

NOTICE OF EXEMPTION

To: State of California
Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 212
Sacramento, California 95814

County Clerk
County of San Diego
County Administration Center
1600 Pacific Highway, Room 260
San Diego, California 92101

FROM: San Diego County Regional Airport Authority
Airport Land Use Commission
Post Office Box 82776
San Diego, California 92138-2776

PROJECT TITLE: Ramona Airport - Airport Land Use Compatibility Plan (ALUCP)

PROJECT LOCATION: The Airport Influence Area (AIA) for the Ramona Airport ALUCP is located within the vicinity of Ramona Airport, 3 miles west of the town center of the unincorporated community of Ramona in central San Diego County, approximately 27 miles north of downtown San Diego and 3 miles north of State Route 67.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The San Diego County Airport Land Use Commission (ALUC) is mandated by the State Aeronautics Act to prepare an ALUCP for each public use and military airport within the county. The purpose of an ALUCP is to protect the operations of the airport and concurrently safeguard the welfare of inhabitants and the general public within the vicinity of the airport. The ALUCP accomplishes these objectives by establishing a geographic scope of application (the AIA) and criteria for the compatibility of specific land uses within the AIA. The compatibility standards are based upon sensitivity of land uses to airport noise exposure, minimizing risk in the event of aircraft accidents, protection of airspace from hazards and obstructions to flight and airport operations, and residential awareness of airport proximity to minimize annoyance.

The ALUCP compatibility standards must be implemented into the respective land use plans and regulations of the affected local agencies with land use jurisdiction, or local agencies may overrule all or portions of the ALUCP. The ALUCP does not regulate airport operations, nor does it have any impact on existing land uses. The ALUCP applies only to land use plans and new projects proposed after adoption of the ALUCP. The beneficiaries of the project would be the implementing local agency and the airport operator (both the County of San Diego), and inhabitants and the general public who would occupy land uses near the airport.

The County of San Diego is the primary local agency with land use jurisdiction to implement or overrule the ALUCP. The project replaces a previous ALUCP, adopted by the ALUC in 2006 and amended in 2008 and 2011, which the County implemented in 2011 through zoning of properties within the AIA, so the project would be implemented using the existing zoning.

NAME OF PUBLIC AGENCY APPROVING PROJECT: San Diego County Regional Airport Authority (SDCRAA), acting in its capacity as the ALUC for San Diego County

NAME OF PERSON/AGENCY CARRYING OUT PROJECT: SDCRAA, County of San Diego

EXEMPT STATUS: *(check one)*

- Ministerial (§21080(b)(1); 15268)
- Declared Emergency (§21080(b)(3); 15269(a))
- Emergency Project (§21080(b)(4); 15269(b)(c))
- Categorical Exemption: **§15061(b)(3)**
- Statutory Exemptions

REASONS WHY PROJECT IS EXEMPT: The County of San Diego has already implemented the 2006 ALUCP policies and standards into its zoning code. These regulations already restrict development of new noise-sensitive land uses (e.g., educational, or institutional) within noise contour ranges, and the project maintains at least the same residential density and nonresidential intensity limits established in the 2006 ALUCP. The noise and safety compatibility policies of the project therefore remain consistent with the adopted 2006 ALUCP and current County zoning.

The primary effect of the project would result from the shifting of some noise contours and safety zone boundaries and the corresponding application of differing ALUCP standards. A displacement analysis comparing the total amount of development potential under the County's current zoning with the amount that could be supported under the project concluded that more residential units could be accommodated under the project and, assuming a pattern of median growth, only a small fraction (less than three percent) of the nonresidential development potential might be displaced due to less permissive ALUCP standards or adjustments made to the boundaries of the noise and safety compatibility zones. It should be noted that the project safety zones shift so that some parts of the AIA will be subject to more permissive safety standards, providing new development opportunities for certain land uses.

However, any potential development is speculative, as is the potential impact of the project on limiting such development. Even if fractional capacities for development of certain properties were limited by the project, there is sufficient undeveloped land located within Ramona within other noise contours or safety zones or entirely outside of the limiting noise contours and safety zones that is zoned to accommodate any potentially displaced development.

Thus, the project could not have a significant impact on the environment. There would be no potential displacement of existing land uses or populations elsewhere as a result of the project, and, thus, it would neither induce nor prohibit growth which might occur in the absence of the project. As an update to an existing plan already implemented by the local agency, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of

avoiding or mitigating an environmental effect. There are no direct, indirect, or cumulatively considerable impacts created by the project because it does not result in any significant environmental impacts. The ALUCP as a project is therefore exempt from CEQA.

LEAD AGENCY CONTACT PERSON: Ralph Redman; Manager, Airport Planning; (619) 400-2464; ALUCPcomments@san.org

Signature: 

Date: 4/7/22

Date received for filing at OPR: _____