	0	0	18,757
18 <sup>3/</sup>	11,901	11,901	0	11,901	0	0	11,901
19	11,969	11,969	0	11,969	0	0	0
20 <sup>3/</sup>	12,007	12,007	0	12,007	0	0	0
21 <sup>3/</sup>	8,846	8,846	0	8,846	0	0	0
30	10,852	10,852	0	10,852	0	0	10,852
31	9,018	9,018	0	9,018	0	0	0
32	8,389	8,389	0	8,389	0	0	0
33	10,460	10,460	0	10,460	0	0	0
34 <sup>3/</sup>	8,514	8,514	0	8,514	0	0	0
35	10,213	10,213	0	10,213	0	0	0
36 <sup>3/</sup>	7,041	0	0	7,041	0	0	0
37	7,342	0	0	7,342	0	0	0
38	9,138	9,138	0	9,138	0	0	0
39 <sup>3/</sup>	8,033	8,033	0	8,033	0	0	0

**Table 4-5 (2 of 2): Property Unavailable for Incompatible Public Service Uses and Potentially Subject to Displacement of New Development with Implementation of ALUCP**

MAP ID <sup>2/</sup>	AREA (SQ FT)	INCOMPATIBLE LAND USE <sup>1/</sup>					
		CHILD DAY CARE CENTERS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY
40 <sup>3/</sup>	7,625	7,625	0	7,625	0	0	0
41 <sup>3/</sup>	7,119	0	0	7,119	0	0	0
42	10,566	10,566	0	10,566	0	0	0
42 <sup>4/</sup>	3,280 (floor area)	3,280	3,280	3,280	3,280 <sup>6/</sup>	3,280	3,280
43 <sup>5/</sup>	20,479 (floor area)	20,479	20,479	20,479	20,479 <sup>6/</sup>	20,479	20,479
<b>Total Parcel Area</b>		<b>412,173</b>	<b>54,719</b>	<b>433,675</b>	<b>0</b>	<b>54,719</b>	<b>195,062</b>
<b>Total Parcel Area on Arterial and Collector Streets</b>		<b>211,150</b>	<b>25,829</b>	<b>218,491</b>	<b>0</b>	<b>25,829</b>	<b>104,337</b>
<b>Total Floor Area</b>		<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>

## NOTES:

1/ No potentially developable parcels were found that could accommodate these incompatible uses: colleges/ universities; hospitals; congregate care, nursing, and convalescent homes; stadiums and arenas; solid waste facilities; sport and recreational enterprises (amusement parks, golf driving ranges, go-cart tracks, miniature golf courses), and amphitheatres.

2/ Please refer to Exhibit A-7 in Appendix A.

3/ These parcels are on streets classified as "local," which are not designed for through traffic. The others are on collector or arterial streets. The potential for increased traffic with the various incompatible land uses may make the approval of special use permits, whether major or minor, difficult because of the possibility of neighborhood objections.

4/ The upper floor of the two-story building on map ID 56 is considered to be potentially available for the incompatible uses noted in the table. This would be an alternative to the redevelopment of the parcel, described in the preceding row.

5/ Map ID 57 represents the second and third floors of Coronado Plaza, which have 13,464 and 7,015 square feet of gross floor area, respectively. This space is considered to be potentially available for the incompatible uses noted in the table.

6/ It is assumed that this leasable space could be potentially available for auxiliary college or university classrooms.

SOURCE: Ricondo & Associates, Inc. analysis, January 2019; *City of Coronado General Plan, Circulation Element*, Figure A, amended 2012, (street classification).

To put the results of the displacement analysis in perspective, it must be recognized that these public service land uses occur infrequently in neighborhoods and communities.<sup>115</sup> The ALUCP safety zones also affect only a small portion of Coronado. A large proportion of the City would remain available for the incompatible public service uses. Approximately 86 percent of nonfederal land in the City is outside the safety zones, including 85 percent of the single-family residential-zoned area, 96 percent of the multiple-family residential-zoned area, and 96 percent of the commercial-zoned area.<sup>116</sup> Given these considerations, the speculative nature of new public service uses in fully developed neighborhoods, and the absence of any known plans for new public service

<sup>115</sup> A survey undertaken in March 2018 found the following incompatible service uses in all of Coronado: five child day care centers, nurseries, and preschools (excluding any in-home facilities); ten schools (K-12); no colleges or universities, including auxiliary classrooms; one trade school; ten places of religious assembly; and five places of public/fraternal assembly. See Table AA-1 in Appendix A, Attachment A.

<sup>116</sup> Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4 in Section 4.10.2.4.

uses within the safety zones, the potential impact of implementation of the ALUCP on public services is considered less than significant.

In conclusion, implementation of the ALUCP would limit within the safety zones and noise contours the future development of new incompatible residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>117</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on public services. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.15.2 MITIGATION

Given the less than significant impact on public service uses, no mitigation is necessary.

### 4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

#### 4.16.1 DISCUSSION

The ALUCP is a land use planning document and does not include any proposals that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Additionally, the project does not propose any construction or expansion of recreational facilities and, therefore, would not directly result

<sup>117</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

in an effect on the environment relative to recreational resources. Nothing in the ALUCP would directly result in a change in the use of or demand for public recreation in the City of Coronado or elsewhere in the AIA.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>118</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on recreation. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.16.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

## 4.17 Transportation

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

<sup>118</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

#### 4.17.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that will directly result in any additional vehicle trips and will not directly alter the surrounding circulation system in any way; therefore the project would not directly result in inadequate emergency access or directly conflict with any applicable plan, ordinance or policy establishing measures of the effectiveness of the circulation system, congestion management, and alternative transportation.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>119</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on transportation or traffic. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.17.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

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<sup>119</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

## 4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

### 4.18.1 DISCUSSION

As a land use planning document, the ALUCP does not propose any new development, construction, or physical change to the environment that would directly result in any impacts to tribal cultural resources.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>120</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on tribal cultural resources. Furthermore, any potential indirect effect that may arise from such

<sup>120</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.



a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

**4.18.2 MITIGATION**

No mitigation is needed because of the absence of significant impacts.

**4.19 Utilities and Service Systems**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

**4.19.1 DISCUSSION**

The ALUCP is a land use planning document and will not directly produce any wastewater or solid waste, nor place any direct burden on the existing permitted capacity of any landfill, transfer station, or wastewater treatment provider within San Diego County. As a land use planning document, compliance with Federal, State, or local statutes or regulation related to solid waste is not applicable to this project. The project would not directly result in any effect to existing utilities/service systems.

Implementation of one ALUCP policy would require compliance with FAA guidance on the location of solid waste disposal, stormwater management, and wastewater management facilities near airports (FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*). These facilities are incompatible within the airspace protection boundary because of their potential to attract birds, which can create hazards to low-flying aircraft. The policy provides that, where stormwater and wastewater management facilities must be located within the airspace protection boundary, measures must be taken to minimize the risk of attracting

birds. Design guidance for managing bird attractants is provided in Federal Aviation Administration, Advisory Circular AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, paragraph 2-3.

A review of the general plans of the affected jurisdictions (the cities of Chula Vista, Coronado, National City, and San Diego) indicates that no solid waste facilities, new sewage treatment plants, or stormwater storage basins are known to be proposed within the Airspace Protection Boundary.<sup>121</sup>

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>122</sup> These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on utility or service systems. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.19.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

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<sup>121</sup> *City of Chula Vista Vision 2020: General Plan*, amended October 2015. Chapter 8, Public Facilities and Services Element, p. PFS-5 – PFS-15, PFS-57 – PFS-60; *City of Coronado General Plan*, Chapter A, Land Use Element, Revised November 4, 2003 and Chapter B, Public Facilities Element, adopted December 4, 2007; *National City General Plan*, adopted June 2011. Part Three: General Plan Elements – Conservation and Sustainability, p. 3-185 – 3-212; *City of San Diego General Plan*, Public Facilities, Services and Safety Element, June 2015, p. PF-29 – PF-45.

<sup>122</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

## 4.20 Wildfire

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

### 4.20.1 DISCUSSION

As a land use planning document, the ALUCP does not propose any new development, construction, or physical change to the environment that would directly result in any impacts related to wildfire risks.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>123</sup> These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on wildfire risks. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

<sup>123</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.20.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	X			

4.21.1 DISCUSSION – (a)

As discussed in the preceding parts of Section 4, the NASNI ALUCP would not directly impact the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate examples of major periods of California history or prehistory.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.<sup>124</sup> These residential and other noise- or risk-sensitive uses and

<sup>124</sup> This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land

features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on the environmental resource described in subheading (a) of the checklist above. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

#### 4.21.2 DISCUSSION – (b)

The City of Coronado’s website was searched for past projects and planned future projects that could combine with the impacts of the ALUCP to create cumulatively significant environment impacts. Planned changes at NASNI were also considered. Two recent ordinances and two current planning efforts of potential relevance were found: Ordinance 2062, adopted October 4, 2016, implementing the residential standards improvement program; Ordinance 2088, adopted December 18, 2018, amending the Historic Resources Code; regional planning for sea level rise; and the planned conversion from C-2A to CMV-22B aircraft at NASNI.

##### 4.21.2.1 Ordinance 2062 – Residential Standards Improvement Program

This ordinance amended the Zoning Code by adding design standards for residential development. The additional standards are intended to ensure light and air for properties adjacent to those that are undergoing development or expansion by limiting building heights and mass. The standards also adjusted residential yard and building setback requirements. Standards for burying utilities were also established for new construction and for substantial building modifications. Other standards address the placement of mechanical equipment; the design of dormers, roof decks and balconies; and the design and placement of fences, walls and hedges.<sup>125</sup>

The requirements of Ordinance 2062 would not interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

##### 4.21.2.2 Ordinance 2088 – Amended Historic Resources Code

This ordinance amended some of the criteria for buildings to qualify as historic resources and modified administrative processes related to applying for historic resource designation. Certain editorial revisions were also made. The amendments to the Historic Resources Code would not change the relationship of the Code to the ALUCP, nor would the amendments interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

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use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

<sup>125</sup> Ordinance No. 2062, An Ordinance of the City Council of the City of Coronado, California, Amending Portions of the Coronado Municipal Code to Implement the Recommendations of the Residential Improvement Standards Program (RSIP-3) ..., adopted October 4, 2016; Coronado Municipal Code, RSIP-3, Proposed Revisions, June 27, 2016, (Revised by City Council September 20, 2016).

#### 4.21.2.3 Regional Planning for Rising Sea Levels

The City of Coronado has been coordinating with other San Diego Bay area governments and stakeholders in studying the potential impact of rising sea levels on the local natural and built environment. Coronado was represented on the Steering Committee and Technical Advisory Committee that participated in the preparation of an adaptation strategy document in 2012.<sup>126</sup>

The report included a vulnerability assessment for various sectors of the natural and built environment and identified adaptation strategies. The ten comprehensive strategies are quoted below.

1. Create a staff-level regional sea level rise (SLR) adaptation working group consisting of representatives from public agencies around San Diego Bay to implement the Adaptation Strategy.
2. Provide regular opportunities for stakeholder engagement around implementation of the Adaptation Strategy.
3. Create and enhance existing outreach, education, training, and peer exchange programs tailored to public agency staff, stakeholders, and the general public.
4. Establish and promote a regional research agenda to advance understanding of sea level rise impacts, vulnerabilities, and adaptation responses in the San Diego region.
5. Engage regulatory agencies to advocate for clear and consistent regulatory guidance on how to address sea level rise impacts in development permitting.
6. Engage the Federal Emergency Management Agency (FEMA) to encourage the incorporation of future risks from sea level rise into non-regulatory maps associated with upcoming Flood Insurance Studies (FIS).
7. Institutionalize or mainstream sea level rise adaptation by incorporating sea level rise and associated impacts into relevant local and regional plans and projects.
8. Consistently utilize guidance provided by the State of California Climate Action Team in developing sea level rise assumptions for planning purposes.
9. Perform more detailed vulnerability assessments at a site-specific level as significant plans or capital projects are undertaken.<sup>127</sup>
10. Develop decision-making frameworks in each jurisdiction for selecting and implementing appropriate management practices in communities vulnerable to inundation or regular flooding, utilizing such frameworks as risk management and cost/benefit analysis.

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<sup>126</sup> ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012. Prepared for the project's Public Agency Steering Committee, with the support of The San Diego Foundation.

<sup>127</sup> ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012, p. vii.

The report also identifies a series of targeted strategies for each sector of the natural and built environment for which vulnerability assessments were undertaken. With respect to building stock, the report identifies two areas in Coronado as being at risk by the year 2100 – the Coronado Cays and all housing on the east side of 1<sup>st</sup> Street.<sup>128</sup> The report identifies the following strategies for addressing the risk of flooding and inundation of the building stock, as prioritized by the project’s Stakeholder Working Group and the Technical Advisory Committee.<sup>129</sup>

1. In areas vulnerable to projected SLR-related [sea level rise] flooding and in the existing 100-year floodplain, consider strengthening floodplain management regulations through participation in the FEMA Community Rating System or through incorporation of more flood resistant building code provisions.
2. Work with FEMA to improve Flood Insurance Rate Maps (FIRMs) and create additional maps that include future sea level rise.
3. Create financial incentives for buildings constructed to higher standards.
4. Create a real estate disclosure statement that requires more explicit statements regarding future risks.
5. Develop, enhance and distribute outreach and education materials for building owners and tenants in flood prone areas.
6. Gather more specific elevation data creating a better understanding of current base floor building elevations.
7. In areas vulnerable to projected SLR-related flooding that are not in the existing 100-year floodplain, consider applying NFIP [National Flood Insurance Program] minimum requirements to new development.

Section 5 of the report includes several management practices and engineering techniques that can be used in different situations to adapt to sea level rise.

At this point, no specific regulations or development standards related to sea level rise have been adopted by the City of Coronado. Neither the comprehensive strategies nor the targeted strategies related to the building stock would interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

#### 4.21.2.4 CMV-22B Conversion at NASNI

The U.S. Navy is planning a conversion from C-2A Greyhound fixed-wing aircraft to CMV-22B Osprey tilt-rotor aircraft, starting in 2020 and finishing by 2028. The Environmental Assessment (EA)<sup>130</sup> for the proposed project

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<sup>128</sup> ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012, p.47.

<sup>129</sup> ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012, p.48.

<sup>130</sup> Department of Defense, Department of the Navy, *Finding of No Significant Impact for the Environmental Assessment for the Transition from C-2A to CMV-22B Aircraft at Fleet Logistics Centers – Naval Air Station North Island, California, and Naval Station Norfolk, Virginia*, November 15, 2018.

evaluated two action alternatives. Alternative 1 would increase the aircraft based at NASNI from 10 C-2As to 23 CMV-22Bs. Alternative 2 would increase the number of based CMV-22Bs to 18 aircraft.<sup>131</sup> The EA concluded that no significant environmental impacts would occur with either of the two alternatives.<sup>132</sup> No changes to the AICUZ study, prepared in 2011, would be required.<sup>133</sup>

The planned aircraft conversion at NASNI would not interact with the policies and standards of the ALUCP to create cumulative impacts.

#### 4.21.3 DISCUSSION – (c)

The analysis in Section 4.10, Land Use and Planning, found that the ALUCP could lead to significant impacts, especially with respect to hotel-motel-resort development. The analysis found that as much as 272,400 gross square feet of potential expanded floor area could be displaced from the Hotel del Coronado. Given the large proportion of H-M—Hotel-Motel zoned land in the safety zones (52 percent of all H-M-zoned land in Coronado), this could represent a significant impact.

#### 4.21.4 MITIGATION

As discussed in Section 4.10.3, despite the conflicts of the Coronado Zoning Code with the ALUCP, the proposed policies and standards of the ALUCP reflect the legislative mandate to which the ALUC is subject. They are necessary for the ALUCP to achieve consistency with the AICUZ study. They also reflect guidance provided in the California Airport Land Use Planning Handbook. Thus, any mitigation involving revisions to the ALUCP to relieve those conflicts would be contrary to the purpose and goals of the ALUCP (described in Section 2.1 of this Initial Study).

As provided in state law, the responsibility to resolve the conflicts rests with the City of Coronado. The law provides that the City can amend its land use regulations to achieve consistency with the ALUCP or overrule the ALUCP, subject to making findings that the City's current land use plans and regulations fulfill the objectives of the ALUC statute. The City also has the authority to make General Plan and zoning code amendments to allow for any new development that may be displaced from within the ALUCP noise contours and safety zones.

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<sup>131</sup> *Draft Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, January 2018, p. ES-1.

<sup>132</sup> *Draft Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, January 2018, p. ES-5 – ES-13.

<sup>133</sup> *Draft Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, January 2018, p. ES-6.



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## **Appendix A**

### Analysis of Potentially Displaced Development





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# Appendix A Analysis of Potentially Displaced Development

## A.1 Purpose of the Displacement Analysis

The California Environmental Quality Act (CEQA) requires the evaluation of proposed projects for potential environmental impacts. The California courts have held that airport land use compatibility plans are “projects” under CEQA.<sup>1</sup> The Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station North Island (NASNI) is a land use plan and does not involve or propose any development. Therefore, any environmental impacts attributable to the ALUCP would be limited to changes to local agency land use plans and regulations required to implement ALUCP policies that could affect future development.<sup>2</sup> CEQA resource categories that may potentially be affected by Airport Land Use Commission (ALUC) adoption and local agency implementation of the ALUCP include land use planning, population and housing, and public services.

Only one local agency, the City of Coronado, is potentially subject to the displacement of future development with implementation of the ALUCP. The displacement analysis discussed in this report quantifies the amount of future development currently allowed under the City’s General Plan and zoning, in terms of dwelling units and nonresidential floor area, that could potentially be displaced from the areas subject to more restrictive land use controls after the City’s implementation of the ALUCP. The analysis also quantifies the amount of land area that could be subject to the displacement of new land uses that would be incompatible within the noise contours and safety zones after adoption and implementation of the ALUCP.

Although the area subject to potential development displacement is fully developed, not all land is developed to the maximum density and intensity allowed under Coronado’s zoning. This analysis considers the potential displacement that could occur if the area was developed to the maximum level allowed by current zoning without implementation of the ALUCP by the City.

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<sup>1</sup> *Muzzy Ranch v. Solano County Airport Land Use Commission*, 41 Cal.4th 372.

<sup>2</sup> Full implementation of the ALUCP is only one option available to local agencies under State law. They may implement parts of the ALUCP and overrule other parts or overrule the entire ALUCP. See California Public Utilities Code §§ 21676(a) and 21676.5.

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## A.2 Potential Causes of Displacement

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The proposed ALUCP policies and standards address four land use compatibility factors: noise, safety, airspace protection, and overflight. Only the proposed ALUCP noise and safety policies and standards have the potential to displace future development. Implementation of those policies by the City would render the development of some new uses incompatible within the noise contours and safety zones. Those policies would also limit the subdivision of residential lots, the development of additional multiple-family housing, and the expansion of nonresidential land uses. The noise and safety policies and standards are described in Section 2.3 and Table 2-1, Standards for Noise and Safety Compatibility, of the Initial Study.

The proposed ALUCP airspace protection policies, while integrating the Airport Land Use Commission's (ALUC's) policy more clearly with applicable Federal Aviation Administration (FAA) regulations<sup>3</sup> and California law,<sup>4</sup> involve no changes to existing maximum allowable building heights. The airspace protection policies and standards include limits on selected land uses and development features that could compromise flight safety.<sup>5</sup> The overflight policy provides real estate disclosure and residential property buyer awareness measures but does not involve land use restrictions. (See Section 2.3 of the Initial Study for a description of these policies and standards.)

### A.2.1 LAND USE PLANNING AND REGULATIONS IN THE DEVELOPMENT DISPLACEMENT ANALYSIS STUDY AREA

The study area for the development displacement analysis is defined by the ALUCP noise compatibility and safety zone boundaries, depicted on Exhibit 2-1 in the Initial Study. The ALUCP noise compatibility boundaries are defined by the 65 dB, 70 dB, and 75 dB CNEL contours for prospective future noise exposure presented in the *Air Installation Compatible Use Zones (AICUZ)* study for NASNI.<sup>6</sup> The area includes part of the City of Coronado and a small portion of the City of San Diego on Shelter Island which falls under the land use authority of the San Diego Unified Port District (the Port District). The ALUCP safety zones correspond with the Clear Zone and Accident Potential Zones (APZ I and APZ II) described in the AICUZ study, which includes part of the City of Coronado.

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<sup>3</sup> 14 CFR 77.9 and 77.11.

<sup>4</sup> California Public Utilities Code, Sections 21657, 21659(b). Also, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 4-40 – 4-41.

<sup>5</sup> These limits include the avoidance of land uses and building materials that would cause glare/glint, thermal plumes; or dust, smoke, or vapor sufficient to interfere with the safe control of aircraft. In addition, lighting that could be confused with airport identification and navigational lighting; electromagnetic interference with communications and navigation equipment; and wildlife attractants would also be limited.

<sup>6</sup> The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011.



The extent to which implementation of the ALUCP noise and safety policies could conflict with local land use plans and regulations and potentially displace future development in these areas is addressed in the following sections.

#### A.2.1.1 Land Use Planning and Regulation in the City of Coronado

The City of Coronado General Plan, adopted in November 1986 and most recently amended in February 2013, establishes planning and development policies for the City. The General Plan includes the following elements: land use, public facilities, recreation, parking, circulation, transportation, housing, historic preservation, community design, disaster preparedness, safety, noise, open space, conservation, scenic highway, local coastal, and bay. The land use element includes policies related to land development in the City of Coronado and includes a future land use map describing the preferred locations of residential and nonresidential land uses, which closely resembles the existing land use pattern.

California law authorizes local governments to prepare Specific Plans for all or part of the area covered by the General Plan. A Specific Plan must be consistent with the General Plan, but it provides considerably more detail related to the type and distribution of land uses, the layout of development, the placement and design of public facilities and a program of implementation measures.

One Specific Plan applies in the Coronado portion of the study area -- the Orange Avenue Corridor Specific Plan (OACSP), adopted in November 2003 and most recently amended in April 2014. The corridor extends along Orange Avenue from First Street on the north to R.H. Dana Place and Adella Avenue on the south. The OACSP designates commercial uses on the northern and southern ends, with residential, civic, and open space uses in the central portion of the corridor. Only a small portion of the OACSP area lies in the study area, from Loma Avenue southeast to R.H. Dana Place, as depicted on **Exhibit A-1**.

While the General Plan establishes the goals, objectives and policies directing growth in the City of Coronado, the Zoning Code includes the regulations that implement those policies.<sup>7</sup> California law requires that the zoning regulations must be based on the General Plan.<sup>8</sup> Zoning codes establish districts or zones where specific sets of regulations are prescribed, including permitted land uses and development standards, such as lot coverage, building heights, residential dwelling unit densities, floor area ratios,<sup>9</sup> and off-street parking requirements. The regulations are drafted to achieve the type and design of desired development as envisioned in the General Plan.

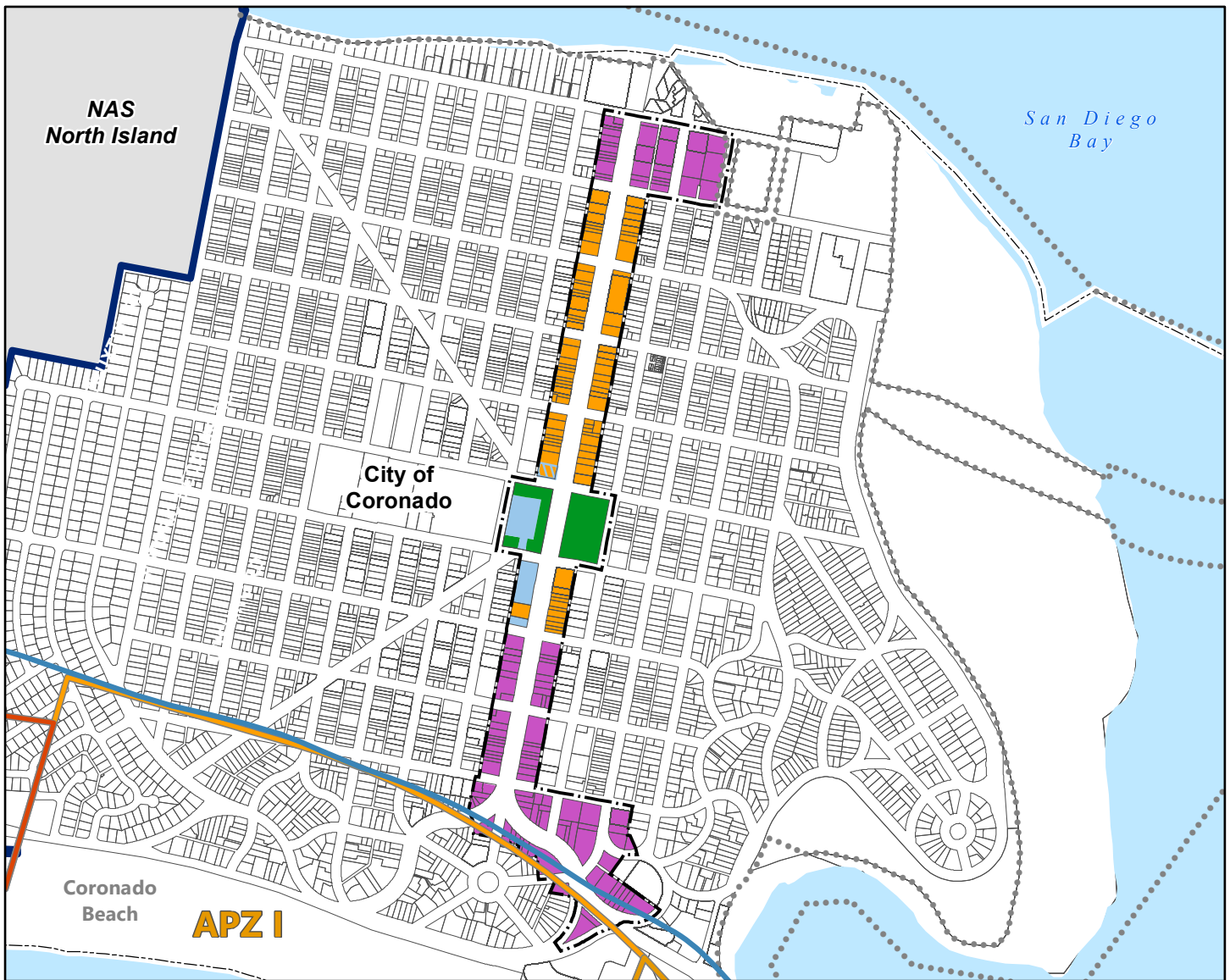
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<sup>7</sup> Coronado Municipal Code, Title 86, Zoning.

<sup>8</sup> *California Government Code*, 2011, Section 65860(a).

<sup>9</sup> Floor area ratio (F.A.R.) is the ratio of building floor area to the lot area.

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**LEGEND**

- Military Installation
- Municipal Boundaries
- Naval Air Station Property Boundary
- San Diego Unified Port District
- Specific Plan Boundary
- Water
- AICUZ Boundaries:**
- 65 dB CNEL Contour
- Clear Zone Boundary
- Accident Potential Zone (APZ) Boundary

**Zoning Designations:**

- Commercial
- Civic Use
- Civic Use Overlay
- Open Space
- R-4 Multifamily Residential (40 du/acre)

Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, and hydrology); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, prospective noise contours, and safety zones); Unified Port of San Diego, 2015 (Port District boundary); City of Coronado, *Orange Avenue Corridor Specific Plan*, Figure III-1, page 30, 2014 (zoning).

Prepared by: Ricondo & Associates, Inc., February 2019.



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**Exhibit A-1**  
**Orange Avenue Corridor  
Specific Plan Area**

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The following zones are in the Coronado portion of the study area:<sup>10</sup>

- R-1A (CC-1) – Single-family Residential (7,500 square-foot minimum lot size)
- R-1A (CC-2) – Single-family Residential (6,600 square-foot minimum lot size)
- R-1A (CC-3) – Single-family Residential (6,000 square-foot minimum lot size)
- R-1A – Single-family Residential (5,500 square-foot minimum lot size)
- R-3 – Multiple-family Residential (28 dwelling units per acre)
- R-5 – Multiple-family Residential (47 dwelling units per acre)
- C – Commercial
- H-M – Hotel-Motel
- OS – Open Space
- MZ – Military Zone (applies only to military facilities, which are not subject to the ALUCP)

In the portion of the C—Commercial, zone within the study area, the development regulations and standards of the OACSP apply.

#### A.2.1.2 Land Use Planning and Regulation in the San Diego Unified Port District

The Port District encompasses 5,483 acres of San Diego Bay tidelands.<sup>11</sup> The policies and regulations guiding development of the Port District lands are established in the Port Master Plan (PMP). Land within the Port District consists of commercial, industrial, recreation, conservation, public facilities, and military uses. The PMP divides the tidelands into ten smaller Planning Districts where Precise Plans provide land use regulations and standards tailored to achieve specific development outcomes in each Planning District.<sup>12</sup>

A single Planning District, Shelter Island, is intersected by the 65 dB CNEL contour. (See Exhibit 4-3 in the Initial Study.) The Shelter Island Precise Plan divides the Planning District into seven planning subareas. The Bay Corridor planning subarea of the Shelter Island Precise Plan is the only portion within the 65 dB CNEL contour. Planned land uses within the 65 dB CNEL contour include commercial recreation, parks, and open space, as depicted on Exhibit 4-3 in the Initial Study.<sup>13</sup>

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<sup>10</sup> See Exhibit 4-2 in the Initial Study. Parts of individual lots zoned CR, Commercial Recreation, are also in the study area (on the northeast side of Silver Strand Boulevard opposite Avenida del Sol), but are too small to have any realistic redevelopment potential. Thus, they are excluded from the analysis of potential development displacement.

<sup>11</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 4.

<sup>12</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 41.

<sup>13</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 47.

## A.2.2 NOISE AND SAFETY COMPATIBILITY POLICIES AND STANDARDS

The proposed ALUCP noise and safety compatibility policies and standards are presented in Table 2-1 of the Initial Study. Four compatibility zones are established, the Clear Zone (CZ), Accident Potential Zone (APZ) I, APZ II, and the 65 dB CNEL contour outside the safety zones. The compatibility zones are depicted on Exhibit 4-1 (with existing land use) and Exhibit 4-2 (with existing zoning) in the Initial Study.

### A.2.2.1 Area Inside 65 dB CNEL and Outside Safety Zones

The only land uses considered incompatible within the 65 dB CNEL contour but outside the safety zones are outdoor places of public assembly (amphitheaters, arenas, stadiums, etc.) and refuse disposal (sanitary landfills, solid waste/recycling centers).<sup>14</sup> In the City of Coronado, approximately 33 acres of land is within the 65 dB CNEL contour and outside the safety zones. Existing land uses in this area, which match the General Plan land use designations, include single-family and multiple-family residential, commercial, hotel-motel-resort, and open space. Within the 65 dB CNEL contour, the City's C—Commercial and H-M—Hotel-Motel zoning would allow uses considered incompatible with the ALUCP.

- In the C zone, spectator sports facilities are allowed, subject to a minor special use permit.<sup>15</sup> Based on a survey of such uses in Coronado and central San Diego, they would require sites of at least 39,000 square feet.<sup>16</sup> No suitable developable sites for such facilities are in the C zone.
- In the H-M zone, "assemblages of many people," including outdoor theaters (such as amphitheaters and music shells), are allowed subject to a major special use permit, but, again, no suitable sites are available within the H-M zone.<sup>17</sup>
- In the H-M zone, refuse disposal facilities are also allowed, subject to a major special use permit,<sup>18</sup> but there are no suitable sites for such facilities in the 65 dB CNEL contour.<sup>19</sup>

Thus, implementation of the noise policies and standards of the ALUCP would have no displacement effect on the land uses in Coronado considered incompatible within the 65 dB CNEL contour and outside safety zones.

<sup>14</sup> Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study. While refuse disposal is not a noise-sensitive land use, it is incompatible from a safety perspective so close to NASNI because of the its potential to attract birds.

<sup>15</sup> City of Coronado, *Orange Avenue Corridor Specific Plan*, Chapter IV, Commercial Zone (C) Regulations, Section E.5, page 40.

<sup>16</sup> See Table AA-1 in Appendix A.

<sup>17</sup> Outdoor theaters, such as amphitheaters and music shells are often associated with parks and open space areas and are seldom found in intensively developed commercial areas with high property values and high levels of ambient noise. According to a survey of such facilities in central San Diego, a minimum site size of 17,400 square feet would be required (see Table AA-1 in Attachment A.) No vacant sites zoned H-M are within the noise contours or safety zones. All parcels are occupied by substantial buildings, most of which are hotels. Thus, it is considered unrealistic that any of the existing buildings would be demolished to make way for open space uses such as amphitheaters or outdoor music shells.

<sup>18</sup> City of Coronado, Coronado Municipal Code, Title 86, Zoning, §86.55.130.

<sup>19</sup> Solid waste transfer stations are typically located in industrial areas, and landfills require large sites away from urbanized areas. No such sites exist in the H-M zone, which is dominated by tourist-oriented uses.

In the Port District area, only 14 acres on Shelter Island are within the 65 dB CNEL contour and outside the safety zones. Planned land uses within the 65 dB CNEL contour include commercial recreation, open space, and parks, as depicted on Exhibit 4-3 in the Initial Study. Facilities planned in this area include art displays, a restaurant, a landing dock, a waterfront park, and renovation of an existing boat launch.<sup>20</sup> There are currently no plans for any outdoor assembly facilities or refuse disposal facilities in this area.<sup>21</sup> Therefore, implementation of the ALUCP noise compatibility policies and standards within the 65 dB CNEL contour and outside the safety zones would not result in the displacement of any future planned development on Port District lands.

Various noise-sensitive land uses would be conditionally compatible within the 65 dB CNEL contour and outside the safety zones, subject to performance standards ensuring maximum interior sound levels of 45 dB CNEL in new construction.<sup>22</sup> Thus, implementation of the ALUCP would not prevent the future development of such land uses. Land uses that must achieve interior levels of 45 dB CNEL include those where people sleep, study, listen to live performances, or are engaged in contemplation. They include:

- Residences, group quarters, bed and breakfast inns
- Hotels and motels (sleeping areas only)
- Hospitals and congregate care facilities
- Day care centers, schools, colleges and universities, including trade schools
- Indoor public assembly facilities (religious and fraternal)
- Libraries, museums, art galleries, planetariums, and aquariums
- Indoor entertainment assembly (auditoriums, concert halls, and indoor theaters)
- Campgrounds (indoor sleeping areas only)
- Resorts (sleeping areas only)

#### A.2.2.2 Accident Potential Zone II

Within APZ II, which applies to a 22-acre area in Coronado between Silver Strand Boulevard and the ocean, land uses that are considered incompatible with the ALUCP:<sup>23</sup>

- Residential hotels, mobile home parks, hotels, and motels
- Manufacturing of apparel, chemicals, hazardous materials, petroleum, rubber, plastic, and precision instruments
- Refuse disposal, including sanitary landfills and solid waste/recycling centers

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<sup>20</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, 16, p. 46.

<sup>21</sup> Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, 16, p. 46.

<sup>22</sup> Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study.

<sup>23</sup> See Table 2-1, Standards for Noise and Land Use Compatibility, in the Initial Study.

- Warehousing and storage of hazardous materials
- Hospitals and congregate care facilities
- Day care, schools, colleges and universities
- Indoor public assemblies (religious, fraternal)
- Indoor entertainment assemblies (theaters, auditoriums, concert halls)
- Outdoor assemblies (amphitheaters, music shells, spectator sports venues)
- Campgrounds

Certain noise-sensitive land uses would be conditionally compatible in APZ II, subject to performance standards ensuring maximum interior sound levels of 45 dB CNEL or 50 dB CNEL in new construction.<sup>24</sup> Thus, implementation of the ALUCP would not prevent the future development of such land uses. As depicted on Exhibit 4-1 in the Initial Study, noise levels range from 65 dB CNEL to over 70 dB CNEL. Land uses that must achieve interior levels of 45 dB CNEL to be deemed compatible land uses include those where people sleep, study, listen to live performances, or are engaged in contemplation. They include:

- Residences, group quarters, bed and breakfast inns
- Libraries, museums, art galleries, planetariums, and aquariums
- Resorts (sleeping areas only)

Areas that must achieve interior sound levels of 50 dB CNEL include retail and commercial transaction spaces, offices, public reception areas, and commercial recreation areas.<sup>25</sup>

### A.2.2.3 Accident Potential Zone I

In APZ I, totaling 145 acres, all land uses considered incompatible in APZ II would be also be incompatible, in addition to the following uses:

- Manufacturing of food, metals, stone, clay, glass, or textiles
- Amusement parks, golf driving ranges, go-cart tracks, or miniature golf courses

The same interior sound level performance standards would apply in APZ I as in APZ II. Because APZ I includes areas exposed to noise from 65 to over 75 dB CNEL, as depicted on Exhibit 4-1 in the Initial Study, noise attenuation measures to achieve the target interior levels of 45 dB or 50 dB CNEL will vary throughout APZ I. For example, residential uses within the 75 dB CNEL contour will require measures to attenuate outdoor noise by 30 to 35 dB to achieve the 45 dB CNEL level; those within the 70 dB CNEL contour will require measures to attenuate noise by 25 to 30 dB; and those within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB. As in the other compatibility zones, implementation of the interior sound level

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<sup>24</sup> See Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study.

<sup>25</sup> Specific land uses to which the 50 dB CNEL standard applies are listed in Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study).



performance standards will not prevent development of the subject land uses; rather it will help ensure that the interior noise levels of the land uses are compatible with the noise levels where the uses are located.

#### A.2.2.4 Clear Zone

Within the CZ, an area of 13 acres, all new structures are considered incompatible. Twenty-eight single-family homes, however, are within the CZ. As existing land uses, the ALUCP would impose no limits on the repair and maintenance of the homes. Remodeling, expansion, and reconstruction of the existing homes would be considered compatible, as long as any new habitable space is treated to achieve a 45 dB CNEL interior sound level.<sup>26</sup> The nature of the noise attenuation treatment required to achieve the 45 dB CNEL interior sound level will vary depending on the noise level to which the home is exposed. Homes within the 70 dB CNEL contour will require measures to attenuate outdoor noise by 25 to 30 dB to achieve the 45 dB CNEL target; homes within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB to achieve 45 dB CNEL.<sup>27</sup>

#### A.2.2.5 Limits on Expansion of Incompatible Land Uses in CZ, APZ I, and APZ II

The development of accessory dwelling units and new single-family housing on existing legal lots of record in all compatibility zones would be compatible with the ALUCP policies. The subdivision of existing single-family residential parcels in the three safety zones (CZ, APZ I, and APZ II), however, would be incompatible with the ALUCP. Multiple-family dwellings in the three safety zones would be limited to the number of units existing at the time of ALUCP adoption. The expansion of existing nonresidential land uses, or the reconstruction of nonresidential uses in excess of the existing floor area, also would be incompatible in the three safety zones. These standards could result in the displacement of new residential and nonresidential development from the safety zones to other parts of Coronado.

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## A.3 Structure of Development Displacement Analysis

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The development displacement analysis examines the extent to which the potential future development yield, based on the City of Coronado's current zoning, could be reduced in (or displaced from) the safety zones if the policies and standards of the ALUCP were implemented by the City through amendments to its General Plan and/or zoning. The areas where the ALUCP policies and standards could potentially displace future development are confined to the three safety zones. (As noted in Section A.2.2, no potential development would be displaced from the area within the 65 dB CNEL and outside the safety zones.)

The development displacement analysis is divided into four parts.

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<sup>26</sup> These homes are within the 65 or 70 dB CNEL contours, as indicated in Exhibit 2-1. The ALUCP would not limit the scale of expansion or reconstruction, as long as the home remains a single-family residence.

<sup>27</sup> Standard construction is presumed to achieve an outdoor-to-indoor noise level reduction of 20 dB [The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Table C-1, note 1(c)].

1. **Displacement of Single-Family Residential Development** – This part of the analysis considers the potential displacement of single-family housing that could otherwise be built if the subdivision of oversized lots was not considered incompatible under the ALUCP. Nineteen single-family-zoned lots are more than twice the required minimum lot size and, under current R-1A zoning, could be subdivided into two or more developable lots. This would be incompatible with implementation of the ALUCP by the City.
2. **Displacement of Multiple-family Residential Development** – The development of additional multiple-family dwelling units would be incompatible with the ALUCP. Four lots zoned R-3—Multiple-Family Residential are not currently developed to the maximum density allowed under the City of Coronado Zoning Code. Thus, these lots have additional development capacity that would become incompatible with implementation of the ALUCP by the City.
3. **Displacement of Nonresidential Expansion** – Under the ALUCP, the expansion of the gross floor area of nonresidential uses would be incompatible. While existing nonresidential development could be demolished and reconstructed, the gross floor area of the new development would be limited to that of the existing land use. Some lots zoned C—Commercial and H-M—Hotel-Motel are not developed to the maximum intensity (expressed as gross floor area) that is allowed by current zoning. Thus, these lots are deemed to have potential additional development capacity that would become incompatible with implementation of the ALUCP by the City.
4. **Displacement of New Incompatible Nonresidential Development** – A variety of land uses, most of which are institutional uses or places of public assembly, are considered incompatible under the ALUCP. The Coronado Zoning Code permits these uses either by right or by special use permit in the City's zoning districts within the ALUCP safety zones. They also can be permitted in any designated historic resource, subject to approval of a major special use permit. The development of these new uses would be incompatible with implementation of the ALUCP by the City.

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## A.4 Displacement of Single-Family Residential Development

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The potential for new development in the single-family zoned areas within the ALUCP safety zones is extremely limited because the area has been established as a high-end residential community for decades and no vacant lots exist. Nevertheless, based on current zoning, the potential exists for a limited amount of additional single-family residential development. Nineteen single-family dwellings are built on parcels that are more than twice as large as the required minimum lot size in the R-1A zone (5,500 square feet), as depicted on

**Exhibit A-2.**<sup>28</sup> Under the City's Zoning Code, those parcels could be split into smaller lots to accommodate additional homes. Whether this would actually be done is highly speculative. **Exhibit A-3** is an aerial image of the affected area. The homes on the affected lots are large, occupying much of each lot. Thus, it may be necessary to demolish the existing multi-million-dollar homes to provide the space necessary for the construction of new homes on the newly created lots.<sup>29</sup> (The ALUCP would not restrict the rebuilding of replacement homes on each lot, as long as any special standards were met, including the attenuation of noise to indoor levels of 45 dB CNEL. The subdivision of the lots and the building of additional homes, however, would be incompatible with implementation of the ALUCP by the City.

Under the ALUCP, new single-family housing could be built only on existing legal lots of record. With implementation of the ALUCP, the subdivision of the 19 oversized lots would be incompatible. The affected lots are listed in **Table A-1**. As indicated in the table, an additional 28 single-family homes theoretically could be built on those lots, if they were subdivided based on current zoning. With implementation of the ALUCP by the City, these 28 additional homes would not be able to be built. Thus, they would be considered potentially displaced with implementation of the ALUCP.

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## A.5 Displacement of Multiple-Family Residential Development

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Two areas in the safety zones are zoned for multiple-family residential, as indicated on Exhibit 4-2 in the Initial Study. A small part of the area at the south edge of APZ II is zoned R-5, Multiple-Family. This area is occupied by one of the Coronado Shores condominium towers. The area is developed to the maximum density allowed in the R-5 zone and has no remaining development capacity.

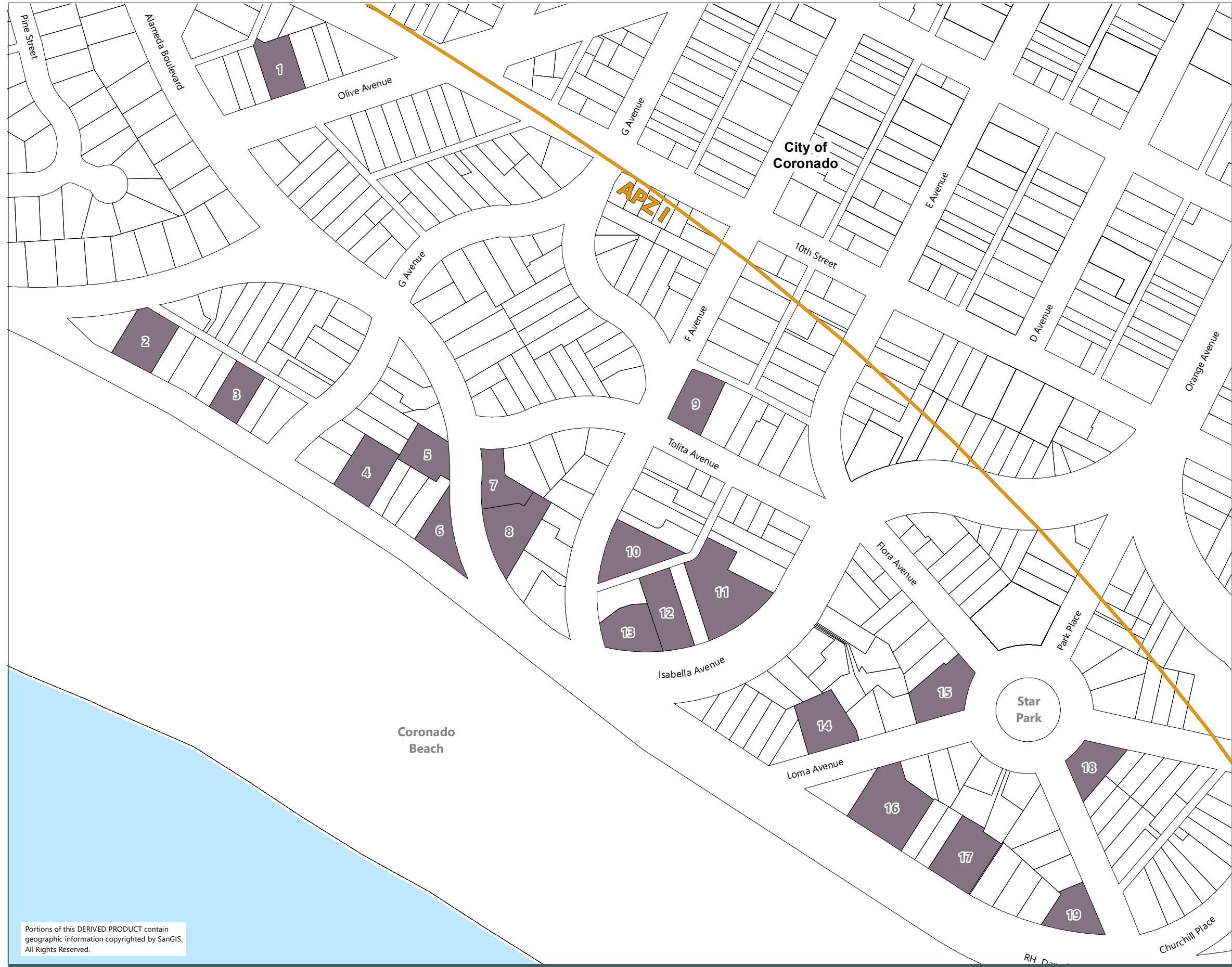
Property within APZ I along Isabella Avenue is zoned R-3, Multiple Family Residential, as depicted on **Exhibit A-4**. This area is subdivided into several relatively small lots and is occupied by a mix of small apartment buildings, single-family homes, and commercial uses. Four of the lots in this area have additional development capacity as they are not developed to the maximum density allowed in the R-3 zone.

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<sup>28</sup> No lots in the R-1A (CC-1) zone or the R-1A (CC-2) are twice as large as the minimums required in those zones – 6,600 square feet and 6,000 square feet, respectively.

<sup>29</sup> In January 2019, average prices for homes in the neighborhoods within the safety zones listed on trullia.com ranged from \$25,000,000 to \$1,398,000 ([https://www.trulia.com/real\\_estate/Coronado-California/](https://www.trulia.com/real_estate/Coronado-California/), accessed January 30, 2019). A search of homes listed on Zillow found 18 homes in the study area listed for sale with prices ranging up to \$25,000,000. Ten of the homes were listed for more than \$3,500,000 ([https://www.zillow.com/homes/for\\_sale/32.6926,-117.176453,32.67994,-117.196966\\_rect/15\\_zm/1\\_fr/](https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/), accessed January 30, 2019).

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**LEGEND**

- Water
- Parcels of 11,000 sq ft or larger<sup>1/</sup>
- Accident Potential Zone (APZ) Boundary

**Notes:**

<sup>1/</sup> Subdivision of these parcels would be incompatible with the draft ALUCP. New accessory dwelling units, however, would be compatible on all residential-zoned parcels.



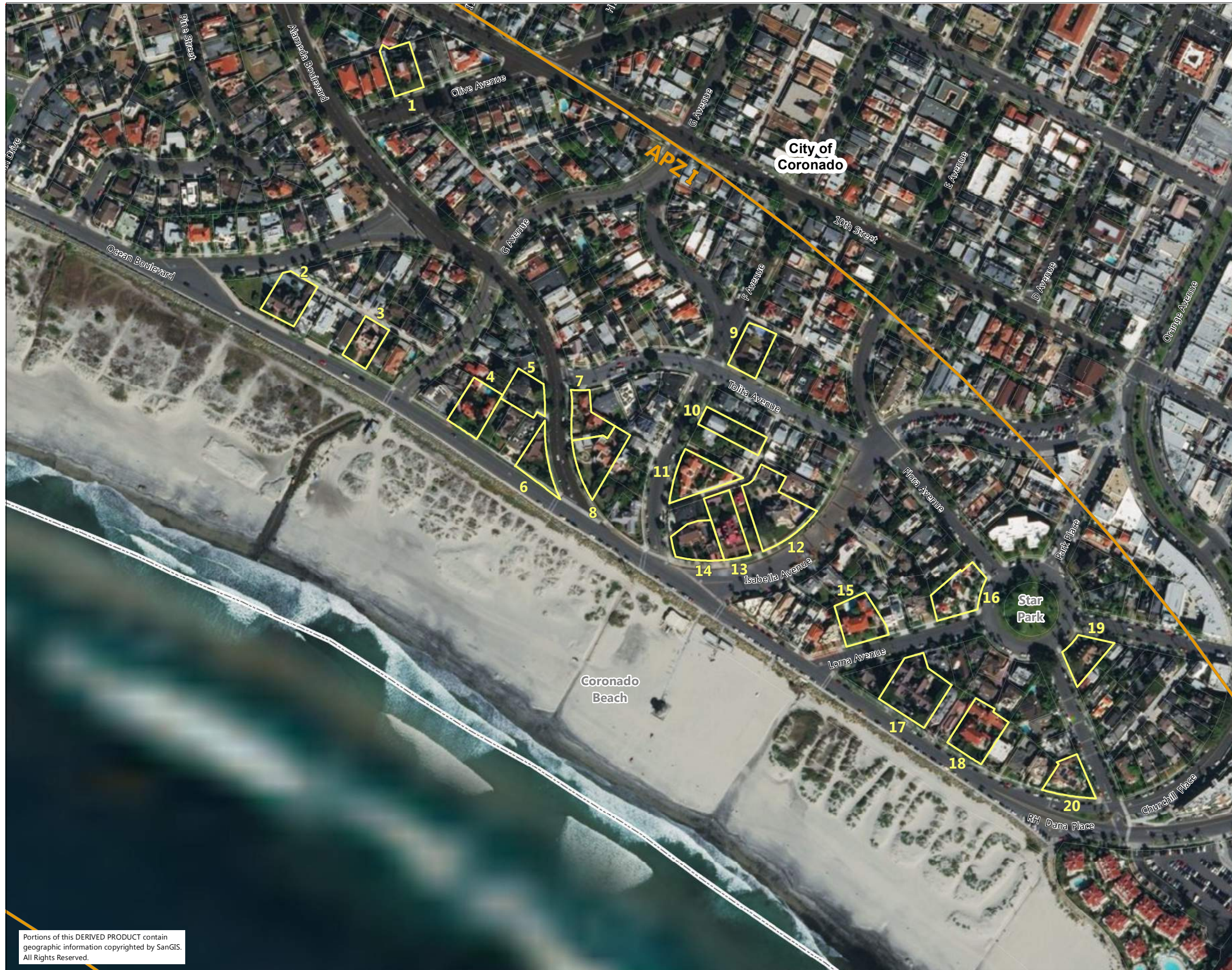
Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcels and hydrology); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones).

Prepared by: Ricondo & Associates, Inc., January 2019.

**Exhibit A-2  
Single-Family Zoned Lots  
Potentially Subject to Displacement  
of Future Single-Family Dwellings**

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**LEGEND**

- Municipal Boundaries
- Parcels of 11,000 sq ft or larger
- Accident Potential Zone (APZ) Boundary



Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcels and boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, 2018 (aerial image).  
Prepared by: Ricondo & Associates, Inc., February 2018.

**Exhibit A-3  
Aerial Image of Single-Family  
Zoned Lots Potentially  
Subject to Displacement**

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**Table A-1: Potential Displacement of Single-Family Housing within Safety Zones**

MAP ID <sup>1/</sup>	ASSESSOR'S PARCEL NUMBER	PARCEL AREA (SQ FT) <sup>2/</sup>	POTENTIAL ADDITIONAL HOMES
1	537-411-09	13,107	1
2	537-500-20	15,419	1
3	537-500-16	11,012	1
4	537-510-10	15,400	1
5	537-510-01	11,789	1
6	537-510-12	11,204	1
7	537-521-01	11,768	1
8	537-521-08	18,505	2
9	537-432-08	13,097	1
10	537-522-07	16,776	2
11	537-522-12	28,890	4
12	537-522-22	15,971	1
13	537-522-21	14,139	1
14	537-531-19	16,032	1
15	537-531-41	16,948	2
16	537-540-16	25,829	3
17	537-540-14	18,757	2
18	537-552-01	11,901	1
19	537-540-06	11,969	1
<b>Totals</b>			<b>28</b>

## NOTES:

1/ Parcels are labeled on Exhibits A-2 and A-3.

2/ Includes all lots in the safety zones that are at least twice the minimum required lot size in the R-1A zone – 5,500 square feet. One single-family home is currently on each lot.

SOURCES: Analysis of San Diego County Assessor's Maps (537-376, 537-411, 537-432, 537-500, 537-510, 537-521, 537-522, 537-531, 537-532, 537-540, 537-552, 8550; and Parcel Maps 4167 and 10825) by Ricondo & Associates, January 2019.

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LEGEND

- Parcels developed to maximum density
- Parcels with additional development capacity
- Accident Potential Zone (APZ) Boundary
- R-3 Multifamily Zoning Boundary



Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcel boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011, Figure 5-3 on page 5-7 (safety zones).  
Prepared by: Ricondo & Associates, Inc., January 2019.

**Exhibit A-4**  
**R-3 Zoned Property**  
**Subject to Potential Displacement**  
**of Multiple-Family Development**

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While it is speculative to assume that additional multiple-family development would occur in this area, an analysis was undertaken to determine the development potential based on current zoning. For the analysis, only lots with 50 percent or more of their area within the safety zones were considered. This reflects the ALUCP policy that applies compatibility standards only to buildings with 50 percent or more of their floor area within the safety zones or noise contours.<sup>30</sup> For purposes of the multiple-family displacement analysis, it is assumed that any new buildings on parcels with less than 50 percent of their area within the safety zones would be sited so that less than 50 percent of the building was in the safety zone.

As indicated in **Table A-2**, 25 dwelling units are currently in this area, and a maximum of 8 additional units could be developed on the properties under R-3 zoning. With implementation of the ALUCP by the City, these 8 additional units would not be able to be built. Thus, they would be considered potentially displaced with implementation of the ALUCP.

**Table A-2: Potential Displacement of Multiple-Family Dwelling Units**

MAP ID <sup>1/</sup>	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (ACRES)	EXISTING LAND USE	EXISTING DWELLING UNITS (DUs)	MAXIMUM BUILDOUT POTENTIAL (DUs) <sup>2/</sup>	MAXIMUM ADDITIONAL DUs
20	537-440-08-02	0.28	Residential	6	7	1
21	537-440-35-00	0.20	Residential	3	5	2
22	537-440-34-03	0.17	Residential	5	4	0
23	537-532-20-00	0.04	Residential	1	1	0
24	537-532-19-00	0.06	Residential	1	1	0
25	537-532-18-00	0.08	Residential	2	2	0
26	537-532-17-00	0.12	Commercial <sup>4/</sup>	0	3	3
27	537-532-11-01	0.14	Residential	3	3	0
28	537-532-10-00	0.12	Residential	1	3	2
29	537-551-06-00	0.14	Residential	3	3	0
<b>Totals</b>		<b>1.35</b>		<b>25</b>	<b>32</b>	<b>8</b>

NOTES:

1/ Parcels are labeled on Exhibit A-4.

2/ Based on a maximum density of 28 units per acre. Note that Parcel 3 has one more unit than is allowed under current Coronado zoning.

3/ Real estate office and laundry.

SOURCES: Ricondo & Associates, Inc., field survey, January 15, 2019; Ricondo & Associates, Inc. analysis, January 2019.

<sup>30</sup> The proposed policy states that, "New or reconstructed buildings are subject to the conditions of the safety zone or noise contour in which the greatest proportion of habitable space, for a residential building, or gross floor area, for a nonresidential building, is located." If less than 50 percent of the habitable space or gross floor area is within a safety zone or the 65 dB CNEL contour, the proposed construction is not subject to the ALUCP.

## A.6 Displacement of Nonresidential Expansion

As previously discussed, the ALUCP would limit new nonresidential development in the safety zones to the gross floor area of existing development (including any vested development). Two nonresidential zones would be affected by this policy – the C—Commercial zone and the H-M—Hotel-Motel zone.

### A.6.1 DISPLACEMENT OF NONRESIDENTIAL EXPANSION IN C—COMMERCIAL ZONE

Only small areas in APZ I, totaling approximately one acre along the northern edge of the safety zone, are zoned for commercial use, as indicated in **Exhibit A-5**. This portion of the C—Commercial zone is located exclusively within the OACSP.<sup>31</sup> Only three commercial-zoned parcels have 50 percent or more of their land area within APZ I.<sup>32</sup> Two of the three properties comprise the Coronado Plaza and are fully built-out with little likelihood of near-term redevelopment potential.<sup>33</sup> The remaining parcel has an area of 10,566 square feet and is occupied by two buildings with three restaurants, a real estate office, and a tobacco store. The gross floor area of the two buildings is approximately 7,350 square feet. This parcel could possibly be a candidate for future redevelopment.<sup>34</sup> If this property was redeveloped, the gross floor area could range from 9,000 to 19,100 square feet, depending on whether surface parking or underground parking are provided. The potential for major increases in commercial floor area is limited by the 32-foot (2 story) building height limit and the off-street parking requirements in the C—Commercial zone.<sup>35</sup>

One other property with development potential has 47 percent of its area within APZ I (APN 537-532-21 on **Exhibit A-5**). This parcel would be affected by the ALUCP if the City implements the ALUCP policies and if the parcel is ever considered for redevelopment or expansion and the developer is unable to site more than 50 percent of the floor area of the new or expanded building outside the safety zone.<sup>36</sup> The property is currently occupied by three buildings, which are being used for law offices, a contractor’s design center, a salon/spa, a fitness center, and a laundromat.<sup>37</sup> The gross floor area of the three buildings is approximately 7,900 square feet. If this property was redeveloped, the gross floor area could range from 10,100 to 21,700 square feet, depending on whether surface or underground parking is provided.

<sup>31</sup> Orange Avenue Corridor Specific Plan, Chapter IV – Commercial Zone (C) Regulations, April 2014.

<sup>32</sup> As discussed previously, the ALUCP would apply compatibility policies and standards only to buildings with 50 percent or more of their floor area within the safety zones or noise contours (The proposed policy states that, “New or reconstructed buildings are subject to the conditions of the safety zone or noise contour in which the greatest proportion of habitable space, for a residential building, or gross floor area, for a nonresidential building, is located.”) For the displacement analysis, it is assumed, unless specifically stated otherwise, that any new buildings on parcels with less than 50 percent of their area within the safety zones would be sited so that less than 50 percent of the building was in the safety zone.

<sup>33</sup> This judgment is based on the excellent condition of the substantial building and the absence of street level shop vacancies.

<sup>34</sup> Redevelopment is assumed to be a possibility because of the relatively old age of the buildings and because the large potential increase in gross floor area relative to the existing gross floor area (a 22 to 160 percent increase).

<sup>35</sup> Orange Avenue Corridor Specific Plan, April 2014, p. 44.

<sup>36</sup> This property is considered a candidate for future redevelopment because of the inefficient configuration of the old buildings and the potential increase in gross floor area relative to the existing gross floor area (a 28 to 175 percent increase).

<sup>37</sup> Google Earth Pro, imagery dated November 2017.



LEGEND

- Commercial zone parcels with 50% or more of parcel area within safety zones
- Commercial zone parcel with 47% of parcel area within safety zones also analyzed to determine potential displacement
- 0,000 sq ft Existing Floor Area
- 0,000 sq ft Potential Floor Area
- Accident Potential Zone (APZ) Boundary
- Commercial Zoning Boundary



Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcel boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); City of Coronado, 2014 (zoning).  
Prepared by: Ricondo & Associates, Inc., February 2019.

Exhibit A-5  
Commercial-Zoned Property  
Subject to Limitations on  
Nonresidential Expansion

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As indicated in **Table A-3**, the total amount of potential additional commercial floor area, based on current zoning, would range from 3,850 to 25,550 square feet. With implementation of the ALUCP by the City, this additional gross floor area would be incompatible. Thus, it would be considered potentially displaced with implementation of the ALUCP.

**Table A-3: Potential Displacement of Commercial Floor Area**

ASSESSOR'S PARCEL NUMBER	EXISTING USE	PARCEL SIZE (SQ FT)	EXISTING GROSS FLOOR AREA (SQ FT)	POTENTIAL GROSS FLOOR AREA (SQ FT)	POTENTIAL DISPLACED GROSS FLOOR AREA (SQ FT)
537-532-21	Personal services, offices	12,039	7,900	10,100 to 21,700 <sup>1/</sup>	2,200 to 13,800
537-552-22	Restaurants, retail, office	10,566	7,350	9,000 to 19,100 <sup>1/</sup>	1,650 to 11,750
537-562-01 & -02	Coronado Plaza	26,479	45,600	45,600	0
<b>Totals</b>		<b>49,084</b>	<b>60,850</b>	<b>64,700 to 86,400</b>	<b>3,850 to 25,550</b>

NOTE:

1/ The lower numbers involve development with surface parking, the higher numbers, underground parking.

SOURCE: Ricondo & Associates, Inc., February 2018.

#### A.6.2 DISPLACEMENT OF NONRESIDENTIAL EXPANSION IN H-M—HOTEL-MOTEL ZONE

Part of the H-M—Hotel-Motel zone, which includes the Hotel del Coronado resort, is in APZ I and APZ II, as depicted on **Exhibit A-6**. A master plan proposing some expansion of the Hotel Del complex has been prepared and approved by the City of Coronado. The Hotel Del ownership recently commenced construction in accordance with the approved Master Plan. After completing the construction envisioned in the Master Plan, the gross floor area of the Hotel Del would be 1,144,163 square feet, including the portion of the hotel property outside the safety zones. Based on the total parcel size of 1,248,519 square feet, this amounts to a floor area ratio (FAR) of 0.92.<sup>38</sup>

While no plans for further expansion are known to be contemplated, the site has additional development potential based on current zoning. The Coronado Zoning Code would allow the expansion of buildings on the site to a maximum floor area ratio (FAR) of 1.8.<sup>39</sup>

A site planning analysis was undertaken to estimate the practical development capacity of the resort property without implementation of the ALUCP. The following assumptions were made in the analysis:

- The designated historic hotel would remain in place and would not be substantially altered<sup>40</sup>
- Other structures and open space that contribute to the historic character of the Hotel Del would remain in place

<sup>38</sup> FAR is the ratio of building floor area to lot area.

<sup>39</sup> City of Coronado, Coronado Municipal Code, Title 86, Zoning, §86.32.110. A special use permit is required for development exceeding a FAR of 1.8.

<sup>40</sup> The Hotel del Coronado was registered as a California Landmark on September 24, 1970 and listed on the National Register of Historic Places on October 14, 1971 (<http://ohp.parks.ca.gov/ListedResources/Detail/844>, accessed March 27, 2018).

- The fault zone on the property would remain without building development
- Recent development would remain in place rather than being demolished and redeveloped at greater intensity
- Required off-street parking for any new development would be accommodated in the most compact configuration possible, which was assumed to be a four-level parking garage

As summarized in **Table A-4**, it was estimated that up to 1,416,663 square feet of gross floor area could be accommodated on the Hotel Del site without implementation of the ALUCP, corresponding to a FAR of 1.13. This is 272,400 square feet more than could be developed on the site if the City implements the ALUCP policies. This would be considered potentially displaced development with the ALUCP.

**Table A-4: Potential Displacement of Resort Floor Area**

LAND USE	POTENTIAL GROSS FLOOR AREA WITH ALUCP <sup>1/</sup> (SQ FT)	POTENTIAL GROSS FLOOR AREA WITHOUT ALUCP (SQ FT)	POTENTIAL DISPLACED GROSS FLOOR AREA (SQ FT)
<b>Development Potential with ALUCP</b>			
Existing plus Master Plan Development	965,363	---	---
Development Potential Outside Safety Zones	178,800 <sup>1/</sup>	---	---
<b>Total with ALUCP</b>	<b>1,144,163 <sup>2/</sup></b>	---	---
<b>Development Potential Without ALUCP</b>			
Area in Historic Buildings – to Remain <sup>3/</sup>	---	512,263	---
Area in Recent Development – to Remain <sup>4/</sup>	---	32,300	---
Development Potential	---	872,000	---
<b>Total without ALUCP</b>	---	<b>1,416,663 <sup>5/</sup></b>	---
<b>Potential Displaced Floor Area with ALUCP</b>	---	---	<b>272,400</b>

1/ For this analysis, the potential new building was sited so that more than 50 percent of its floor area was outside the safety zones. The approximate building footprint is depicted on Exhibit A-6.

2/ Based on a parcel area of 1,248,519 square feet, this equates to a floor area ratio (FAR) of 0.92.

3/ The Hotel Del is on the National Register of Historic Places and is a registered California Landmark. Other buildings that contribute to the historic character of the hotel are the Grande Hall, the powerplant building and smokestack, the laundry building, the Oxford Building, and the Windsor Cottage, labeled on Exhibit A-6. Critical open space areas include the Entry Garden and the Windsor Lawn, labeled on Exhibit A-6.

4/ The recent development includes the North Beach Villas.

5/ Based on a parcel area of 1,248,519 square feet, this equates to a floor area ratio (FAR) of 1.13.

SOURCE: KSL Resorts, *Hotel Del Coronado Amended Master Plan*, June 2008, Table B – FAR Comparison, Page 2-10 (floor area of existing plus Master Plan development); KSL Resorts, *Hotel Del Coronado Amended Master Plan*, June 2008, Appendix A, Historical Analysis (information on the historic character of the Hotel Del property and buildings); <http://ohp.parks.ca.gov/ListedResources/Detail/844>, accessed March 27, 2018 (historic status of Hotel Del); Ricondo & Associates, Inc., March 2018 (calculations of estimated floor area and development potential).



**LEGEND**

- Municipal Boundaries
- H-M Hotel-Motel Zoning Boundary
- Designated historic resources assumed to be unavailable for potential redevelopment without ALUCP
- Approximate fault zone location (non-buildable)
- Property assumed to be available for potential redevelopment without ALUCP
- Property assumed to be available for redevelopment outside of accident potential zones
- Approximate building footprint compatible with ALUCP
- Accident Potential Zone (APZ) Boundary

Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcels and boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, 2018 (aerial image).

Prepared by: Ricondo & Associates, Inc., February 2018.



**AIRPORT  
LAND USE  
COMMISSION**



**Exhibit A-6**  
**H-M-Zoned Property Subject to  
Limitations on Nonresidential Expansion**

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## A.7 Displacement of New Incompatible Nonresidential Development

As described in Sections A.2.2 and A.2.3, implementation of the noise and safety policies and standards in the ALUCP by the City would result in future development of selected nonresidential land uses being incompatible within the 65+ dB CNEL noise contour and in the safety zones. **Table A-5** lists the incompatible land uses based on the City’s zoning districts in which they are allowed. The table also notes the ALUCP safety zones or noise contours in which the uses are incompatible. The incompatible uses include those that are particularly noise-sensitive or risk-sensitive because of large concentrations of people or that may involve large quantities of hazardous or flammable materials. One set of land uses, dumps and landfills, is incompatible because of the potential to attract birds, a potential hazard to aircraft in flight.

**Table A-5 (1 of 3): ALUCP Incompatible Land Uses Allowed by Coronado Zoning**

LAND USE		SAFETY ZONE OR NOISE CONTOUR IN WHICH USE IS INCOMPATIBLE <sup>1/</sup>	HOW PERMITTED BY ZONING <sup>2/</sup>	CORONADO ZONING RESTRICTIONS
PER CORONADO ZONING	CORRESPONDING ALUCP LAND USE			
<b>C—COMMERCIAL ZONE</b>				
Child care	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	Minor U.P. <sup>4/</sup>	Restricted from ground floor on Orange Ave
Churches	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Minor U.P. <sup>54</sup>	Restricted from ground floor on Orange Ave
Community service facilities, teen center, clubs, lodges, halls	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Minor U.P. <sup>4/</sup>	Restricted from Orange Ave
College, university; Trade school; K-12 school; Preschool, nursery	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	By right <sup>4/</sup>	Restricted from ground floor on Orange Ave
Manufacturing, light (cabinets, clothing, instruments, pharmaceuticals, food preparation, signs) *	Manufacturing: Apparel; Chemicals; Hazardous materials; Petroleum; Rubber; Plastic; Precision instruments	APZ I, APZ II	Minor U.P. <sup>4/</sup>	Restricted from Orange Ave
	Manufacturing: Food; Metals; Stone, clay, and glass; Textiles]	APZ I		
Hotel/motel	Residential Hotel; Mobile home park; Hotel/motel	APZ I, APZ II	Minor U.P. <sup>4/</sup>	
Sports facility <sup>3/</sup>	Outdoor Assembly; Amphitheater, music shell; Spectator sports arena, stadium	All zones	Minor U.P. <sup>4/</sup>	

**Table A-5 (2 of 3): ALUCP Incompatible Land Uses Allowed by Coronado Zoning**

LAND USE		SAFETY ZONE OR NOISE CONTOUR IN WHICH USE IS INCOMPATIBLE <sup>1/</sup>	HOW PERMITTED BY ZONING <sup>2/</sup>	CORONADO ZONING RESTRICTIONS
PER CORONADO ZONING	CORRESPONDING ALUCP LAND USE			
<b>C—COMMERCIAL ZONE (CONTINUED)</b>				
Theater, live or movie	Indoor Entertainment Assembly: Auditorium, concert hall, theater	APZ I, APZ II	Minor U.P. <sup>4/</sup>	
<b>H—M—HOTEL-MOTEL ZONE</b>				
Assemblages of many people/automobiles, open-air theaters, sport/recreational enterprises	Indoor public assembly; Religious, fraternal  Indoor Entertainment Assembly: Auditorium, concert hall, theater  Outdoor Assembly: Amphitheater, music shell; Spectator sports arena, stadium  Amusement park; Golf driving range; Go-cart track; Miniature golf course	APZ I, APZ II  APZ I, APZ II  APZ I, APZ II, 65 dB CNEL  APZ I	Major U.P. <sup>5/</sup>	
Assembly halls, theaters	Indoor public assembly; Religious, fraternal  Indoor Entertainment Assembly: auditorium, concert hall, theater	APZ I, APZ II	By right <sup>6/</sup>	
Churches	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Major U.P. <sup>7/</sup>	
College, private secondary university; Elementary; Nursery, day nursery, preschool	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	Major U.P. <sup>7/</sup>	
Dumps/landfills, Public, Private	Refuse Disposal: Sanitary landfill, solid waste/recycling center	APZ I, APZ II, 65 dB CNEL	Major U.P. <sup>5/</sup>	
Private clubs and lodges	Indoor public assembly; Religious, fraternal	APZ I, APZ II	By right <sup>6/</sup>	Provide access without causing heavy traffic congestion on adjacent residential streets <sup>9/</sup>
Hospitals, convalescent; Nursing homes, Rest homes, Sanitariums	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility	APZ I, APZ II	Major U.P. <sup>5/</sup>	
Hospitals, general	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility	APZ I, APZ II	Major U.P. <sup>5/</sup>	

**Table A-5 (3 of 3): ALUCP Incompatible Land Uses Allowed by Coronado Zoning**

LAND USE		SAFETY ZONE OR NOISE CONTOUR IN WHICH USE IS INCOMPATIBLE <sup>1/</sup>	HOW PERMITTED BY ZONING <sup>2/</sup>	CORONADO ZONING RESTRICTIONS
PER CORONADO ZONING	CORRESPONDING ALUCP LAND USE			
<b>O-S—OPEN SPACE ZONE</b>				
Campground	Campground	APZ I, APZ II	Major U.P. <sup>8/</sup>	
<b>R—RESIDENTIAL ZONES (R-1A, R-3, R-5)</b>				
Churches	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Major U.P. <sup>7/</sup>	
College, private secondary university; Elementary; Nursery, day nursery, preschool	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	Major U.P. <sup>7/</sup>	

NOTES:

- 1/ For the most part, new structures are incompatible in the Clear Zone. Existing homes in the Clear Zone, however, may be expanded or reconstructed and accessory units are consistent with the ALUCP. No potentially developable property is in the Clear Zone, so that area is not considered in this development displacement analysis.
- 2/ By right – use permitted subject to compliance with zoning development standards. Minor U.P. – use subject to approval of a minor special use permit by the Planning Commission. Major U.P. -- use subject to approval of a major special use permit by the City Council.
- 3/ Only stadiums and spectator sports arenas are incompatible; facilities for participant sports are compatible.
- 4/ City of Coronado, *Orange Avenue Corridor Specific Plan*, Chapter IV, Commercial Zone (C) Regulations, Section C, Table IV-1, p. 33-38.
- 5/ City of Coronado, Coronado Municipal Code, Section 86.55.130.
- 6/ City of Coronado, Coronado Municipal Code, Section 86.55.020.
- 7/ City of Coronado, Coronado Municipal Code, Section 86.55.120.
- 8/ City of Coronado, Coronado Municipal Code, Section 86.55.190.
- 9/ City of Coronado, Coronado Municipal Code, Section 86.55.280.

SOURCES: City of Coronado, Coronado Municipal Code, Title 86, Zoning; Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study.

The potential displacement of new incompatible nonresidential land uses in the ALUCP safety zones was measured using a three-step process:

1. The Coronado zoning districts within which incompatible uses under the ALUCP would be allowed under current regulations were identified and mapped within the safety zones.
2. Developable properties within each Coronado zoning district and proposed safety zone were then identified. This step included properties with designated historic buildings, regardless of Coronado zoning district.<sup>41</sup>
3. The developable parcels zoned for uses that would be incompatible under the ALUCP were then identified and the land area of the parcels totaled.

<sup>41</sup> The Historic Resource Code (Coronado Municipal Code, Chapter 84.10, § 84.10.090) allows the reuse of historic resources for any use or purpose, subject to approval of a major special use permit.

Some of the nonresidential land uses that would be incompatible with the ALUCP require relatively large sites if they are to be viable development projects. To account for those site requirements, developable parcels that failed to meet the minimum site area requirements for those land uses were excluded from the analysis in Step 3. Minimum site areas, listed in **Table A-6**, were defined based on a study of comparable land uses already developed in Coronado and central San Diego.<sup>42</sup> This study is documented in Attachment A.

**Table A-6: Minimum Site Area Requirements for Free-Standing Incompatible Land Uses**

LAND USE	MINIMUM SITE AREA REQUIRED (SQ FT)
<b>Educational Services</b>	
College, University	29,900
School – Kindergarten through Grade 12	24,000
Child Day Care Center, Nursery School, Preschool	7,400
Trade School	7,000
<b>Entertainment and Recreation Services</b>	
Amphitheater, Music Shell	17,400
Indoor Entertainment Assembly (theater, concert hall)	6,700
Spectator Sports Arena, Stadium	39,200
Sport/Recreation Enterprises (amusement park; golf driving range; go-cart track; miniature golf course)	n.a.
<b>Health Care Services</b>	
Hospital	110,600
Nursing, Convalescent Home	41,200
<b>Hotel, Motel</b>	
Hotel	2,900
<b>Indoor Public Assembly</b>	
Places of Public/Fraternal Assembly	10,600
Places of Religious Assembly	21,200 <sup>1/</sup>
<b>Manufacturing</b>	
Light Manufacturing (clothing, instruments)	4,700

NOTES:

n.a. Not applicable. These uses are incompatible only in APZ I and are permitted only in the H-M, Hotel-Motel zone. No potentially developable land exists in the in the H-M-zoned part of APZ I.

1/ Minimum site area calculated by Ricondo & Associates, Inc., assuming provision of required off-street parking and a seating capacity of 100 people. See Table AA-2 in Attachment A.

SOURCE: Ricondo & Associates, Inc., February 2018 (minimum site area requirements). See Attachment A for documentation of a survey of existing uses.

Some incompatible uses could lease space in existing buildings under current Coronado zoning. These leasable spaces were considered potentially available for the following land uses, regardless of the minimum site requirements for free-standing facilities:

- College and universities (auxiliary classroom space)<sup>43</sup>
- Schools (charter)

<sup>42</sup> This study is documented in Attachment A.

<sup>43</sup> The developable parcels and the potential leasable space are too small to accommodate a full-scale university or college, but the leasable space could conceivably be used for auxiliary classroom space for a university or college with its main campus elsewhere.



- Day care centers, nurseries, preschools
- Trade schools
- Places of public/fraternal assembly
- Places of religious assembly
- Indoor entertainment assembly (theaters)

The other incompatible uses (hospitals, nursing and convalescent homes, hotels, and light manufacturing) were considered unlikely candidates for lease of the available floor area because of their needs for specialized facilities or ground floor access.

**Exhibit A-7** depicts the 35 properties within the displacement study area that would potentially be subject to the displacement of incompatible future land uses with implementation of the ALUCP by the City. All of the parcels are currently developed. They were selected because, theoretically, they had excess development capacity or the potential to be easily adapted for new uses, as noted below:

- Single-family residential-zoned lots (19 parcels – map ID numbers 1 through 19 on Exhibit A-7 and Table A-6) – Lots at least twice the required minimum lot size in the R-1A zone (5,500 square feet)
- Multiple-family residential-zoned lots (2 parcels – map ID numbers 20 and 21) – Lots with the capacity to accommodate one or more additional dwelling units and large enough to accommodate any of the incompatible uses allowed by Coronado in the R-3 zoning district
- Historic buildings designated by the City of Coronado (23 parcels – map ID numbers 5 through 7, 9 and 10, 12 through 18, 30, and 32 through 41) – Buildings that can be adapted for various incompatible uses, as authorized in the Coronado Historic Resource Code<sup>44</sup> (for this analysis, K-12 schools, day care centers, trade schools, places of religious assembly, and places of public/fraternal assembly were considered potentially realistic uses for historic buildings, if the minimum site areas for free-standing land uses were met, as described in Table A-6)<sup>45</sup>
- Commercial-zoned lots (2 parcels -- map ID numbers 42 and 43) — Currently developed at less than the capacity allowed by zoning (map ID 42) and property where the upper floors could be leased for new uses (map ID numbers 42 and 43)

---

<sup>44</sup> Coronado Municipal Code, Chapter 84.10, Historic Resource Code, § 84.10.090.

<sup>45</sup> While the Historic Resource Code does not limit potential land uses, for this analysis colleges and universities, hospitals, nursing and convalescent homes, hotels, indoor entertainment assembly (theaters), and light manufacturing were considered unrealistic candidates for adaptive reuse of historic structures because of the need for major reconfiguration of the buildings, thus harming the historic character of the buildings, or the need for off-street parking to serve the use. (Hotels do not include bed and breakfast establishments, which are considered compatible uses with the ALUCP.)

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**LEGEND**

- Principal Arterial
- Minor Arterial
- Collector Road
- San Diego Unified Port District
- Water

**AICUZ Boundaries:**

- 65 dB CNEL Contour
- Clear Zone Boundary
- Accident Potential Zone (APZ) Boundary

**Parcels with Potential to Accommodate Uses Prohibited by the ALUCP**

- Parcels potentially subject to displacement of future incompatible uses with ALUCP
- Incompatible uses would only potentially be displaced from the second and/or third floors.
- Parcels designated as historic resources



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, and hydrology); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, prospective noise contours, and safety zones); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., January 2019.

**Exhibit A-7  
Parcels Potentially Subject to Displacement of Incompatible Uses**

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Parcels developed to capacity, except for designated historic resources, were excluded from the analysis as was the Hotel del Coronado property. The Hotel Del was excluded from this category of displacement because of its unique character as a luxury resort and its status as a California landmark and national historic resource. It was considered unlikely that the owners would develop part of the property for any of these incompatible uses or that any of the property could be acquired for these uses. (The potential for displacement of expanded hotel floor area, however, is considered in Section A.6, above.)

**Table A-7** presents the results of the analysis of potential displacement of incompatible uses. Thirty-five of the parcels, totaling 433,675 square feet of land, in addition to 23,759 square feet of existing floor area on two parcels, would become unavailable for the development of trade schools with implementation of the ALUCP. Thirty-two properties totaling 412,173 square feet of land, in addition to 23,759 square feet of existing floor area, would become unavailable for child day care centers, nurseries, and preschools. Thirteen parcels totaling 195,062 square feet, in addition to 23,759 square feet of existing floor area, would become unavailable for places of public/fraternal assembly. Two parcels totaling 54,719 square feet, in addition to 23,579 square feet of existing commercial floor area, would become unavailable for the development of K-12 schools and places of religious assembly. One commercial-zoned parcel of 10,566 square feet (map ID 42 on Exhibit A-7) would become unavailable for the development of hotels and motels, light manufacturing, and theaters (indoor entertainment assembly). In addition, 23,579 of existing commercial floor area would become unavailable for theaters and colleges and universities (auxiliary classrooms).

#### A.7.1 POSSIBLE OVERSTATEMENT OF INCOMPATIBLE USE DISPLACEMENT – RESIDENTIAL LOTS ON STREETS CLASSIFIED AS LOCAL

The potential displacement of incompatible uses in the R-1A and R-3 residential-zoned areas may be overstated. Fourteen of the potentially developable properties are on streets classified as “local,” rather than collector or arterial streets designed for relatively high traffic volumes.<sup>46</sup> All incompatible uses allowed in residential zones require major special use permits (see Table A-5). Major special use permits are issued by the City Council after holding a public hearing, affording neighbors and interested citizens the opportunity to comment on the development proposals. Because of the potential for increased traffic associated with these uses, the approval of special use permits could be problematic.

Table A-7 also presents total potential displacement considering only the parcels with frontage on collector or arterial streets. Under this scenario, the amount of property potentially subject to the displacement of trade schools; child day care centers, nurseries, and preschools; and places of public/fraternal assembly decreases substantially – to 218,491 square feet, 211,150 square feet, and 90,199 square feet, respectively. The other incompatible uses are less affected by this consideration. One of the two parcels that would become unavailable for new K-12 schools or places of religious assembly is on a minor arterial street. The one property that would become unavailable for new hotels, light manufacturing, or theaters is on a minor arterial street.

<sup>46</sup> *City of Coronado General Plan*, Chapter E, Circulation Element, adopted October 17, 1995, amended July 18, 2012, p. II-E2.

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**Table A-7 (1 of 2): Property Subject to Potential Displacement of Incompatible Uses with Implementation of ALUCP**

PARCEL					INCOMPATIBLE LAND USE <sup>1/</sup>										
MAP ID (EXHIBIT A-7)	ASSESSOR PARCEL NUMBER	CORONADO ZONING	HISTORIC RESOURCE?	ALUCP ZONE	AREA (SQ FT)	CHILD DAY CARE, NURSERIES, PRESCHOOLS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY	HOTEL/ MOTEL	LIGHT MANUFACTURING (CLOTHING, TEXTILES, PRECISION INSTRUMENTS)	THEATERS	
1 <sup>2/</sup>	537-411-09	R-1A	N	APZ I	13,107	13,107	0	13,107	0	0	0	0	0	0	
2	537-500-20	R-1A	N	APZ I	15,419	15,419	0	15,419	0	0	0	0	0	0	
3	537-500-16	R-1A	N	APZ I	11,012	11,012	0	11,012	0	0	0	0	0	0	
4	537-510-10	R-1A	N	APZ I	15,400	15,400	0	15,400	0	0	0	0	0	0	
5	537-510-01	R-1A	Y	APZ I	11,789	11,789	0	11,789	0	0	11,789	0	0	0	
6	537-510-12	R-1A	Y	APZ I	11,204	11,204	0	11,204	0	0	11,204	0	0	0	
7	537-521-01	R-1A	Y	APZ I	11,768	11,768	0	11,768	0	0	11,768	0	0	0	
8	537-521-08	R-1A	N	APZ I	18,505	18,505	0	18,505	0	0	0	0	0	0	
9 <sup>2/</sup>	537-432-08	R-1A	Y	APZ I	13,097	13,097	0	13,097	0	0	13,097	0	0	0	
10 <sup>2/</sup>	537-522-07	R-1A	Y	APZ I	16,776	16,776	0	16,776	0	0	16,776	0	0	0	
11 <sup>2/</sup>	537-522-12	R-1A	N	APZ I	28,890	28,890	28,890	28,890	0	28,890	0	0	0	0	
12 <sup>2/</sup>	537-522-22	R-1A	Y	APZ I	15,971	15,971	0	15,971	0	0	15,971	0	0	0	
13 <sup>2/</sup>	537-522-21	R-1A	Y	APZ I	14,139	14,139	0	14,139	0	0	14,139	0	0	0	
14 <sup>2/</sup>	537-531-19	R-1A	Y	APZ I	16,032	16,032	0	16,032	0	0	16,032	0	0	0	
15 <sup>2/</sup>	537-531-41	R-1A	Y	APZ I	16,948	16,948	0	16,948	0	0	16,948	0	0	0	
16	537-540-16	R-1A	Y	APZ I	25,829	25,829	25,829	25,829	0	25,829	25,829	0	0	0	
17	537-540-14	R-1A	Y	APZ I	18,757	18,757	0	18,757	0	0	18,757	0	0	0	
18 <sup>2/</sup>	537-552-01	R-1A	Y	APZ I	11,901	11,901	0	11,901	0	0	11,901	0	0	0	
19	537-540-06	R-1A	N	APZ I	11,969	11,969	0	11,969	0	0	0	0	0	0	
20 <sup>2/</sup>	537-440-08	R-3	N	APZ I	12,007	12,007	0	12,007	0	0	0	0	0	0	
21 <sup>2/</sup>	537-440-35	R-3	N	APZ I	8,846	8,846	0	8,846	0	0	0	0	0	0	
30	537-411-01	R-1A	Y	APZ I	10,852	10,852	0	10,852	0	0	10,852	0	0	0	
31	537-500-21	R-1A	N	APZ I	9,018	9,018	0	9,018	0	0	0	0	0	0	
32	537-411-14	R-1A	Y	APZ I	8,389	8,389	0	8,389	0	0	0	0	0	0	
33	537-50-018	R-1A	Y	APZ I	10,460	10,460	0	10,460	0	0	0	0	0	0	
34 <sup>2/</sup>	537-411-08	R-1A	Y	APZ I	8,514	8,514	0	8,514	0	0	0	0	0	0	
35	537-411-06	R-1A	Y	APZ I	10,213	10,213	0	10,213	0	0	0	0	0	0	
36 <sup>2/</sup>	537-510-07	R-1A	Y	APZ I	7,041	0	0	7,041	0	0	0	0	0	0	
37	537-510-04	R-1A	Y	APZ I	7,342	0	0	7,342	0	0	0	0	0	0	
38 <sup>1/</sup>	537-420-04	R-1A	Y	APZ I	9,138	9,138	0	9,138	0	0	0	0	0	0	

**Table A-7 (2 of 2): Property Subject to Potential Displacement of Incompatible Uses with Implementation of ALUCP**

PARCEL					INCOMPATIBLE LAND USE <sup>1/</sup>									
MAP ID (EXHIBIT A-7)	ASSESSOR PARCEL NUMBER	CORONADO ZONING	HISTORIC RESOURCE?	ALUCP ZONE	AREA (SQ FT)	CHILD DAY CARE, NURSERIES, PRESCHOOLS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY	HOTEL/MOTEL	LIGHT MANUFACTURING (CLOTHING, TEXTILES, PRECISION INSTRUMENTS)	THEATERS
39 <sup>2/</sup>	537-432-07	R-1A	Y	APZ I	8,033	8,033	0	8,033	0	0	0	0	0	0
40 <sup>2/</sup>	537-531-16	R-1A	Y	APZ I	7,625	7,625	0	7,625	0	0	0	0	0	0
41 <sup>2/</sup>	537-552-21	R-1A	Y	APZ I	7,119	0	0	7,119	0	0	0	0	0	0
42	537-552-22	C	N	APZ I	10,566	10,566	0	10,566	0	0	0	10,566	10,566 <sup>6/</sup>	10,566
42 <sup>3/</sup>	537-552-22	C	N	APZ I	3,280 (floor area)	3,280	3,280	3,280	3,280	3,280	3,280	0	0	3,280
43 <sup>4/</sup>	537-562-01 537-562-02	C	N	APZ I	20,479 (floor area)	20,479	20,479	20,479	20,479	20,479	20,479	0	0	20,479
<b>Total Parcel Area</b>					<b>433,675</b>	—	—	—	—	—	—	—	—	—
<b>Totals – Parcels Subject to Displacement</b>					—	<b>412,173</b>	<b>54,719</b>	<b>433,675</b>	<b>0</b>	<b>54,719</b>	<b>195,062</b>	<b>10,566</b>	<b>10,566</b>	<b>10,566</b>
<b>Totals – Parcel Area Subject to Displacement on Arterial and Collector Streets</b>					<b>218,491</b>	<b>211,150</b>	<b>25,829</b>	<b>218,491</b>	<b>0</b>	<b>25,829</b>	<b>90,199</b>	<b>10,566</b>	<b>10,566</b>	<b>10,566</b>
<b>Totals – Floor Area</b>					<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>23,759</b>	<b>0</b>	<b>0</b>	<b>23,759</b>

n/a Coronado Zoning Code does not allow the use in the corresponding zone.

1/ No potentially developable parcels were found that could accommodate these incompatible uses: colleges/ universities; hospitals; congregate care, nursing, and convalescent homes; stadiums and arenas; solid waste facilities; sport and recreational enterprises (amusement parks, golf driving ranges, go-cart tracks, miniature golf courses), and amphitheaters.

2/ These parcels are on streets classified as “local,” which are not designed for through traffic. The others are on collector or arterial streets. The potential for increased traffic with the various incompatible land uses may make the approval of special use permits, whether major or minor, difficult because of the possibility of neighborhood objections.

3/ The upper floor of the two-story building on map ID 42 is considered to be potentially available for the incompatible uses noted in the table. This would be an alternative to the redevelopment of the parcel, described in the preceding row.

4/ Map ID 43 represents the second and third floors of Coronado Plaza, which have 13,464 and 7,015 square feet of gross floor area, respectively. This space is considered to be potentially available for the incompatible uses noted in the table.

5/ It is assumed that this leasable space could be potentially available for auxiliary college or university classrooms.

SOURCE: Ricondo & Associates, Inc. analysis, January 2019; *City of Coronado General Plan, Circulation Element*, Figure A, amended 2012, (street classification).



## A.7.2 POSSIBLE OVERSTATEMENT OF INCOMPATIBLE LAND USE DISPLACEMENT – RELATIVE SCARCITY OF SUBJECT USES

Another cause of the possible overstatement of potential displacement of incompatible uses is the relative scarcity of many of these specialized land uses. Many of the incompatible uses occur only infrequently, if at all, in the City. An inventory of uses classified as incompatible under the ALUCP was undertaken in the City of Coronado and is documented in Attachment A. (See the first half of Table AA-1.) The numbers of these uses that currently occur in Coronado is as follows:

- Child day care centers, nurseries, preschools (not including in-home facilities)— 5
- K-12 schools – 10
- Trade schools – 1
- Colleges, universities – 0
- Places of religious assembly – 10
- Places of public fraternal assembly – 5
- Hotel/motel – 19
- Light manufacturing—0
- Theaters – 3

According to the displacement analysis, three of these uses could be subject to relatively high levels of displacement, but they occur only infrequently in Coronado. Trade schools are subject to the highest amount of potential displacement (433,675 square feet), but only one such school is currently in Coronado. Only five examples of the other two uses with the next highest amounts of potential displacement – child day care centers, nurseries, and preschools (412,173 square feet) and places of public fraternal assembly (195,062 square feet)—currently occur anywhere in Coronado.

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## A.8 Summary

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The results of the complete development displacement analysis are summarized in **Table A-8**. As shown, the potential development of 36 dwelling units, 3,850 to 25,550 square feet of expanded commercial floor area, and 272,400 square feet of expanded resort floor area could be potentially displaced with implementation of the ALUCP by the City. The amount of land that could become unavailable for the development of uses that are designated as incompatible under the proposed ALUCP policies and standards would range from 10,566 square feet for hotels and light manufacturing to 433,675 square feet of land for trade schools. In addition, 23,759 square feet of existing commercial floor area would become unavailable for the development of child day care centers, nurseries, and preschools; K-12 schools; trade schools; colleges and universities (auxiliary classrooms); places of religious assembly; places of public/fraternal assembly; and theaters (indoor entertainment assembly).

**Table A-8: Summary of Potentially Displaced Development**

LAND USE	DWELLING UNITS	EXPANDED GROSS FLOOR AREA (SQ FT)	NEW INCOMPATIBLE NONRESIDENTIAL FLOOR AREA (SQ FT) <sup>1/</sup>	NEW INCOMPATIBLE NONRESIDENTIAL PARCEL AREA (SQ FT) <sup>2/</sup>
Single-Family Residential	28	---	---	---
Multiple-Family Residential	8	---	---	---
Commercial	---	3,850 to 25,550	---	---
Hotel/Resort	---	272,400	---	---
Child Day Care Centers, Nurseries, Preschools	---	---	23,759 <sup>3/</sup>	412,173
K-12 Schools	---	---	23,759 <sup>3/</sup>	54,719
Trade Schools	---	---	23,759 <sup>3/</sup>	433,675
Colleges and Universities (classrooms)	---	---	23,759 <sup>3/</sup>	0
Places of Religious Assembly	---	---	23,759 <sup>3/</sup>	54,719
Places of Public/Fraternal Assembly	---	---	23,759 <sup>3/</sup>	195,062
Hotels, Motels	---	---	0	10,566
Light Manufacturing (textiles, clothing, precision instruments)	---	---	0	10,566
Theaters	---	---	23,759 <sup>3/</sup>	10,566
<b>Totals</b>	<b>36</b>	<b>276,250 to 297,950</b>	<b>23,759<sup>4/</sup></b>	<b>10,556 to 433,675<sup>4/</sup></b>

## NOTES:

- 1/ Includes only leasable floor area on the upper floors of two commercial buildings, one of which is on a parcel that is considered potentially developable and is also considered in the column to the right.
- 2/ Includes the total parcel area subject to potential displacement, rather than estimated floor area of potentially displaced development.
- 3/ Includes 20,479 square feet of floor area on the upper floors of Coronado Plaza (map ID 57 on **Exhibit A-7**) and 3,280 square feet of floor area on the second floor of the building at the corner of Loma and Orange Avenues (map ID 56 on **Exhibit A-7**).
- 4/ The data listed in these columns includes many of the same parcels, so the data cannot be validly summed. The "totals" represent the total leasable area or parcel area involved for each measure of displaced development.

SOURCE Ricondo &amp; Associates, Inc., January 2019.

# Attachment A: Analysis of Minimum Parcel Sizes for Incompatible Nonresidential Land Uses

Ricondo conducted a survey of existing land uses that are considered incompatible in the ALUCP noise contours and safety zones. The purpose was to determine a reasonable minimum site area for each of those uses for consideration in the analysis of potential development displacement. Examples of several, but not all, land uses were found in Coronado, including five child day care centers, nurseries, and preschools (only one of which was on its own parcel); ten K-12 schools; one trade school; one hospital; two nursing and convalescent homes; ten places of religious assembly; two places of public/fraternal assembly; nineteen hotels/resorts; four arenas and stadiums; and three theaters. To secure data on the land use categories that were not found in Coronado, – amphitheaters, colleges and universities, and light manufacturing – a survey of downtown San Diego and neighboring San Diego Community Planning Areas (CPAs) was undertaken.<sup>47</sup> Since so few examples of free-standing child day care centers, nurseries, and preschools; trade schools; hospitals; and theaters were found in Coronado, those uses were also sought in San Diego. The findings of the surveys are presented in **Table AA-1**.

Some of the existing sites were quite small and may have been developed before modern zoning ordinances were established. Sites in question included the Hotel Marisol, at 2,921 square feet, the First Baptist Church of Coronado, at 10,294 square feet, and the Associated Technical College in San Diego, at 7,021 square feet. A site inspection of the Hotel Marisol revealed that a site of that size was indeed feasible for a small boutique hotel (the Hotel Marisol has 15 rooms) with underground parking under Coronado's zoning. Analyses were undertaken to determine the reasonableness of the site sizes for places of religious assembly and trade schools. Based on current zoning requirements, a free-standing place of religious assembly on a 10,294 square-foot site could only accommodate seating for approximately 49 people, while providing space for off-street parking. This is quite small, especially considering the costs of property acquisition and new construction. For purposes of this analysis, it was assumed that seating for at least 100 people would be needed to justify construction of a new church or other place of religious assembly in the area. **Table AA-2** indicates that seating for 100 people with adequate space for off-street surface parking could be accommodated on a site of 21,200 square feet. **Table AA-3** presents the calculations testing the viability of a minimum site area of 7,000 square feet for free-standing trade schools.<sup>48</sup> It was determined that a site of this size would accommodate off-street parking and space for 37 students and 4 employees, which is considered viable for such a use.

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<sup>47</sup> The CPAs surveyed included Barrio Logan, Downtown, Greater Golden Hill, Midway-Pacific Hwy, Southeastern San Diego, and Uptown.

<sup>48</sup> These calculations do not apply to places of religious assembly or trade schools that would lease space in existing buildings. The upper floors of Coronado Plaza and the upper floor of the two-story building at the corner of Loma and Orange Avenues were considered the only practical locations within the safety zones for the leasing of such space.

**Table AA-1 (1 of 3): Survey of Site Areas of Incompatible Land Uses**

FACILITY TYPE AND NAME	DESCRIPTION	SITE AREA <sup>1/</sup>	
		SQ FT	ACRES
<b>CITY OF CORONADO</b>			
<b>Child Day Care Centers/Nurseries;/Preschools</b>			
Crown Preschool,	Early Childhood Development Center	146,277	3.36
Coronado Baptist Daycare	Co-located with church	n.a.	n.a.
Coronado Child Care Center	Co-located with school	n.a.	n.a.
Graham Memorial Preschool	Co-located with church	n.a.	n.a.
Resurrection Preschool	Co-located with church	n.a.	n.a.
<b>K-12 Schools</b>			
Dunamis Academy	Private	24,031	0.55
Sacred Heart Parish School	Private	29,443	0.68
Palm Academy for Learning	Continuation High Schools	45,685	1.05
Coronado Pathways Charter	K-12 School (Public charter)	45,685	1.05
Christ Church Day School	Private	57,730	1.33
Coronado Middle School		160,643	3.69
Coronado Village Elementary School		218,854	5.02
Coronado High School		516,255	11.85
Silver Strand Elementary School		583,766	13.40
Christ Church Day School	Pre-K – Grade 6, co-located with church	n.a.	n.a.
<b>Trade Schools</b>			
Coronado Adult Education, Career Technical Education	Co-located with other school	n.a.	n.a.
<b>Hospitals</b>			
Sharp Coronado Hospital and Healthcare Center		110,671	2.54
<b>Nursing and Convalescent Homes</b>			
Villa Coronado Convalescent		41,256	0.95
Coronado Retirement Village and Memory Care	Nursing Home	66,164	1.52
<b>Places of Religious Assembly</b>			
First Baptist Church of Coronado		10,294	0.24
First Church of Christ Scientist		10,450	0.24
Saint Paul's United Methodist Church		10,747	0.25
Resurrection Lutheran Church		14,002	0.32
Coronado Southern Baptist Church		21,015	0.48
Christ Episcopal Church		30,761	0.71
Graham Memorial Presbyterian Church		33,497	0.77
Sacred Heart Roman Catholic Church		45,589	1.05
Coronado Community Church	Services held at elementary school	n.a.	n.a.
Living Waters Christian Fellowship	Services held in office suite	n.a.	n.a.
<b>Places of Public/Fraternal Assembly</b>			
Veterans of Foreign Wars of United States General Henry D. Styer Post	Fraternal Association	10,617	0.24
Coronado Senior Association, Inc.		150,659	3.46
Coronado Community Center	Part of larger civic/recreation property	n.a.	n.a.
Coronado Lawn Bowling Clube	Part of larger civic/recreation property	n.a.	n.a.
Coronado Yacht Club	Part of larger civic/recreation property	n.a.	n.a.
<b>Hotel/Motel/Resort</b>			
Hotel Marisol Coronado		2,921	0.07
Coronado Island Inn		5,291	0.12
Villa Capri by the Sea		6,291	0.14
El Rancho Motel		6,866	0.16
Cherokee Lodge		7,853	0.18
Motel Del Island		10,625	0.24
1906 Lodge, A Four Sisters Inn		12,960	0.30
Crown City Inn		17,135	0.39
Best Western Suites Coronado I		21,242	0.49
La Avenida on Coronado Island		22,367	0.51
Coronado Beach Resort		22,631	0.52
Coronado Inn		24,310	0.56
El Cordova Hotel on Coronado Island		31,207	0.72

Table AA-1 (2 of 3): Survey of Site Areas of Incompatible Land Uses

FACILITY TYPE AND NAME	DESCRIPTION	SITE AREA	
		SQ FT	ACRES
Glorietta Bay Inn		77,625	1.78
Beach Village at The Del		122,783	2.82
Loews Coronado Bay		170,618	3.92
Hotel Del Coronado		999,532	22.95
Loews Coronado Bay Resort		1,492,522	34.26
Marriott Coronado Island Resort		3,051,492	70.05
<b>Theaters</b>			
Coronado Community Theater	Performing arts theater	n.a. <sup>3/</sup>	n.a.
Lamb's Players Theatre	Live theater	n.a. <sup>4/</sup>	n.a.
Village Theater	Single Screen Movie Theater	6,787	0.16
<b>Sports Facilities – Arenas and Stadiums</b>			
Brian Brent Memorial Aquatics Center	Indoor/outdoor facility, parking excluded	39,290	0.90
Coronado High School Baseball Field	Outdoor facility, parking excluded	55,148	1.27
Vernetti Stadium	Outdoor baseball stadium	75,923	1.74
Coronado High School Football Field	Outdoor facility, parking excluded	153,248	3.52
<b>CITY OF SAN DIEGO<sup>2/</sup></b>			
<b>Amphitheaters</b>			
The Old Globe	Balboa Park; parking excluded	17,420	0.40
Greek Amphitheater	Point Loma Nazarene University; parking excluded	39,636	0.91
Starlight Musical Theater	Balboa Park; parking excluded	43,900	1.01
Spreckels Organ Pavilion	Balboa Park; parking excluded	59,439	1.36
Cal Coast Credit Union Amphitheater	SDSU; parking excluded	91,500	2.10
Mattress Firm Amphitheater		1,566,099	39.95
<b>Child Day Care Centers/Nurseries;/Preschools</b>			
Merry Go Round Preschool	Private preschool	7,430	0.17
Gingerbread Nursery Daycare		14,078	0.32
<b>Trade Schools</b>			
Associated Technical College		7,019	0.16
Paul Mitchell The School-San Diego		10,083	0.23
CET-San Diego		59,193	1.36
Career College of San Diego		100,984	2.32
Concorde Career Colleges		158,816	3.65
EF International Language Campus		276,469	6.35
<b>Colleges/Universities.</b>			
Thomas Jefferson School of Law		29,916	0.69
California Western School of Law		32,064	0.74
Fashion Institute of Design & Merchandising-San Diego		49,733	1.14
Newschool of Architecture and Design		60,024	1.38
San Diego City College		1,781,969	40.91
<b>Hospitals</b>			
Vibra Hospital of San Diego		92,092	2.11
Scripps Mercy Hospital	General Medical / Surgical	880,797	20.22
University of Calif-San Diego Medical Center	General Medical / Surgical	2,589,402	59.44
U. S. Naval Medical Center-San Diego (Balboa)	General Medical / Surgical	3,524,444	80.93

**Table AA-1 (3 of 3): Survey of Site Areas of Incompatible Land Uses**

FACILITY TYPE AND NAME	DESCRIPTION	SITE AREA	
		SQ FT	ACRES
<b>Theaters</b>			
Gaslamp Quarter Theater		9,469	0.22
Balboa Theater		15,102	0.35
San Diego Symphony		27,500	0.63
Pacific Gaslamp Theatre		28,971	0.67
San Diego Civic Theatre		265,439	6.09
<b>Light Manufacturing</b>			
Mohr Manufacturing	Machine shop	4,753	0.11
Chrome Digital	Photo Shop	4,792	0.11
Reclaimed Wood San Diego	Wood Salvage	6,198	0.14
City Wide Custom Cycles, LLC	Custom Motorcycles	6,517	0.15
Graphic Solutions Ltd	Graphic design	6,699	0.15
Mr. Neon, Inc.	Sign shop	6,878	0.16
A & L Tile, Inc.	Tile contractor	6,947	0.16
Advanced Metal Forming	Metal fabricator	6,991	0.16
David's Roasting	Coffee Roasting	7,214	0.17
United Fastener Co.	Fastener supplier	7,439	0.17
Auna IronWorks	Iron works	7,452	0.17
10 Barrel Brewing Co.	Microbrewery	7,552	0.17
MaxWood Co.	Furniture maker	9,194	0.21
El Dorado Coatings	Pickup truck spray-on bedliners	13,180	0.30
M G Iron Work	Iron works	14,106	0.32
San Diego Galvanizing, Inc.	Metal finisher	14,918	0.34
North Graphics	Commercial Art/Graphic Design	14,942	0.34
Irelia Fine Jewelry	Custom Jewelry	17,707	0.41
Gate Gourmet	Catering/Food Preparation	22,643	0.52
Abraxas Studio	Antique Furniture Restoration	23,222	0.53
Tum Yeto	Skateboard shop	24,950	0.57
Watson Laminates	Skateboard Shop	25,960	0.60
Mission Brewery	Microbrewery	40,054	0.92
Hesser Handcrafted	Cabinet Maker	57,228	1.31
Rush Press, Inc.	Printing Services	60,941	1.40
Coronado Leather Co.	Manufacturer	64,536	1.48
Quality Cabinet & Fixture Co.	Cabinet maker	183,363	4.21

## NOTE:

- 1/ Site areas are provided only for free-standing facilities that are not sharing buildings with other primary land uses.
- 2/ The survey of land uses in San Diego was conducted in the following Community Planning Areas: Downtown, Midway-Pacific Hwy, Uptown, Barrio Logan, Southeastern San Diego, and Greater Golden Hill.
- 3/ Coronado Community Theater is located on public land of approximately 15 acres. Other uses on this parcel include the City of Coronado City Hall, the Coronado Community Center, City of Coronado Aquatics Center, Glorietta Bay Park, the Glorietta Bay Marina A/California Yacht Marina, and parking.
- 4/ Lamb's Players Theatre is one of several commercial uses in a shared building on a site of 0.84 acre.

SOURCES: Ricondo & Associates, Inc., November 2012 (site areas of arenas and stadiums); Ricondo & Associates, Inc., December 2017 (survey of site areas for other land uses in Coronado and San Diego).

**Table AA-2: Minimum Site Area Calculations for Free-Standing Place of Religious Assembly**

VARIABLE	ASSUMPTIONS, CALCULATIONS
Site Area (Sq Ft)	21,200
Base FAR per Zoning <sup>1/</sup>	0.35
Unbuilt Portion of Site	0.75
Landscape Requirement (Proportion of Site)	0.15
Building Floor Area, assuming partial second floor (Sq Ft)	7,420
Assembly Area (Sq Ft) <sup>2/</sup>	1,202
Fixed Seats <sup>3/</sup>	100
Parking Spaces Required	44
Available Parking Area <sup>2/</sup>	12,720
Parking Spaces Provided	44

## NOTES:

1/ FAR – Floor Area Ratio: the ratio of the gross floor area of the building to the lot area.

2/ The large parking area requirement for places of religious assembly required an iterative calculation of assembly area to find a balance between available site area and sufficient parking area for occupants. A larger proportion of building area devoted to the assembly space would not provide sufficient site area to accommodate the required parking.

3/ Seating assumes 12 square feet per occupant.

SOURCES: Ricondo & Associates, Inc., January 2018 (calculations); City of Coronado Municipal Code, Title 86, Zoning, Section 86.58.080(O) (parking requirements); <http://sanctuaryseating.com/resources/church-chairs/calculate-seating-capacity-church/>, accessed January 29, 2018 (seating area per occupant).

**Table AA-3: Minimum Site Area Calculations for Free-Standing Trade School**

VARIABLE	ASSUMPTIONS, CALCULATIONS
Site Area (Sq Ft)	7,000
Maximum FAR per Zoning	0.5
Remaining Site	0.75
Landscape Requirement	0.15
Building Floor Area, assuming partial second floor (Sq Ft)	3,500
Sq Ft/Student <sup>1/</sup>	95
Number of Students	37
Number of Employees (assumed)	4
Parking Spaces Required	9
Available Parking Area	4,200
Parking Spaces Provided	14

SOURCES: Ricondo & Associates, Inc., January 2018 (calculations); City of Coronado Municipal Code, Title 86, Zoning, Section 86.58.080(T) (parking requirements); <https://www.cde.ca.gov/ls/fa/sf/completesch.asp>, accessed January 29, 2018 (floor area per student).

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## APPENDIX B

# Revised Analysis of Potentially Displaced Development – Hotel del Coronado

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# APPENDIX B      REVISED ANALYSIS OF POTENTIALLY DISPLACED DEVELOPMENT – HOTEL DEL CORONADO

## B.1      INTRODUCTION

The Initial Study prepared for the Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) included an analysis of potential development and redevelopment in the city of Coronado that could be displaced with implementation of the proposed ALUCP.<sup>1</sup> That analysis included an evaluation of the potential for displacement of future development from portions of the H-M – Hotel-Motel zoning district within the proposed safety zones (Accident Potential Zones I and II). The Hotel del Coronado property was the only H-M-zoned property with future development potential within the safety zones.

At the EIR Scoping Meeting held on May 6, 2019, representatives of the Hotel del Coronado pointed out to the Airport Land Use Commission's (ALUC) consultant some discrepancies in the reporting of the land area of the hotel property and the gross floor area of development called for in the 2010 Hotel del Coronado Amended Master Plan for the resort. After some investigation, it was found that the consultant's figures had not accounted for final adjustments in the plan required by the California Coastal Commission.<sup>2</sup> While these discrepancies were small (overestimation of approximately 7,000 square feet of gross floor area and 0.1 acre of property area), the consultant undertook a thorough review of the California Coastal Commission's record of review and approval of the Hotel del Coronado Amended Master Plan to determine if any other factors needed to be addressed in the analysis of potential development displacement.

The review found that the following adjustments to the analysis of potential displacement of development at the Hotel del Coronado were advisable:

- Exclusion of all planned Master Plan development from the area subject to potential development displacement
- An increase in the fault zone no-build area
- The removal of lands needed for pedestrian circulation throughout the Hotel del Coronado campus from the area subject to potential development displacement

This appendix describes the revisions to the analysis of potential development displacement at the Hotel Del.

## B.2      PROPOSED ALUCP STANDARDS AND CITY OF CORONADO ZONING

The proposed ALUCP safety policies and standards would limit the expansion of nonresidential land uses, including hotels and resorts, beyond their existing gross floor area. "Existing gross floor area" includes any planned development that has been approved by permitting agencies. For the development displacement analysis, the

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<sup>1</sup> Airport Land Use Commission, San Diego County Regional Airport Authority, *Naval Air Station North Island, Airport Land Use Compatibility Plan, CEQA Initial Study*, April 2019, Appendix A, Analysis of Potentially Displaced Development.

<sup>2</sup> California Coastal Commission, Staff Report and Recommendation on Appeal, Appeal No.: A-6-COR-08-98 & A-6-COR-08-99, September 28, 2010, p. 2.

development proposed in the Hotel del Coronado Amended Master Plan is considered to be vested and “existing” for purposes of the development displacement analysis.

The Hotel del Coronado is zoned H-M – Hotel-Motel by the City of Coronado. The standards of the H-M – Hotel-Motel zoning district set a maximum height limit of 40 feet and three stories.<sup>3</sup> Development is permitted to a maximum floor area ratio (FAR) of 1.8. A special use permit is required for development exceeding a FAR of 1.8.<sup>4</sup> As discussed below, the Amended Master Plan proposes considerably less development than the maximum permitted under Coronado’s Zoning Code.

## **B.3 REVISED ASSUMPTIONS FOR DISPLACEMENT ANALYSIS**

### **B.3.1 PLANNED MASTER PLAN DEVELOPMENT EXCLUDED FROM AREA SUBJECT TO POTENTIAL DEVELOPMENT DISPLACEMENT**

The approved Hotel del Coronado Amended Master Plan proposes a new conference center and guest rooms in the southeast portion of the site. A new primary access drive from the east, off Avenida del Sol, and a secondary access drive from the west, off R.H. Dana Place, are also proposed. Three parking garages are planned. One is to be incorporated into the new conference center complex. The others include two levels of underground parking and surface parking. The North Parking Structure is proposed immediately north of the historic hotel, with access off the secondary access drive. The other, the Valet Parking Structure, is east of the historic hotel with access from the Main Entrance Drive. These proposed structures are depicted on **Exhibit B-1**. For purposes of the revised displacement analysis, it is assumed that these improvements would remain in place and would not be subject to redevelopment.

### **B.3.2 ENLARGEMENT OF FAULT ZONE NO-BUILD AREA**

During the preparation of the Hotel del Coronado Amended Master Plan, a geological fault was discovered on the property. After study and coordination with the California Coastal Commission, a no-build zone along the fault was established and the proposed development was adjusted accordingly. Because new buildings were proposed only on the east side of the fault, the master planners and Coastal Commission focused on ensuring the establishment of a safe buffer between the fault zone and the area to the east where the buildings were proposed. The width of the no-build zone was set at 61 to 76 feet, varying along the length of the zone.<sup>5</sup>

For the revised displacement analysis, the approved no-build zone was extended southwest to the shore and west by approximately 30 feet, for an overall width of approximately 90 to 100 feet. This was done because the displacement analysis considered the potential for future building development west and south of the approved no-build zone. The adjustment reflected the reasoning of the Coastal Commission in setting the approved no-build zone buffering the proposed Master Plan development to the east.<sup>6</sup>

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<sup>3</sup> Coronado Municipal Code, Section 86.32.040.

<sup>4</sup> Coronado Municipal Code, Section 86.32.110.

<sup>5</sup> California Coastal Commission, Staff Report and Recommendation on Appeal, Appeal No.: A-6-COR-08-98 & A-6-COR-08-99, September 28, 2010, p. 22 and Exhibits 5 and 6.

<sup>6</sup> California Coastal Commission, Staff Report and Recommendation on Appeal, Appeal No.: A-6-COR-08-98 & A-6-COR-08-99, September 28, 2010, pp. 22 – 29.



SOURCE: Hotel del Coronado Amended Master Plan, 2010, California Coastal Commission Appeal No. A-6-COR-08-098 & -099, Figure 3-B, page 3-2.

# Exhibit B-1 Hotel del Coronado Amended Master Plan Site Plan



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### B.3.3 PEDESTRIAN CIRCULATION AREAS EXCLUDED FROM AREA SUBJECT TO POTENTIAL DEVELOPMENT DISPLACEMENT

The approved Amended Master Plan proposes an improved pedestrian circulation system throughout the resort campus as indicated on Exhibit B-1. For the revised displacement analysis, the landscaped areas from the East Entry Garden and the bus staging area to the hotel were excluded from the area potentially subject to new development. Similarly, the Paseo del Mar, between the hotel campus and the beach, was also excluded from the area potentially subject to new development.

### B.4 REVISED ANALYSIS OF POTENTIAL DISPLACEMENT AT HOTEL DEL CORONADO

After completing the construction envisioned in the Amended Master Plan, the gross floor area of the Hotel del Coronado would be 958,563 square feet. Based on the total parcel size of 1,224,907 square feet, this amounts to a floor area ratio (FAR) of 0.78.<sup>7</sup> **Table B-1** presents the gross floor area of each set of buildings that would occupy the property based on the Master Plan.

TABLE B-1 GROSS FLOOR AREA ON HOTEL DEL CORONADO PROPERTY BASED ON AMENDED MASTER PLAN

BUILDING	STATUS	GROSS FLOOR AREA (SQ FT)
Historic Hotel	Existing	423,000
Grande Hall	Existing	38,960
Power Plant and Laundry Buildings	Existing	22,103
Oxford Building	Existing	27,200
Windsor Cottage	Existing	1,000
North Beach Cottage	Existing	19,700
North Beach Guestrooms (Villas)	Existing	32,300
California Cabana Building	Existing	79,100
Ocean Towers	Existing	144,000
Conference Center – Conference Area	Planned	50,000
Conference Center – Guestrooms	Planned	35,200
South Beach Guestrooms	Planned	86,000
<b>Total Gross Floor Area</b>		<b>958,563</b>
Total Land Area of Property		1,224,907
Floor Area Ratio (FAR)		0.78

SOURCES: KSL Resorts, *Hotel del Coronado Amended Master Plan*, June 2008, Table B – FAR Comparison, p. 2-10 (preliminary floor area of existing plus Master Plan development); California Coastal Commission, *Staff Report and Recommendation on Appeal, Appeal No.: A-6-COR-08-98 & A-6-COR-08-99*, September 28, 2010, p. 2 (final adjustments to floor area).

<sup>7</sup> FAR is the ratio of building floor area to lot area. A FAR of 1.8 on the Hotel del Coronado property would result in gross floor area of 2,204,833 square feet, 1,246,270 square feet greater than the planned Master Plan development.

While no plans for expansion beyond that proposed in the Amended Master Plan are known to be contemplated, the site has additional development potential based on current zoning. The Coronado Zoning Code would allow the expansion of buildings on the site to a maximum floor area ratio (FAR) of 1.8.<sup>8</sup> If the property was ever developed to the maximum allowed under current zoning, the gross floor area could total 2,204,832 square feet, 1,246,269 square feet more than proposed in the Amended Master Plan. Given the maximum height limits in the H-M zoning district (three stories),<sup>9</sup> the historic status of the Hotel del Coronado, and the site constraints, as documented in both the Amended Master Plan and the Coastal Commission record, it is unlikely that the property could ever be developed to the maximum allowed under current zoning. For future development on the property to approach that level of intensity, the historic buildings and much of the open space on the property would have to be removed. Nevertheless, a much higher intensity of development on the site than proposed in the Amended Master Plan remains a theoretical possibility based on the City's Zoning Code.

The analysis of potential development displacement on the Hotel del Coronado site described in this section assumes that the Hotel del Coronado would remain in its current general configuration through the future. The analysis reveals that even in that configuration, the site has the capacity for at least some additional development beyond that envisioned in the Amended Master Plan.

A site planning analysis was undertaken to estimate the practical development capacity of the resort property based on current zoning (without implementation of the ALUCP) and the various site constraints. The following assumptions were made in the analysis:

- The designated historic hotel would remain in place and would not be substantially altered<sup>10</sup>
- Other structures and open space that contribute to the historic character of the Hotel del Coronado would remain
- The expanded no-build fault zone on the property would remain without building development
- Recent development and planned Amended Master Plan development would remain rather than being demolished and redeveloped at greater intensity
- Key pedestrian circulation areas and the Paseo del Mar would not be subject to redevelopment
- Required off-street parking for any new development would be accommodated in the most compact configuration possible, which was assumed to be a five-level parking garage (three above-ground levels and two below-ground levels)

The first part of the analysis involved the consideration of any future development that the property could accommodate consistent with the proposed ALUCP. The second part involved the estimation of future development that could be accommodated without implementation of the proposed ALUCP. The difference between the two calculations is the amount of development that could be potentially displaced with implementation of the proposed ALUCP.

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<sup>8</sup> Coronado Municipal Code, Title 86, Zoning, § 86.32.110. A special use permit is required for development exceeding a FAR of 1.8.

<sup>9</sup> Coronado Municipal Code, Section 86.32.040.

<sup>10</sup> The Hotel del Coronado was registered as a California Landmark on September 24, 1970 and listed on the National Register of Historic Places on October 14, 1971 (<http://ohp.parks.ca.gov/ListedResources/Detail/844>, accessed March 27, 2018).

### B.4.1 POTENTIAL ADDITIONAL DEVELOPMENT CONSISTENT WITH PROPOSED ALUCP

Most of the Hotel del Coronado resort lies within APZ I and APZ II, as depicted on **Exhibit B-2**. Property along Orange Avenue from the historic hotel southeast to Avenida del Sol is outside APZ I and APZ II and could potentially be redeveloped without being subject to the proposed ALUCP. The area has negligible practical capacity for redevelopment, however, because it is occupied by the proposed Valet Parking Structure and three historic buildings (the Power Plant, the Laundry Building, and the Oxford Building). Thus, the Hotel del Coronado property is assumed to have no additional capacity for new development with implementation of the proposed ALUCP.

### B.4.2 POTENTIAL ADDITIONAL DEVELOPMENT WITHOUT ALUCP

As depicted on Exhibit B-2, two areas on the southern part of the Hotel del Coronado property are identified as potentially redevelopable. Those areas are currently occupied by the California Cabana Building, Ocean Towers, and related recreational facilities. Because those two buildings are not historic structures and have been in place for many years, it is assumed that they could potentially be removed and replaced with new development.

As indicated in **Table B-2**, the total site area of Parcels 1 and 2 is 118,673 square feet. After subtracting 31,560 square feet for required parking, 87,041 square feet remain for building sites.<sup>11</sup> Assuming the construction of three-story buildings,<sup>12</sup> 261,123 square feet of gross floor area could be accommodated on the two parcels. After accounting for removal of the two existing buildings, which total 223,100 square feet, a net increase of 38,023 square feet could potentially be accommodated.

TABLE B-2 POTENTIAL ADDITIONAL DEVELOPMENT AT HOTEL DEL CORONADO WITHOUT ALUCP

PARCEL OR BUILDING	SITE AREA	BUILDING FOOTPRINT (SQ FT) <sup>1</sup>	GROSS FLOOR AREA OF BUILDING (SQ FT) <sup>2</sup>
<b>Potential Additional Development</b>			
Parcel 1	107,929	79,161	237,483
Parcel 2	10,744	7,880	23,640
Total Additional Development	118,673	87,041	261,123
<b>Existing Development to be Removed</b>			
California Cabana Building	–	–	79,100
Ocean Towers	–	–	144,000
Total Development to be Removed	–	–	223,100
<b>Net Potential Additional Development</b>	<b>–</b>	<b>–</b>	<b>38,023</b>

NOTES:

1 This is the area remaining after accounting for a five-level parking structure with three above-ground and two below-ground level.

2 Assumes a three-story building height, the maximum allowed in the H-M – Hotel-Motel zoning district (Coronado Municipal Code, Section 86.32.040).

SOURCES: Ricondo & Associates, Inc., May 2019 (calculations of development potential); KSL Resorts, *Hotel del Coronado Amended Master Plan*, June 2008, Table B – FAR Comparison, p. 2-10 (floor area of California Cabana Building and Ocean Towers).

<sup>11</sup> The parking requirement was calculated assuming that the proportions of hotel, spa, conference, retail, and dining areas would be the same as in the proposed new Master Plan development. Parking was assumed to be provided in the most compact possible configuration – a five-level structure with three above-ground and two below-ground levels.

<sup>12</sup> The maximum building height allowed in the H-M – Hotel-Motel zoning district is 40 feet with no more than three stories (Coronado Municipal Code, Section 86.32.040).





**LEGEND**

- Municipal Boundaries
- H-M Hotel-Motel Zoning Boundary
- Designated historic resources assumed to remain
- Proposed Master Plan Development
- Approximate fault zone location (non-buildable)
- Property assumed to be available for potential redevelopment without ALUCP
- Accident Potential Zone (APZ) Boundaries

Sources: SanGIS, County of San Diego, 2019 (parcels); County Assessor, SanGIS, San Diego Local Agency Formation Commission, 2019 (municipal boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, December 2017 (imagery basemap); *Hotel del Coronado, Amended Master Plan, August 2010*, Figure 3C, page 3-3, California Coastal Commission Appeal No. A-6-COR-08-098 & -099; California Coastal Commission Agenda, June 2010, Items 8a and 8b, Appeal No. A-6-COR-08-098 & -099, Staff Report W-8a and 8b, Exhibits 3 — 6; City of Coronado, Community Development Department, 2004, <https://www.coronado.ca.us/cms/one.aspx?pagelid=1619276>, accessed June 28, 2019, (zoning).

Prepared by: Ricondo & Associates, Inc., October 2019.

SAN DIEGO  
COUNTY  
REGIONAL  
AIRPORT  
AUTHORITY

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LAND USE  
COMMISSION



**Exhibit B-2**  
**H-M-Zoned Property Subject to**  
**Limitations on Nonresidential Expansion**

### B.4.3 DISPLACEMENT OF POTENTIAL ADDITIONAL DEVELOPMENT WITH ALUCP

**Table B-3** summarizes the results of the development displacement analysis for the Hotel del Coronado. With implementation of the proposed ALUCP, the site would accommodate 958,563 square feet of gross floor area (FAR of 0.78). Without the proposed ALUCP, it is estimated that the site could accommodate approximately 996,586 square feet of gross floor area (FAR of 0.81). The additional increment, 38,023 square feet, is considered potentially displaced development with implementation of the proposed ALUCP.<sup>13</sup>

TABLE B-3 POTENTIAL DISPLACEMENT OF GROSS FLOOR AREA AT HOTEL DEL CORONADO

LAND USE	POTENTIAL GROSS FLOOR AREA WITH ALUCP <sup>1</sup> (SQ FT)	POTENTIAL GROSS FLOOR AREA WITHOUT ALUCP (SQ FT)	POTENTIAL DISPLACED GROSS FLOOR AREA (SQ FT)
<b>Development Potential with ALUCP</b>			
Development per Approved Master Plan	958,563	–	–
Development Potential Outside Safety Zones	0	–	–
<b>Total with ALUCP</b>	<b>958,563<sup>1</sup></b>	–	–
<b>Development Potential Without ALUCP</b>			
Development per Approved Master Plan	–	958,563	–
California Cabana Building (assumed to be removed)	–	-79,100	–
Ocean Towers (assumed to be removed)	–	-144,000	–
Development Potential – Area 1	–	237,483	–
Development Potential – Area 2	–	23,640	–
<b>Total without ALUCP</b>	–	<b>996,586<sup>2</sup></b>	–
<b>Potential Displaced Floor Area with ALUCP</b>	–	–	<b>38,023</b>

NOTES:

1 Based on a parcel area of 1,224,907 square feet, this equates to a floor area ratio (FAR) of 0.78.

2 Based on a parcel area of 1,224,907 square feet, this equates to a floor area ratio (FAR) of 0.81.

SOURCES: KSL Resorts, *Hotel del Coronado Amended Master Plan*, June 2008, Table B – FAR Comparison, p. 2-10 (preliminary floor area of existing plus Master Plan development); California Coastal Commission, *Staff Report and Recommendation on Appeal, Appeal No.: A-6-COR-08-98 & A-6-COR-08-99*, September 28, 2010, p. 2 (final adjustments to floor area). Ricondo & Associates, Inc., May 2019 (calculations of development potential).

<sup>13</sup> As noted in Section B.2, a maximum FAR of 1.8 is allowed in the H-M – Hotel-Motel zoning district. This level of development would result in a gross floor area of 2,204,833 square feet, 1,246,270 square feet greater than the planned Master Plan development.

December 2019 | Draft

Naval Air Station North Island

# **Draft Environmental Impact Report for the Naval Air Station North Island Airport Land Use Compatibility Plan**

## **Appendices – Volume 2 of 2**

Prepared for:

Airport Land Use Commission,  
San Diego County Regional Airport Authority

Prepared by:

**RICONDO**

Ricondo & Associates, Inc. (Ricondo) prepared this document for the stated purposes as expressly set forth herein and for the sole use of San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation and this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the meaning of such act.





## APPENDIX C

# Documentation of EIR Scoping Period

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C.1 | NOTICE OF PREPARATION

C.2 | ADVERTISEMENT AND PUBLIC NOTICES

C.3 | NEWS RELEASES AND NEWS ARTICLES

C.4 | SCOPING MEETING PRESENTATION

C.5 | SCOPING MEETING ATTENDANCE AND TRANSCRIPT

C.6 | COMMENTS RECEIVED DURING THE SCOPING PERIOD



## APPENDIX C DOCUMENTATION OF EIR SCOPING PERIOD

This appendix provides documentation of the EIR scoping period required for environmental impact reports under CEQA. Appendix C includes copies of the Notice of Preparation, advertisements and public notices, news releases and news articles, the May 6, 2019 scoping meeting presentation, the scoping meeting attendance and the transcript of the scoping meeting, and the public comments received during the EIR scoping period.

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## C.1 NOTICE OF PREPARATION

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**Subject: Notice of Preparation  
of a Draft Environmental Impact Report**

Lead Agency:

Agency Name San Diego County Regional Airport Authority  
Mailing Address P.O. BOX 82776  
San Diego, CA 92138  
Physical Address 3225 N. Harbor Drive  
San Diego, CA 92101  
Contact Ralph Redman  
Email [alucpcomments@san.org](mailto:alucpcomments@san.org)

The San Diego County Regional Airport Authority (SDCRAA), acting as the Airport Land Use Commission (ALUC) for San Diego County, will be the CEQA Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed project identified below. We need to know the view of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the proposed project.

SDCRAA is requesting input from interested governmental and quasi-government agencies, other organizations and private citizens regarding the scope and content of environmental information to be included in the EIR. Public agencies receiving this notice may need to use the EIR prepared by SDCRAA when considering their permits or other approvals for the proposed project.

Any public agencies that respond to this Notice of Preparation are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures that they would like to have addressed in the Draft EIR.
2. State whether they are a responsible or trustee agency for the proposed project, explain why and note the specific project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Ralph Redman at the mailing or email address shown above. We will need the name for a contact person in your agency.

Project Title: Naval Air Station North Island Airport Land Use Compatibility Plan

Project Location: Coronado San Diego County  
City (nearest) County

Project Description: See the following description of the proposed project.

Date: April 22, 2019 Signature   
Title Manager, Airport Planning  
Telephone 619.400.2464

## Notice of Preparation

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Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

### Naval Air Station North Island Airport Land Use Compatibility Plan

#### Project Description

The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) will be prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the County Airport Land Use Commission (ALUC). The ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (the cities of Coronado, Chula Vista, Imperial Beach, National City, San Diego, the Port District of San Diego and the County of San Diego) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdiction.

As required by state law,<sup>1</sup> the draft ALUCP will be consistent with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The draft ALUCP will provide airport land use compatibility policies pertaining to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies of the draft ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

The draft NASNI ALUCP is intended to promote compatibility between NASNI and future land uses for the protection of public health, safety, and welfare in areas around the Airport, to the extent that these areas are not already devoted to incompatible uses. The goals of the ALUCP policies are to:

- Limit new noise-sensitive development within the 65 dB CNEL and higher noise contours;
- Ensure that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meet interior sound level standards;
- Limit new risk-sensitive land uses within safety zones;
- Avoid an increase in land use incompatibility within the 65 dB CNEL and higher noise contours and safety zones;
- Limit the height of new structures and objects within the airspace protection boundary per Federal Aviation Administration (FAA) standards;
- Limit potential hazards to flight within the airspace protection boundary; and
- Promote awareness to prospective buyers of new housing of the potential effects of aircraft overflights within the ALUCP identified Airport Influence Area (AIA).

#### Project Area

The draft NASNI AIA covers approximately 175 square miles of land. After excluding National Forests, National Park Service properties, Bureau of Land Management (BLM) wilderness areas, military installations, and tribal lands, the AIA covers 125 square miles in the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego, unincorporated San Diego County, and the San Diego Unified Port District, as depicted in **Exhibit 1**.

As indicated on **Exhibit 1**, a smaller area is defined within the draft AIA that pertains to the airspace protection boundary, where airspace protection policies and standards apply. Noise and safety policies

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<sup>1</sup> California Public Utilities Code, Section 21675(b).

and standards would apply within certain parts of the airspace protection boundary, as depicted on the inset map on **Exhibit 1**. The area within the airspace protection boundary is considered the project area for purposes of environmental analysis. In the portion of the AIA outside the airspace protection boundary, only the overflight policy applies. Because the overflight policy involves only a notice to prospective buyers of new residential property and does not involve limits on land uses, residential density, or development intensity, it would have no environmental impact, thus, the Initial Study is focused on the potential environmental impacts of the ALUCP within the airspace protection boundary.

Local agencies with jurisdiction within the project area (the airspace protection boundary) and which may be subject to draft ALUCP policies and standards include:

- City of Chula Vista
- City of Coronado
- City of National City
- City of San Diego
- Metropolitan Water District
- San Diego Unified Port District
- Chula Vista General Elementary School District
- Coronado Unified School District
- Grossmont Union High School District
- National School District
- San Diego Community College District
- San Diego Unified School District
- Southeastern Community College District
- Sweetwater Union High School District

### **Probable Environmental Effects of the Project**

The analysis to be completed in accordance with the requirements of the California Environmental Quality Act (CEQA) will analyze impacts associated with the proposed project. The EIR will include discussion on all CEQA environmental topics required for potential environmental effect determination. Based on the findings of the Initial Study, potentially significant impacts may be caused for:

#### Land Use/Planning

Based on the findings of the Initial Study, the project project is anticipated to have less than significant impacts on the following environmental topics:

Aesthetics/Visual Effects	Hazards and Hazardous Materials
Agricultural/Farmlands and Forests	Human Health Risk
Air Quality	Hydrology/Water Quality
Biological Resources	Land Use/Planning
Coastal Resources	Mineral Resources
Cultural Resources	Noise
Geology/Soils	Population/Housing
Greenhouse Gases/Climate Change	Public Services

## ***Notice of Preparation***

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Recreation

Transportation/Traffic

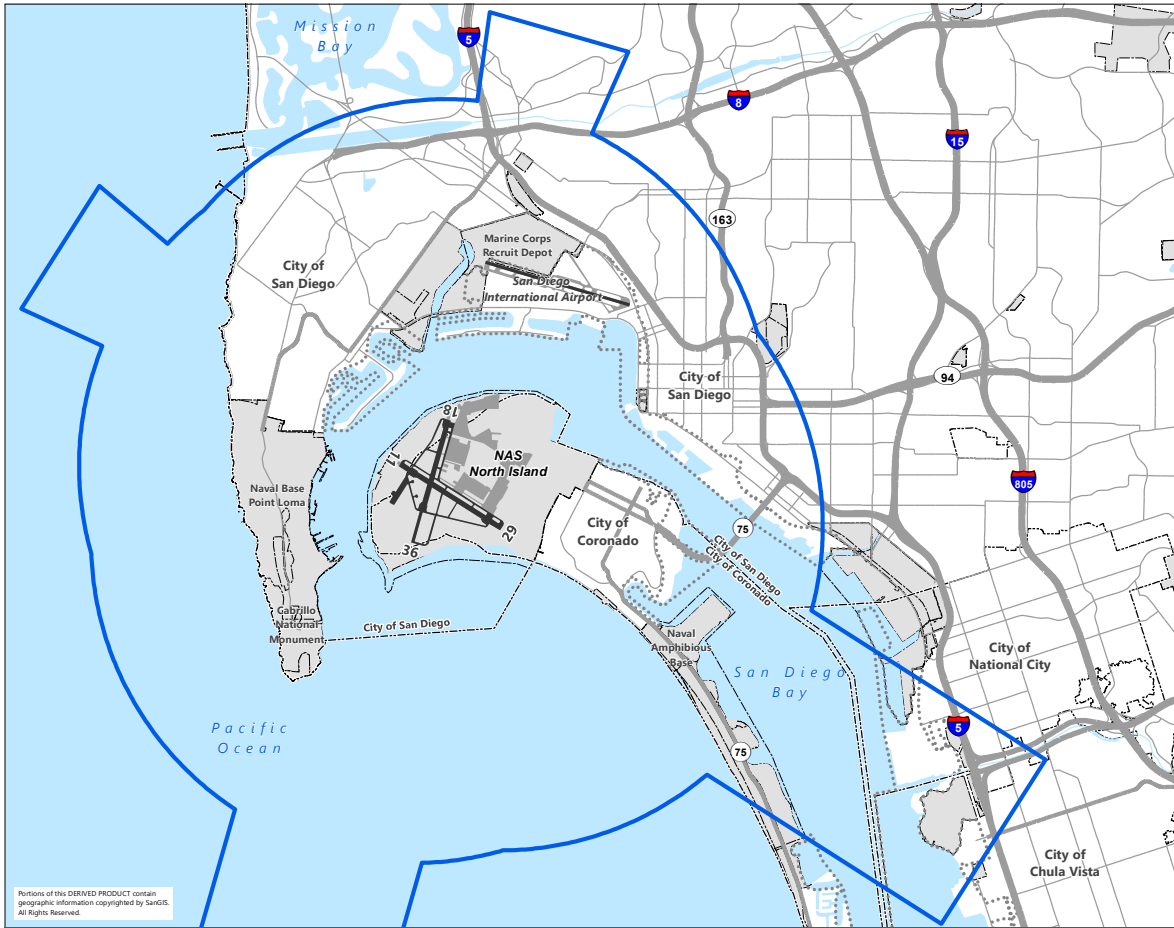
Tribal Resources

Utilities/Service Systems

Cumulative Effects

Attachment:

Exhibit 1 Project Location



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**LEGEND**

- Major Roads
- Highways
- Municipal Boundaries
- Federal Land
- San Diego Unified Port District
- Water
- EIR Project Area (Airspace Protection Boundary)



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfields); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces); California Department of Water Resources, July 2018 (Federal land).

Prepared by: Ricondo & Associates, Inc., April 2019.

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**NASNI ALUCP EIR  
Project Area**

*Naval Air Station North Island Airport Land Use Compatibility Plan  
CEQA Initial Study  
DRAFT*

# Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

<b>SCH #</b>
--------------

**Project Title:** Naval Air Station North Island - Airport Land Use Compatibility Plan (ALUCP)

Lead Agency: San Diego County Regional Airport Authority Contact Person: Ralph Redman  
 Mailing Address: P.O. Box 82776 Phone: 619-400-2464  
 City: San Diego Zip: 92138-2776 County: San Diego

**Project Location:** County: San Diego City/Nearest Community: Coronado/San Diego  
 Cross Streets: Airport Influence Area covers approximately 175 square miles Zip Code: \_\_\_\_\_  
 Longitude/Latitude (degrees, minutes and seconds): \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" N / \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" W Total Acres: 80,000  
 Assessor's Parcel No.: NA Section: NA Twp.: NA Range: NA Base: NA  
 Within 2 Miles: State Hwy #: 75 Waterways: San Diego Bay  
 Airports: San Diego International Railways: BN & SF Schools: Several

**Document Type:**

- |   |  |                                    |  |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR                 | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons           | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA        | <input type="checkbox"/> Final Document        |
| <input type="checkbox"/> Neg Dec              | (Prior SCH No.) _____                              | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____          |
| <input type="checkbox"/> Mit Neg Dec          | Other: _____                                       | <input type="checkbox"/> FONSI     | _____  |

**Local Action Type:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone                            | <input type="checkbox"/> Annexation                     |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone                           | <input type="checkbox"/> Redevelopment                  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit                        | <input type="checkbox"/> Coastal Permit                 |
| <input type="checkbox"/> Community Plan         | <input type="checkbox"/> Site Plan                | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input checked="" type="checkbox"/> Other: <u>ALUCP</u> |

**Development Type:**

- |   |   |
|---|---|
| <input type="checkbox"/> Residential: Units _____ Acres _____                 | <input type="checkbox"/> Transportation: Type _____                                   |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____     | <input type="checkbox"/> Mining: Mineral _____  |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____                                   |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____                        |
| <input type="checkbox"/> Educational: _____                                   | <input type="checkbox"/> Hazardous Waste: Type _____                                  |
| <input type="checkbox"/> Recreational: _____                                  | <input checked="" type="checkbox"/> Other: <u>Airport Land Use Compatibility Plan</u> |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____               |   |

**Project Issues Discussed in Document:**

- |  |  |  |   |
|--|--|--|---|
| <input type="checkbox"/> Aesthetic/Visual                    | <input type="checkbox"/> Fiscal                                | <input type="checkbox"/> Recreation/Parks                | <input type="checkbox"/> Vegetation               |
| <input type="checkbox"/> Agricultural Land                   | <input type="checkbox"/> Flood Plain/Flooding                  | <input type="checkbox"/> Schools/Universities            | <input type="checkbox"/> Water Quality            |
| <input type="checkbox"/> Air Quality                         | <input type="checkbox"/> Forest Land/Fire Hazard               | <input type="checkbox"/> Septic Systems                  | <input type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Geologic/Seismic                      | <input type="checkbox"/> Sewer Capacity                  | <input type="checkbox"/> Wetland/Riparian         |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Minerals                              | <input type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement        |
| <input type="checkbox"/> Coastal Zone                        | <input type="checkbox"/> Noise                                 | <input type="checkbox"/> Solid Waste                     | <input checked="" type="checkbox"/> Land Use      |
| <input type="checkbox"/> Drainage/Absorption                 | <input checked="" type="checkbox"/> Population/Housing Balance | <input type="checkbox"/> Toxic/Hazardous                 | <input type="checkbox"/> Cumulative Effects       |
| <input type="checkbox"/> Economic/Jobs                       | <input checked="" type="checkbox"/> Public Services/Facilities | <input type="checkbox"/> Traffic/Circulation             | <input type="checkbox"/> Other: _____             |

**Present Land Use/Zoning/General Plan Designation:**

Not Applicable

**Project Description:** *(please use a separate page if necessary)*

See Attached.



## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".  
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input checked="" type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # <u>11</u>	<input type="checkbox"/> Public Utilities Commission
<input checked="" type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input checked="" type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input checked="" type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # <u>5</u>	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	Other: _____
<input type="checkbox"/> Health Services, Department of	Other: _____
<input checked="" type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

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### Local Public Review Period (to be filled in by lead agency)

Starting Date April 22, 2019 Ending Date May 22, 2019

-----

### Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: <u>San Diego County Regional Airport Authority</u>
Address: _____	Address: <u>P.O. Box 82776</u>
City/State/Zip: _____	City/State/Zip: <u>San Diego, CA 92138-2776</u>
Contact: _____	Phone: <u>619-400-2464</u>
Phone: _____	

-----

Signature of Lead Agency Representative:  Date: 4/22/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

## Naval Air Station North Island Airport Land Use Compatibility Plan

### Project Description

The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) will be prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the County Airport Land Use Commission (ALUC). The ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (the cities of Coronado, Chula Vista, Imperial Beach, National City, San Diego, the Port District of San Diego and the County of San Diego) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdiction.

As required by state law,<sup>1</sup> the draft ALUCP will be consistent with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The draft ALUCP will provide airport land use compatibility policies pertaining to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies of the draft ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

The draft NASNI ALUCP is intended to promote compatibility between NASNI and future land uses for the protection of public health, safety, and welfare in areas around the Airport, to the extent that these areas are not already devoted to incompatible uses. The goals of the ALUCP policies are to:

- Limit new noise-sensitive development within the 65 dB CNEL and higher noise contours;
- Ensure that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meet interior sound level standards;
- Limit new risk-sensitive land uses within safety zones;
- Avoid an increase in land use incompatibility within the 65 dB CNEL and higher noise contours and safety zones;
- Limit the height of new structures and objects within the airspace protection boundary per Federal Aviation Administration (FAA) standards;
- Limit potential hazards to flight within the airspace protection boundary; and
- Promote awareness to prospective buyers of new housing of the potential effects of aircraft overflights within the ALUCP identified Airport Influence Area (AIA).

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<sup>1</sup> California Public Utilities Code, Section 21675(b).



Gavin Newsom  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Kate Gordon  
Director

**Notice of Preparation**

April 22, 2019

To: Reviewing Agencies

Re: Naval Air Station North Island - Airport Land Use Compatibility Plan (ALUCP)  
SCH# 2019049125

Attached for your review and comment is the Notice of Preparation (NOP) for the Naval Air Station North Island - Airport Land Use Compatibility Plan (ALUCP) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

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

with a copy to the State Clearinghouse in the Office of Planning and Research at [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov). Please refer to the SCH number noted above in all correspondence concerning this project on our website: <https://ceqanet.opr.ca.gov/2019049125/2>.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

cc: Lead Agency

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Denise Peterson
- California Coastal Commission  
Allyson Hitt
- Colorado River Board  
Elsa Contreras
- Dept. of Conservation  
Crina Chan
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation Environmental Stewardship Section
- S.F. Bay Conservation & Dev't. Comm.  
Steve Goldbeck
- Dept. of Water Resources Agency  
Nadell Gayou
- Fish and Wildlife
- Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division
- Fish & Wildlife Region 1  
Curt Babcock
- Fish & Wildlife Region 1E  
Laurie Harnsberger
- Fish & Wildlife Region 2  
Jeff Drongesen
- Fish & Wildlife Region 3  
Craig Weightman
- Fish & Wildlife Region 4  
Julie Vance
- Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Wildlife Region 6  
Tiffany Ellis  
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M  
Heidi Calvert  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M  
William Paznokas  
Marine Region

Other Departments

- California Department of Education  
Lesley Taylor
- OES (Office of Emergency Services)  
Monique Wilber
- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Dept. of General Services  
Cathy Buck  
Environmental Services Section
- Housing & Comm. Dev.  
CEQA Coordinator  
Housing Policy Division

Independent Commissions, Boards

- Delta Protection Commission  
Erik Vink
- Delta Stewardship Council  
Anthony Navasero
- California Energy Commission  
Eric Knight

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Supervisor
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Cal EPA

- Air Resources Board
- Airport & Freight  
Jack Wursten

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning HQ LD-IGR  
Christian Bushong
- California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Susan Zanchi
- Caltrans, District 4  
Patricia Maurice
- Caltrans, District 5  
Larry Newland
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson
- Caltrans, District 8  
Mark Roberts

- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Maureen El Harake

- Transportation Projects  
Nesamani Kalandiyur
- Industrial/Energy Projects  
Mike Tollstrup

- California Department of Resources, Recycling & Recovery  
Kevin Taylor/Jeff Esquivel

- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

- State Water Resources Control Board  
Cindy Forbes - Asst Deputy  
Division of Drinking Water

- State Water Resources Control Board  
Div. Drinking Water # \_\_\_\_\_

- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

- State Water Resources Control Board  
Phil Crader  
Division of Water Rights

- Dept. of Toxic Substances Control Reg. # \_\_\_\_\_  
CEQA Tracking Center

- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)
- Other \_\_\_\_\_

Sam Piono  
Conservancy

## C.2 ADVERTISEMENT AND PUBLIC NOTICES

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**San Diego County Regional Airport Authority**

Mailing Address: P.O. Box 82776, San Diego, CA 92138-2776

Physical Address: 3225 N. Harbor Drive, San Diego, CA 92101

[www.san.org](http://www.san.org)

## **AVAILABILITY OF A NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT**

### **NAVAL AIR STATION NORTH ISLAND – AIRPORT LAND USE COMPATIBILITY PLAN**

Pursuant to the California Environmental Quality Act (CEQA), the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting as the Airport Land Use Commission (ALUC) and the Lead Agency, has completed a Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) proposed for Naval Air Station North Island (NASNI), located in the City of Coronado. The proposed project may result in the significant and unavoidable impacts to land use/planning when adopted.

**PROJECT LOCATION:** NASNI is located in the northwest portion of the City of Coronado. The project area, which is defined by the proposed Airport Influence Area (AIA), covers approximately 175 square miles of land. After excluding National Forests, National Park Service properties, BLM wilderness areas, military installations, and tribal lands, the AIA covers 125 square miles in the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego, unincorporated San Diego County and the Port District of San Diego. The draft AIA is divided into two areas: the first and smaller area is within the draft safety zones and the 65 dB CNEL noise contour; the larger area is bounded by the airspace protection boundary and the overflight area boundary.

**PROJECT DESCRIPTION:** The NASNI ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (the cities of Coronado, Chula Vista, Imperial Beach, National City, San Diego, the Port District of San Diego and the County of San Diego) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdiction.

As required by state law, the ALUCP is consistent with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The ALUCP provides airport land use compatibility policies pertaining to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies of the ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

**PUBLIC REVIEW AND COMMENT:** The NOP/IS will be available for review and comment for thirty (30) days commencing April 22, 2019 and ending May 22, 2019 at 5:00 PM. The NOP/IS is available for general public review on the website [www.san.org](http://www.san.org) (under link to Airport Projects/Environmental Affairs/CEQA & NEPA), and at the locations listed below (review days and times vary by location).

- 1) Airport Authority Administration Building (former Commuter Terminal) at San Diego International Airport, 3225 North Harbor Drive, 3rd Floor, San Diego, CA 92101, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday
- 2) San Diego Central Library, 330 Park Boulevard, San Diego, CA 92101

- 3) Coronado Public Library, 640 Orange Avenue, Coronado, CA 92118
- 4) Campo-Morena Village Branch Library, 31356 Highway 94, Campo, CA 91906
- 5) Bonita-Sunnyside Branch Library, 4375 Bonita Rd, Bonita, CA 91902
- 6) Paradise Hills Public Library, 5922 Rancho Hills Dr, San Diego, CA 92139
- 7) Lincoln Acres Branch Library, 2725 Granger Ave., National City, CA 91950
- 8) South Chula Vista Library, 389 Orange Ave, Chula Vista, CA 91911

SDCRAA will receive comments on the scope of the proposed Draft EIR. Comments should be addressed to the San Diego County Regional Airport Authority, Attention: Ralph Redman. **The deadline for receiving written comments regarding the scope of the Draft EIR is May 22, 2019.** Comments may be submitted by:

- Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be postmarked by Wednesday, May 22, 2019).
- Delivery to the Authority offices at San Diego International Airport, 3225 N. Harbor Drive, 3<sup>rd</sup> Floor, San Diego, CA 92101 by 5:00 p.m. on Wednesday, May 22, 2019.
- E-mail to the Authority offices at [alucpcomments@san.org](mailto:alucpcomments@san.org). The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Wednesday, May 22, 2019, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing through either of the two other methods specified above (i.e., mail or hand-delivery), or they will not be considered as a valid response to this notice.

**A SCOPING MEETING** will be held at the Coronado Public Library, Winn Room, 640 Orange Avenue, Coronado, CA 92118, from 4:00 p.m. to 7:00 p.m. on Monday, May 6, 2019.

The scoping meeting will consist of a brief overview presentation, available at 4:00 p.m. and 6:00 p.m., of the project and the environmental review process. Attendees will have an opportunity to provide oral and written comments on the scope and content of the EIR at the meeting.

Please contact Ralph Redman, Manager, Airport Planning, at (619) 400-2464 if you have any questions.





THE DAILY TRANSCRIPT

This space for filing stamp only

2652 4TH AVE 2ND FL, SAN DIEGO, CA 92103
Telephone (619) 232-3486 / Fax (619) 270-2503

KIM SHEREDY
SAN DIEGO CO REGIONAL AIRPORT AUTHORITY
P.O. BOX 82776
SAN DIEGO, CA - 92138--277

SD #: 3242533

AVAILABILITY OF A NOTICE OF PREPARATION FOR A DRAFT ENVIRONMENTAL IMPACT REPORT
NAVAL AIR STATION NORTH ISLAND - AIRPORT LAND USE COMPATIBILITY PLAN

at 5:00 PM. The NOP/IS is available for general public review on the website www.san.org (under link to Airport Projects/Environmental Affairs/CEQA & NEPA), and at the locations listed below (review days and times vary by location).

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California )
County of SAN DIEGO ) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:

NAVAL AIR STATION NORTH ISLAND ? AIRPORT LAND

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of THE DAILY TRANSCRIPT, a newspaper published in the English language in the City of SAN DIEGO, County of SAN DIEGO and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN DIEGO, State of California, under date of 05/13/2003, Case No. GIC808715. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

04/22/2019

Executed on: 05/17/2019
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Pursuant to the California Environmental Quality Act (CEQA), the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting as the Airport Land Use Commission (ALUC) and the Lead Agency, has completed a Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) proposed for Naval Air Station North Island (NASNI), located in the City of Coronado. The proposed project may result in the significant and unavoidable impacts to land use/planning when adopted.

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3) Coronado Public Library, 640 Orange Avenue, Coronado, CA 92118
4) Campo-Morena Village Branch Library, 31356 Highway 94, Campo, CA 91906
5) Bonita-Sunnyside Branch Library, 4375 Bonita Rd, Bonita, CA 91902
6) Paradise Hills Public Library, 5922 Rancho Hills Dr, San Diego, CA 92139
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-Delivery to the Authority offices at San Diego International Airport, 3225 N. Harbor Drive, 3rd Floor, San Diego, CA 92101 by 5:00 p.m. on Wednesday, May 22, 2019.

-E-mail to the Authority offices at aluccomments@san.org. The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Wednesday, May 22, 2019, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words, or which are accompanied by any attachments, must be delivered in writing through either of the two other methods specified above (i.e., mail or hand-delivery), or they will not be considered as a valid response to this notice.

A SCOPING MEETING will be held at the Coronado Public Library, Winn Room, 640 Orange Avenue, Coronado, CA 92118, from 4:00 p.m. to 7:00 p.m. on Monday, May 6, 2019.

The scoping meeting will consist of a brief overview presentation available at 4:00 p.m. and 6:00 p.m., of the project and the environmental review process. Attendees will have an opportunity to provide oral and written comments on the scope and content of the EIR at the meeting.

Signature

! A000005046554!

Email

Please contact Ralph Redman, Manager,  
Airport Planning, at (619) 400-2464 if you  
have any questions.

4/22/19

**SD-3242533#**

PROOF OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA  
County of San Diego:

I am a citizen of the United States and resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the

**Coronado EAGLE & JOURNAL**  
1224 Tenth Street Ste 103, Coronado, California

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**Weekly**

in the City of Coronado, and the Coronado Judicial District, County of San Diego, and which newspaper of general circulation by the Superior Court of San Diego, State of California, under the date of October 5, 1995, case number 690311, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following date, to wit

April 24  
all in the year 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Coronado, CA 92118

This 24th day of April 2019

Signature: *[Signature]*

4241  
AVAILABILITY OF A  
NOTICE OF PREPARATION FOR A  
DRAFT ENVIRONMENTAL IMPACT  
REPORT

NAVAL AIR STATION  
NORTH ISLAND -  
AIRPORT LAND USE  
COMPATIBILITY PLAN

Pursuant to the California Environmental Quality Act (CEQA), the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting as the Airport Land Use Commission (ALUC) and the Lead Agency, has completed a Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) proposed for Naval Air Station North Island (NASNI), located in the City of Coronado. The proposed project may result in the significant and unavoidable impacts to land use/planning when adopted.

**PROJECT LOCATION:** NASNI is located in the northwest portion of the City of Coronado. The project area, which is defined by the proposed Airport Influence Area (AIA), covers approximately 175 square miles of land. After excluding National Forests, National Park Service properties, BLM wilderness areas, military installations, and tribal lands, the AIA covers 125 square miles in the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego, unincorporated San Diego County and the Port District of San Diego. The draft AIA is divided into two areas: the first and smaller area is within the draft safety zones and the 65 dB CNEL noise contour; the larger area is bounded by the airspace protection boundary and the overflight area boundary.

**PROJECT DESCRIPTION:** The NASNI ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (the cities of Coronado, Chula Vista, Imperial Beach, National City, San Diego, the Port District of San Diego and

the County of San Diego) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdiction.

As required by state law, the ALUCP is consistent

with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The ALUCP provides airport land use compatibility policies pertaining to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies of the ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

**PUBLIC REVIEW AND COMMENT:** The NOP/IS will be available for review and comment for thirty (30) days commencing April 22, 2019 and ending May 22, 2019 at 5:00 PM. The NOP/IS is available for general public review on the website [www.san.org](http://www.san.org) (under link to Airport Projects/Environmental Affairs/CEQA & NEPA), and at the locations listed below (review days and times vary by location).

Airport Authority Administration Building (former Commuter Terminal) at San Diego International Airport, 3225 North Harbor Drive, 3rd Floor, San Diego, CA 92101, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday  
San Diego Central Library, 330 Park Boulevard, San Diego, CA 92101

Coronado Public Library, 640 Orange Avenue, Coronado, CA 92118  
Campo-Morena Village Branch Library, 31356 Highway 94, Campo, CA 91906

Bonita-Sunnyside Branch Library, 4375 Bonita Rd, Bonita, CA 91902

Paradise Hills Public Library, 5922 Rancho Hills Dr, San Diego, CA 92139  
Lincoln Acres Branch Library, 2725 Granger Ave., National City, CA 91950

South Chula Vista Library, 389 Orange Ave, Chula Vista, CA 91911

SDCRAA will receive comments on the scope of the proposed Draft EIR. Comments should be addressed to the San Diego County Regional Airport Authority, Attention: Ralph Redman. The deadline for receiving written comments regarding the scope of the Draft EIR is May 22, 2019. Comments may be submitted by:

Mail to the Authority offices at SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776 (these comments must be post-marked by Wednesday, May 22, 2019).

Delivery to the Authority offices at San Diego International Airport, 3225 N. Harbor Drive, 3rd Floor, San Diego, CA 92101 by 5:00 p.m. on Wednesday, May 22, 2019.

E-mail to the Authority offices at [alucpcomments@san.org](mailto:alucpcomments@san.org). The Airport Authority will accept comments to this notice via e-mail received by 5:00 p.m. on Wednesday, May 22, 2019, if the comments: (i) contain less than 2,000 words; and (ii) the e-mail comments do not contain any attachments. Any comments or responses to this notice containing more than 2,000 words,

or which are accompanied by any attachments, must be delivered in writing through either of the two other methods specified above (i.e., mail or hand-delivery), or they will not be considered as a valid response to this notice.

A SCOPING MEETING will be held at the Coronado Public Library, Winn Room, 640 Orange Avenue, Coronado, CA 92118, from 4:00 p.m. to 7:00 p.m. on Monday, May 6, 2019.

The scoping meeting will consist of a brief overview presentation, available at 4:00 p.m. and 6:00 p.m. of the project and the environmental review process. Attendees will have an opportunity to provide oral and written comments on the scope and content of the EIR at the meeting.

Please contact Ralph Redman, Manager, Airport Planning, at (619) 400-2404 if you have any questions. PUBLISHED IN THE CORONADO EAGLE & JOURNAL April 24, 2019 4241

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SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

#### NASNI AIRPORT LAND USE COMPATIBILITY PLAN SCOPING MEETING

May 6, 2019

Coronado Public Library  
640 Orange Avenue  
Coronado, CA 92118

AIRPORT LAND USE COMMISSION [LEARN MORE](#)

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This event has passed.

## Public Scoping Meeting: ALUCP for NASNI

**May 6 @ 4:00 pm - 7:00 pm**



The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) is being prepared by the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the County's Airport Land Use Commission (ALUC). The ALUCP will serve as the primary tool for the ALUC in reviewing proposed development in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies in preparing or amending land use plans and regulations as well as in the review of proposed development within their jurisdiction. As the lead agency in the development of the ALUCP, the Airport Authority will prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the NASNI ALUCP. The purpose of



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**From:** alucpcomments  
**Sent:** Wednesday, April 17, 2019 7:55 AM  
**To:** alucpcomments  
**Subject:** NASNI ALUCP Working Group Update

Dear Working Group Members -

While it has taken us a longer than we originally anticipated to provide you with an update on the NASNI ALUCP, we are now ready to move forward with the environmental review process.

The first step in the process will be scoping for the Environmental Impact Report (EIR) that will be prepared by the ALUC to evaluate potential environmental impacts associated with the adoption of the ALUCP. Under the California Environmental Quality Act (CEQA), scoping is designed to examine a proposed project early in the EIR review process and is intended to identify the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid potentially significant environmental effects.

The 30-day scoping period for the NASNI ALUCP will run from April 22, 2019 to May 22, 2019. The draft Initial Study and Displacement Analysis will be available for review on the project website ([www.san.org/nasni](http://www.san.org/nasni)) starting April 22<sup>nd</sup>. A follow up email will be sent once those materials have been made available on the project website. Additionally, we will be holding a public scoping meeting on May 6, 2019 from 4:00 p.m. to 7:00 p.m. at the Coronado Public Library Winn Room located at 640 Orange Avenue, Coronado, CA 92118. Presentations on the draft ALUCP and environmental review process will be given at 4pm and 6pm.

We'd like to thank you again for your time and input on the draft ALUCP and we hope to see you at the scoping meeting.

Sincerely,  
Ralph Redman

**Ralph Redman**  
**Manager | Airport Planning**  
T 619.400.2464 | M 619.380.7792  
[redman@san.org](mailto:redman@san.org)





## Distribution List for 04/17/2019 Email to NASNI Working Group

Organization	Contact Person	E-mail (used if no mailing addressed listed)
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	Tom Smisek	<a href="mailto:tjismisek@yahoo.com">tjismisek@yahoo.com</a>
	Peter Huntsman	<a href="mailto:peter@huntsman.com">peter@huntsman.com</a>
	Jim Zortman	<a href="mailto:jimzortman@aol.com">jimzortman@aol.com</a>
	Mike Doemeny	<a href="mailto:mdoemeny@kiddermathews.com">mdoemeny@kiddermathews.com</a>
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	Bill Dodds/David Watson	<a href="mailto:BDodds@kslresorts.com">BDodds@kslresorts.com</a>
	David Watson	<a href="mailto:dewatson@duanemorris.com">dewatson@duanemorris.com</a>
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	Garry Bonelli	<a href="mailto:gbonelli@portofsandiego.org">gbonelli@portofsandiego.org</a>
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	Margaret Sohagi	<a href="mailto:msohagi@sohagi.com">msohagi@sohagi.com</a>

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**From:** alucpcomments  
**Sent:** Monday, April 22, 2019 1:54 PM  
**Subject:** Notice of Preparation of an EIR for the NASNI Airport Land Use Compatibility Plan

Good afternoon -

The San Diego County Regional Airport Authority has prepared a Notice of Availability/Notice of Preparation and Initial Study for the NASNI ALUCP EIR. A copy of the documents are available for review (see links below). The public comment/review period ends and comments are due by 5:00 PM on Wednesday, May 22, 2019.

**Document Links:**

[Notice of Preparation/Initial Study](#)

[Notice of Availability](#)

Additionally, a public scoping meeting will be held on Monday, May 6, 2019 at the Coronado Public Library Winn Room, 640 Orange Ave, Coronado, CA 92118. More information can be found at [www.san.org/nasni](http://www.san.org/nasni).

# You're invited to a public scoping meeting **AIRPORT LAND USE COMPATIBILITY PLAN** for **NAVAL AIR STATION NORTH ISLAND**

The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) is being prepared by the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the County's Airport Land Use Commission (ALUC). The ALUCP will serve as the primary tool for the ALUC in reviewing proposed development in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies in preparing or amending land use plans and regulations as well as in the review of proposed development within their jurisdiction. As the lead agency in the development of the ALUCP, the Airport Authority will prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the NASNI ALUCP. The purpose of the public scoping meeting is to collect comments from responsible agencies and the community regarding the environmental topics that should be analyzed in the EIR.

**DATE:** Monday, May 6, 2019

**TIME:** 4-7 p.m.  
(Presentations will be given at 4 p.m. and 6 p.m., so join us at the time that is most convenient for you.)

**TOPIC:** Public Scoping Meeting for the NASNI ALUCP

**LOCATION:** Coronado Public Library  
Winn Room  
640 Orange Avenue  
Coronado, CA 92118

For more information, visit [www.san.org/nasni](http://www.san.org/nasni). If you have questions or comments, call (619) 400-2464 or email [alucpcomments@san.org](mailto:alucpcomments@san.org).

**AIRPORT  
LAND USE  
COMMISSION**

## Distribution List for Notice of Preparation of Draft Environmental Impact Report for the NASNI ALUCP

Organization	Contact Person	Title	Mailing Address (used if no email listed)	E-mail (used if no mailing addressed listed)
<b>Trustee/Jurisdiction by Law Agencies</b>				
Office of Planning & Research	State Clearinghouse		P.O. Box 3044, Sacramento, CA 95812-3044	
City of San Diego	Mike Hansen	Director, Planning	9485 Aero Drive, MS 413, San Diego, CA 92123	
City of San Diego	Elyse Lowe	Director, Development Services	1222 First Avenue, San Diego, CA 92101-4154	
City of Coronado	Richard Grunow	Director of Community Development, Redevelopment Services and Housing	1825 Strand Way Coronado, CA 92118	
Civic San Diego	Brad Richter	Deputy Director, Urban Division	401 B Street, Fourth Floor, San Diego, CA 92101	
City of National City	Ray Pe	Planning Director	1243 National City Blvd, National City, California 91950	
City of Imperial Beach	Tyler Foltz, AICP	Assistant Director of Community Development	825 Imperial Beach Blvd., Imperial Beach, CA 91932	
City of Chula Vista	Kelly Broughton	Planning Director	276 Fourth Avenue Chula Vista, CA 91910	
County of San Diego	Mark Wardlaw	Planning Director	5510 Overland Avenue, Suite 310, San Diego, CA 92123	
Port of San Diego	Jason Giffen	Assistant Vice President, Planning & Green Port	P.O. Box 120488, San Diego, CA 92112-0488	
SANDAG	Hasan Ikhata	Executive Director	401 B Street, Suite 800, San Diego, California 92101	
Naval Base Coronado	Captain Gary Mayes	Commanding Officer	P.O. Box 357033, Naval Air Station North Island, Bldg 678, San Diego, CA 92435-7033	
University of California	Office of the Secretary and Chief of Staff to the Regents		1111 Franklin St., 12th floor, Oakland, CA 94607	
<b>Districts</b>				
Grossmont-Cuyamaca Community College District	Dr. Cindy Miles	Chancellor	8800 Grossmont College Dr. El Cajon, CA 92020-1799	
San Diego Community College District	Dr. Constance Carroll	Chancellor	3375 Camino Del Rio South San Diego CA 92108-3883	
Southwestern Community College District	ROBERTO ALCANTAR	GOVERNING BOARD PRESIDENT	900 Otay Lakes Road, Chula Vista, CA 91910	
Coronado Unified School District	Karl Mueller	Superintendent	201 Sixth Street Coronado CA 92118-1799	
San Diego Unified School District	Cindy Marten	Superintendent	4100 Normal Street San Diego CA 92103-2682	
Chula Vista General Elementary School District	Dr. Francisco Escobedo	Superintendent	84 East "J" Street Chula Vista CA 91910-6199	
National General Elementary School District	Leighangela Brady	Superintendent	1500 "N" Avenue National City CA 91950-4827	
Grossmont Union High School District	Dr. Tim Glover	Superintendent	P. O. Box 1043, La Mesa CA 91944-1043	
Sweetwater Union High School District	Dr. Karen Janney	Superintendent	1130 Fifth Avenue Chula Vista CA 91911-2896	
Metropolitan Water District	Jeffrey Kightlinger	General Manager	PO Box 54153, Los Angeles, California 90054-0153	
San Diego County Flood Control District	Sara Agahi	Flood Control District Manager	5510 Overland Ave., Suite 410 San Diego, CA 92123	
<b>Libraries</b>				
	Central Library	Librarian	330 Park Blvd, San Diego, CA 92101	
	South Chula Vista Library	Librarian	389 Orange Ave, Chula Vista, CA 91911	
	Lincoln Acres Branch Library	Librarian	2725 Granger Ave., National City, CA 91950	
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	Campo-Morena Village Branch Library	Librarian	31356 Highway 94, Campo, CA 91906	
	Coronado Public Library	Librarian	640 Orange Avenue, Coronado, CA 92118	
<b>City of San Diego Electeds</b>				
	The Honorable Kevin Faulconer	Mayor, City of San Diego	202 C Street, 11th Floor, San Diego, CA 92101	
	The Honorable Jennifer Campbell	Councilmember, District 2	202 C Street, MS #10A, San Diego, CA 92101	

Organization	Contact Person	Title	Mailing Address (used if no email listed)	E-mail (used if no mailing addressed listed)
	The Honorable Chris Ward	Councilmember, District 3	204 C Street, MS #10A, San Diego, CA 92101	
	The Honorable Scott Sherman	Councilmember, District 7	206 C Street, MS #10A, San Diego, CA 92101	
	The Honorable Vivian Moreno	Councilmember, CD 8	208 C Street, MS #10A, San Diego, CA 92101	
<b>City of Coronado Electeds</b>				
	The Honorable Richard Bailey	Mayor, City of Coronado	1825 Strand Way Coronado, CA 92118	
	The Honorable Bill Sandke	Councilmember, City of Coronado	1825 Strand Way Coronado, CA 92118	
	The Honorable Marvin Heinze	Councilmember, City of Coronado	1825 Strand Way Coronado, CA 92118	
	The Honorable Whitney Benzian	Councilmember, City of Coronado	1825 Strand Way Coronado, CA 92118	
	The Honorable Mike Donovan	Councilmember, City of Coronado	1825 Strand Way Coronado, CA 92118	
<b>City of Chula Vista Electeds</b>				
	The Honorable Mary Casillas Salas	Mayor, City of Chula Vista	276 Fourth Avenue Chula Vista, CA 91910	
<b>City of National City Electeds</b>				
	The Honorable Alejandra Sotelo-Solis	Mayor, City of National City	1243 National City Blvd, National City, California 91950	
<b>City of Imperial Beach Electeds</b>				
	The Honorable Serge Dedina	Mayor, City of Imperial Beach	825 Imperial Beach Blvd., Imperial Beach, CA 91932	
	The Honorable Mark West	Councilmember, City of Imperial Beach	825 Imperial Beach Blvd., Imperial Beach, CA 91932	
<b>County of San Diego Electeds</b>				
	The Honorable Greg Cox	Supervisor, District 1	1600 Pacific Highway, Room 335, San Diego, CA 92101	
	The Honorable Dianne Jacob		1600 Pacific Highway, Room 335, San Diego, CA 92101	
	The Honorable Nathan Fletcher	Supervisor, District 4	1600 Pacific Highway, Room 335, San Diego, CA 92101	
<b>Regional Elected Officials</b>				
	Office of Rep Duncan Hunter, 50th District		1611 N. Magnolia Ave., Ste 310, El Cajon, CA 92020	
	Office of Rep Susan Davis, 53rd District		2700 Adams Avenue, Suite 102, San Diego, CA 92116	
	Office of Rep Juan Vargas, 51st District		333 F Street, Suite A, Chula Vista, CA 91910	
	Office of Rep. Scott Peters, 52nd District		4350 Executive Drive, Suite 105, San Diego, CA 92121	
	Office of Senator Ben Hueso, 40th District		303 H Street, Suite 200, Chula Vista, CA 91910	
	Office of Senator Toni Atkins, 39th District		1350 Front Street, Suite 4061, San Diego, CA 92101	
	Office of Assemblymember Lorena Gonzalez, 80th District		1350 Front Street, Suite 6022, San Diego, CA 92101	
	Office of Assemblymember Randy Voepel, 71st District		8760 Cuyamaca Street, Suite 201, Santee, CA 92071	
	Office of Assemblymember Dr. Shirley Weber, District 79		1350 Front Street, Suite 6046, San Diego, CA 92101	
	Office of Assemblymember Todd Gloria, 78th District		1350 Front Street, Suite 6054, San Diego, CA 92101	
	Senator Dianne Feinstein		331 Hart Senate Office Building, Washington, D.C. 20510	
	Senator Kamala Harris		112 Hart Senate Office Building, Washington, D.C. 20510	
<b>City of Coronado</b>				
City of Coronado	Blair King	City Manager	1825 Strand Way Coronado, CA 92118	
City of Coronado	Jesse Brown	Senior Planner	1825 Strand Way Coronado, CA 92118	
<b>City of San Diego</b>				
	Aimee Faucett	Chief of Staff, Mayor		<a href="mailto:afaucett@sanidiego.gov">afaucett@sanidiego.gov</a>
	Adrian Granda	Public Policy Manager, Mayor Faulconer		<a href="mailto:Adrian_Granda_adgranda@sanidiego.gov">Adrian_Granda_adgranda@sanidiego.gov</a>
	Venus Molina	Chief of Staff, CD 2		<a href="mailto:ymmolina@sanidiego.gov">ymmolina@sanidiego.gov</a>
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<b>City of Chula Vista</b>				
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Organization	Contact Person	Title	Mailing Address (used if no email listed)	E-mail (used if no mailing addressed listed)
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<b>County of San Diego</b>				
	Victor Avina	Policy Advisor, Cox		<a href="mailto:victor.avina@sdcounty.ca.gov">victor.avina@sdcounty.ca.gov</a>
	Jeff Collins	Chief of Staff, Jacob		<a href="mailto:jeff.collins@sdcounty.ca.gov">jeff.collins@sdcounty.ca.gov</a>
	Paul Worlie	Chief of Staff, Fletcher		<a href="mailto:paul.worlie@sdcounty.ca.gov">paul.worlie@sdcounty.ca.gov</a>
<b>San Diego Unified Port District</b>				
San Diego Unified Port District	Lesley Nishihira			<a href="mailto:lnishih@portofsandiego.org">lnishih@portofsandiego.org</a>
<b>Regional Elected Official Staff</b>				
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You're invited to a public scoping meeting  
**AIRPORT LAND USE COMPATIBILITY PLAN** for  
**NAVAL AIR STATION NORTH ISLAND**

The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) is being prepared by the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the County's Airport Land Use Commission (ALUC). The ALUCP will serve as the primary tool for the ALUC in reviewing proposed development in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies in preparing or amending land use plans and regulations as well as in the review of proposed development within their jurisdiction. As the lead agency in the development of the ALUCP, the Airport Authority will prepare an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the NASNI ALUCP. The purpose of the public scoping meeting is to collect comments from responsible agencies and the community regarding the environmental topics that should be analyzed in the EIR.

**DATE:** Monday, May 6, 2019

**TIME:** 4-7 p.m.  
(Presentations will be given at 4 p.m.  
and 6 p.m., so join us at the time that  
is most convenient for you.)

**TOPIC:** Public Scoping Meeting for  
the NASNI ALUCP

**LOCATION:** Coronado Public Library  
Winn Room  
640 Orange Avenue  
Coronado, CA 92118

For more information, visit [www.san.org/nasni](http://www.san.org/nasni). If you have questions  
or comments, call (619) 400-2464 or email [alucpcomments@san.org](mailto:alucpcomments@san.org).

**AIRPORT  
LAND USE  
COMMISSION**

**SAN DIEGO  
COUNTY  
REGIONAL  
AIRPORT  
AUTHORITY**

PO Box 82776, Dept. 45  
San Diego, CA 92138

**PUBLIC  
SCOPING  
MEETING**  
May 6, 2019



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**Contact:** Rebecca Bloomfield  
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## **Airport Authority Seeks Input on Environmental Document for Airport Land Use Compatibility Plan for NASNI**

SAN DIEGO – April 22, 2019 – The San Diego County Regional Airport Authority is seeking public input on a Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) proposed for Naval Air Station North Island (NASNI), located in the City of Coronado.

This marks a 30-day review public review and comment period slated to close on May 22, 2019 at 5 p.m. The NOP/IS is available online at [www.san.org/nasni](http://www.san.org/nasni) and hard copies can be viewed at these locations:

- Airport Authority Administration Building (former Commuter Terminal) at San Diego International Airport, 3225 North Harbor Drive, 3rd Floor, San Diego, CA 92101, during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday
- San Diego Central Library, 330 Park Boulevard, San Diego, CA 92101
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- Campo-Morena Village Branch Library, 31356 Highway 94, Campo, CA 91906
- Bonita-Sunnyside Branch Library, 4375 Bonita Rd, Bonita, CA 91902
- Paradise Hills Public Library, 5922 Rancho Hills Drive, San Diego, CA 92139
- Lincoln Acres Branch Library, 2725 Granger Ave., National City, CA 91950
- South Chula Vista Library, 389 Orange Ave, Chula Vista, CA 91911

Comments can also be submitted to [alucpcomments@san.org](mailto:alucpcomments@san.org), via mail (SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776) or hand delivered to the Airport Authority Administration Building.

The Airport Authority will host a public scoping meeting to provide an overview of the project and the environmental review process. Details are below.

### **Public Scoping Meeting**

May 6, 2019, 4 – 7 p.m.  
Coronado Public Library Winn Room  
640 Orange Ave.  
Coronado, CA 92118

Presentations at the scoping meeting will be given at 4 p.m. and again at 6 p.m. Attendees can provide oral and written comments on the scope and content of the EIR.

-MORE-

### **About the Project**

The Airport Authority is committed to protecting the safety and welfare of the general public and the ability of airports to operate now and in the future. One of the Authority's responsibilities is to serve as the Airport Land Use Commission (ALUC) for San Diego County. The NASNI ALUCP will serve as the primary tool the ALUC uses to review proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdictions.

###

*Serving a record 24 million passengers in 2018, San Diego International Airport (SAN) offers nonstop services to 70 destinations in the continental U.S., Europe, Asia, Mexico and Canada. In operation since 1928, the airport is celebrating more than 90 years of service to the San Diego region. The airport has been managed by the San Diego County Regional Airport Authority since 2003. The Airport Authority plans for and provides air transportation services to the region with safe, effective facilities that exceed customer expectations.*

# Airport Authority Seeks Input on Environmental Document for Airport Land Use Compatibility Plan for NASNI

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#### Documents to download



04-22-19 - NR - NASNI ALUCP

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## Airport Authority Seeks Input On Environmental Document For Airport Land Use

APRIL 22, 2019 BY [SDCNEWS](#)



SAN DIEGO—The San Diego County Regional Airport Authority is seeking public input on a Notice of Preparation and Initial Study for a Draft Environmental Impact Report for the Airport Land Use Compatibility Plan proposed for Naval Air Station North Island in Coronado.

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REGIONAL AIRPORT AUTHORITY**

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- Lincoln Acres Branch Library, 2725 Granger Ave., National City, CA 91950
- South Chula Vista Library, 389 Orange Ave, Chula Vista, CA 91911

Comments may also be submitted to [alucpcomments@san.org](mailto:alucpcomments@san.org), via mail (SDCRAA, P.O. Box 82776, San Diego, CA 92138-2776) or hand delivered to the Airport Authority Administration Building.

The Airport Authority will host a public scoping meeting to provide an overview of the project and the environmental review process. Details are below.

**Public Scoping Meeting**

May 6, 2019, 4 - 7 p.m.

Coronado Public Library Winn Room

640 Orange Ave.

Coronado, CA 92118

Presentations at the scoping meeting will be given at 4 p.m. and again at 6 p.m. Attendees can provide oral and written comments on the scope and content of the EIR.

**About the Project**

The Airport Authority is committed to protecting the safety and welfare of the general public and the ability of airports to operate now and in the future. One of the Airport Authority's responsibilities is to serve as the Airport Land Use

### Related Announcements

#### Local News

**COLORADO STATE UNIVERSITY**

Applications open for 2019-2020  
Water Literate Leader of Northern

**GOLDEN EMPIRE TRANSIT  
DISTRICT**

Summer Youth Pass Social Media  
Contest

**SAN ANTONIO MISSIONS**

Taking a new assignment in stride

[more](#)

#### Company News

**SUTTER HEALTH**

Best Employers in Sacramento?  
Forbes Ranks Sutter No. 1

**CUMULUS MEDIA INC.**

06/12/19 – CUMULUS MEDIA  
Announces Upsizing and Pricing of

**ASPEN TECHNOLOGY INC.**

Aspen Technology at the Design  
Software Conference USA 2019

[more](#)

Commission (ALUC) for San Diego County. The NASNI ALUCP will serve as the primary tool the ALUC uses to review proposed land developments in the NASNI surroundings for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies in preparing or amending land use plans and regulations, and in the review of proposed land use projects within their jurisdictions.

###

**Serving a record 24 million passengers in 2018, San Diego International Airport (SAN) offers nonstop services to 70 destinations in the continental U.S., Europe, Asia, Mexico and Canada. In operation since 1928, the airport is celebrating more than 90 years of service to the San Diego region. The airport has been managed by the San Diego County Regional Airport Authority since 2003. The Airport Authority plans for and provides air transportation services to the region with safe, effective facilities that exceed customer expectations.**



[Smartlinks](#) | [San Diego International Airport - San Diego County Regional Airport Authority](#) | [San Diego County, CA](#) | [Local News](#) | [Company News](#) | [Transportation](#) | [Air Transportation](#) | [Private Companies](#) | [Airport Management and Service Companies](#)

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## C.4 SCOPING MEETING PRESENTATION

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# AIRPORT LAND USE COMMISSION

## Naval Air Station North Island Airport Land Use Compatibility Plan Environmental Impact Report Scoping Meeting

May 6, 2019

### Agenda

- Purpose of Scoping Meeting
- ALUCP Basics
- NASNI ALUCP Process
- Overview of Draft ALUCP
- EIR Process
- CEQA Initial Study Findings

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## Purpose of Scoping Meeting

- Opportunity for public and agency comment on potential environmental effects of the NASNI ALUCP for consideration in EIR

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**LAND USE**  
COMMISSION



## How to Make Comments

- Complete a speaker form to have your comment(s) verbally recorded for the record at this meeting
- Speak with our court reporter at this meeting
- Submit comment(s) in writing at this meeting (or via email or mail by May 22<sup>nd</sup>)

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**LAND USE**  
COMMISSION

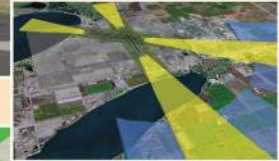


# ALUCP Basics

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## California Airport Land Use Planning Handbook



State of California  
Department of Transportation  
Division of Aeronautics



October 2011

## What is an ALUCP?

- Airport Land Use Compatibility Plan
  - Provides airport compatibility policy guidance for areas surrounding the airport
  - Implemented by local agencies
  - Applies **ONLY** to new development and redevelopment

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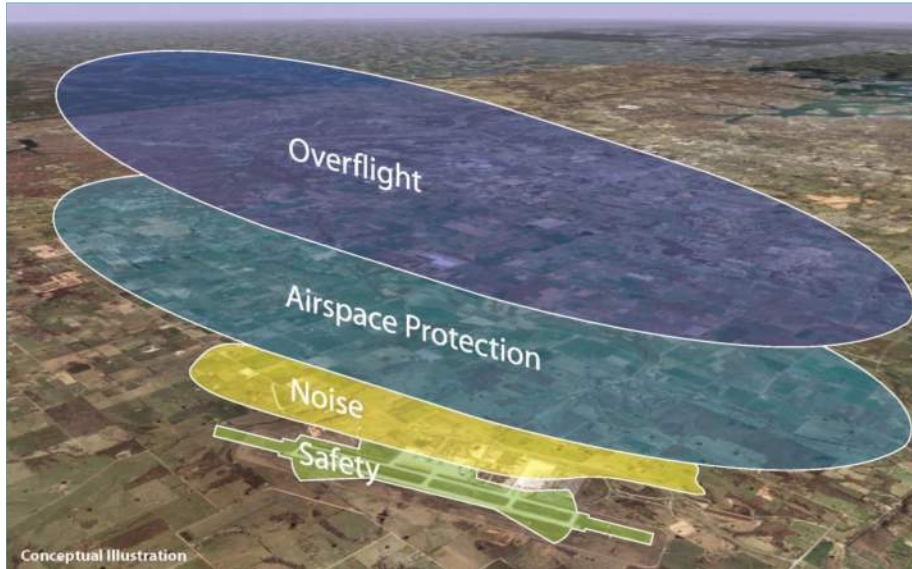
## What Does ALUCP Not Do?

- Require any changes to or have any effect on existing land uses
- Have any effect on operations at NASNI
- Have any effect on NASNI development
- Have any effect on Federal lands

## Why is an ALUCP Needed

- Protects people and aircraft in the air and on the ground in the vicinity of airports
- Protects airports from encroachment by new incompatible land uses
- Required by state law\*

# Airport Compatibility Factors



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## The Airport Land Use Commission

- ALUCs are required by law to prepare ALUCPs
- State Legislature established the Board of the San Diego County Regional Airport Authority as the ALUC for San Diego County in 2003.\*

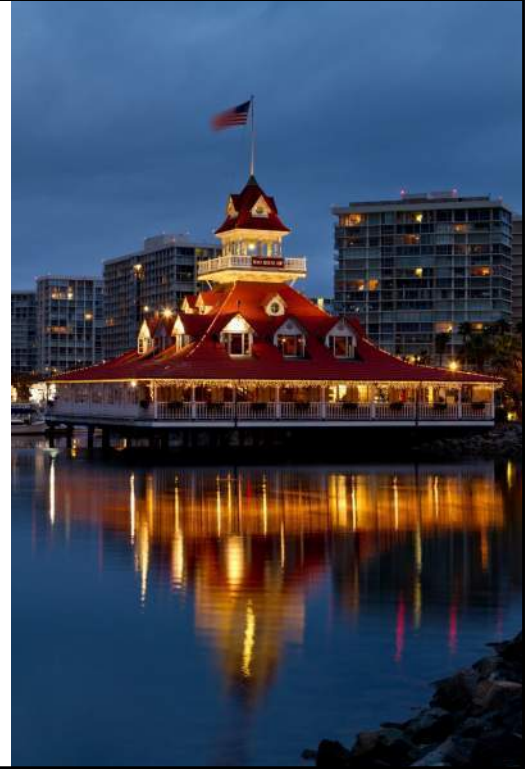
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\* PUC Section 21670.3

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# NASNI ALUCP Process

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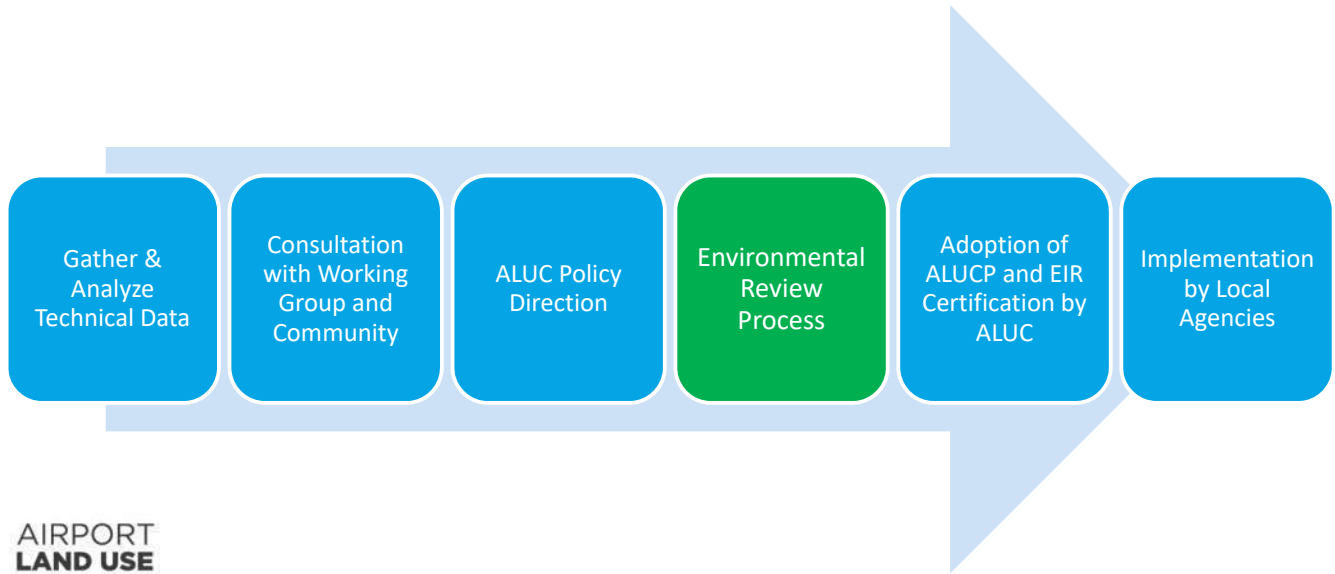
## NASNI ALUCP Outreach Process

- Working Group
  - Set membership, sounding board and advisor in preparing draft ALUCP
  - Met 12 times between March 2016 and August 2017
- Community Meetings
  - Open to the public
  - Met 10 times between March 2016 and June 2017

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# NASNI ALUCP Process



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## Overview of Draft ALUCP Policies and Standards



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## Draft ALUCP Key Points

- Based on 2011 NASNI Air Installation Compatible Use Zones (AICUZ) Study
  - Navy has no plans to update the AICUZ
  - ALUCP “shall be consistent with the safety and noise standards of the AICUZ...”\*
- Recognizes that impacted area is fully developed

## Draft ALUCP Key Points

- Does not apply to existing land uses unless specific changes are proposed
- Avoids making existing incompatibility worse
- “The powers of the ALUC shall in no way be construed to give the commission jurisdiction over the operation of any airport.”\*

## Exemptions from ALUC Review

- Existing land uses
- Uses with vested development rights
- Repair, maintenance, and remodeling of an existing residential unit or nonresidential structure with no increase in height
- Additions and reconstruction of less than 50% of habitable area (residential) or gross floor area (nonresidential)

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## Exemptions from ALUC Review

- Unoccupied accessory structures (e.g., sheds, garages)
- Temporary uses and activities (e.g., tents, concerts)
- Resumption of discontinued use (within 24 months)

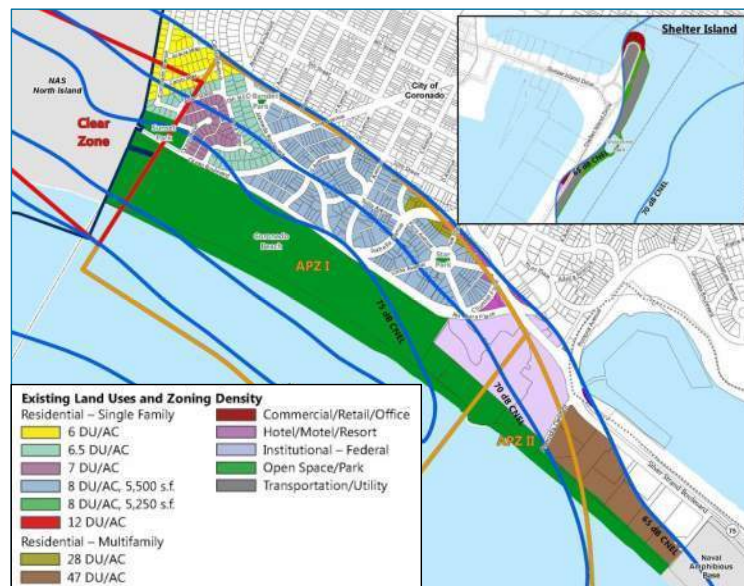
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## Effect of ALUCP on Existing Land Uses

- No Effect
  - No existing land uses would be rendered “incompatible” by the ALUCP
  - Existing land uses need not be retrofitted to comply with interior sound level standards
  - If you do nothing to your property, the ALUCP has no effect

## Noise and Safety Compatibility

- Where the noise and safety policies and standards apply





## Safety Compatibility

- Safety zones per AICUZ – CZ, APZ I, APZ II
- New incompatible uses are inconsistent with ALUCP (e.g., hospitals, day care, schools)
- Expansion of existing nonresidential uses is inconsistent with ALUCP



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## Noise Compatibility

- Noise contours from AICUZ – 65, 70, 75 dB CNEL
- New incompatible uses are inconsistent with ALUCP (e.g., outdoor assembly)
- Sound level reduction for **new** and **reconstructed** residences and nonresidential buildings
- Sound level reduction for **expanded** portion (50% +) of residences



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## Airspace Compatibility

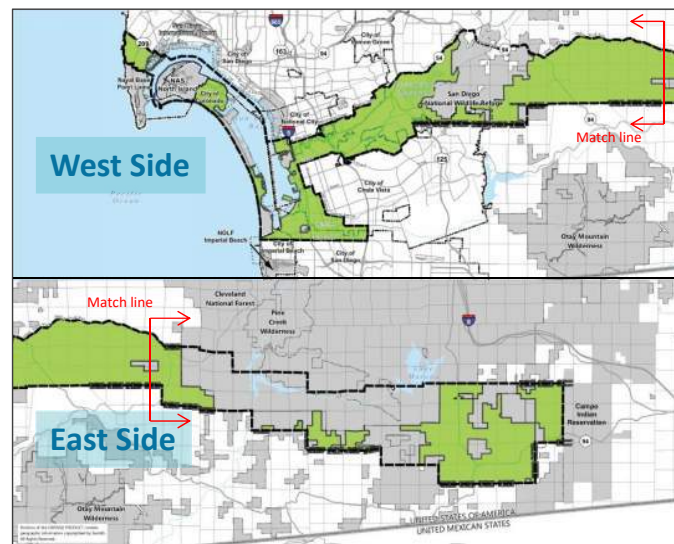
- Purpose is to protect public safety and preserve the operational capability of NASNI by:
  - Limiting the height of new structures and objects per FAA
  - Limiting potential hazards to flight



23

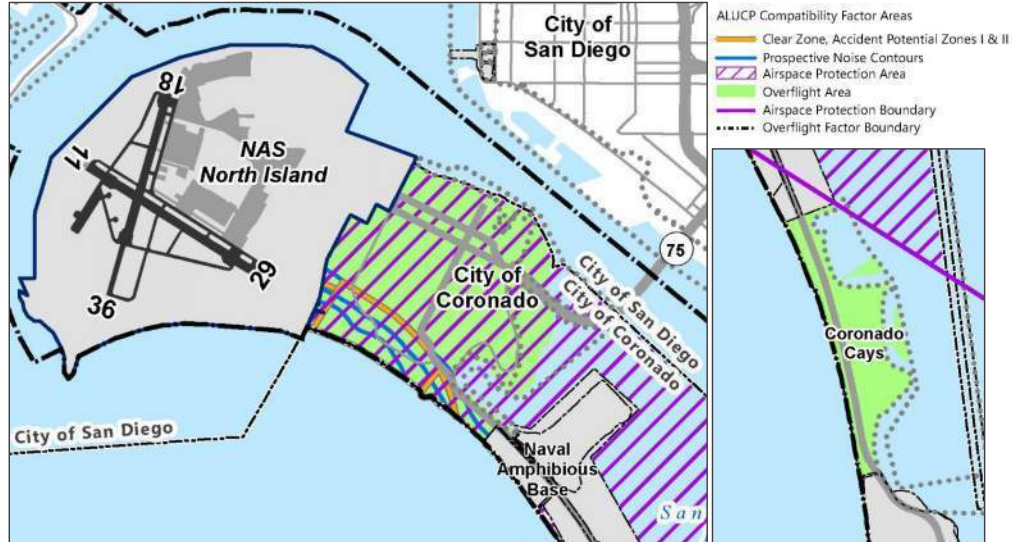
## Overflight

- For new or totally reconstructed residences, local agencies are to provide a means to notify owners of potential for aircraft overflight



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# ALUCP Factors Applicable to the City of Coronado



25

## EIR Process

- Purpose of EIR
- Initial Study
- Environmental Review Process



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## Purpose of EIR

- Evaluate and disclose potentially significant impacts associated with implementation of the NASNI ALUCP
- Consider measures to mitigate potentially significant impacts

## Initial Study

- An Initial Study was prepared to determine the potential for significant impacts

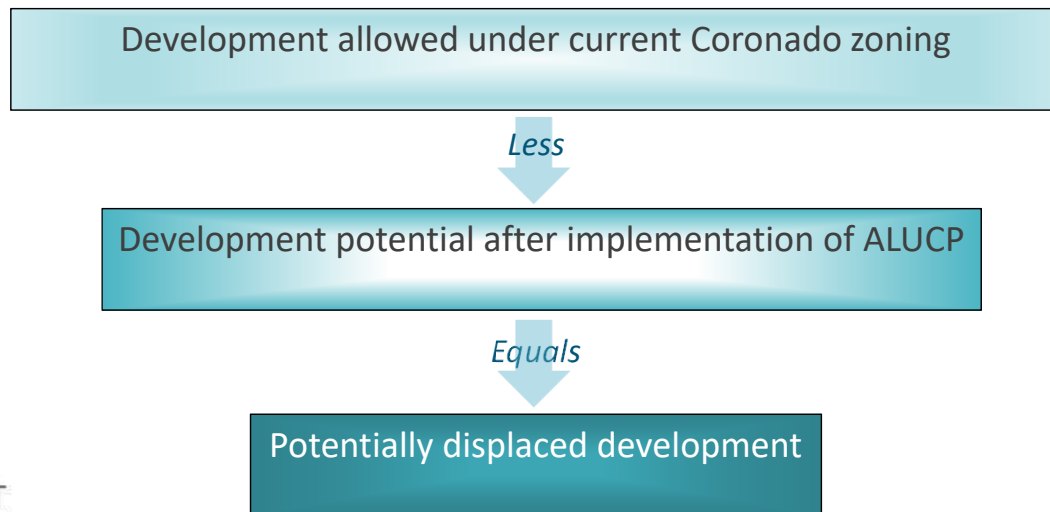
## Environmental Categories Considered

Aesthetics	Land Use & Planning
Agriculture and Forestry Resources	Mineral Resources
Air Quality	Noise
Biological Resources	Population & Housing
Cultural Resources	Public Services
Energy	Recreation
Geology & Soils	Transportation
Greenhouse Gas Emissions	Tribal Cultural Resources
Hazards & Hazardous Materials	Utilities & Service Systems
Hydrology & Water Quality	Wildfire

## Potential Impacts: Land Use & Planning

- Coronado zoning conflicts with draft ALUCP safety policies and standards in safety zones (CZ, APZs I & II):
  - Allows subdivision of existing oversize lots
  - Allows additional multiple-family units
  - Allows enlargement of nonresidential floor area
  - Allows incompatible uses – by right or special use permit

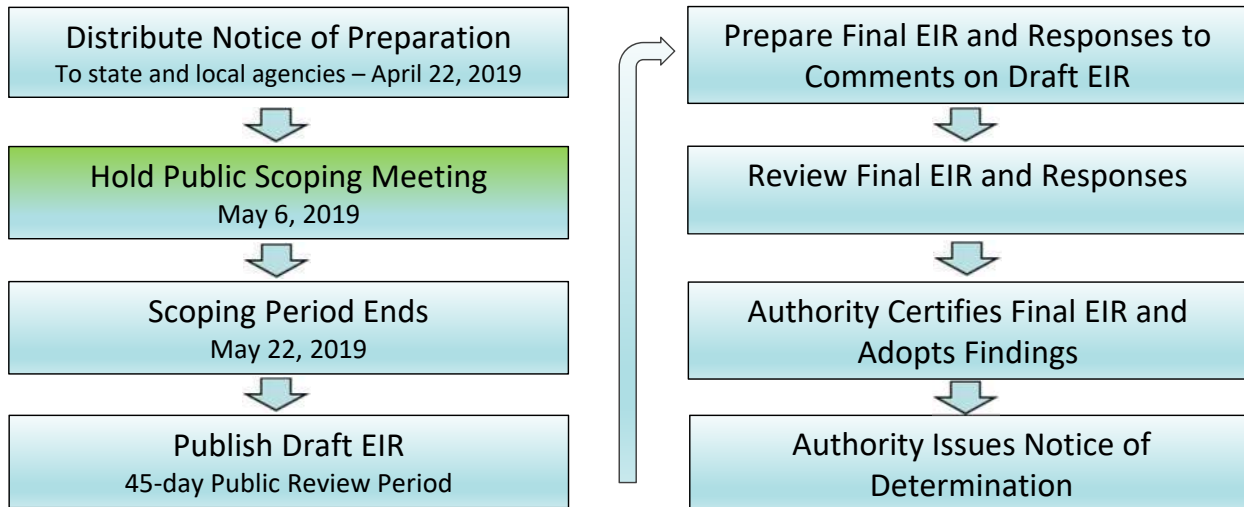
# Displacement of Potential Development



## Potential Impacts: Land Use & Planning

Zoning District	Potentially Displaced Development	Area in Safety Zones as Percent of All Area in Zoning District
R-1A, Single-family	28 dwellings	15%
R-3, Multi-family	8 dwellings	4%
C, Commercial	3,850 to 22,550 s.f. of floor area	4%
H-M, Hotel-Motel	272,400 s.f. of floor area	52%

# Environmental Review Process (CEQA)



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## Scoping Comments Due by May 22, 2019

Mail	Email	Hand Deliver
San Diego County Regional Airport Authority Attn: Planning & Environmental Affairs PO Box 82776 San Diego, CA 92138-2776	<a href="mailto:alucpcomments@san.org">alucpcomments@san.org</a> Must contain less than 2,000 words, no attachments	San Diego International Airport Administration Building, 3 <sup>rd</sup> Floor 3225 N. Harbor Drive San Diego, CA 92101

[www.san.org/nasni](http://www.san.org/nasni)

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**Thank you for your  
participation.**

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## C.5 SCOPING MEETING ATTENDANCE AND TRANSCRIPT

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# Naval Air Station North Island ALUCP Scoping Meeting Sign-In

**PLEASE PRINT**

**May 6, 2019**

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David Watson	7508B St, SD 92101	dewatson@duanemorris.com
Rich Grenow	CITY Hall	rgrenow@Coronado.CA.US



C.P.M



# Naval Air Station North Island ALUCP Scoping Meeting Sign-In

**PLEASE PRINT**

**May 6, 2019**

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Felicia Bell	1720 Ave del Marro Hill	feliciabell@gmail.com
MIKE DONOVAN	1825 STANNO WAY	MIDONOVAN@COLORADO.CA.US
AILEEN OYA	1033 B Ave	aileenoya@gmail.com
Marion Phelps	510 E	marionphelps@yahoo.com

Public Scoping Meeting

CORONADO, CALIFORNIA  
PUBLIC SCOPING MEETING

Coronado Public Library, 640 Orange Avenue, California,  
92118

Reported by: Dalia R. Smith, CSR #8486

# Public Scoping Meeting

<p style="text-align: right;">Page 2</p> <p>1 APPEARANCES: 2 Ralph Redman    Airport Planning Manager, Airport Authority 3 4 Mark Johnson 5 Ricondo &amp; Associates 6 Arya Moalemi    Ricondo &amp; Associates 7 8 Garret Hollarn 9 Airport Authority 10 Francois Bijotat 11 Ricondo &amp; Associates 12 13 Kim Sheredy 14 Airport Authority 15 Ed Gowens 16 Airport Authority 17 18 Brendan Reed 19 Airport Authority 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 4</p> <p>1 Coronado, California, Monday, May 6, 2019 2 Public Scoping Meeting 3 4 MR. REDMAN: Thank you all for coming. 5 So just to kick things off, I'm Ralph Redman. 6 I'm an Airport Manager over at San Diego County Regional 7 Airport Authority. 8 The purpose for this meeting is we need your 9 feedback. We are getting ready to begin the process of 10 preparing an Environmental Impact Report, EIR, associated 11 with the Naval Air Station North Island Airport Land Use 12 Capability Plan, ALUCP. 13 With me tonight I have Francois Bijotat from 14 Ricond &amp; Associates, who just dropped your name tag. 15 Mark Johnson, also with Ricondo &amp; Associates. 16 Garret Hollarn, Ed Gowens, Kim Sheredy, and -- 17 MR. MOALEMI: Arya Moalemi. 18 MR. REDMAN: Sorry. 19 So we'll kick things off tonight with a 20 presentation. It's roughly about 30 minutes long. We'll 21 do this presentation again at 6:00 for those who missed 22 this opportunity. 23 Once I conclude with the presentation what we 24 would like to do is disperse, and we will go out to the 25 boards. We feel like this is the best opportunity for</p>
<p style="text-align: right;">Page 3</p> <p>1 INDEX TO EXHIBITS 2 MARKED DESCRIPTION PAGE 3 1 Naval Air Station North Island 48    Airport Land Use Compatibility 4 Plan Speaker Card - Michael McCabe 5 2 Naval Air Station North Island 48    Airport Land Use Compatibility 6 Plan Speaker Card - Mike Donovan 7 3 Naval Air Station North Island 50    Airport Land Use Compatibility 8 Plan Speaker Card - Aileen Oya 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 5</p> <p>1 you to ask questions one-on-one with the ALUC staff and 2 our consultants. 3 Now, for this meeting we need your feedback. We 4 need to collect these comments in an appropriate manner. 5 So we either need them written. You can do that here at 6 this meeting, or we also have a court reporter in the 7 back. You could also give her your feedback. 8 Quick agenda on the presentation. What we would 9 like to do for you is provide you a little bit of why we 10 are preparing the ALUCP for NASNI. What are some of the 11 basis associated with it, what's that process look like, 12 then I will turn it over to Mark Johnson, and Mark 13 Johnson will take you through some more of the details 14 about the policies and the ALUCP itself, the EIR process, 15 and some of our initial environmental findings that we 16 had. 17 Now, the EIR takes a look at what are the 18 environmental impacts associated with the adoption of the 19 ALUCP. Again, the first step in this process is to get 20 your feedback on things you feel is an issue that we need 21 to address during this process. We've already done a 22 preliminary review. It's referred to as an Initial 23 Study. That Initial Study is available online. It's 24 also available as part of the hard copies that I have 25 been distributing to the local libraries and other</p>

# Public Scoping Meeting

<p style="text-align: right;">Page 6</p> <p>1 projects within the area. And that takes a look at 2 specific environmental categories. 3 So, again, that's our first initial step. So we 4 need your feedback to determine whether or not we're 5 capturing everything. Now, we've already gotten a few 6 initial comments. Most of those have to do with the way 7 aircrafts are operating in and out of the path of the 8 Naval Air Station planning. 9 Now, as the ALUC we have no oversight or 10 jurisdiction over aircraft operations. That's solely 11 with the Federal Aviation Administration and NASNI. So 12 any comments associated with that need to be directed to 13 the NASNI Public Information Office. 14 How could you make comments this evening? As I 15 mentioned, you could make them verbally. We do have a 16 court reporter on site. So if you just fill out a 17 speaker form, it will have your name and information 18 written down, and then you could speak to the court 19 reporter or you could make a written format. We have a 20 table over here with comment forms that you could take. 21 The comment period doesn't end until May 22nd. So there 22 is time. Either email those or mail them in. At the end 23 of this presentation we will have a slide to show how you 24 could do that. 25 Now, for those of who you have been unable to</p>	<p style="text-align: right;">Page 8</p> <p>1 ALUCP's. NASNI is the last one remaining. This includes 2 military installations such as Miramar and Camp 3 Pendleton. 4 How does the ALUCP offer that protection? Now, 5 there are really four compatible factors that we're 6 looking at. 7 First one is overflight. What this is, is just 8 provides notice to new homeowners that they could be 9 underneath where aircraft often fly. 10 Air space protection. Air space, again, is 11 governed by the Federal Aviation Administration. But we 12 do have policies in the ALUCP that directly takes into 13 account. What we are trying to do is limit the height of 14 structures in close proximity to airports so there's 15 hardly potential impacts. There are other things such as 16 solar glare, thermal plumes that we are also looking at. 17 Noise. What we're trying to do is limit the 18 amount of noise sensitive land uses in close proximity to 19 the airport. Noise sensitive land uses such as daycare 20 facilities, libraries, residences. We want to make sure 21 they're not being located in areas where there could be a 22 lot of aircraft noise. 23 Last is safety. What we're trying to do here is 24 limit development close to the airport where there's a 25 higher risk for potential aircraft accidents.</p>
<p style="text-align: right;">Page 7</p> <p>1 attend previous ALUCP meetings associated with NASNI, I 2 just want to provide you a little bit of background on 3 why we're preparing one and what's included in the ALUCP. 4 What is ALUCP? Provides airport compatibility 5 policy and guidance for areas surrounding the airport. 6 And only applies to new development. Existing are not 7 impacted by the adoption of the ALUCP. 8 So what does it not do? Again, it doesn't 9 impact any existing land uses. What we are trying to do, 10 one of the goals of ALUCP is to not make the level of the 11 incapability worse. What we would like to do is to keep 12 it status quo. It does not have any affect on aircraft 13 operations as I mention on NASNI. It does not impact 14 anything with regards to development on the airport 15 itself. And it does not have any oversight or any 16 properties owned by the federal government, state 17 government, or tribal properties. 18 Why is ALUCP needed? Its main goal is to 19 protect people on the ground and air traffic in the air 20 and areas in close proximity to the airports. How we do 21 this is by encroachment new incompatibility land uses. 22 It's required by state law. 23 There's 16 total airports located within San 24 Diego County that fall underneath San Diego County 25 airport jurisdiction. Fifteen of those have adopted</p>	<p style="text-align: right;">Page 9</p> <p>1 Now, ALUCP's are prepared by Airport Land Use 2 Commission, or ALUC. Now, when San Diego County Regional 3 Airport Authority was formed back in 2003 we were given 4 three main objectives: Own and operate San Diego 5 International; to act as a regional aviation planner; and 6 to also act as the Airport Land Use Commission. Our 7 Board, Airport Authority Board, is the Airport Land Use 8 Commission. 9 Now, the NASNI ALUCP process began back in 2015. 10 And really that kicked off with the formation of a 11 working group. It's a set membership of community 12 representatives, agency representatives. They really 13 guided the development of the plan. There were a total 14 of 12 meetings that took place between March 2016 and 15 August 2017. And then in that time period there was also 16 a number of community meetings. This is actually the 17 11th community meeting that was held. Ten times between 18 March 2016 and June 2017. 19 I know some of you are asking what have you done 20 since that time. Now, the last major milestone that we 21 had was the ALUC Board. Provides policy direction. And 22 that was back in the end of 2017. Since that time we 23 have been doing the Initial Study. We also did a 24 displacement analysis associated with that Initial Study 25 that you see in that document. Also had coordination</p>



# Public Scoping Meeting

<p style="text-align: right;">Page 10</p> <p>1 with Naval Air Station North Island.</p> <p>2 So we're starting the environmental due process</p> <p>3 now, which is in preparation of the EIR, and we hope to</p> <p>4 have that adopted by the end of the year. What will</p> <p>5 happen is the Board will adopt the ALUCP and the EIR will</p> <p>6 be certified.</p> <p>7 I'd like to hand it over to Mark Johnson to</p> <p>8 provide you more of the details of what's in the plan</p> <p>9 itself.</p> <p>10 MR. JOHNSON: Thank you.</p> <p>11 Okay. Let's overview the draft Airport Land Use</p> <p>12 Compatibility Plan's policies and standards.</p> <p>13 First of all, some key points. The ALUCP is</p> <p>14 based on a 2011 NASNI Air Installation Compatible Use</p> <p>15 Study. Those of you who have been following the, you</p> <p>16 know, the airbase, activities of the base, have probably</p> <p>17 heard of the AICUS study. That's what we are talking</p> <p>18 about here. The Navy has no plans to update the 2011</p> <p>19 AICUS study. And the ALUCP is required by state law to</p> <p>20 be consistent with the safety and noise standards of the</p> <p>21 AICUS. At a minimum, that means that the ALUCP must use</p> <p>22 the noise contours from the AICUS and the safety zones</p> <p>23 established through the AICUS study. We'll see those in</p> <p>24 just a bit. That's the first key point.</p> <p>25 Second key point. The policies of the Airport</p>	<p style="text-align: right;">Page 12</p> <p>1 uses exemption. ALUCP has no affect on existing land</p> <p>2 uses.</p> <p>3 Secondly, uses with vested development rights.</p> <p>4 Those, you know, it's maybe kind of a fancy land use</p> <p>5 legal term, but the idea behind it is that any planned</p> <p>6 development that has been approved by the city is deemed</p> <p>7 to have been vested even if it has not been built by the</p> <p>8 time the ALUCP is adopted. So approved development</p> <p>9 plans. Not affected by the ALUCP.</p> <p>10 Repair, maintenance, and remodeling of existing</p> <p>11 uses. Not affected by the ALUCP. They are exempt from</p> <p>12 any ALUCP review.</p> <p>13 Additions and reconstructions to residential or</p> <p>14 non-residential uses are exempt if the addition or the</p> <p>15 reconstruction involves less than 50 percent of the</p> <p>16 square footage of the property. So if the additional</p> <p>17 reconstruction involves 50 percent or more, it would be</p> <p>18 subject to the ALUCP.</p> <p>19 Unoccupied accessory structures. Sheds,</p> <p>20 garages, that sort of thing, not subject to ALUCP.</p> <p>21 Temporary uses and activities. Tents, concerts,</p> <p>22 you know, things like that, not affected.</p> <p>23 Resumption of discontinued use. If there's a</p> <p>24 land use out there that is shut down and then put back to</p> <p>25 use within 24 months, it's exempt from the ALUCP.</p>
<p style="text-align: right;">Page 11</p> <p>1 Land Use Capability Plan fully recognize that this area</p> <p>2 within the noise contours, within the safety zones, is</p> <p>3 for all intents and purposes fully remote. Policies have</p> <p>4 been structured with that recognition.</p> <p>5 A few more key points. The ALUCP policies do</p> <p>6 not apply to existing land uses unless specific changes</p> <p>7 are proposed to those existing land uses. We will be</p> <p>8 pointing those out here as we move forward.</p> <p>9 The policies are designed to avoid making</p> <p>10 existing land use incapability worse. As Ralph said very</p> <p>11 aptly, the idea is to preserve the status quo. Preserve</p> <p>12 the status quo. Not to make things worse.</p> <p>13 A final key point, and Ralph emphasized this</p> <p>14 point. It's very important to understand. The powers of</p> <p>15 ALUC, this is from state law, powers of the ALUC shall be</p> <p>16 no way construed to give the commission jurisdiction over</p> <p>17 the operation of any airport. So the ALUC, again to</p> <p>18 emphasize that point, has no jurisdiction over how NASNI</p> <p>19 is operated and developed, how the planes fly in and out</p> <p>20 of airports.</p> <p>21 Now, there are a number of, we call them land</p> <p>22 use development actions that are exempt from the ALUCP.</p> <p>23 They can proceed just as they've always been able to</p> <p>24 proceed.</p> <p>25 Well, first of all, there's the existing land</p>	<p style="text-align: right;">Page 13</p> <p>1 Again, I hope we're beating this point very</p> <p>2 hard. The effect of the ALUCP on existing land uses. No</p> <p>3 effect. No existing land uses out there would be</p> <p>4 rendered incompatible by the ALUCP. In other words,</p> <p>5 every existing land use within the noise contours and the</p> <p>6 safety zone boundaries is compatible. It's something we</p> <p>7 checked out very carefully. And the policy has been</p> <p>8 written to ensure that no existing land uses would be</p> <p>9 considered incompatible.</p> <p>10 Secondly, existing land uses need not be</p> <p>11 retrofitted to comply with the interior sound level</p> <p>12 standards. I'll be reviewing here in just a little bit.</p> <p>13 Existing land uses. No effect. If you do</p> <p>14 nothing to your property, the ALUCP has no effect.</p> <p>15 Noise and safety compatibility. This is the</p> <p>16 area where the noise and safety compatibility policies</p> <p>17 apply. And the reason I'm emphasizing these, we're going</p> <p>18 to talk most about these policies, is that these are the</p> <p>19 ones that have the potential to have the most impact on</p> <p>20 potential new development or re-development. It's a</p> <p>21 fairly limited area within Coronado off the ends of the</p> <p>22 east west runway at NASNI and along the ocean shore just</p> <p>23 inland a few blocks. Fairly small area, but quite a</p> <p>24 number of properties in there.</p> <p>25 Let's first talk about safety compatibility.</p>

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<p style="text-align: right;">Page 14</p> <p>1 The safety zones defined by the AICUS study are indicated                  2 on the map. The underlying colors, by the way, represent                  3 zoning. And we've got a copy of this slide back there                  4 with the boards if you want to look at it more closely.                  5 Okay. Within these safety zones the development                  6 of new incompatible uses would be inconsistent with                  7 ALUCP. New incompatible uses are essentially any uses                  8 that involve large concentrations of people or any uses                  9 that involve concentrations of people who have limited                  10 mobility. People in hospitals, nursing homes.                  11 Incompatible uses. Schools. Children need supervision                  12 if they're going to evacuate. They are considered a,                  13 quote, "vulnerable population." Schools, new schools,                  14 not permitted within the safety zones.                  15 One might be tempted to ask where on earth would                  16 you put a school in that area anyway because it's all                  17 developed. And I'd say that's a dam good question.                  18 But, nevertheless, this plan is future oriented and is                  19 designed to minimize the risk of inappropriate                  20 development going in.                  21 Secondly, expansion of existing non-residential                  22 uses is inconsistent with ALUCP. Most of the area is                  23 zone residential. Most of the area is occupied by                  24 residential. But there are some commercial and hotel                  25 zoned areas where that policy would apply.</p>	<p style="text-align: right;">Page 16</p> <p>1 preserving the capability, the operational capability, of                  2 NASNI by limiting a height of new structures and objects                  3 in conformance with FAA recollections and guidance. And,                  4 secondly, to limit the potential hazards to flight.                  5 Ralph mentioned, you know, buildings that could                  6 project intense glare. Certain class of very,                  7 fortunately rare, land uses could cause thermal plumes                  8 that could upset aircraft in flight. These kinds of                  9 things. They're fairly uncommon kinds of features of                  10 development but, nevertheless, they could pose important                  11 consequences of flight. So they're addressed in air                  12 space capability.                  13 The fourth factor, finally, is overflight.                  14 There is one overflight policy. The local agencies, by                  15 which I mean the local municipalities, cities, and                  16 counties -- and county, are to provide a means to notify                  17 owners of new, or prospective buyers of new housing of                  18 the potential aircraft overflights. That's all. It's a                  19 notice function, is all. No land use regulation.                  20 This map shows the applicability of those four                  21 factors: overflight, air space, safety, and noise to                  22 Coronado itself. The green shade shows where the                  23 overflight policies apply -- or flight policy applies in                  24 Coronado. Applies everywhere in The Village and down in                  25 The Cays. Doesn't apply in all the military properties.</p>
<p style="text-align: right;">Page 15</p> <p>1 Noise compatibility. These noise zones are                  2 based on the noise contours that were prepared by the                  3 Navy and presented in the AICUS study. New incompatible                  4 uses are inconsistent with Airport Land Use Compatible                  5 Plan are incompatible. There is really only one category                  6 use, and it involves outdoor entertainment type of                  7 assembly facilities: stadiums, amphitheatres; that sort                  8 of thing.                  9 Other uses that would be considered noise                  10 sensitive. If new ones are proposed, or if existing uses                  11 are totally reconstructed, would have to apply sound                  12 level reduction measures to reduce the interior sounds                  13 when windows and doors are closed. Similarly, any noise                  14 sensitive land use -- And when I say noise sensitive land                  15 use, we're primarily thinking about residential. These                  16 standards apply to a handful of non-residential uses.                  17 But for the most part, we are concerned about housing.                  18 The sound level reduction requirement will also apply to                  19 expansions of 50 percent or more. And the sound level                  20 reduction will apply only to the expanded portion of the                  21 structure.                  22 Air space compatibility. The boundaries of the                  23 air space compatibility factors are indicated here on                  24 this map. There's a copy of it again back there. The                  25 policies here are aimed at protecting public safety and</p>	<p style="text-align: right;">Page 17</p> <p>1 But all non-federal parts of the city are affected by the                  2 overflight policy.                  3 This purple, I don't know if you could tell the                  4 color, but it's a purple cross-hatch, indicates where the                  5 air space policy applies. The air space policies apply                  6 throughout The Village, but not to The Cays. The Cays                  7 are outside of that air space protection boundary. The                  8 safety capability polices apply within these orange                  9 boundaries here along the southern edge of The Village.                  10 And then the noise policies within the noise contours                  11 along the southern edge of The Village. The noise in the                  12 safety zone boundaries almost overlap. They're really                  13 similar.                  14 Okay. Now, this is why we are here. Apologies                  15 for all that prologue, but we felt it was necessary to                  16 sort of understand the context. But this is really why                  17 we're here, is to talk about the EIR process and give you                  18 an opportunity to comment or, you know, pose questions                  19 about it. So we'll talk about these three things: The                  20 purpose of the EIR, the Initial Study, and the process                  21 that will happen from here on out.                  22 First of all, the purpose of the EIR is to                  23 evaluate and disclose potential significant impacts                  24 associated with adoption and implementation of NASNI                  25 ALUCP; and, secondly, to consider measures to mitigate</p>

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<p style="text-align: right;">Page 18</p> <p>1 any potentially significant impacts that are found.</p> <p>2 Two-part purpose.</p> <p>3 An Initial Study was prepared to determine the</p> <p>4 potential for significant impacts. And, frankly, even</p> <p>5 though the Airport Authority had anticipated we would be</p> <p>6 doing an Environmental Impact Report for this project,</p> <p>7 the Initial Study was intended to determine the potential</p> <p>8 for significant impacts. And because if there is that</p> <p>9 potential, EIR definitely needs to be prepared.</p> <p>10 So this line shows the 20 environmental</p> <p>11 categories that are required to be studied, required by</p> <p>12 CEQUA, the state environmental law. All those that are</p> <p>13 shaded in blue, or may look gray to you from your vantage</p> <p>14 point, all those factors were reviewed and found to have</p> <p>15 no potential for significant impact. The one that's</p> <p>16 highlighted in green, however, the land use and planning,</p> <p>17 we found that there is the potential for significant</p> <p>18 impact in that category.</p> <p>19 Let's talk about that. The reason for the</p> <p>20 potential significant impact is that Coronado's current</p> <p>21 zoning conflicts in a few respects with the graph ALUCP</p> <p>22 safety, policies, and standards that apply in the safety</p> <p>23 zones. Only in safety zones.</p> <p>24 First of all, Coronado would allow the</p> <p>25 subdivision of existing oversized lots. There are a</p>	<p style="text-align: right;">Page 20</p> <p>1 or technical schools. Different, you know, places of</p> <p>2 worship; those kinds of things. And those would all be</p> <p>3 incompatible land uses if the ALUCP is adopted. So</p> <p>4 there's a fourth point of disconnect between the current</p> <p>5 zoning and ALUCP.</p> <p>6 So for those of you who might be particularly</p> <p>7 interested in this concern about the affect on potential</p> <p>8 future development, you will want to refer to the Initial</p> <p>9 Study. And in the Initial Study there's a technical</p> <p>10 appendix called the Evaluation of Potentially Displaced</p> <p>11 Development. Bear with me as I try to explain this</p> <p>12 idea.</p> <p>13 These three horizontal bars are intended to</p> <p>14 represent quantity of development conceptually. Quantity</p> <p>15 of development. The development allowed under the</p> <p>16 current Coronado zoning is indicated by this top bar.</p> <p>17 The development potential that would exist after adoption</p> <p>18 of the ALUCP is this middle bar. It's smaller than the</p> <p>19 top bar. Means there would be less development potential</p> <p>20 if the ALUCP is adopted. If we subtract the smaller bar</p> <p>21 from the larger one we get the amount of development that</p> <p>22 wouldn't be able to happen. We're calling that</p> <p>23 Potentially Displaced Development. The idea in the</p> <p>24 abstract, I guess, is that development conceivably could</p> <p>25 go somewhere else in Coronado. Although the practical</p>
<p style="text-align: right;">Page 19</p> <p>1 number of lots within the safety zones that are much</p> <p>2 larger than the minimum required by zoning. Coronado</p> <p>3 would allow those to be subdivided. That adoption and</p> <p>4 implementation of the ALUCP, that could no longer be</p> <p>5 done.</p> <p>6 Second point of conflict. Zoning allows</p> <p>7 additional, in the multi-family zoned areas which are</p> <p>8 very small areas within the safety zones but,</p> <p>9 nonetheless, there are some, current zoning allows</p> <p>10 additional multi-family units to be built on a handful of</p> <p>11 those properties. The properties that are not developed</p> <p>12 to their maximum allowed density. If the ALUCP is</p> <p>13 adopted and implemented, that level of development in</p> <p>14 multi-family zones would be essentially frozen than what</p> <p>15 it is.</p> <p>16 Thirdly. Current development does allow the</p> <p>17 enlargement of non-residential floor area.</p> <p>18 Non-residential. You know, commercial properties,</p> <p>19 hotels, up to a certain maximum limit set by zoning.</p> <p>20 Under the policies of the Airport Land Use Compatibility</p> <p>21 Plan, enlargement, in addition of those four areas, would</p> <p>22 not be compatible. Addition beyond what is existing.</p> <p>23 Finally, Coronado zoning allows a number of uses</p> <p>24 that the ALUCP considers incompatible within the safety</p> <p>25 zones. Those uses include daycare centers, professional</p>	<p style="text-align: right;">Page 21</p> <p>1 capability of that can be discussed and debated. But, in</p> <p>2 fact, the ability for any additional development within</p> <p>3 the safety zones can be debated. But as I try to</p> <p>4 emphasize, there is that possibility based on current</p> <p>5 zoning. And we need to be very frank in assessing how</p> <p>6 the ALUCP would limit that possibility. So that's what</p> <p>7 we've done.</p> <p>8 Okay. These are the impacts. We organized the</p> <p>9 impacts by zoning district. There are four zoning</p> <p>10 districts that are affected. The R1A single-family</p> <p>11 zoning; R3 multi-family zoning; C, commercial zoning; and</p> <p>12 HM, hotel motel zoning.</p> <p>13 Now within the single-family zone 28 dwelling</p> <p>14 units that could possibly be developed under current</p> <p>15 zoning would not be able to be developed if the ALUCP is</p> <p>16 adopted. To be exact, there are 19 lots in the R1A zoned</p> <p>17 area that are large, more than twice as large as a lot</p> <p>18 size in that zone. They could be subdivided. The 11,000</p> <p>19 square foot lots could be subdivided in two 5,500 square</p> <p>20 foot lots. There are some lots, not very many, but a few</p> <p>21 in there that are approaching 20,000 square feet. So</p> <p>22 they could be subdivided and maybe three houses going on</p> <p>23 a lot where currently only one is. That's the nature of</p> <p>24 the displacement that would happen in a single family.</p> <p>25 In a multi-family zone there's only, oh, gosh, a handful</p>

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<p style="text-align: right;">Page 22</p> <p>1 of lots in the R3 multi-family zone, on the order of 12 2 or so. If I remember correctly, three of those lots, 3 maybe four, have less development, fewer housing units 4 zone than would be allowed by zoning. If the ALUCP is 5 adopted, the number of units on those lots will be frozen 6 at current level, leaving eight potential dwelling units 7 in total that would not be able to be built if the ALUCP 8 is implemented.</p> <p>9 Commercial development. Again, the ALUCP would 10 not allow the expansion or the addition of commercial or 11 gross floor area commercial properties. The effect would 12 amount – range from 3,800 to 22,000 square feet of 13 development that could not occur. The variation is based 14 on development assumptions. If you go with underground 15 parking, the potential loss in development is at the high 16 side. If you go surface parking, the potential loss of 17 development is on the small side.</p> <p>18 Finally, 272,000 square feet of hotel motel 19 floor area could potentially be displaced. That's a 20 pretty large number. And it's also highly theoretical. 21 Well, all this is theoretical when you get right down to 22 it. But this one, the effects of the hotel motel are 23 confined to the Hotel Del property which is by far the 24 largest property hotel motel zoned property in the safety 25 zones.</p>	<p style="text-align: right;">Page 24</p> <p>1 draft Environmental Impact Report is going to be written. 2 That's where the comments that are received at Scoping, 3 you know, tonight, and come in through the mail and the 4 email by May 22nd, that's where those are going to be 5 considered and factored into the EIR evaluations.</p> <p>6 When that draft EIR is published, the draft 7 Airport Land Use Compatibility Plan will also be 8 published. Final tweaks to the policies may be made 9 based on what we hear during Scoping. The Initial Study, 10 by the way, includes a very thorough discussion of what 11 the proposed Airport Land Use Compatibility Plan policies 12 are right now. And there's also other information on the 13 website to where you can inform yourself about what those 14 policies are. But the point here is that the draft EIR 15 will be able to come out at the same time as the draft, 16 the Land Use Compatibility Plan, 45-day public review 17 period. Then we go into preparation of the final EIR, 18 and responding to all the comments received during the 19 public review process up to the final EIR, and responses 20 will be published. The Airport Authority will then 21 certify. The final EIR. Adopt CEQUA findings. And at 22 that point it would be up to the Airport Authority to 23 approve the ALUCP. And then on to Coronado, San Diego 24 County, National City, Chula Vista, to start implementing 25 the Airport Land Use Compatibility Plan if that is their</p>
<p style="text-align: right;">Page 23</p> <p>1 What this number represents is the difference 2 between a practical maximum that Coronado zoning would 3 allow a property to be developed to. Practical maximum. 4 Less the ultimate master planned development that the 5 Hotel Del envisions. Remember I talked about vested 6 development? The Hotel Del has a master plan that the 7 City of Coronado has approved. So it's going to be a 8 fair amount of – In fact, I believe some of those 9 started. There's going to be a fair amount of future 10 development at the Hotel Del. That's allowed to proceed. 11 It's vested development. Once that is totally built out, 12 there's that increment left over that wouldn't be able to 13 be built out. Hotel Del has no specific plans to expand. 14 Its development vision is in the master plan. So, again, 15 theoretical impact. But, nevertheless, something needs 16 to be disclosed and understood by everybody involved.</p> <p>17 Okay. This is the process we're going through. 18 And here we are at this green rectangle, holding the 19 public Scoping meeting. The next step is, Scoping period 20 ends in two weeks, May 22nd.</p> <p>21 Process-wise the next thing that happens will be 22 publishing of the draft EIR. The thing the public will 23 be involved with, be reviewing that EIR. But there's a 24 lot that happens at this dark arrow here. That's not 25 exactly part of the public process. That's where the</p>	<p style="text-align: right;">Page 25</p> <p>1 choice.</p> <p>2 Scoping comments due by May 22nd. These are how 3 you could file them, file your comments.</p> <p>4 Now as Ralph indicated, I just want to review 5 this one more time. If you would like to make written 6 comments and submit them tonight, we've got some comment 7 forms over here. You could pick them up from Nicole at 8 the table. Just write down your comments and leave them 9 with her. That will get into the record. Or if you 10 rather speak your comment, go back to our court reporter 11 and speak your comments into the record. This is, 12 unfortunately, perhaps, a bit of a formal process. But 13 the idea here is we're trying to comply with the CEQUA 14 law. And also while we do that, give you an opportunity, 15 every opportunity, to get your comment into the record 16 where it will be, you know, have to be addressed one way 17 or the other.</p> <p>18 Similarly, if you have questions that are maybe 19 somewhat involved, well, why are things being done this 20 way, or why don't you think there's an impact on, I don't 21 know, wildfire risk or something, or population in 22 housing, those are very important questions to ask. Get 23 those into the record, okay?</p> <p>24 And with that, I do want to say thank you for 25 coming out. And let's break.</p>

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<p>1 What we are prepared to do here tonight, there 2 are several of us consultants and staff who can help you. 3 The boards indicate where the policies in the ALUCP are 4 really going to have impact. There's a board back there 5 that shows where these impact zone land uses are expected 6 to, or may potentially happen. The affected properties, 7 if you're curious about, gee, where are these lots that 8 could potentially be subdivided for new housing, we got a 9 map there that will show that. So if you want, you know, 10 just basic information and basic clarifications and 11 things, come back and talk to us, okay? 12 So we will break right now and let's go to our 13 respective corners. 14 Thank you very much. 15 16 17 18 19 20 21 22 23 24 25 --000--</p>	<p>Page 26</p> <p>1 what we need again tonight is your comments. Those 2 comments need to be reflected in a correct manner so that 3 they are included in the administrative record of the 4 Environmental Impact Report. And there's two ways to do 5 that this evening. You can either write them, or we also 6 have a court reporter in the back so you can verbally 7 make your comments. 8 The following is an agenda for the presentation 9 we're about to give. Basically what we do is provide you 10 a little bit of background on what an ALUCP is and why 11 we're preparing one. Give you some of the basics and the 12 process, and then we'll turn things over to Mark Johnson, 13 your condo associates, one of our technical experts to 14 help gather the plan and assisting in preparation of the 15 EIR. We'll walk through an overview of the draft, the 16 ALUCP, some of the policies contained in it, the EIR 17 process, and some of our initial environmental findings. 18 Now, the Environmental Impact Report is being 19 prepared to evaluate the potential impacts associated 20 with the adoption of the ALUCP. Now, the first step in 21 that process is to get your feedback on some of the 22 issues that you feel need to be addressed in the EIR 23 evaluation. 24 We've already prepared an Initial Study which 25 takes a broad look at environmental resource categories</p> <p>Page 28</p>
<p>1 Coronado, California, Monday, May 6, 2019 2 Public Scoping Meeting 3 4 5 6 MR. REDMAN: Good evening. Thank you for coming. 7 My name is Ralph Redman. I'm a manager of 8 Airport Planning with the San Diego County Regional 9 Airport Authority. 10 Tonight's purpose of this meeting is we need 11 your feedback. We are set to be in preparation of an 12 Environmental Impact Report associated with the NASNI, 13 Naval Air Station North Island, sorry about that, NASNI, 14 Airport Land Use Compatibility Plan or ALUCP. 15 Now with me tonight, I have a number of Airport 16 Authority and our consultant staff. They have name tags. 17 I'm not going to name everybody because I screwed that up 18 the last presentation, so I'm going to go forward. But, 19 again, we need your feedback tonight. 20 Now, we have a roughly 30 minute presentation 21 that we give. Once that presentation is over, what we 22 want to do, and will do, is to disperse out to the 23 boards. We feel it's best to answer your questions 24 one-on-one, and it also provides us an opportunity to use 25 the boards to address some of these questions. So really</p>	<p>Page 27</p> <p>1 that are already outlined through the California 2 Environmental Quality Act to see if there's going to be 3 any potential issues. This won't be your only 4 opportunity to comment on this process or on the EIR. 5 After the Scoping period has ended we will 6 prepare the draft EIR, and it will be published for 7 public review. You could also provide comments during 8 that period. The ALUCP will also be included with that 9 EIR. 10 Now, we've already received a few comments. I 11 kind of want to address this now because some of them 12 have to do with the way aircraft operates in and out of 13 Naval Air Station North Island. That falls outside of 14 the jurisdiction of the ALUC, the Airport Land Use 15 Commission. We have no overview or any role in the way 16 that those aircraft operate. That's solely to the 17 discretion of NASNI and the Federal Aviation 18 Administration. So any questions associated with that 19 need to go through the Public Information Office at Naval 20 Air Station North Island. 21 Now, how could you make comments this evening? 22 Again, you could make them verbally with the court 23 reporter. All you have to do is just, there's a form we 24 would like you to fill out just to make sure that your 25 name is spelled correctly and everything. We want to</p> <p>Page 29</p>

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<p style="text-align: right;">Page 30</p> <p>1 make sure we get that correctly. Or you could write 2 them. We have, again, a station over here. You could 3 make written comments. The comment period does not end 4 until May 22nd. So, again, this isn't your only 5 opportunity. You could either send them via email or 6 mail them. The last slide in this presentation will give 7 you a little bit of information on how you could do that. 8 Now, for those of you who have been unable to 9 attend previous ALUCP meetings, I will provide a little 10 bit of background of what an ALUCP is and why we are 11 preparing one for NASNI. 12 An ALUCP provides airport compatibility guidance 13 for areas surrounding an airport. Now this only applies 14 to new development or re-development. This does not 15 impact existing land uses as they exist today. 16 One of the major parts of the ALUCP process, we 17 don't want to make the situation worse. What we are 18 trying to do is limit new incompatibility. 19 So what does an ALUCP not do? Again, it does 20 not require change to existing land uses. We don't have 21 any impact on aircraft operations at NASNI. And we do 22 not impact development on the Naval Air Station North 23 Island. We have no role in what goes on at the base. It 24 also has no affect over federal, state, or tribal owned 25 properties.</p>	<p style="text-align: right;">Page 32</p> <p>1 looking at. Again, what we're trying to do here is limit 2 noise sensitive land uses coming in close proximity to an 3 airport. Things such as daycare centers, residence, 4 schools, libraries. Any of those uses that could be 5 sensitive to aircraft noise, we want to limit that. 6 And last is safety. What this is looking at is 7 limiting new development within close proximity to an 8 airport where there's a higher risk of aircraft 9 accidents. So these safety compatibility zones are 10 generally within close proximity to the airport. Just 11 right off the runways. 12 Now, Airport Land Use Commissions are the ones 13 responsible for preparing these plans. There's Airport 14 Land Use Commissions all throughout the State of 15 California in different manners. Sometimes the county 16 acts as the Airport Land Use Commission. Sometimes 17 cities. For San Diego County, when the Airport Authority 18 was formed in 2003, this was one of our three 19 responsibilities. Three objectives that we were given: 20 First is to own and operate San Diego International; the 21 second to act as a Regional Aviation Transportation to 22 that planning; and then the third, to act as the Airport 23 Land Use Commission. So our Board acts as the Airport 24 Land Use Commission for San Diego County. 25 Now, the NASNI ALUCP process began back in 2015.</p>
<p style="text-align: right;">Page 31</p> <p>1 Now, what is ALUCP and why was it created? The 2 central goal of the ALUCP is to protect the people on the 3 ground and the aircraft in the air in the vicinity of 4 airports. And what this, the goal of this is to limit 5 the amount of encroachment of incompatible land use 6 closest to the airports. It's required by state law. 7 There's actually 16 airports located within San Diego 8 county that fall underneath San Diego county 9 jurisdiction. Fifteen have adopted ALUCP. NASNI is 10 actually the last remaining airport that does not. And 11 this includes military installations such as Camp 12 Pendleton and Miramar. 13 So how does ALUCP provide this protection? 14 There's really four compatibility factors that we're 15 looking at: 16 First is overflight. Really what this is, is 17 just providing a notice to new homeowners that they're 18 purchasing a home where aircrafts fly over it commonly. 19 Air space protection. What this is looking at, 20 fAA governs the air space. Again, we have no role on 21 that, but we do have policies contained in the ALUCP that 22 would limit the height of structures. It would look at 23 solar glare, thermal plumes; things that could possibly 24 impact aircraft operations. 25 Noise. Another compatibility factor we're</p>	<p style="text-align: right;">Page 33</p> <p>1 It really began with the formation of a working group. 2 This was a number of community representatives, agency 3 representatives, who really guided the process and the 4 policies that are contained in the draft plan. They met 5 at all times between March 2016 through August 2017. And 6 during that process there was also a number of community 7 meetings. Ten total. This will be the 11th community 8 meeting that we've held. Those occurred between March 9 2016 and June 2017. 10 Now, where are we in the process? The last 11 major milestone that we got was back in the end of 2017 12 where the ALUC gave us policy direction. And basically 13 triggered the -- for us to move forward with completing 14 the Environmental Review Process associated with the 15 ALUCP. So that's why we are here now. 16 Now, we're tentatively scheduled to try to wrap 17 this up by the end of the year. A lot goes into that. 18 And how this all gets wrapped up is that the Board, the 19 ALUC, will adopt the ALUCP and certify the EIR. 20 Now I would like to hand it over to Mark 21 Johnson. He will talk a little bit more about the 22 details and policies in the plan and the EIR process. 23 MR. JOHNSON: Well, for starters, let's review the 24 ALUCP policies and standards. 25 Some key points. The ALUCP is based on the 2011</p>

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<p style="text-align: right;">Page 34</p> <p>1 NASNI Air Installation Compatibility Use Zone Study. The 2 AICUS study. The Navy has no plans to update the AICUS. 3 And under the law, state law, the ALUCP shall be 4 consistent with the noise and safety standards of the 5 AICUS. At a minimum that means the ALUC shall use the 6 noise contours and the safety zones developed in AICUS. 7 So when you see those here later, understand that those 8 are directly from the AICUS study. 9 A second key point. The ALUCP recognizes that 10 the impact area is for all intents and purposes fully 11 developed. 12 A third key point is ALUCP does not apply to 13 existing land uses unless specific changes are proposed. 14 We will talk about what those changes could be, 15 might be, trigger the ALUCP policies. 16 A fourth fundamental point, and this is the 17 overriding objective, I suppose, of the ALUCP, is to 18 avoid making existing land use incompatibility worse. 19 And the policies of ALUCP are all focused on essentially 20 preserving the status quo in this area. 21 Finally, a key point, Ralph emphasized this, is 22 another important thing to understand, the powers of ALUC 23 shall in no way be construed to give the commission 24 jurisdiction over the operation of any airport. State 25 law, the ALUC simply cannot exercise any jurisdiction</p>	<p style="text-align: right;">Page 36</p> <p>1 Fifty percent of square footage. Less than 50 percent is 2 exempt. So if you have a house and want to add a bedroom 3 to it, for example, unless it's a gigantic bedroom, the 4 ALUCP is not going to apply to you. 5 Exemptions from ALUC review to continued any 6 unoccupied accessory structure such as a storage shed or 7 garage. Exempt. Temporary uses and activities such as 8 a, oh, I don't know, well, tents and concerts, perhaps a 9 weekend farmer's market kind of thing where they set up 10 booths and tents; those kinds of things, temporary 11 concerts set-ups, exempt. 12 And finally, this last category. Resumption of 13 a discontinued use. If a land use is out there and it's 14 vacated for a period of less than 24 months, it could be 15 resumed without having to be reviewed by ALUC and without 16 any affects from the ALUCP. 17 Now let's review this slide again. The affect 18 of the ALUCP on existing land uses. By no affect we mean 19 no existing land uses would be rendered incompatible by 20 the ALUCP. Any existing land use that's out there inside 21 of noise contour or safety zone is compatible with the 22 ALUCP. The policies were specifically written to ensure 23 that. And a very detailed land survey was done to ensure 24 that. 25 Secondly, any existing land uses need not be</p>
<p style="text-align: right;">Page 35</p> <p>1 over Naval Air Station North Island. Its job is to do 2 land use compatibility planning in the environments of 3 the airport. 4 Okay. Let's talk about exemptions before we get 5 into the policies. Let's be sure we understand the kinds 6 of development or situations where the ALUCP doesn't 7 apply. First of all, it doesn't have an affect on 8 existing land uses unless those are proposed to be 9 changed, which we will talk about in a second. 10 Secondly, the ALUCP does not apply to land uses 11 that have vested development rights. What we're talking 12 about here is any land use or proposed development 13 project that has its plans approved by the city. If 14 those plans are approved for purposes of the ALUCP, 15 that's equivalent to it being existing land use. If 16 those rights to develop are vested, they could move ahead 17 with that. The chief project of which we're aware where 18 this applies is the Hotel Del master plan. 19 Okay. A third thing. Repair, maintenance, and 20 remodeling of existing residential unit or 21 non-residential structure. Not affected. Exempt from 22 ALUCP. 23 Fourth. Additions and reconstruction of less 24 than 50 percent of the, let's just call it square 25 footage. The modifiers are up there on the screen.</p>	<p style="text-align: right;">Page 37</p> <p>1 retrofitted to comply with the interior sound level 2 standards. That's one of the noise policies that applies 3 to noise sensitive land uses. New noise sensitive land 4 uses, particularly residential, is perhaps our most 5 sensitive, noise sensitive land use. But existing 6 residences do not need to be retrofitted to comply with 7 that sound level standard. In short, if you do nothing 8 to your property, ALUCP has no affect. 9 Okay. Let's get into noise and safety 10 compatibility, which is – The map here indicates where 11 the noise and safety compatibility zones are and the area 12 they apply to. Let me say for environmental analysis 13 purposes this is where we concentrated our study in 14 the area affected by noise and safety compatibility. 15 Those are the policies that would have the most potential 16 impact on future development. 17 Safety compatibility in a nutshell. There are 18 two significant policies that apply here. New 19 incompatibility land uses are inconsistent with ALUCP. 20 New, and by new incompatible land uses we're talking 21 about these category of uses that involve concentrations 22 of people, particularly concentrations of people with 23 limited mobility, whoever needs supervision to evacuate. 24 And in that category, would also – Well, I'm sorry. 25 Let's go to the next one.</p>

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<p style="text-align: right;">Page 38</p> <p>1 Expansion of existing non-residential uses is 2 incompatible in this area. So any commercial or hotel 3 property could not be expanded beyond its current gross 4 square footage. 5 Noise contours. These are the noise contours in 6 the map. The noise contours taken from the ALCUS study. 7 In here there is one incompatible use that could not be 8 developed within this area if the ALUCP is implemented. 9 That is outdoor entertainment facilities such as 10 stadiums, amphitheatres. Things that are really going to 11 be disrupted by aircraft noise. That's the only 12 incompatible use in this area. For any new or 13 reconstructed residences and non-residential buildings, 14 they would have to be treated to reducing interior sound 15 levels below a certain threshold. Okay. They need to be 16 treated with sound insulation. And properties that are 17 expanded by more than 50 percent of their floor area, 18 noise sensitive properties would need to be sound 19 insulated. That is, the addition would need to be sound 20 insulated. Not the rest of the building or the house. 21 Air space. The map indicates the boundaries of 22 the air space protection area. The purpose of this 23 policy is to ensure public safety and preserve the 24 operational capability of Naval Air Station North Island 25 by limiting the height of structures. New structures,</p>	<p style="text-align: right;">Page 40</p> <p>1 Let's start by looking at the green shade. 2 That's the overflight factor. And the overflight factor 3 which, you know, deals with notification of aircraft 4 overflight applies throughout The Village and down in The 5 Cays. All the area that's green. 6 The next one is air space. The air space 7 protection boundaries indicated in purple. And the area 8 is cross-hatched in this purple hatch. You'll see that 9 The Village, Coronado, is entirely within the air space 10 protection area. Coronado Cays is outside the boundary. 11 So air space or, yeah, the air space policies don't 12 specifically apply down there. 13 Then let's look at the safety zones indicated in 14 orange, are right in here in the southern part of The 15 Village. Noise contours. The small blue squiggly lines 16 through here. 17 So Coronado is affected by all four of the 18 compatibility policies. And it is the only local agency 19 that is affected by all four sets of policies. 20 Okay. We'll talk about the EIR process. Let's 21 dive into this. The purpose of the EIR is to evaluate 22 and disclose potentially significant impacts associated 23 with adoption and implementation of the ALUCP. 24 Secondly, if there are potential significant 25 impacts, the EIR will consider measures to mitigate those</p>
<p style="text-align: right;">Page 39</p> <p>1 not objects, in accordance with FAA's policies, 2 regulations, and guidance. 3 Secondly, to limit potential hazards to flight. 4 There are a number of, frankly, fairly rare kinds of 5 conditions or land uses, conditions associated with 6 development that can cause hazards to aircraft in flight. 7 Things like glare, sun reflection, thermal plumes from, 8 you know, hot air rising off power plants. These kinds 9 of things. There are a number of other things. 10 Electromagnetic interference with radar and radio 11 communications. They are fairly rare conditions that 12 apply but, nonetheless, the ALUCP has standards to ensure 13 that those kinds of things do not become a problem in 14 development. 15 Finally, overflight. The overflight boundaries 16 indicated here on the map, it extends well into east 17 county. The objective – Or the policy here is quite 18 simple. It's the local agencies are to provide a means 19 to notify potential owners of property – owners of new 20 residential property, or prospective owners of new 21 residential property of the potential for aircraft 22 overflights in the air. Simply notification. 23 Now, with this map we're focused on Coronado. 24 Showing where the air – the various airport 25 compatibility factors apply to the city.</p>	<p style="text-align: right;">Page 41</p> <p>1 impacts. 2 Now, an Initial Study was prepared to determine 3 the potential for significant impacts. An initial review 4 of the 20 environmental impact categories, they are set 5 out in state law. Based on this preliminary analysis we 6 concluded that there would be – There is the potential 7 for significant impacts on land use and planning. It's 8 the only factor where we found potential for significant 9 impact. Those impacts stem from these points of conflict 10 between the Coronado Zoning Ordinance and the proposed 11 ALUCP. 12 The Coronado Zoning Ordinance allows the 13 subdivision of existing oversized lots. Okay. Within 14 the R1A zone there's a minimum lot size of 5,500 square 15 feet. If any lots are larger than 11,000 square feet, 16 even if they have a house on them, under the Coronado 17 zoning those lots could be split and two houses could be 18 built where only one is present. 19 Now, from a practical standpoint given the 20 nature of the development in this interview who is 21 spending time in that part of town know that there are a 22 lot of large homes. A lot of large homes. And in most 23 cases, and for that subdivision to happen the existing 24 home would need to be demolished and then the lot divided 25 and then, you know, two homes, in some cases three new</p>



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<p style="text-align: right;">Page 42</p> <p>1 homes, put up on the lot. Based on Coronado's zoning                  2 that is perfectly, you know, perfectly allowable. Under                  3 the ALUCP the subdivision of those oversized lots would                  4 not be compatible. The idea is to keep the level of                  5 single family housing, the number of single family homes                  6 right where it is right now. So you could not subdivide                  7 an oversized lot if the ALUCP is implemented.                  8 Secondly, Coronado's zoning allows for the                  9 possibility of additional multi-family units in a very                  10 small part of the safety zones. It's zoned for                  11 multi-family use or three multi-family use. As it                  12 happens there are about three or four lots that are not                  13 developed to their maximum allowable density currently.                  14 If the ALUCP is approved and implemented, the number of                  15 units on those lots will be capped at the level they have                  16 right now. Okay. So there's another point of                  17 disagreement, or conflict between the zoning and ALUCP.                  18 Secondly, the Coronado zoning allows the                  19 enlargement of non-residential floor area. That is                  20 existing non-residential buildings can be added on to, up                  21 to certain limits set by zoning. Under the ALUCP                  22 non-residential land uses could not be added on to.                  23 Okay. No new floor area.                  24 Finally, the Coronado Zoning Ordinance allows a                  25 number of incompatible land uses, that is uses considered</p>	<p style="text-align: right;">Page 44</p> <p>1 potential.                  2 And if you subtract this second box from the top                  3 box you get the third box, which is the potentially                  4 displaced development. The development that could not                  5 occur if ALUCP is implemented.                  6 And we went ahead and quantified this. Now, let                  7 me emphasize here. You may be wondering, well, what                  8 development? This area is fully developed. What                  9 development is he talking about? What I'm talking about                  10 is the potential for spots of development to happen. And                  11 the handful of spots where there is development or                  12 re-development potential. Okay. There are a handful of                  13 multi-family lots where a three unit complex could be                  14 torn down and a five unit complex put up. Or a single                  15 family housing unit could be torn down and a triplex put                  16 up. That's the kind of thing we're talking about. Okay.                  17 But it's development.                  18 So here are the impacts. In the R1A – And                  19 we've gone through this analysis by zoning district.                  20 There are basically four zoning districts affected by the                  21 ALUCP. The R1A, the R3 multi-family, the commercial                  22 zone, and HM hotel motel zone.                  23 Now in the R1A zone we've calculated that 28                  24 dwellings would not be able to be developed if the ALUCP                  25 is implemented. That is, there's the potential on, as it</p>
<p style="text-align: right;">Page 43</p> <p>1 by the ALUCP to be incompatible. Places of worship,                  2 schools, nursing homes, daycare centers. Just as a                  3 handful of examples.                  4 Coronado zoning would allow those in the safety                  5 zones under certain conditions either by right or through                  6 a special use permit process. The historic resources                  7 code plays a factor in this issue, too, through the                  8 historic resources code. Number of incompatible land                  9 uses could conceivably be approved by the city counsel in                  10 the historic sources in this area. The ALUCP would limit                  11 that possibility.                  12 Okay. Now here's a graphic explaining what                  13 we've done here. We've gone ahead and measured the                  14 potential amount of development that could not happen,                  15 that would not be able to happen if the ALUCP is adopted                  16 and implemented. And the analysis went like this. First                  17 of all, this first bar at the top indicates that amount                  18 of development. And graphically think of it as a                  19 quantity. It's, you know, an area of such and such size.                  20 That's the amount of development allowed under current                  21 Coronado zoning.                  22 This middle bar indicates the development                  23 potential that would be there after adoption and                  24 implementation of the ALUCP. A little less. This box is                  25 smaller than that box. A little less development</p>	<p style="text-align: right;">Page 45</p> <p>1 happens, 19 oversized lots that are in our safety zones.                  2 Those 19 oversized lots to accommodate an additional 28                  3 dwelling units if they were split. Additional 28 in                  4 addition to each home that's on that lot. Now, of course                  5 for that development ever to happen under current zoning                  6 there's 19 property owners are going to have to decide if                  7 they want to split up their property, take down their                  8 existing home. And, you know, it's possible, though. It                  9 could happen. And what we're trying to identify in this                  10 environmental report is what possibly may be the effects                  11 of the ALUCP.                  12 Eight multi-family dwellings would not be able                  13 to be built. And I kind of explained the dynamics of how                  14 that would work. Commercial property, there's 3,800 to                  15 2,500 roughly square feet that could not be developed.                  16 These are relatively small numbers. There are two                  17 reasons for that. There's only a very small amount of                  18 commercial zoned property within the safety zones. And                  19 the other thing is that commercial zoned property is                  20 developed. And is almost developed to its capacity under                  21 zoning. But there is a little increment remaining that                  22 could be developed under current zoning that would, you                  23 know, through building additions, perhaps. That could                  24 not be accommodated if ALUCP is implemented.                  25 The range, if you are curious about the range,</p>

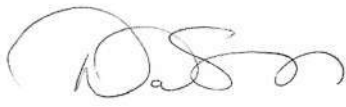
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<p style="text-align: right;">Page 46</p> <p>1 that's a pretty big range of development. The 3,800 2 square feet is what could be developed if surface parking 3 were provided for that additional square footage. 22,500 4 is what could be -- square footage could be developed if 5 underground parking was provided. Okay. That's the 6 reason for the range. 7 Hotel motel. And this is the Hotel Del that 8 we're talking about. The potential -- I don't want to 9 describe -- Well, the 272,000 square feet of potential 10 development could be displaced. This we know is way on 11 the high side. This analysis may need to be revisited 12 based on some comments we've already received tonight. 13 It's definitely on the high side. And the analysis was 14 kind of done intentionally to make sure we did not 15 underestimate any of these impacts. But we may have 16 really overstated the case there. 17 The point is, what this represents is the 18 difference between our calculated estimate of the maximum 19 practical development of capacity at the Hotel Del based 20 on current zoning. Difference between that maximum 21 practical capacity and the master plan development, the 22 approved master plan for the Hotel Del. So according to 23 this calculation there's an increment remaining that 24 could not be developed. And as I said, we've received 25 some information tonight that indicates we're going to</p>	<p style="text-align: right;">Page 48</p> <p>1 ALUCP. And after that happens then it's up to the local 2 municipalities. And here, primarily Coronado, but also 3 Chula Vista, National City, and then San Diego County to 4 implement the ALUCP. And those cities have, and the 5 county, have their own decision-making processes to go 6 through at that point. 7 Now, if you do want to make comments you've got 8 two weeks and two days to do so. You may make comments 9 through either of these methods. Feel free to leave a 10 comment here tonight. If you want to do a written 11 comment, feel free to sit down with the court reporter if 12 you would like to make a verbal comment. 13 And at this juncture why don't we break and go 14 back to the boards and we can talk if you have any 15 questions. 16 Thank you very much. 17 MR. MCCABE: Could I ask a general question? 18 MR. DONOVAN: May we ask some questions? 19 MR. REDMAN: We'd like to address them one-on-one. 20 It's a better opportunity -- 21 MR. DONOVAN: I'd like to ask some general questions 22 for everybody. Can we do that? 23 MR. JOHNSON: Yes. 24 MR. DONOVAN: How does the accessory dwelling unit 25 ordinance play into this? I don't know if you're</p>
<p style="text-align: right;">Page 47</p> <p>1 have to revisit this estimate. Noted that it may be 2 high. But, nevertheless, this collection of impacts, 3 particularly this amount of potential displacement, led 4 us to conclude that this needs to be studied in the EIR, 5 Environmental Impact Report. These are potentially 6 significant impacts. You know, let's take this out to 7 the public, get some comments and go through the EIR 8 process. So this is how that process will play out. 9 This is where we are, at the Scoping meeting. 10 The next milestone is the closing of the Scoping period 11 two weeks from now, May 22nd. After that Scoping period 12 closes a lot happens right in here in this arrow. We'll 13 be preparing the draft EIR. And in that process 14 reviewing all the Scoping comments and deciding how best 15 to address them and incorporating them into the EIR, and 16 then the draft EIR will be published. At the same time, 17 the draft Airport Land Use Compatibility Plan will be 18 published for public review, 45-day review period. 19 Public could make comments, after which, after the close 20 of that comment period the final EIR will be prepared. 21 Responses to comments will be prepared. The final EIR 22 will be made available for review, and then the Airport 23 Authority will certify the final EIR, issue a Notice of 24 Determination and adopt the ALUCP. After the EIR is 25 certified the Airport Land Use Commission can adopt the</p>	<p style="text-align: right;">Page 49</p> <p>1 familiar with it. 2 MR. JOHNSON: Yes, we are. The accessory dwellings 3 would not be subject to the ALUCP policies. That is, 4 accessory dwelling units could be built if the ALUCP is 5 adopted and implemented. Just, you know, per the state 6 law. So they would not be -- That is the one kind of 7 additional residential unit that could be built. 8 That's a very good question. Thank you for 9 asking that. 10 MS. SHEREDY: They would be subject to sound 11 continuation standards, though. 12 MR. JOHNSON: Thank you, Kim. They would be subject 13 to the sound continuation standards, yes. 14 Go ahead. 15 MR. DONOVAN: That was actually my question. But I 16 do have one other. You mentioned -- Has the jurisdiction 17 been provided the draft to ALUCP yet, or is it all not 18 going -- has the city seen it? 19 MR. JOHNSON: They have seen all the draft ALUCP 20 policies. In fact, they have been, you know, involved in 21 the whole process. So they've seen all the interim 22 versions of the policies and final proposed set. 23 MR. DONOVAN: So there's a draft ALUCP at City Hall 24 that city could go see? Is that what you're telling me, 25 or not?</p>

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<p style="text-align: right;">Page 50</p> <p>1 MR. JOHNSON: There is not a draft ALUCP that's 2 published at this point. 3 MR. DONOVAN: Not the whole package yet? 4 MR. JOHNSON: It's not a whole package. It's a set 5 of policies. I'm telling you -- 6 MR. DONOVAN: It will be seen in a few weeks? 7 MR. JOHNSON: When the draft EIR is added it will be 8 out. 9 I'll tell you that I think a very good way to 10 get an understanding of the ALUCP policies -- Well, there 11 are two ways. Go to the Airport Authority's website and 12 look at the material that's posted for the NASNI ALUCP 13 process. A second place is to go to the Initial Study. 14 And in the evaluation of the Initial Study, in the 15 Initial Study there's a summary, pretty thorough summary, 16 of the proposed ALUCP policies that came out of the 17 working group process. 18 MR. DONOVAN: Thank you. 19 MR. JOHNSON: Yes, ma'am. 20 MS. OYA: In that Initial Study does it show how 21 they selected Coronado as opposed to other places? 22 MR. JOHNSON: I'm not sure I understand the 23 question. 24 MS. OYA: So the Airport Land Commission has chosen 25 Coronado for the study. How many other areas --</p>	<p style="text-align: right;">Page 52</p> <p>1 that the Airport Land Use Commission has chosen Coronado. 2 It's that Coronado was built right next to a Naval Air 3 Station. And it's an existing situation that's been 4 there for decades and decades. And the Airport Land Use 5 Commission has no discretion about -- I mean, its duty 6 under state law is to prepare a Land Use Compatibility 7 Plan, you know, in the area affected by the airports. 8 Sir? 9 MR. MCCABE; Yes. Was the future development 10 potential for Hotel Del Coronado based on floor area 11 ratio? Is that how you came up with a number of square 12 feet that could possibly be added? 13 MR. JOHNSON: It was developed through a more 14 involved analysis than just simply a plan floor area 15 ratio. They're under zoned and there is a maximum floor 16 area ratio that applies. But given some of the 17 non-zoning factors that apply to the Hotel Coronado -- I 18 mean, there's an earthquake fault zone in there, for 19 example. And there's lots of historic features that 20 would not be demolished and re-developed or eliminated 21 through re-development process because it's on a National 22 Register and things like that. So we went through a 23 fairly detailed site planning analysis to try to figure 24 out where development possibly could go. And that's how 25 we came up with our ultimate numbers.</p>
<p style="text-align: right;">Page 51</p> <p>1 MR. REDMAN: Well, all 16 airports that are located 2 within the ALUCP jurisdiction actually already have 3 plans. This is the last airport that does not have 4 approved Airport Land Use Capability Plan. So they have 5 all been prepared for all the airports within the county. 6 MS. OYA: But how did you -- Is there some place 7 that I can go to, to read how we got into this place? 8 MR. REDMAN: Well, it's required by state law. 9 MS. OYA: The density is what I'm concerned about. 10 MR. REDMAN: The density? 11 MS. OYA: We don't have much land here. And you 12 selected all of Ocean Boulevard. 13 MR. REDMAN: Well, that's dictated by the zones that 14 are contained in the AICUS study. So all the safety 15 zones, the noise contours, all that information that 16 you're seeing is actually prepared by the Navy in their 17 AICUS study. That's what dictates those compatibility 18 zones. 19 MS. OYA: So then the commission can redesign our 20 city? 21 MR. REDMAN: No. 22 MR. JOHNSON: No. I think the thing to say is, 23 another aspect of this, is the presence of Naval Air 24 Station North Island has dictated where the land use 25 compatibility question needs to be examined. It's not</p>	<p style="text-align: right;">Page 53</p> <p>1 MR. MCCABE: It doesn't differentiate between 2 convention space, ballroom meeting place and -- 3 MR. JOHNSON: No. We didn't get into that level of 4 detail. We just figured out square footages that could 5 be devoted to those very issues. Convention space, you 6 know, ballroom meeting space, rooms, we didn't try to 7 break it down into individuals. 8 Now, one of the things that's been brought to 9 our attention, just say this for the purposes of 10 disclosure, is that we may have been -- we may not have 11 accounted for all the factors. In fact, we didn't 12 account for all the factors that would limit the 13 development potential in that area. So we're going to go 14 back and take a fresh look at that and see if we may have 15 overstated the potential impact. But what I just 16 described is a basic approach we took. 17 Okay. Why don't we break. If you have any 18 concerns that are really, you know, weighing on you, by 19 all means fill in a comment, send it in a letter, sit 20 down with the court reporter and share those comments 21 because we do want to know about them, please. 22 Thank you. 23 MR. REDMAN: Those of you who did ask questions, 24 could you give your name to the court reporter to make 25 sure they are on the record. It's very important that we</p>

1 capture all this stuff.  
2 MR. JOHNSON: Thank you.  
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1 REPORTER'S CERTIFICATION  
2  
3 I, Dalia R. Smith, a Certified Shorthand  
4 Reporter in and for the State of California, do hereby  
5 certify:  
6  
7 That the foregoing witness was by me duly sworn;  
8 that the deposition was then taken before me at the time  
9 and place herein set forth; that the testimony and  
10 proceedings were reported stenographically by me and  
11 later transcribed into typewriting under my direction;  
12 that the foregoing is a true record of the testimony and  
13 proceeding taken at that time.  
14  
15 IN WITNESS WHEREOF, I have subscribed my name  
16 this 6th day of June, 2019.  
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20  
21 \_\_\_\_\_  
22 Dalia R. Smith, CSR No. 8486  
23  
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## C.6 COMMENTS RECEIVED DURING THE SCOPING PERIOD

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# NOTICE OF PREPARATION FOR A DRAFT EIR – COMMENTS RECEIVED

AGENCY/LETTER SIGNED BY	DATE OF LETTER	VIA
<b>Tribal Governments</b>		
<p>Viejas Tribal Government  Viejas Band of Kumeyaay Indians  P.O. Box 908  Alpine, CA 91903  1 Viejas Grade Road  Alpine, CA 91901</p> <p>Ray Teran  Resource Management  (619) 659-2312  rteran@viejas-nsn.gov</p>	<p>April 30, 2019</p>	<p>U.S. Mail</p>
<b>State Agencies</b>		
<p>State of California  Native American Heritage Commission  Cultural and Environmental Department  1550 Harbor Boulevard, Suite 100  West Sacramento, CA 95691</p> <p>Steven Quinn  Associate Governmental Program Analyst  (916) 373-3710  Steven.quinn@nahc.ca.gov</p>	<p>May 17, 2019</p>	<p>U.S. Mail</p>
<b>Local Agencies</b>		
<p>County of San Diego  Planning and Development Services  Advance Planning Division  5510 Overland Avenue, Suite 310  San Diego, CA 92123</p> <p>Eric Lardy, AICP  Chief  (858) 505-6445</p>	<p>May 22, 2019</p>	<p>E-Mail</p>
<p>City of Coronado  1825 Strand Way  Coronado, CA 92118</p> <p>Blair King  City Manager  (619) 522-7335 – phone  (619) 522-7846 – fax</p>	<p>May 21, 2019</p>	<p>U.S. Mail</p>
<p>Port of San Diego  Planning  3165 Pacific Highway  San Diego, CA 92101</p>	<p>May 22, 2019</p>	<p>E-Mail</p>

AGENCY/LETTER SIGNED BY

DATE OF LETTER

VIA

Lesley Nishihira  
Director  
(619) 686-6469  
lnishih@portofsandiego.org

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[Individuals](#)

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John Sexton

April 29, 2019

E-Mail

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# VIEJAS

TRIBAL GOVERNMENT

PQ Box 908  
Alpine, CA 91903  
#1 Viejas Grade Road  
Alpine, CA 91901

Phone: 6194453810  
Fax: 6194455337  
viejas.com

April 30, 2019

Ralph Redman  
Manager  
San Diego County Regional Airport Authority  
PO Box 82776  
San Diego, CA 92138

**RE: Undertaking the NASNI ALUCP**

Dear Mr. Redman,

In reviewing the above referenced project the Viejas Band of Kumeyaay Indians ("Viejas") would like to comment at this time.

The project area may contain many sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

Additionally, Viejas is requesting, as appropriate, the following:

- All NEPA/CEQA/NAGPRA laws be followed
- Immediately contact Viejas on any changes or inadvertent discoveries.

Thank you for your collaboration and support in preserving our Tribal cultural resources. I look forward to hearing from you. Please call me at 619-659-2312 or Ernest Pingleton at 619-659-2314, or email, [rtoran@viejas-nsn.gov](mailto:rtoran@viejas-nsn.gov) or [epingleton@viejas-nsn.gov](mailto:epingleton@viejas-nsn.gov), for scheduling. Thank you.

Sincerely,



Ray Teran, Resource Management  
VIEJAS BAND OF KUMEYAAY INDIANS

NATIVE AMERICAN HERITAGE COMMISSION  
Cultural and Environmental Department

1550 Harbor Blvd., Suite 100

West Sacramento, CA 95691 Phone (916) 373-3710

Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)

Website: <http://www.nahc.ca.gov>

Twitter: @CA\_NAHC



May 17, 2019

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

RE: SCH# 2019049125 Naval Air Station North Island – Airport Land Use Compatibility Plan (ALUCP), San Diego County

Dear Mr. Redman:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
  
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
  
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
  
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
  
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CaIEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CaIEPAPDF.pdf)



## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: [Steven.Quinn@nahc.ca.gov](mailto:Steven.Quinn@nahc.ca.gov).

Sincerely,



for  
Steven Quinn  
Associate Governmental Program Analyst

cc: State Clearinghouse



# County of San Diego

**MARK WARDLAW**  
DIRECTOR

**PLANNING & DEVELOPMENT SERVICES**  
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123  
(858) 505-6445 General • (858) 694-2705 Codes • (858) 565-5920 Building Services  
[www.SDCPDS.org](http://www.SDCPDS.org)

**KATHLEEN A. FLANNERY**  
ASSISTANT DIRECTOR

May 22, 2019

Ralph Redman, Manager  
Airport Planning  
San Diego County Regional Airport Authority  
3225 N. Harbor Drive  
San Diego, CA 92101

Via e-mail to: [alucpcomments@san.org](mailto:alucpcomments@san.org)

## **REQUEST FOR COMMENTS ON THE NAVAL AIR STATION NORTH ISLAND AIRPORT LAND USE COMPATIBILITY PLAN FOR THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**

Dear Mr. Redman,

The County of San Diego (County) reviewed the San Diego County Regional Airport Authority's (Airport Authority) Naval Air Station North Island Land Use Compatibility Plan (Project), received on April 17, 2019.

The County appreciates the opportunity to review the Project and offers the following comments for your consideration. Please note that none of these comments should be construed as County support for this Project.

PDS staff contacted the Airport Authority with additional questions, and are following up with them in writing during the contact period since they were not yet responded to.

### **PARKS AND RECREATION**

1. It appears that the Initial Study (IS) did not include County facilities in the Environmental Impact Report (EIR) area. The waterfront park is within the EIR project boundary but the list on page 2-16 states that there are no facilities in the Project Area. The EIR should consider expanding the list to include County facilities.

### **PLANNING & DEVELOPMENT SERVICES (PDS)**

1. Please provide the parcels under the jurisdiction of the County within the Airport Influence Area and how they would be potentially affected by the proposed Airport Land Use Compatibility Plan. The County requests shapefiles in order to update it to our internal GIS.

2. Please clarify if Airport Overflight Section 2.3.2. is the responsibility of the permitting jurisdiction or the responsibility of a real estate agent for disclosure as well as a map of the Overflight area. The County typically requires an Overflight Agreement when any residential project is within an Overflight Area as defined by an ALUCP. If it is found that is the responsibility of the County to require an overflight agreement, the County will be required to acquire Overflight Agreements from any residential project affected by the Project.
3. Provide verification that the County will not have any parcels in the Airport Influence Area that would require an Avigation Easement. This request is addition to the Airport Influence Area parcels as it would require additional processing for any applicant within this area.

The County appreciates the opportunity to comment on this Project. We look forward to receiving future documents related to this Project and providing additional assistance, at your request. If you have any questions regarding these comments, please contact Timothy Vertino, Land Use / Environmental Planner, at (858) 495-5468, or via e-mail at [timothy.vertino@sdcounty.ca.gov](mailto:timothy.vertino@sdcounty.ca.gov).

Sincerely,



Eric Lardy, AICP  
Chief, Advance Planning Division  
Planning & Development Services

E-mail cc: Victor Avina, Policy Advisor, Board of Supervisors, District 1  
Gabe Gutierrez, Policy Advisor, Board of Supervisors, District 4  
Mel Millstein, Group Program Manager, LUEG  
Lara Barrett, CAO Staff Officer, LUEG  
Marcus Lubich, Sr. Park Project Manager, DPR  
Emmet Aquino, Park Project Manager, DPR  
Nicholas Koutoufidis, Land Use / Environmental Planner, PDS



## CITY OF CORONADO

1825 STRAND WAY  
CORONADO, CA 92118

OFFICE OF THE CITY MANAGER  
(619) 522-7335  
FAX (619) 522-7846

May 21, 2019

San Diego County Regional Airport Authority  
Attention: Ralph Redman  
PO Box 82776  
San Diego, CA 92138

RE: COMMENTS ON THE NOTICE OF PREPRATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT FOR THE AIRPORT LAND USE  
COMPATIBILITY PLAN

The following comments are submitted on behalf of the City of Coronado (“City”) regarding the appropriate scope of environmental analysis for the proposed Airport Land Use Compatibility Plan (“ALUCP” or “project”) for Naval Air Station North Island (“NASNI”), located within the jurisdictional boundaries of the City.

The ALUCP will impact large swaths of the City. Public Resources Code Section 21002.1(a) states that the “purpose of an environmental impact report is to identify the significant effects on the environment of a project.” The City has reviewed multiple drafts of the ALUCP from the San Diego County Regional Airport (“SDCRA”). The Draft ALUCP affects land uses in the area of the City within the 65 dB CNEL contour. In its current form, the Draft ALUCP would produce many potential significant effects on the environment. The City requests that the EIR analyze the full scope of the environmental impacts of ALUCP’s imposed public safety hazards and noise overlays onto existing patterns of land use and development. The adoption of the ALUCP would make the City’s general plan, and applicable specific plans inconsistent with the ALUCP. The City is a built-out community that is consistent with the underlying general plan. The City’s existing land uses have not changed in decades and are not planned to change. The ALUCP relies on the 2011 Air Installations Compatible Use Zones (“AICUZ”) as its basis for its safety zones, noise contours, and land-use compatibility standards.<sup>1</sup> The AICUZ has a planning horizon of 2020 only and is not an appropriate “long range master plan” to serve as the foundation for the ALUCP.<sup>2</sup> As such, the project description is flawed from the outset.

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<sup>1</sup> The Onyx Group, Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California, Naval Facilities Engineering Command Southwest, 2011.

<sup>2</sup> California Public Utilities Code, § 21675(a).

**1. Environmental impacts associated with limiting development of single family and multiple family residential units within ALUCP safety zones.**

The EIR should evaluate the potential environmental impacts resulting from limiting the development of residential units within safety zones in the 65 dB noise contour of the Draft ALUCP. Currently, the Draft ALUCP restricts the remodeling, expansion, or reconstruction without being subject to the County Airport Land Use Commission (“ALUC”) review as long as the expansion or reconstruction does not increase the original habitable area (at the time of ALUCP adoption) by more than 50 percent.

These stringent land use restrictions will critically impact the City’s existing community. Table 4-1 on page 4-20 of the ALUCP NOP identifies 26 child day care centers, nurseries, and preschools, two K-12 schools, 31 trade schools and two locations of religious assembly within R-1A Zone properties that would be “unavailable for incompatible uses and potentially subject to displacement of future development with implementation of the ALUCP.” Additionally, page 4-23 of the ALUCP’s Notice of Preparation (“NOP”) indicates that several R-3 properties would become incompatible uses at the time of ALUCP adoption. The ALUCP EIR should analyze the potential impacts associated with this displacement of dozens of properties within the covered area of the ALUCP. These new restrictions on incompatible residential uses could result in many residents becoming displaced and could necessitate the construction of replacement housing elsewhere. Thus, Section 4.14.1 of the NOP incorrectly concludes the indirect effects that may arise from limiting development in the safety zones are “speculative.” To the contrary, the NOP admits that the ALUCP could prevent 36 housing units from being developed. This is over half of the projected 50 housing units required by the City’s Housing element by 2020. The ALUCP EIR should analyze the potential for the project to necessitate the construction of replacement housing outside the boundaries of the ALUCP.

**2. Environmental impacts associated with restricting the Gross Floor Area of businesses at the time of ALUCP adoption.**

The EIR should evaluate potential environmental impacts resulting from implementation of project components associated with restricting the commercial development to the Gross Floor Area.<sup>3</sup> Even if the existing Gross Floor Area is less than what the City’s commercial zoning allows<sup>4</sup>, the ALUCP prohibits further increases in square footage. As a result, potential building renovations will not occur. Having fewer building renovations would result in fewer retrofitting programs which would lower the City’s energy use efficiency, decrease water-use efficiency, and increase greenhouse gas emissions. Additionally, restricting development within commercial zones could hinder disaster preparation and thereby expose residents to potential hazards.

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<sup>3</sup> Gross Floor Area means the total amount of space by square feet contained within a building measured to external walls, as well as any attached patios, decks, or balconies. This excludes attached garages or parking structures of businesses at the time of the ALUCP’s adoption.

<sup>4</sup> It should be noted how the range of potential gross floor area of impacted Commercial-zoned properties was determined as there are no FAR or setback limitations currently in place.

Senate Bill 743 (2013) eliminates vehicular Level of Service (“LOS”) as an environmental impact under CEQA analysis<sup>5</sup> and instructs lead agencies to utilize a Vehicle Miles Traveled (“VMT”) metric. The EIR should analyze the project’s transportation impacts under this legislatively-endorsed VMT approach. Additionally, as an increase in VMT would lead to a surge in greenhouse gas emissions, the EIR should analyze the project’s potential to increase greenhouse gas emissions. The EIR should also analyze how the project’s VMT increases would affect air quality and related health impacts.

The ALUCP could also increase the number of VMT to and from the area. By providing less opportunity for commercial expansion, customers of local business may be forced to go outside of the City for goods and services. This would increase the number of VMT traveled. Therefore the impacts of these gross floor area restrictions from the ALUCP should be analyzed in the EIR. As the ALUCP would make nursing and convalescent homes incompatible uses within large portions of the City, the EIR should focus its analysis on how the future for the loss of medical service industry locations could potentially impact the displacement of senior citizens and special needs residents in the City.

**3. Environmental impacts associated with prohibiting new classified uses in the “Resort” designated area of the ALUCP.**

The EIR should include an evaluation of potential environmental impacts resulting from prohibiting new classified uses in the “Resort” designated area of the ALUCP. In the Draft ALUCP, the Hotel Del Coronado (“HDC”) is defined as a “Resort” rather than a “Hotel.” The Resort designation does not allow for an increase in Gross Floor Area of existing uses. Additionally, the reconstructed buildings are limited to floor area at time of ALUCP adoption and new uses. New uses must also have noise attenuated to a maximum of 45 dB CNEL in sleeping areas and 50 dB CNEL in all other areas. The Resort designation specifically prohibits new uses that are classified as incompatible in Table 6 of the Draft ALUCP. As the implementation of the ALUCP would result in the displacement of up to 272,400 square feet of additional development at the HDC property as well as restrict future hotel expansion, the ALUCP could increase the number of VMTs in the area. With less opportunity for resort expansion, future tourists and other visitors, keystone features of the City’s local economy, would likely have to stay at locations outside of the City and therefore increase the number of VMTs in the area. As these visitors would be forced to drive to the City and rent hotel space in outside jurisdictions instead of staying within the City’s boundaries.

Page 4-32 of the NOP states that “the impact of the ALUCP on the City of Coronado may lead to potentially significant impacts on land use and planning, particularly to areas zoned by the City for Hotel-Motel.” The EIR should propose specific mitigation measures and plan alternatives to address the significant impacts.

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<sup>5</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB743](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743)

**4. Environmental impacts associated with substantially limiting the reuse of historic resources.**

The EIR should evaluate the potential environmental impacts resulting from the project's reuse restrictions. Under the Draft ALUCP, the reuse of historic resources within safety zones would be limited only to parks with no aboveground structures. This limitation in reuse options for historic resources could strain the economic wellbeing of established historic buildings and potentially cause substantial harm to historic resources. Additionally, by limiting the potential uses of historic buildings, the ALUCP could increase the number of VMTs to the area. By providing less opportunity for land uses in historic buildings, individuals who would visit these buildings will go to other locations potentially outside of the City.

**5. Environmental impacts associated with exemptions from ALUC review.**

The EIR should evaluate the potential environmental impacts resulting from implementation of project components associated with the exemptions from ALUC review. Exemptions include existing land uses, if "[a]ny use lawfully attained and occurring at the time of ALUCP adoption that remains constant without physical change to its gross floor area or height."<sup>6</sup>

**6. Environmental impacts of civilian aircraft and other cumulative noise generators.**

In addition to military aircraft impacts, the EIR should analyze the potential environmental impacts of civilian aircraft and other cumulative noise generators. In particular, the analysis should discuss what assumptions, if any, were made for the civilian aircraft in determining the NASNI 65 dB CNEL contours. Currently, the ALUCP NOP discusses how the project may "indirectly result in shifting" of land development features outside of the safety zones and noise contours. The project defers mitigation of these potential noise impacts from the shifted land developments. Page 4-34 of the ALUCP NOP discusses how "residential and other noise or risk-sensitive uses and features" from these shifted land developments "can be accommodated within other approved land use or zoning designations in Coronado." The EIR should analyze these potential impacts with sufficient detail.

**7. Environmental impacts of project alternatives.**

CEQA Guidelines Section 15126.6(a) requires that an EIR should "describe a range of reasonable alternatives to the project, or to the location or the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The NOP does not address project alternatives. The EIR should analyze a range of "reasonable alternatives" to the project in addition to a no-project alternative. The EIR should analyze the project alternatives' potential impacts in sufficient detail.

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<sup>6</sup> Existing land uses and development are not subject to ALUC review. (PUC, § 21674; Handbook, p.3-51.) Existing uses include those that have actually been constructed, as well as those for which vested rights have been obtained.



**8. Cumulative environmental impacts of pending projects that have yet to be filed.**

Section 4.21.2 describes past projects and planned future projects that could combine with the impacts of the ALCUP to create cumulatively significant environmental impacts. This section also lists planned changes at NASNI. The EIR should also analyze the impacts of pending but not yet filed projects that could create additional cumulatively significant environmental impacts.

The City appreciates the opportunity to provide these comments. As additional materials are made available for review, the City will provide additional comments and questions for consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Blair King". The signature is written in a cursive style with a large initial "B" and "K".

Blair King  
City Manager

JB/mm

Cc: City Council



VIA EMAIL TO: [alucpcomments@san.org](mailto:alucpcomments@san.org)

May 22, 2019

San Diego County Regional Airport Authority  
Attn: Ralph Redman  
3225 North Harbor Drive  
San Diego, CA 92101

Dear Mr. Redman,

The San Diego Unified Port District (District) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) and Initial Study (IS) for a Draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for the Naval Air Station North Island (NASNI), located in the City of Coronado. The San Diego County Regional Airport Authority (SDCRAA), as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and acting as the Airport Land Use Commission (ALUC) for San Diego County, is preparing the draft NASNI ALUCP to serve as a tool for the ALUC to review proposed land developments within the Airport Influence Area (AIA) (as depicted in Exhibit 1-1 of the IS) for compatibility with the ALUCP policies. In addition, the NASNI ALUCP will assist local agencies (such as the District) in preparing or amending land use plans and regulations to be compatible with the NASNI ALUCP and the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, which was prepared by the U.S. Navy for NASNI. The District has reviewed the NOP and IS for the NASNI ALUCP and respectfully provides the following comments.

#### **BACKGROUND ON DISTRICT TIDELANDS**

The District was created in 1962 under state legislature titled the "San Diego Unified Port District Act" (Port Act). Under the Port Act, the state's tidelands and submerged lands within San Diego Bay were conveyed to the District to manage and control for the benefit of the people of California. These management responsibilities also apply to parcels acquired by the District since it was created. The area conveyed to and acquired by the District includes areas located within the boundaries of the AIA, including the 65 dB CNEL Noise Contours and Airspace Protection Boundary, as identified in the IS. Under the Port Act, the District is required to exercise its land management authority and powers over property and development within its jurisdiction.

#### **THE DISTRICT'S PORT MASTER PLAN**

As a tool to allow the District to regulate its granted and acquired lands, the Port Act requires the District to adopt a Port Master Plan. The Port Master Plan provides the official planning policies, consistent with a general statewide purpose for the physical development of the tidelands and submerged lands conveyed to, acquired by, and granted in trust to the District; and pursuant to the California Coastal Act, the Port Master Plan was certified by the California Coastal Commission in 1981.

## **65 dB CNEL NOISE CONTOUR**

As outlined in Section 3.2.2 of the IS, the Port Master Plan identifies planning districts within the District's jurisdiction that include site-specific land use policies to guide development within each planning district. Sections on each planning district also include acreage tables for various land use designations and maps, or "Precise Plans," that depict the location of the land use designations within each planning district. As depicted on Exhibits 4-2 and 4-3, the 65 dB CNEL noise contour line intersects two of the District's ten planning districts: Coronado Bayfront and Shelter Island; however, Section 4.11.1.2 only describes the Shelter Island Planning District.

In addition, as identified in Exhibit 4-3 of the IS, the 65 dB CNEL noise contour intersects with the Shelter Island Planning District. The land use classifications identified in this exhibit within this noise contour are inconsistent with the land uses identified in the District's certified Port Master Plan Precise Plan for Shelter Island (see Attachment A or Figure 4 of the Port Master Plan). A portion of the "Marine Sales and Services" land use designation is shown to be within the 65 dB CNEL noise contour line north of the eastern point of Shelter Island. The Shelter Island Precise Plan in the certified Port Master Plan identifies this land use designation as primarily "Commercial Recreation," along with "Park/Plaza" and a promenade.

The District requests that Exhibits 4-2 and 4-3, and any subsequent exhibits to be used in the Draft EIR, Final EIR, and ALUCP, be updated to be consistent with the attached exhibits from the existing certified Port Master Plan. Further, the District requests that Section 4.11.1.2 be updated to reflect the portion of the District's jurisdiction on the Coronado Bayfront (see Glorietta Bay area on Attachment B or Figure 17 of the Port Master Plan) that is also within the 65 dB CNEL noise contour. The District is interested in coordinating with the SDCRAA to provide these data, such as the attached exhibits of the certified land use designations and District boundary lines.

## **CLARIFYING BETWEEN EXISTING LAND USES AND PLANNED LAND USE CLASSIFICATIONS**

The District sees a strong need for the IS and ALUCP and any related exhibits to make a clear distinction between the terms "existing land use" and "planned land use classifications" because the ALUCP applies only to new development built under *existing* plans. On Exhibits 2-1 and 4-1, the "existing land uses" identified for Shelter Island are more indicative of existing conditions or existing uses, and not an "existing land use." Exhibits 2-1 and 4-1 identify "Transportation/Utility" as an "existing land use" on Shelter Island Shoreline Park. The "existing land use" in the Port Master Plan is actually "Park/Plaza" and the locations identified as "Transportation/Utility" in the IS (Exhibits 2-1 and 4-1) are actually a parking lot that is part of the park and also has an existing land use of "Park/Plaza." The "existing land use" of the Shelter Island Shoreline Park is correctly identified on Exhibit 4-3, which is an exhibit that identifies "Planned Land Use on Shelter Island." In other words, the "Park and Open Space" identified on Exhibit 4-3 is the existing condition/existing land use. Perhaps the terminology can be cleared up by explaining that for purposes of the IS and ALUCP, "existing land use" is the existing condition, and "planned land use" is a future condition.

The District requests that the SDCRAA include additional language or modify the terminology when referring to existing land uses/conditions or when referring to existing land use designations or zoning classifications to clearly differentiate what is being shown on a given exhibit.

### ***DRAFT PORT MASTER PLAN UPDATE***

On a parallel track with the NASNI ALUCP, the District is processing a separate but related effort: the Port Master Plan Update (PMPU), which is the first comprehensive update to the Port Master Plan. The PMPU is proposed to include baywide policies, standards specific to each of the District's planning districts, and updated water and land use designations. Most recently, the District released a Discussion Draft of the PMPU for a 90-day public review and comment period, which closes on July 31, 2019. More information about the PMPU process, as well as how to view and comment on the Discussion Draft are available on the District's website. Once complete and certified by the California Coastal Commission, the PMPU will set forth a policy level blueprint and continue to guide all future development and redevelopment across District tidelands.

As noted on Page 119 of the PMPU Discussion Draft, the NASNI ALUCP, as well as the ALUCPs for San Diego International Airport and Naval Outlying Landing Field in Imperial Beach, are incorporated by reference into the Port Master Plan as part of the PMPU. As such, to ensure consistency with the ALUCPs, the District intends to submit the PMPU to the ALUC for a consistency determination.

### **COORDINATION BETWEEN THE DISTRICT AND SDCRAA**

With these changes, the District is supportive of the NASNI ALUCP IS and will continue to track the NASNI ALUCP's timeline and progress, as many of the District's planning districts, such as Shelter Island, Harbor Island, Embarcadero, Tenth Avenue Marine Terminal, National City Bayfront, Chula Vista Bayfront, Silver Strand, and Coronado Bayfront, are within the Airspace Protection Boundary, as depicted on Exhibit 2-2. Upon certification/approval of the NASNI ALUCP, the District anticipates proactive coordination with the SDCRAA to ensure that proposed development on District tidelands and within the NASNI Airspace Protection Boundary comply with the plan's safety, noise, overflight, and other regulations, to protect people and aircrafts. The District looks forward to continuing to collaborate with the SDCRAA on the NASNI ALUCP, PMPU, and other multi-agency efforts to address land use planning issues in the region.

The District appreciates the opportunity to comment on the IS and looks forward to reviewing the Draft EIR when it is available for public review.

If you have any questions regarding this letter, please contact me, Lesley Nishihira, at (619) 686-6469 or via email at [lnishihira@portofsandiego.org](mailto:lnishihira@portofsandiego.org).

Sincerely,

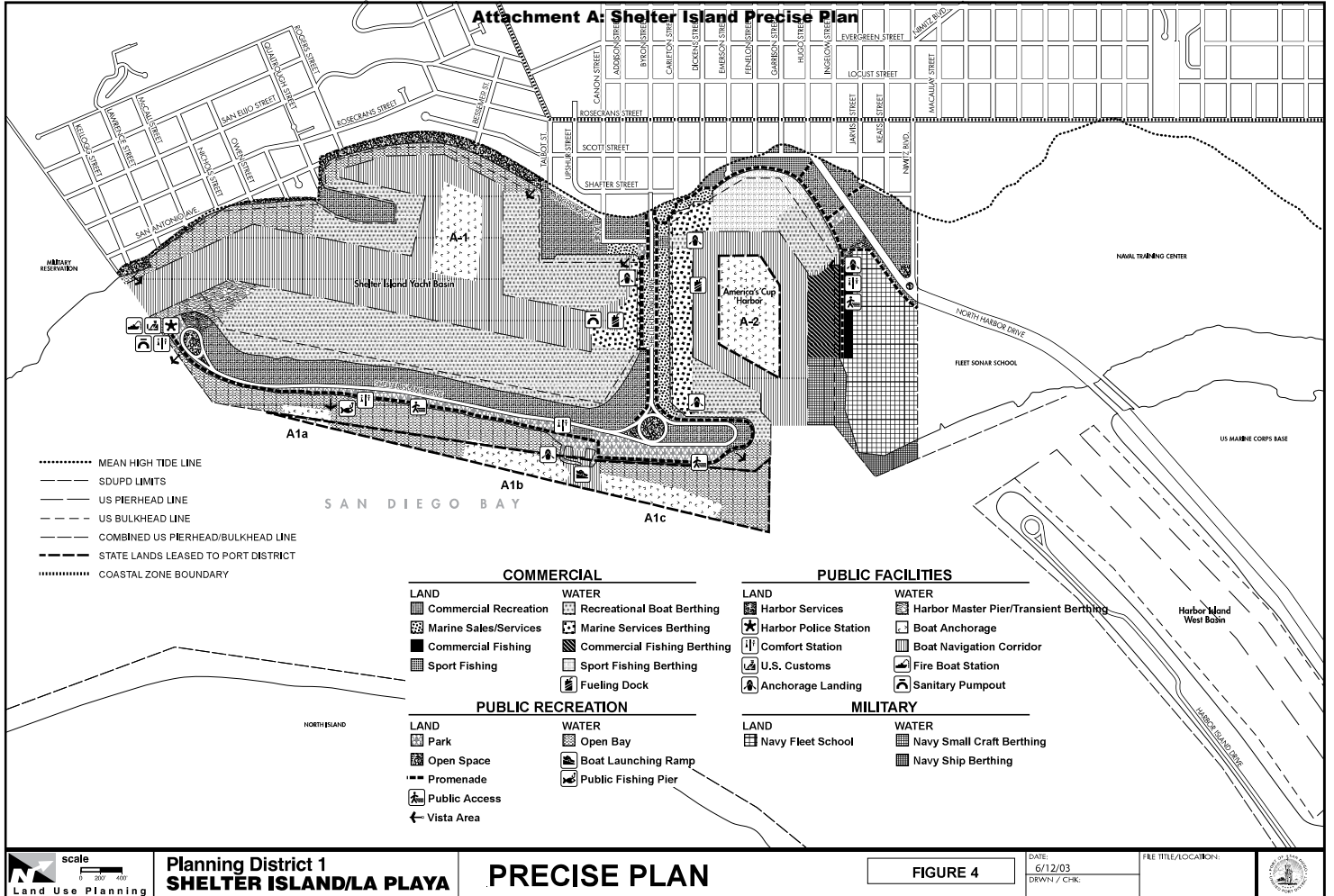


Lesley Nishihira  
Director  
Planning

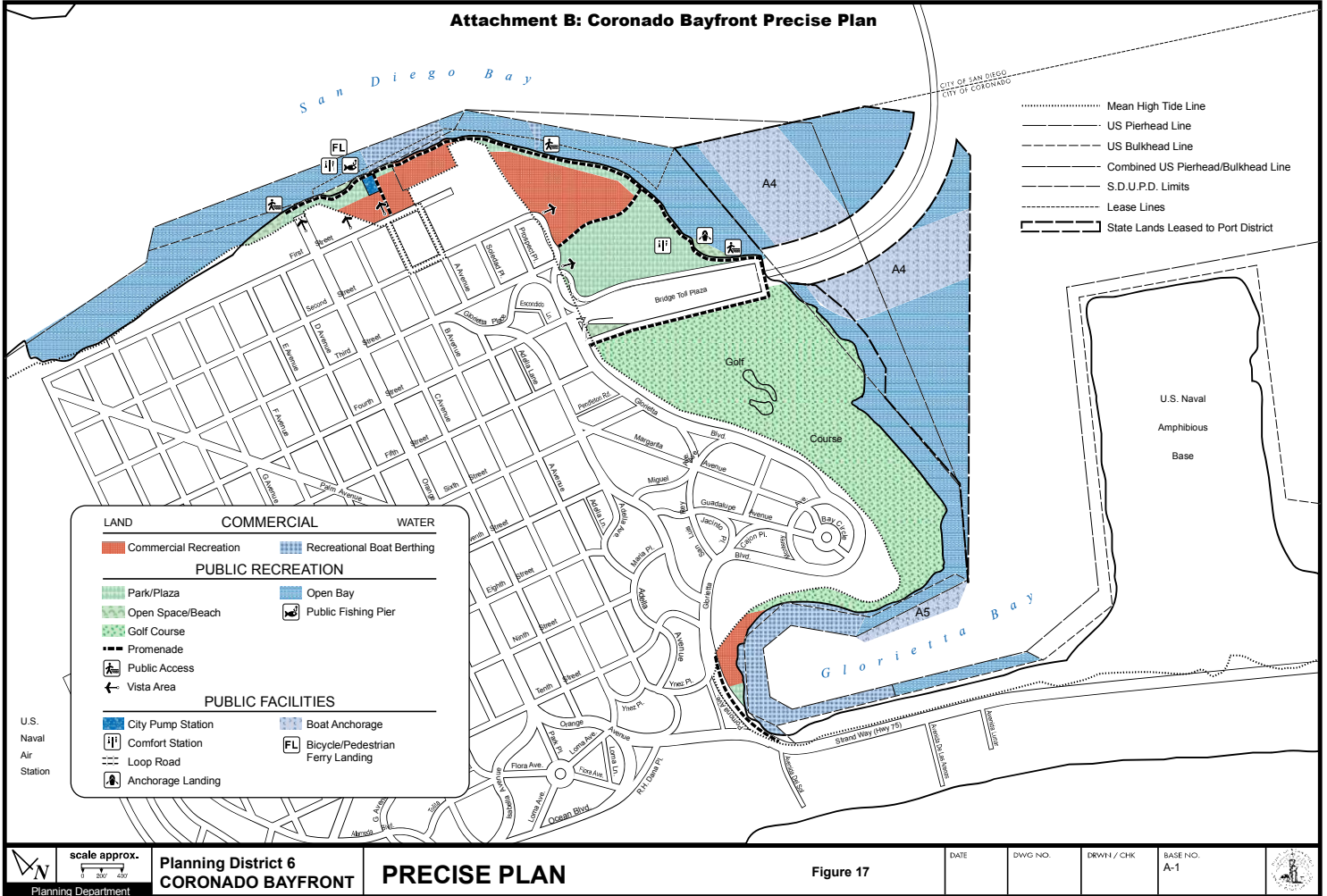
cc: Randa Coniglio, CEO/President  
Jason Giffen, Assistant Vice President, Planning & Green Port

Attachment A: Shelter Island Planning District Precise Plan

Attachment B: Coronado Bayfront Planning District Precise Plan



**Attachment B: Coronado Bayfront Precise Plan**



Precise Plans 89

LAND	COMMERCIAL	WATER
Commercial Recreation	Recreational Boat Berthing	
PUBLIC RECREATION		
Park/Plaza	Open Bay	
Open Space/Beach	Public Fishing Pier	
Golf Course		
Promenade		
Public Access		
Vista Area		
PUBLIC FACILITIES		
City Pump Station	Boat Anchorage	
Comfort Station	Bicycle/Pedestrian Ferry Landing	
Loop Road		
Anchorage Landing		

.....	Mean High Tide Line
-----	US Pierhead Line
-----	US Bulkhead Line
-----	Combined US Pierhead/Bulkhead Line
-----	S.D.U.P.D. Limits
-----	Lease Lines
-----	State Lands Leased to Port District

U.S. Naval Air Station  
 scale approx.  
 0 200 400  
 Planning Department

**Planning District 6**  
**CORONADO BAYFRONT**  
**PRECISE PLAN**

**Figure 17**  
 DATE \_\_\_\_\_ DWG. NO. \_\_\_\_\_ DRW. I / CHK. \_\_\_\_\_ BASE NO. A-1



**From:** [John Sexton](#)  
**To:** [alucpcomments](#)  
**Subject:** NASNI Helicopters Violate AICUZ  
**Date:** Monday, April 29, 2019 5:46:55 AM

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As noted in the ALUCP document...*"The ALUCP for Naval Air Station North Island (NASNI) must be consistent with the safety and noise standards in the Air Installation Compatible Use Zones (AICUZ) study that was prepared by the U.S. Navy."*

Please tell me why NASNI helos frequently fly directly above the shoreline and homes along Coronado's 1st Street, which clearly stands in opposition to the AICUZ.

Respectfully,  
john sexton





## APPENDIX D

# Corrections to Initial Study Analysis of Potentially Displaced Development

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# APPENDIX D CORRECTIONS TO INITIAL STUDY ANALYSIS OF POTENTIALLY DISPLACED DEVELOPMENT

## D.1 INTRODUCTION

After the release of the Initial Study and Notice of Preparation of the Environmental Impact Report on April 22, 2019, two errors in the analysis of potentially displaced development with implementation of the ALUCP, documented in Appendix A of the Initial Study, were discovered. The first involved an overestimation of the potential development displacement on the Hotel del Coronado property. The revised analysis for that property is presented in Appendix B of this EIR. The other error involved a parcel (referred to as Parcel 44) that was inadvertently excluded from the analysis of potentially displaced incompatible nonresidential development.

## D.2 PARCEL 44

The proposed ALUCP would apply to proposed buildings or building expansions with 50 percent or more of their floor area within a safety zone.<sup>1</sup> For the development displacement analysis, potentially developable parcels with 50 percent or more of their parcel area within the safety zones were selected for analysis. It was assumed that future development on those parcels would be subject to the ALUCP because developers would be unable to site new buildings so that over 50 percent of the floor area was outside the safety zone.

In the analysis of potential displacement of commercial floor area expansion in the C – Commercial zoning district, one parcel with just under 50 percent of its area within the safety zone (47 percent) was selected for analysis.<sup>2</sup> The parcel is APN 537-532-21 with a total area of 12,039 square feet, as depicted on Exhibit 4-8 of this EIR. (It is referred to hereafter as Parcel 44, based on its identification number on Exhibit 4-9 of this EIR.) It was decided to include the parcel in the analysis of commercial floor area displacement because of the possibility that a new building proposed on the site could have more than 50 percent of its floor area within the APZ I boundary. In that case, the proposed ALUCP would apply to the new construction. Thus, implementation of the proposed ALUCP would result in that potential development being displaced from the property.

Parcel 44 also should have been considered in the potential displacement of incompatible nonresidential development (such as schools, day care centers, places of public assembly, or theaters) for the same reason it was included in the analysis of commercial floor area displacement. During the preparation of the EIR, however, it was found that Parcel 44 had been inadvertently excluded from that analysis in the Initial Study. The original analysis of the potential displacement of incompatible nonresidential development was conducted using an automated GIS process that selected for analysis only parcels with 50 percent or more of their area within the safety zones. Parcel 44, with only 47 percent of its area within the safety zone, was not selected.

The addition of Parcel 44 to the analysis of potential displacement of incompatible nonresidential uses increases the number of affected parcels from 35 to 36. As indicated in **Table D-1**, the correction results in an increase of

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<sup>1</sup> Proposed ALUCP, Table 3, Exemptions from ALUC Review.

<sup>2</sup> Appendix A, *Naval Air Station North Island Airport Land Use Compatibility Plan CEQA Initial Study*, April 2019, Appendix A, Analysis of Potentially Displaced Development, Section A.6.1 and Exhibit A-5.

12,039 square feet of parcel area being potentially subject to the displacement of child day care, nurseries, preschools; trade schools; places of public/fraternal assembly; hotels and motels; light manufacturing of selected products, and theaters. The revisions are too small to change the conclusion of the Initial Study that the impact of the proposed ALUCP on the displacement of incompatible nonresidential uses is not significant.

**TABLE D-1 CHANGE IN POTENTIAL DISPLACEMENT OF INCOMPATIBLE NONRESIDENTIAL USES WITH PARCEL 44**

INCOMPATIBLE NONRESIDENTIAL LAND USE	POTENTIAL DISPLACEMENT PER INITIAL STUDY (PARCEL AREA IN SQ FT)	CORRECTED POTENTIAL DISPLACEMENT PER EIR (PARCEL AREA IN SQ FT)
Child Day Care, Nurseries, Preschools	412,173	424,212
Trade Schools	433,675	445,714
Places of Public/Fraternal Assembly	195,062	207,101
Hotel/Motel	10,566	22,605
Light Manufacturing (clothing, textiles, precision instruments)	10,566	22,605
Theaters	10,566	22,605

SOURCE: Ricondo & Associates, Inc., November 2019.

**Table D-2** presents the corrected results of the analysis of potential displacement of incompatible nonresidential land uses by parcel. Parcel 44 is the last of the listed parcels.

### D.3 HOTEL DEL CORONADO

The Initial Study found that the proposed ALUCP could lead to 272,400 square feet of floor area being potentially displaced from the Hotel del Coronado site. The revised analysis presented in Appendix B, however, found that the original analysis overstated the potential impact, considering various site constraints<sup>3</sup> and assuming that the development envisioned in the hotel's Amended Master Plan would be maintained through the long-term future. The potential amount of displaced area would be 38,023 square feet, assuming long-term preservation of the historic hotel and the surrounding grounds.

**Table D-3** summarizes the overall results of the development displacement analysis, accounting for corrections made in the analyses of Parcel 44 and the Hotel del Coronado.

<sup>3</sup> Site constraints include its location in the Coastal Zone, the need to provide public beach access, the historic buildings, and a geological fault on the property.

TABLE D-2 (1 OF 2) PROPERTY SUBJECT TO POTENTIAL DISPLACEMENT OF INCOMPATIBLE NONRESIDENTIAL USES WITH IMPLEMENTATION OF ALUCP

PARCEL		CORONADO ZONING	HISTORIC RESOURCE?	ALUCP ZONE	AREA (SQ FT)	INCOMPATIBLE NONRESIDENTIAL LAND USE <sup>1</sup>								
MAP ID (EXHIBIT 4-9)	ASSESSOR PARCEL NUMBER					CHILD DAY CARE, NURSERIES, PRESCHOOLS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY	HOTEL/MOTEL	LIGHT MANUFACTURING (CLOTHING, TEXTILES, PRECISION INSTRUMENTS)	THEATERS
1 <sup>2</sup>	537-411-09	R-1A	N	APZ I	13,107	13,107	0	13,107	0	0	0	0	0	0
2	537-500-20	R-1A	N	APZ I	15,419	15,419	0	15,419	0	0	0	0	0	0
3	537-500-16	R-1A	N	APZ I	11,012	11,012	0	11,012	0	0	0	0	0	0
4	537-510-10	R-1A	N	APZ I	15,400	15,400	0	15,400	0	0	0	0	0	0
5	537-510-01	R-1A	Y	APZ I	11,789	11,789	0	11,789	0	0	11,789	0	0	0
6	537-510-12	R-1A	Y	APZ I	11,204	11,204	0	11,204	0	0	11,204	0	0	0
7	537-521-01	R-1A	Y	APZ I	11,768	11,768	0	11,768	0	0	11,768	0	0	0
8	537-521-08	R-1A	N	APZ I	18,505	18,505	0	18,505	0	0	0	0	0	0
9 <sup>2</sup>	537-432-08	R-1A	Y	APZ I	13,097	13,097	0	13,097	0	0	13,097	0	0	0
10 <sup>2</sup>	537-522-07	R-1A	Y	APZ I	16,776	16,776	0	16,776	0	0	16,776	0	0	0
11 <sup>2</sup>	537-522-12	R-1A	N	APZ I	28,890	28,890	28,890	28,890	0	28,890	0	0	0	0
12 <sup>2</sup>	537-522-22	R-1A	Y	APZ I	15,971	15,971	0	15,971	0	0	15,971	0	0	0
13 <sup>2</sup>	537-522-21	R-1A	Y	APZ I	14,139	14,139	0	14,139	0	0	14,139	0	0	0
14 <sup>2</sup>	537-531-19	R-1A	Y	APZ I	16,032	16,032	0	16,032	0	0	16,032	0	0	0
15 <sup>2</sup>	537-531-41	R-1A	Y	APZ I	16,948	16,948	0	16,948	0	0	16,948	0	0	0
16	537-540-16	R-1A	Y	APZ I	25,829	25,829	25,829	25,829	0	25,829	25,829	0	0	0
17	537-540-14	R-1A	Y	APZ I	18,757	18,757	0	18,757	0	0	18,757	0	0	0
18 <sup>2</sup>	537-552-01	R-1A	Y	APZ I	11,901	11,901	0	11,901	0	0	11,901	0	0	0
19	537-540-06	R-1A	N	APZ I	11,969	11,969	0	11,969	0	0	0	0	0	0
20 <sup>2</sup>	537-440-08	R-3	N	APZ I	12,007	12,007	0	12,007	0	0	0	0	0	0
21 <sup>2</sup>	537-440-35	R-3	N	APZ I	8,846	8,846	0	8,846	0	0	0	0	0	0
30	537-411-01	R-1A	Y	APZ I	10,852	10,852	0	10,852	0	0	10,852	0	0	0
31	537-500-21	R-1A	N	APZ I	9,018	9,018	0	9,018	0	0	0	0	0	0
32	537-411-14	R-1A	Y	APZ I	8,389	8,389	0	8,389	0	0	0	0	0	0
33	537-50-018	R-1A	Y	APZ I	10,460	10,460	0	10,460	0	0	0	0	0	0
34 <sup>2</sup>	537-411-08	R-1A	Y	APZ I	8,514	8,514	0	8,514	0	0	0	0	0	0
35	537-411-06	R-1A	Y	APZ I	10,213	10,213	0	10,213	0	0	0	0	0	0
36 <sup>2</sup>	537-510-07	R-1A	Y	APZ I	7,041	0	0	7,041	0	0	0	0	0	0
37	537-510-04	R-1A	Y	APZ I	7,342	0	0	7,342	0	0	0	0	0	0
38	537-420-04	R-1A	Y	APZ I	9,138	9,138	0	9,138	0	0	0	0	0	0

TABLE D-2 (2 OF 2) PROPERTY SUBJECT TO POTENTIAL DISPLACEMENT OF INCOMPATIBLE NONRESIDENTIAL USES WITH IMPLEMENTATION OF ALUCP

PARCEL						INCOMPATIBLE NONRESIDENTIAL LAND USE <sup>1</sup>									
MAP ID (EXHIBIT 4-9)	ASSESSOR PARCEL NUMBER	CORONADO ZONING	HISTORIC RESOURCE?	ALUCP ZONE	AREA (SQ FT)	CHILD DAY CARE, NURSERIES, PRESCHOOLS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY	HOTEL/MOTEL	LIGHT MANUFACTURING (CLOTHING, TEXTILES, PRECISION INSTRUMENTS)	THEATERS	
39 <sup>2</sup>	537-432-07	R-1A	Y	APZ I	8,033	8,033	0	8,033	0	0	0	0	0	0	
40 <sup>2</sup>	537-531-16	R-1A	Y	APZ I	7,625	7,625	0	7,625	0	0	0	0	0	0	
41 <sup>2</sup>	537-552-21	R-1A	Y	APZ I	7,119	0	0	7,119	0	0	0	0	0	0	
42	537-552-22	C	N	APZ I	10,566	10,566	0	10,566	0	0	0	10,566	10,566 <sup>6/</sup>	10,566	
42 <sup>3</sup>	537-552-22	C	N	APZ I	3,280 (floor area)	3,280	3,280	3,280	3,280	3,280	3,280	0	0	3,280	
43 <sup>4</sup>	537-562-01 537-562-02	C	N	APZ I	20,479 (floor area)	20,479	20,479	20,479	20,479	20,479	20,479	0	0	20,479	
Total Parcel Area					445,714	—	—	—	—	—	—	—	—	—	
Totals – Parcels Subject to Displacement					—	424,212	54,719	445,714	0	54,719	207,101	22,605	22,605	22,605	
Totals – Parcel Area Subject to Displacement on Arterial and Collector Streets					230,530	223,189	25,829	230,530	0	25,829	102,238	22,605	22,605	22,605	
Totals – Floor Area					23,759	23,759	23,759	23,759	23,759	23,759	23,759	0	0	23,759	
Total Parcel Area					445,714	—	—	—	—	—	—	—	—	—	

NOTES

n/a Coronado Zoning Code does not allow the use in the corresponding zone.

1 No potentially developable parcels were found that could accommodate these incompatible uses: colleges/ universities; hospitals; congregate care, nursing, and convalescent homes; stadiums and arenas; solid waste facilities; sport and recreational enterprises (amusement parks, golf driving ranges, go-cart tracks, miniature golf courses), and amphitheaters.

2 These parcels are on streets classified as "local," which are not designed for through traffic. The others are on collector or arterial streets. The potential for increased traffic with the various incompatible land uses may make the approval of special use permits, whether major or minor, difficult because of the possibility of neighborhood objections.

3 The upper floor of the two-story building on map ID 42 is considered to be potentially available for the incompatible uses noted in the table. This would be an alternative to the redevelopment of the parcel, described in the preceding row.

4 Map ID 43 represents the second and third floors of Coronado Plaza, which have 13,464 and 7,015 square feet of gross floor area, respectively. This space is considered to be potentially available for the incompatible uses noted in the table.

5 It is assumed that this leasable space could be potentially available for auxiliary college or university classrooms.

SOURCE: Ricondo & Associates, Inc. analysis, November 2019; City of Coronado General Plan, Circulation Element, Figure A, amended 2012, (street classification).

TABLE D-3 SUMMARY OF POTENTIALLY DISPLACED DEVELOPMENT

LAND USE	DWELLING UNITS	EXPANDED GROSS FLOOR AREA (SQ FT)	NEW INCOMPATIBLE NONRESIDENTIAL FLOOR AREA (SQ FT) <sup>1</sup>	NEW INCOMPATIBLE NONRESIDENTIAL PARCEL AREA (SQ FT) <sup>2</sup>
Single-Family Residential	28	---	---	---
Multiple-Family Residential	8	---	---	---
Commercial	---	3,850 to 25,550	---	---
Hotel/Resort	---	38,023	---	---
Child Day Care Centers, Nurseries, Preschools	---	---	23,759 <sup>3</sup>	424,212
K-12 Schools	---	---	23,759 <sup>3</sup>	54,719
Trade Schools	---	---	23,759 <sup>3</sup>	445,714
Colleges and Universities (classrooms)	---	---	23,759 <sup>3</sup>	0
Places of Religious Assembly	---	---	23,759 <sup>3</sup>	54,719
Places of Public/Fraternal Assembly	---	---	23,759 <sup>3</sup>	207,101
Hotels, Motels	---	---	0	22,605
Light Manufacturing (textiles, clothing, precision instruments)	---	---	0	22,605
Theaters	---	---	23,759 <sup>3</sup>	22,605
<b>Totals</b>	<b>36</b>	<b>41,873 to 63,573</b>	<b>0 to 23,759<sup>4</sup></b>	<b>0 to 445,714<sup>4</sup></b>

## NOTES:

- 1 Includes only leasable floor area on the upper floors of two commercial buildings, one of which is on a parcel that is considered potentially developable and is also considered in the column to the right.
- 2 Includes the total parcel area subject to potential displacement, rather than estimated floor area of potentially displaced development.
- 3 Includes 20,479 square feet of floor area on the upper floors of Coronado Plaza (map ID 43 on Exhibit 4-9) and 3,280 square feet of floor area on the second floor of the building at the corner of Loma and Orange Avenues (map ID 42 on Exhibit 4-9).
- 4 The data listed in these columns includes many of the same parcels, so the data cannot be validly summed. The "totals" represent the total leasable area or parcel area involved for each measure of displaced development.

SOURCE: Ricondo &amp; Associates, Inc., November 2019.

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