



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: February 10, 2011 **REPORT NO. PC-11-009**

ATTENTION: Planning Commission, Agenda of February 17, 2011

SUBJECT: AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
IMPLEMENTATION PLAN (PROCESS 5)

SUMMARY

Issue(s): Should the Planning Commission recommend approval to the City Council of the ALUCP Implementation Plan for Marine Corps Air Station (MCAS) Miramar, Brown Field, Gillespie Field, and Montgomery Field that includes Land Development Code and Local Coastal Program amendments, zoning actions, and community plan amendments consistent with adopted ALUCPs to allow the City to assume land use authority over compatibility reviews in the Airport Land Use Compatibility Overlay Zone?

Staff Recommendation: That the Planning Commission recommend approval to the City Council of the ALUCP Implementation Plan as follows:

1. **Adopt** the Amendments to the Land Development Code and Local Coastal Program (Chapter 11, Article 2; Chapter 12, Articles 6 and 7; Chapter 13, Articles 1 and 2; and Chapter 15, Article 1) and adoption of maps (MCAS Miramar C-929, C-930, C-931, C-932, C-933; Brown Field C-940, C-941, C-942, C-943, C-944; Gillespie Field C-945, C-946, C-947; and Montgomery Field C-935, C-936, C-937, C-938, C-939) to create the Airport Land Use Compatibility Overlay Zone.
2. **Approve** zoning actions to apply the new Airport Land Use Compatibility Overlay Zone to all property located within a designated airport influence area for MCAS Miramar (C-933), Brown Field (C-944), Gillespie Field (C-947), and Montgomery Field (C-939) in the following communities: Black Mountain Ranch, Carmel Mountain Ranch, Carmel Valley, Clairemont Mesa, College Area, Del Mar Mesa, East Elliott, Kearny Mesa, La Jolla, Linda Vista, Los Penasquitos, Mid City Communities (Eastern Area, Kensington-Talmadge, Normal Heights), Miramar Ranch North, Mira Mesa, Mission Valley, Navajo, North Park, Otay Mesa, Otay Mesa-Nestor, Pacific Highlands Ranch, Rancho Bernardo, Rancho Encantada, Rancho Penasquitos, Sabre Springs, San Ysidro, Scripps Miramar Ranch, Serra Mesa, Tierrasanta, Tijuana River Valley, Torrey Highlands, Torrey Hills, Torrey Pines, University, and Uptown; and to remove the old Airport

Environs Overlay Zone (AEOZ) from such property (except in cases where the AEOZ is still applicable for San Diego International Airport).

3. **Adopt** land use plan amendments to the Clairemont Mesa Community Plan, Kearny Mesa Community Plan, Linda Vista Community Plan, Mira Mesa Community Plan, Rancho Penasquitos Community Plan, Scripps Miramar Ranch Community Plan, Serra Mesa Community Plan, Tierrasanta Community Plan, Torrey Hills Community Plan, Torrey Pines Community Plan, and University Community Plan.
4. **Identify** that the following community plan maps as represented in the City of San Diego General Plan, Land Use and Community Planning Element, Figure LU-3, approved by Resolution R-303473, are areas appropriate for infill development in accordance with the overlay zone (Section 132.1540): Clairemont Mesa Community; Kearny Mesa Community; Linda Vista Community; Mira Mesa Community; Serra Mesa Community; Torrey Hills Community; Torrey Pines Community; Tierrasanta Community; and University Community.

Environmental Review: The City of San Diego previously prepared and certified a Program Environmental Impact Report (PEIR) No. 104495 for revisions to the General Plan. It has been determined that the proposed ALUCP Implementation Plan would not result in significant effects not discussed in the previous PEIR. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, Addendum to PEIR No. 104495 was prepared.

Fiscal Impact Statement: Costs associated with the processing of the code amendments, zoning actions, and plan amendments to implement Airport Land Use Compatibility Plans in accordance with state law is an unfunded state mandate paid for by the City's general fund and the Development Services Department enterprise fund. Costs associated with implementation of these regulations in the future will be covered by project applicants.

Housing Impact Statement: The adopted Airport Land Use Compatibility Plans limit the density and intensity of new development surrounding airports in consideration of aircraft accident risk exposure, but do not impact existing uses. The density limitations are not expected to cause housing impacts because sufficient land with similar land use and zoning is available outside of designated safety zones.

BACKGROUND

The San Diego County Regional Airport Authority acts as the region's Airport Land Use Commission and is required by state law to adopt Airport Land Use Compatibility Plans (ALUCPs) for each public and military airport in the county. The Airport Authority adopted the MCAS-Miramar ALUCP on October 2, 2008; and adopted ALUCPs for Brown Field, Gillespie Field, and Montgomery Field on January 25, 2010. The ALUCPs were adopted through a public

process that involved various stakeholders including a formal group of stakeholders known as the ALUCP Technical Advisory Group (ATAG). (Adopted ALUCP documents are available for review at www.sandiego.gov/development-services/industry/airportamend.shtml or may be obtained directly from the Airport Authority at www.san.org.)

State law requires each local agency having jurisdiction within an airport influence area to take action to amend land use plans and zoning ordinances to be consistent with adopted ALUCPs, or to take action to overrule the Airport Land Use Commission. The City will be the first jurisdiction in the County of San Diego to formally process an ALUCP Implementation Plan with the Airport Land Use Commission.

The proposed ALUCP Implementation Plan will allow the City to retain land use authority over compatibility reviews in the Airport Land Use Compatibility Overlay Zone. In the meantime, applications within the airport influence areas for MCAS Miramar, Brown Field, Gillespie Field, and Montgomery Field must be submitted to the Airport Authority for ALUCP consistency review, prior to final action by the City.

The ALUCP Implementation Plan was drafted to accommodate the addition of airport influence areas for San Diego International Airport (SDIA), Naval Air Station (NAS) North Island, and Naval Outlying Field (NOLF) Imperial Beach, through subsequent City Council actions once the respective ALUCPs are adopted by the Airport Land Use Commission. Individuals interested in participating in the ALUCP adoption process for these airports should contact the Airport Authority for information.

Public Outreach and Stakeholder Recommendations

Development Services and City Planning & Community Investment Department staff coordinated with the Airport Authority, Marine Corps, and various City Departments including the Airports Division to prepare the implementation documents, which involved translation of ALUCP policies into the format of the Land Development Code and analysis of potential conflicts with existing community plans. Process information and draft documents have been posted on the City website since December 2008.

Staff presented the ALUCP Implementation Plan to the Community Planners Committee, Code Monitoring Team, Technical Advisory Committee, and various community planning groups. In an effort to encourage greater public participation and awareness of the ALUCP Implementation Plan, the draft was distributed for a 6 week public review period October 20 - December 1, 2010, to the existing database of interested persons maintained by the City Planning and Community Investment Department that includes community planning chairs, members of each planning group, stakeholder groups, airport operators, and other interested members of the public. Recommendations in support of the proposed ALUCP Implementation Plan are identified below.

City Council Initiation of Zoning Actions and Plan Amendments: On March 9, 2009, the City Council initiated zoning actions and plan amendments for the ALUCP Implementation Plan. The initiation action covered all airport influence areas within the

City including Brown Field, Gillespie Field, Montgomery Field, MCAS Miramar, NAS North Island, NOLF Imperial Beach, and San Diego International Airport.

Technical Advisory Committee (TAC): On December 8, 2010, the Technical Advisory Committee voted 7-0-0 to recommend approval of the ALUCP Implementation Plan.

Code Monitoring Team (CMT): On December 8, 2010, the Code Monitoring Team voted 7-0-0 to recommend approval of the ALUCP Implementation Plan.

Community Planners Committee (CPC): On March 24, 2009, the Community Planners Committee reviewed the proposed ALUCP Implementation Plan. CPC voted unanimously to defer recommendations on the ALUCP Implementation Plan to individual planning groups.

Clairemont Mesa Community Planning Group: Clairemont Mesa is located within the airport influence areas for MCAS Miramar and Montgomery Field. On January 18, 2011, the Clairemont Mesa Planning Group voted 11-0-0 to recommend approval of the ALUCP Implementation Plan.

Del Mar Mesa Community Planning Group: Del Mar Mesa is located within the airport influence area for MCAS Miramar. On May 14, 2009 the Del Mar Mesa Community Planning Group reviewed the proposed ALUCP Implementation Plan for MCAS Miramar as an informational item.

Kearny Mesa Community Planning Group: Kearny Mesa is located within the airport influence areas for MCAS Miramar and Montgomery Field. On May 20, 2009, the Kearny Mesa Community Planning Group reviewed the proposed ALUCP Implementation Plan for MCAS Miramar as an informational item. The Kearny Mesa CPG actively participated in the Airport Authority's adoption process for the Montgomery Field ALUCP. On January 19, 2011, the Kearny Mesa Community Planning Group voted 13-1-0 to recommend approval of the City's ALUCP Implementation Plan.

Linda Vista Community Planning Group: Linda Vista is located within the airport influence area for Montgomery Field. On January 24, 2011, the Linda Vista Community Planning Group voted 15-0-0 to recommend approval of the City's ALUCP Implementation Plan.

Mira Mesa Community Planning Group: Mira Mesa is located within the airport influence areas for MCAS Miramar and Montgomery Field. The Mira Mesa CPG actively participated in the Airport Authority's adoption process for the MCAS Miramar ALUCP. On May 18, 2009, the Mira Mesa Community Planning Group reviewed the implementation plan for MCAS Miramar as an informational item. On January 18, 2011, the Mira Mesa Community Planning Group voted 9-0-0 to recommend approval of the City's ALUCP Implementation Plan.

Otay Mesa Community Planning Group: Otay Mesa is located within the Brown Field airport influence area. The Otay Mesa Community Planning Group actively participated in the Airport Authority's adoption process for the Brown Field ALUCP. The Planning Group will review the ALUCP Implementation Plan at their February 16, 2011 meeting. Staff will report the results at the hearing.

Rancho Penasquitos Community Planning Group: Rancho Penasquitos is located within the airport influence area for MCAS Miramar. The Rancho Penasquitos Community Planning Group will review the ALUCP Implementation Plan at their meeting on February 2, 2011. Staff will report the results at the hearing.

Scripps Miramar Ranch Community Planning Group: Scripps Miramar Ranch is located within the airport influence area for MCAS Miramar. The Scripps Miramar Ranch Community Planning Group will review the ALUCP Implementation Plan at their meeting on February 3, 2011. Staff will report the results at the hearing.

Serra Mesa Community Planning Group: Serra Mesa is located within the airport influence area for Montgomery Field. On January 20, 2011, the Serra Mesa Planning Group voted 10-0-1 to recommend approval of the ALUCP Implementation Plan.

Tierrasanta Community Planning Group: Tierrasanta is located within the airport influence areas for MCAS Miramar, Gillespie Field, and Montgomery Field. On January 19, 2011, the Tierrasanta Planning Group voted 16-0-0 to recommend approval of the ALUCP Implementation Plan.

Torrey Hills Community Planning Group: Torrey Hills is located within the airport influence area for MCAS Miramar. The Torrey Hills Community Planning Group will review the ALUCP Implementation Plan at their February 15, 2011 meeting. Staff will report the results at the hearing.

Torrey Pines Community Planning Group: Torrey Pines is located within the airport influence area for MCAS Miramar. On January 13, 2011, the Torrey Pines Community Planning Group voted 10-0-1 to recommend approval of the ALUCP Implementation Plan.

University Community Planning Group: The University Community is located within the airport influence areas for MCAS Miramar and Montgomery Field. On June 9, 2009, the University Planning Group reviewed the ALUCP Implementation Plan for MCAS Miramar as an informational item. On January 11, 2011, the University Planning Group voted 14-0-1 to recommend approval of the ALUCP Implementation Plan.

DISCUSSION

Airport Land Use Compatibility Plans become effective on the date of adoption by the Airport Land Use Commission and immediately require all proposals for new development within a designated airport influence area to be compatible with adopted ALUCP policies. This includes airport related noise, safety, and airspace protection criteria that further limit the existing use and development regulations of the underlying base zone.

Jurisdictions are afforded some flexibility to determine how to implement ALUCP policies. For the City of San Diego, adoption of a new overlay zone appears to be the best way to convey the new regulations. The proposed overlay zone is expected to improve consistency in application of the regulations and to increase overall awareness of applicable regulations by transferring requirements from various external regulatory documents into the Land Development Code. Zoning actions to apply the new overlay zone to all property in an airport influence area will help to inform property owners and prospective buyers of potential annoyances associated with proximity to an airport in accordance with ALUCP policies related to aircraft overflight and disclosure. The proposed overlay zone will also allow flexibility to address future ALUCP amendments and to incorporate additional airport influence areas as needed.

The City's ALUCP Implementation Plan includes proposed code amendments, zoning actions, community plan amendments, and identification of infill maps. A summary of the proposed code amendments is available in Report Attachment 1, and Report Attachment 2 includes the draft ordinance. The proposed zoning actions will apply the new Airport Land Use Compatibility Overlay Zone to airport influence areas as reflected on the airport influence area/overlay zone maps, and will remove the outdated Airport Environs Overlay Zone from all properties except surrounding the San Diego International Airport where the AEOZ is still applicable. In addition, maps will be adopted to indicate applicable noise contours, safety zones, airspace protection contours and aircraft overflight. (Reduced copies of the corresponding C sheets are available in Attachments 3-7.) All maps are representative of the respective ALUCP maps adopted by the Airport Authority for each airport.

Report Attachment 8 provides a summary of how existing ALUCP noise, safety, airspace, and overflight policies apply to individual communities. Minor plan amendments are necessary to remove inconsistencies and direct conflicts between adopted ALUCPs and the Clairemont Mesa Community Plan, Kearny Mesa Community Plan, Linda Vista Community Plan, Mira Mesa Community Plan, Rancho Penasquitos Community Plan, Scripps Miramar Ranch Community Plan, Serra Mesa Community Plan, Tierrasanta Community Plan, Torrey Hills Community Plan, Torrey Pines Community Plan, and University Community Plan. See Report Attachments 9-20.

Relationship to Existing Development

The Airport Land Use Commission has no authority over existing land uses. Occupancy changes or tenant improvements within an existing non-residential building would be exempt from review if proposed development would not increase intensity as measured by the number of required parking spaces (Section 132.1505). However, a proposed increase in density or intensity would be subject to compatibility review in accordance with the overlay zone.

Replacement or expansion of previously conforming development would be permitted where not in conflict with applicable noise, safety or airspace protection requirements. For example, a previously conforming multi dwelling unit development could not add any dwelling units, but would be allowed to otherwise make improvements in compliance with airspace protection requirements. Similarly, non-residential development would be allowed to make tenant improvements that would not increase the number of people at the facility or create a hazard to air navigation. Additional requirements are included to implement adopted ALUCP policies related to educational facilities, hospitals, and correctional facilities.

Pursuant to adopted ALUCPs, the overlay zone would also allow infill development to occur (outside of the runway protection zones) in urbanized areas consistent with the existing development pattern established within a quarter mile, and consistent with specified infill development criteria in Section 132.1540, even if the proposed use would otherwise be incompatible with noise or safety compatibility criteria. The Airport Authority's infill policy is intended to respect the existing density and intensity of development that existed prior to adoption of the ALUCP documents. However, the adopted infill policy for MCAS Miramar is more limited in scope and only applies to non-residential development in the Transition Zone.

As part of the processing of the City's ALUCP Implementation Plan, the City is required to identify areas appropriate for infill and submit to the Airport Land Use Commission to determine whether they concur with the infill identification. Staff selected the following community plan areas for City Council identification as appropriate for infill development in accordance with the overlay zone: Clairemont Mesa Community; Kearny Mesa Community; Linda Vista Community; Mira Mesa Community; Serra Mesa Community; Torrey Hills Community; Torrey Pines Community; Tierrasanta Community; and University Community. These communities are identified as "urbanized" in the City's General Plan, and were substantially developed prior to the adoption of the MCAS Miramar and Montgomery Field ALUCPs. Otay Mesa was not identified as an infill area due to the existing low intensity of development surrounding Brown Field. It is expected that infill development in accordance with Section 132.1540 will mainly occur in locations around Montgomery Field within the communities of Kearny Mesa, Serra Mesa, and Clairemont Mesa.

Compatibility Reviews for New Development

The permit process would remain unchanged for most development types. However, a Site Development Permit would be required to evaluate safety compatibility in some cases (i.e. new residential in specified density range). A discretionary permit process would also be available for applicants to demonstrate safety compatibility in cases where floor area ratio would not provide an accurate estimate of the number of people in a non residential development.

Compatibility reviews for development in the Airport Land Use Compatibility Overlay Zone would be conducted by the City, except for the following project types that require a consistency determination from the Airport Land Use Commission prior to City approval (Section 132.1550):

- Development in the Clear Zone (Miramar) or Runway Protection Zone/Safety Zone 1 (Brown Field and Montgomery Field)
- Development that would deviate from the Airport Land Use Compatibility Overlay Zone
- Development determined to be a hazard by the Federal Aviation Administration
- Development that includes a rezone, approval of a land use plan, or amendment thereto that would affect land use within the Airport Land Use Compatibility Overlay Zone
- Development that includes aviation uses, non-aviation uses located on airport property, or Airport Master Plans
- Amendments to the Land Development Code that would affect structure height, density or non residential intensity within the Airport Land Use Compatibility Overlay Zone

Any development that would be incompatible with the overlay zone would require a Site Development Permit (Process Five) and could not be approved unless the City Council takes action to overrule the Airport Land Use Commission (Section 132.1555) based on findings that the development will not be detrimental to the public health safety and welfare; the development will minimize the public's exposure to excessive noise and safety hazards to the extent feasible; and the development will meet the purpose and intent of the Public Utilities Code Section 21670, to protect the public health, safety, and welfare through the orderly expansion of airports and adoption of land use measures to minimize the public's exposure to new excessive noise and safety hazards around public airports.

Conclusion:

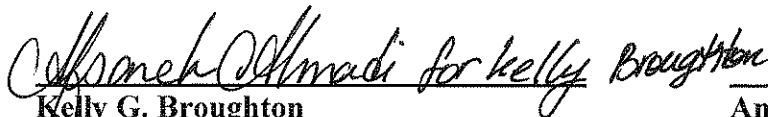
Staff recommends that the Planning Commission recommend approval of the ALUCP Implementation Plan, including adoption of the Land Development Code and Local Coastal Program amendments and maps, approval of the zoning actions, adoption of the community plan amendments, and identification of infill maps consistent with adopted ALUCPs to allow the City to assume land use authority over compatibility reviews in the Airport Land Use Compatibility Overlay Zone.


ALTERNATIVES:

1. **Approve** the ALUCP Implementation Plan **with modifications** to the code amendments, zoning actions, community plan amendments, or infill maps. It should be noted that any modification to the ALUCP Implementation Plan that is determined by the Airport Land Use Commission to be inconsistent with adopted Airport Land Use Compatibility Plans would require the City of San Diego to process an overrule of all or part of the adopted ALUCPs in accordance with Public Utilities Code Section 21676; or
2. **Deny** the ALUCP Implementation Plan. A decision to deny the ALUCP Implementation Plan would not allow the City to assume land use authority over compatibility reviews. This alternative would fail to address existing inconsistencies in the existing Airport Environs Overlay Zone, which were identified as a significant Health and Safety impact in the General Plan Program Environmental Impact Report (PEIR No. 104495). This alternative would also result in time delays and processing costs for discretionary and

ministerial permits within the airport influence areas for MCAS Miramar, Brown Field, Gillespie Field, and Montgomery Field because project applicants would be required to submit development applications to the Airport Land Use Commission for ALUCP consistency review, prior to final action by the City.

Respectfully submitted,


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Senior Planner, Land Development Code
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BROUGHTON/AJL

Attachments:

1. Summary of Code Amendments
2. Draft Ordinance
3. ALUCOZ/Airport Influence Area Maps (C-933, C-944, C-947, C-939)*
4. Noise Contour Maps (C-929, C-942, C-937)*
5. Safety Zone Maps (C-930, C-940, C-935)*
6. Airspace Protection Maps (C-932, C-943, C-946, C-938)*
7. Aircraft Overflight Maps (C-931, C-941, C-945, C-936)*
8. Summary of ALUCP Applicability by Community Plan Area
9. Memo from City Planning & Community Investment Department
10. Clairemont Mesa Community Plan Amendment
11. Kearny Mesa Community Plan Amendment
12. Linda Vista Community Plan Amendment
13. Mira Mesa Community Plan Amendment
14. Rancho Penasquitos Community Plan Amendment
15. Scripps Miramar Ranch Community Plan Amendment
16. Serra Mesa Community Plan Amendment
17. Tierrasanta Community Plan Amendment
18. Torrey Hills Community Plan Amendment
19. Torrey Pines Community Plan Amendment
20. University Community Plan Amendment

* Reduced copies of the C sheets were included for production with this Report. Full size copies are available for review in the Office of the City Clerk located at 202 "C" Street, 2nd Floor, or in the Development Services Department, 1222 First Avenue, 3rd Floor, San Diego, CA 92101.

ALUCP Implementation Plan: Summary of Code Amendments

Sections	Description of Proposed Code Amendments
112.0301 112.0302	<u>Public Notice</u> Incorporates new notice provisions to inform airport stakeholders of discretionary permits in process, and creates a new notification process for requests to overrule the Airport Land Use Commission.
126.0402 126.0404 126.0502 132.1502	<u>Required Reviews and Development Permits</u> Clarifies applicability of the overlay zone with respect to required review processes and permit types. Neighborhood Development Permits and Site Development Permits are the two types of discretionary permits that would be associated with the proposed overlay zone. In general, new development that would not increase the density or floor area ratio of an existing building, or that would otherwise comply with the compatibility criteria, would not require a special permit for the proposed overlay zone.
131.0220 131.0320 131.0420 131.0520 131.0620 132.0102 132.0104 151.0103	<u>Relationship of Base Zones/Planned Districts to Overlay Zone</u> Clarifies the connection between citywide base zones, planned district base zones, and the new overlay zone. A use permitted in accordance with the base zone (including a planned district base zone) may be further limited or restricted to meet the purpose of the overlay zone.
132.0301 132.0302 132.0306 132.0309 132.0310	<u>Removal of MCAS Miramar, Brown Field & Montgomery Field from Airport Environs Overlay Zone</u> Clarifies that the existing Airport Environs Overlay Zone only applies to San Diego International Airport. All adopted ALUCP requirements applicable to MCAS Miramar, Brown Field, and Montgomery Field would be located in the proposed overlay zone.
132.1501 132.1502 Table 132-A Table 132-B 132.1505	<u>Purpose and Boundaries of Airport Influence Area (AIA)</u> Clarifies the purpose and applicability of the proposed Airport Land Use Compatibility Overlay Zone and identifies the boundaries of the airport influence areas. The adopted ALUCP airport influence area maps are incorporated by reference and will be updated to reflect any future modifications.
132.1510 Table 132-C Table 132-D	<u>Noise Compatibility</u> Identifies compatible uses based on aircraft noise exposure. The adopted ALUCP noise contour maps are incorporated by reference and will be updated to reflect any future modifications.

ALUCP Implementation Plan: Summary of Code Amendments

132.1515 Table 132-E Table 132-F Table 132-G	<u>Safety Compatibility</u> Identifies compatible uses in each safety zone and describes the method for calculation and measurement of density (dwelling units per acre) and intensity (people per acre) for the purpose of this overlay zone. The adopted ALUCP safety zone maps are incorporated by reference and will be updated to reflect any future modifications.
132.1520 Table 132-J	<u>Airspace Protection Compatibility</u> Identifies the FAA notification area and Part 77 height limits for airspace protection. The adopted ALUCP airspace protection maps are incorporated by reference and will be updated to reflect any future modifications to airspace protection surfaces.
132.1525 Table 132-K	<u>Aircraft Overflight Notification</u> Identifies the areas subject to aircraft overflight. Adopted ALUCP overflight maps are incorporated by reference and will be updated to reflect any future modifications to aircraft overflight. Zoning actions to apply the ALUCOZ to real property shall constitute official recordation and property owner notification of aircraft overflight at a subject property.
132.1530	<u>Requirement for Avigation Easement</u> Identifies the circumstances where avigation easements would be required as a condition of approval.
127.0102 132.1535	<u>Previously Conforming</u> Identifies applicability to development that was legally established prior to adoption of an ALUCP (previously conforming development).
132.1540	<u>Infill Development Criteria</u> Identifies criteria for compatibility of proposed infill development that would be consistent with the existing development pattern for the surrounding area, but incompatible with ALUCP noise or safety criteria.
132.1545	<u>Real Estate Disclosure</u> Requires all residential real estate transactions in the overlay zone to disclose that property for sale is located within an airport influence area.
132.1550	<u>Airport Land Use Commission Review</u> Clarifies when new development would be required to obtain a consistency determination from the Airport Land Use Commission prior to approval.
132.1555	<u>Overrule Process</u> Identifies the overrule process for City Council consideration of requests to overrule a consistency determination made by the Airport Land Use Commission as provided for in state law.

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE AMENDING CHAPTER 11, ARTICLE 2, DIVISION 3 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTIONS 112.0301, AND 112.0302; BY AMENDING CHAPTER 12, ARTICLE 6, DIVISION 4 BY AMENDING SECTION 126.0402; BY AMENDING CHAPTER 12, ARTICLE 6, DIVISION 5 BY AMENDING SECTION 126.0502; BY AMENDING CHAPTER 12, ARTICLE 7, DIVISION 1 BY AMENDING SECTION 127.0102; BY AMENDING CHAPTER 13, ARTICLE 1, DIVISION 1 BY AMENDING SECTIONS 132.0220, 131.0320, 131.0420, 131.0520, 131.0620; BY AMENDING CHAPTER 13, ARTICLE 2, DIVISION 1 BY AMENDING SECTIONS 132.0102 AND 132.0104; BY AMENDING CHAPTER 13, ARTICLE 2, DIVISION 3 BY AMENDING SECTIONS 132.0301, 132.0102, 132.0306, 132.0309, AND 132.0310; BY ADDING A NEW DIVISION 15, ENTITLED "AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE," SECTIONS 132.1501, 132.1502, 132.1505, 132.1510, 132.1515, 132.1520, 132.1525, 132.1530, 132.1535, 132.1540, 132.1545, AND 132.1550, AND AMENDING CHAPTER 15, ARTICLE 1, DIVISION 1 BY AMENDING SECTION 151.0103; ALL RELATED TO AIRPORT LAND USE COMPATIBILITY.

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That Chapter 11, Article 2, Division 3 of the San Diego Municipal Code is amended by amending Sections 112.0301 and 112.0302 to read as follows:

§112.0301 Types of Notice

- (a) through (b) [No change in text.]
- (c) Notice of Public Hearing. A Notice of Public Hearing shall be provided before a decision is made on an application for a permit, map, or other matter acted upon in accordance with Process Three, Process Four, or Process Five, or an appeal of Process Two, Process Three, Process Four decision, or of an *environmental determination*. A Notice of Public

Hearing shall also be provided before a decision is made by the City Council in accordance with Section 132.1550 (Overrule Process).

(1) through (3) [No change in text.]

(d) Reserved Notice of Availability.

(e) Notice of Request for Airport Land Use Compatibility Overrule Hearing.

A Notice of Request for Airport Land Use Compatibility Overrule Hearing is a written notice to advise of the availability of supporting materials for an overrule action requested in accordance with Section 132.1555 that will be acted on by the City Council at a future date.

(1) Content. The Notice of Request for Airport Land Use Compatibility Overrule Hearing shall include the following:

(A) A general description of the project;

(B) The location of the property that is the subject of the application;

(C) The applicable community planning area(s);

(D) The name, telephone number, and city address of the City staff person to contact for additional information;

(E) The name of the *applicant* and, with the consent of the *applicant*, the applicant's address and telephone number; and

(F) An explanation that a City Council hearing related to the

matter of whether to overrule the Airport Land Use Commission in accordance with Section 132.1555(e) will be scheduled no sooner than 6 weeks following the mailing date of the Notice of Request for Airport Land Use Compatibility Overrule hearing.

(2) Distribution

(A) The City Manager shall distribute the Notice of Request for Airport Land Use Compatibility Overrule Hearing at least 6 weeks prior to the first City Council hearing related to the matter of whether to overrule the Airport Land Use Commission.

(B) The City Manager shall distribute the Notice of Request for Airport Land Use Compatibility Overrule Hearing to the persons described in Section 112.0302(b).

(3) A subsequent Notice of Public Hearing shall be provided in accordance with Section 112.0301(c).

§112.0302 Notice by Mail

(a) [No change in text.]

(b) Persons Entitled to Notice. Except as provided in Section 112.0302(c), the Notice of Application, Notice of Future Decision, and Notice of Public Hearing shall be mailed to the following:

(1) through (5) [No change in text.]

(6) The Airport Land Use Commission, California Department of Transportation, Division of Aeronautics, and the airport operator, as applicable, for any *development* within the Airport Land Use Compatibility Overlay Zone.

(c) [No change in text.]

Section 2. That Chapter 12, Article 6, Division 4 of the San Diego Municipal Code is amended by amending Section 126.0402 to read as follows:

§126.0402 When a Neighborhood Development Permit is Required

(a) through (k) [No change in text.]

(l) A Neighborhood Development Permit is required for *development* within the Airport Land Use Compatibility Overlay Zone:

(1) Non-residential *development* where alternative compliance is requested to demonstrate safety compatibility in accordance with Section 132.1515(a)(5) using an equivalent calculation of people per acre.

(2) Non-residential *development* within the Brown Field or Montgomery Field airport influence areas where additional intensity (people per acre) is requested for a building designed to minimize risk and increase the safety of building occupants beyond the minimum requirements of the California Building Code in

accordance with Section 132.1515(g)(3).

§126.0404 Findings for Neighborhood Development Permit Approval

A Neighborhood Development Permit may be approved or conditionally approved only if the decision maker makes all of the *findings* in Section 126.0404(a) and the supplemental *findings* in Section 126.0404(b) through (e) that are applicable to the proposed *development* as specified in this section.

(a) through (d) [No change in text.]

(e) Supplemental Findings – Additional Intensity for Non-residential Development in the Brown Field or Montgomery Field Airport Influence Areas.

(1) That the proposed building provides increased fire resistant rated construction to prevent or delay fire-induced structural damage.

(2) That the proposed building provides increased fire protection systems to allow occupants more time to exit the building and to delay the spread of fire to adjacent buildings.

(3) That the building provides enhanced means for building egress.

(4) That the building design addresses light aircraft impact loads in the design of the building's structural systems in order to reduce the potential for structural damage.

Section 3. That Chapter 12, Article 6, Division 5 of the San Diego Municipal Code is amended by amending Section 126.0502 to read as follows:

§126.0502 When a Site Development Permit is Required

- (a) through (b) [No change in text.]

- (c) A Site Development Permit decided in accordance with Process Three is required for the following types of *development*.
 - (1) through (7) [No change in text.]

 - (8) *Development* within the Airport Land Use Compatibility Overlay Zone as required for safety compatibility in accordance with Section 132.1515.

- (d) [No change in text.]

- (e) A Site Development Permit decided in accordance with Process Five is required for the following types of *development*.
 - (1) through (3) [No change in text.]

 - (4) *Development* within the Airport Land Use Compatibility Overlay Zone proposing deviations from the overlay zone requirements, or *development* that includes a rezone or *land use plan* approval.

Section 4. That Chapter 12, Article 7, Division 1 of the San Diego Municipal Code is amended by amending Section 127.0102 to read as follows:

§127.0102 General Rules for Previously Conforming Premises and Uses

The following general rules apply to all *previously conforming premises* and uses:

(a) through (i) [No change in text.]

(j) Regulations for *premises* in the Airport Land Use Compatibility Overlay Zone that were legally established in an airport influence area prior to adoption of an Airport Land Use Compatibility Plan, or amendment thereto, are located in Section 132.1530.

Section 5. That Chapter 13, Article 1, Division 2 of the San Diego Municipal Code is amended by amending Section 131.0220 to read as follows:

§131.0220 Use Regulations of Open Space Zones

The regulations of Section 131.0222 apply in the open space zones unless otherwise specifically provided by footnotes indicated in Table 131-02B. The uses permitted in any zone may be further limited if the *premises* is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

Section 6. That Chapter 13, Article 1, Division 3 of the San Diego Municipal Code is amended by amending Section 131.0320 to read as follows:

§131.0320 Use Regulations of Agricultural Zones

The regulations of Section 131.0322 apply in the agricultural zones unless

otherwise specifically provided by footnotes indicated in Table 131-03B. The uses permitted in any zone may be further limited if the *premises* is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

Section 7. That Chapter 13, Article 1, Division 4 of the San Diego Municipal Code is amended by amending Section 131.0420 to read as follows:

§131.0420 Use Regulations of Residential Zones

The regulations of Section 131.0422 apply in the residential zones unless otherwise specifically provided by footnotes indicated in Table 131-04B. The uses permitted in any zone may be further limited if the *premises* is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

Section 8. That Chapter 13, Article 1, Division 5 of the San Diego Municipal Code is amended by amending Section 131.0520 to read as follows:

§131.0520 Use Regulations of Commercial Zones

The regulations of Section 131.0522 apply in the commercial zones unless otherwise specifically provided by footnotes indicated in Table 131-05B. The

uses permitted in any zone may be further limited if the *premises* is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

Section 9. That Chapter 13, Article 1, Division 6 of the San Diego Municipal Code is amended by amending Section 131.0620 to read as follows:

§131.0620 Use Regulations of Industrial Zones

The regulations of Section 131.0622 apply in the industrial zones unless otherwise specifically provided by footnotes indicated in Table 131-06B. The uses permitted in any zone may be further limited if the *premises* is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if *environmentally sensitive lands* are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

Section 10. That Chapter 13, Article 2, Division 1 of the San Diego Municipal Code is amended by amending Sections 132.0102 and 132.0104 to read as follows:

§132.0102 Overlay Zone Designations

[No change in text.]

Table 132-01A
Overlay Zone Designations

Division Number	Title of overlay zone	Map Designation
Division 2	Airport Approach Overlay Zone	AAOZ
Division 3	Airport Environs Overlay Zone	AEOZ
Division 4	Coastal Overlay Zone	COZ
Division 5	Coastal Height Limit Overlay Zone	CHLOZ
Division 6	Sensitive Coastal Overlay Zone	SCOZ
Division 7	Mobilehome Park Overlay Zone	MHPOZ
Division 8	Parking Impact Overlay Zone	PIOZ
Division 9	Residential Tandem Parking Overlay Zone	RTPOZ
Division 10	Transit Area Overlay Zone	TAOZ
Division 11	Urban Village Overlay Zone	UVOZ
Division 12	Mission Trails Design District	MTDD
Division 13	Clairemont Mesa Height Limit Overlay Zone	CMHLOZ
Division 14	Community Plan Implementation Overlay Zone	CPIOZ
Division 15	Airport Land Use Compatibility Overlay Zone	ALUCOZ

§132.0104 Applicability of Base Zone Regulations

The use and development regulations of the applicable base zone (including planned district base zones) apply in the overlay zones except as modified by the supplemental overlay zone regulations.

Section 11. That Chapter 13, Article 2, Division 3 of the San Diego Municipal Code is amended by amending Sections 132.0301, 132.0302, 132.0306, 132.0309 and 132.0310 to read as follows:

§132.0301 Purpose of the Airport Environs Overlay Zone

The purpose of the Airport Environs Overlay Zone is to provide supplemental regulations for property surrounding San Diego International Airport (SDIA). The intent of the regulation is as follows:

- (a) To ensure that land uses are compatible with the operation of airports by implementing the Airport Land Use Compatibility Plan for SDIA adopted

by the Airport Land Use Commission for the San Diego region;

(b) through (c) [No change in text.]

§132.0302 Where the Airport Environs Overlay Zone Applies

(a) This overlay zone applies to properties identified in the Airport Land Use Compatibility Plan for SDIA as areas within a noise contour zone, accident potential zone, or flight activity zone that are located within the boundaries shown on Map No. C-805, filed in the office of the City Clerk.

(b) [No change in text.]

Table 132-03A [No change in text.]

§132.0306 Supplemental Regulations

The Airport Land Use Compatibility Plan for SDIA contains community noise equivalent level contour maps, which identify areas subject to potential airport noise impacts, and airport approach maps, which identify areas of potential safety hazards. The Airport Land Use Compatibility Plan also provides a land use compatibility table which specifies the types of land uses that are incompatible within specified noise contours.

(a) For residential *development* within the 60dB CNEL contour, the applicant must demonstrate that indoor noise levels that are attributable to airport operations shall not exceed 45db. For uses not specifically identified, the City Manager shall determine the standard based upon applicable City and State statutory and regulatory requirements. The applicant will be required to spend no more than 10% of construction costs to meet noise attenuation requirements.

- (b) *Development* proposals shall comply with the standards of the Runway Protection Zones and Airport Approach Overlay Zone as described by the Airport Land Use Compatibility Plan.

§132.0309 Requirement for Avigation Easement

- (a) An avigation easement for *development* within the Airport Environs Overlay Zone is required on a *premises* located within the 1990 60dB or greater CNEL contour of the SDIA airport influence area where the *development* would result in an increase in the number of dwelling units within the Overlay Zone.
- (b) [No change in text.]

§132.0310 City Council Override

- (a) The applicant may file a petition to the City Council to override the City Manager's recommendation of noncompliance with the land use recommendations of the adopted Airport Land Use Compatibility Plan, within 10 business days of that decision. The City Council may, at its discretion, request a recommendation from the Airport Land Use Commission before deciding whether the petition will be heard.
- (b) The City Council, may, by a two-thirds vote, override the City Manager's decision and determine that the proposed use meets the intent of the Airport Land Use Compatibility Plan if the City Council makes the following findings:
 - (1) through (3) [No change in text.]

Section 12. That Chapter 13, Article 2, Division 15 entitled “Airport Land Use Compatibility Overlay Zone” of the San Diego Municipal Code is amended by adding a new Sections 132.1501, 132.1502, 132.1505, 132.1510, 132.1515, 132.1520, 132.1525, 132.1530, 132.1535, 132.1540, 132.1545, 132.1550, and 132.1555 to read as follows:

Article 2: Overlay Zones

Division 15: Airport Land Use Compatibility Overlay Zone

§132.1501 Purpose of the Airport Land Use Compatibility Overlay Zone

The purpose of the Airport Land Use Compatibility Overlay Zone is to implement adopted Airport Land Use Compatibility Plans, in accordance with state law, as applicable to property within the City. The intent of these supplemental regulations is to ensure that new *development* located within an airport influence area (identified in Table 132-15A) is compatible with respect to airport-related noise, public safety concerns, airspace protection, and aircraft overflight areas.

§132.1502 Where the Airport Land Use Compatibility Overlay Zone Applies

- (a) This overlay zone applies to properties that are located within an airport influence area as identified in an adopted Airport Land Use Compatibility Plan for a public use or military airport. Property within this overlay zone may be located within multiple airport influence areas. Table 132-15A lists the airport influence areas that apply within the boundaries of the overlay zone as identified on a map filed in the office of the City Clerk.

Table 132-15A

Applicable Airport Land Use Compatibility Plans

Airport Influence Area	Map Number Showing Boundaries of Airport Land Use Compatibility Overlay Zone Area
MCAS Miramar	C-933
Brown Field	C-944
Gillespie Field	C-947
Montgomery Field	C-939

- (b) Airport influence area maps identified in Table 132-15A indicate the boundary of the airport influence area for a particular airport, and divide the airport influence area into Review Areas 1 and 2 as further explained in Section 132.1505.
- (c) Table 132-15B indicates the type of permit required by this division, if any, for specific types of *development* proposals within this overlay zone.

Table 132-15B**Airport Land Use Compatibility Overlay Zone Applicability**

Type of <i>Development</i> Proposal	Supplemental Development Regulations	Required Permit Type/ Decision Process
<i>Development</i> that complies with the applicable compatibility regulations or that is specifically listed as exempt in accordance with Section 132.1505.	132.1505	No permit required by this division
Non-residential <i>development</i> where alternative compliance is requested to demonstrate safety compatibility in accordance with Section 132.1515(d) using an equivalent calculation of people per acre.	132.1515	Neighborhood Development Permit/ Process Two
Non-residential <i>development</i> in the Brown Field or Montgomery Field airport influence areas where additional intensity is requested for a building designed to minimize risk and increase safety of building occupants beyond the minimum requirements of the California Building Code in accordance with Section 132.1515(g)(3).	132.1515	Neighborhood Development Permit/ Process Two
<i>Development</i> as required for safety compatibility in accordance with Section 132.1515.	132.1515	Site Development Permit/ Process Three
<i>Development</i> proposing to deviate from this division, or new <i>development</i> that includes a rezone or <i>land use plan</i> approval.	132.1510 132.1515 132.1520 132.1535 132.1540	Site Development Permit/ Process Five

§132.1505 Development Review for Compatibility

- (a) Properties located within this overlay zone are designated as either Review Area 1 or Review Area 2 for a particular airport as identified on adopted airport influence area maps, filed in the office of the City Clerk.
- (b) New *development* or expansion of existing *development* within this overlay zone shall be subject to review for compatibility as follows:
- (1) Properties located within Review Area 1 shall comply with the noise, safety, and airspace protection compatibility requirements in

Sections 132.1510 through 132.1520, and with the aircraft overflight notification requirements in accordance with Section 132.1525.

(2) Properties located within Review Area 2 shall comply with the airspace protection compatibility requirements in accordance with Section 132.1520.

(3) *Development* in Review Area 1 that would be consistent with the existing *development* pattern of the surrounding area, but would include uses, densities or intensities inconsistent with the noise or safety compatibility criteria in Sections 132.1510 or 132.1515, may be determined to be compatible infill *development* in accordance with Section 132.1540.

(4) Properties located within the Brown Field, Montgomery Field, or Gillespie Field airport influence areas shall comply with requirements to dedicate aviation easements in accordance with Section 132.1530.

(c) The following shall be exempt from the requirements of this division:

(1) *Development* that is limited to interior modifications or repairs, or any exterior repairs or maintenance, that does not increase the *density, floor area ratio* or height of an existing *structure*;

(2) Non-residential occupancy changes within an existing building that would not require an increase in the number of parking spaces in

accordance with Chapter 14, Article 2, Division 5;

- (3) *Development* of an *accessory structure* that would result in a maximum increase of 1,500 square feet of *gross floor area*, where it would not be located within Safety Zone 1 (Runway Protection Zone), and would not require an increase in the number of parking spaces in accordance with Chapter 14, Article 2, Division 5; or
 - (4) A Special Event approved in accordance with Chapter 2, Article 2, Division 40, or a temporary use approved in accordance with Chapter 12, Article 3, Division 4.
- (d) The Airport Land Use Compatibility Plan in effect at the time an application was *deemed complete* shall be the basis for compatibility review. Modifications to an approved *development permit* that are not in *substantial conformance* with the previously approved permit shall require compatibility with the Airport Land Use Compatibility Plan in effect at the time the application for permit amendment is *deemed complete*.

§132.1510 Noise Compatibility

Noise compatibility between airport operations and proposed *development* within Review Area I of this overlay zone shall be evaluated as follows:

- (a) Aircraft noise exposure is identified on Airport Land Use Compatibility Plan community noise equivalent level (CNEL) noise contour maps prepared and adopted by the Airport Land Use Commission for each airport, and filed in the office of the City Clerk. Adopted noise contour

maps identified in Table 132-15C and noise compatibility criteria in Table 132-15D shall be used to determine land use compatibility in accordance with Section 132.1510(b).

**Table 132-15C
Adopted Noise Contour Maps**

Airport Influence Area	Map Number
MCAS Miramar	C-929
Brown Field	C-942
Montgomery Field	C-937

- (b) *Development* in an airport influence area shall be considered noise compatible where:
- (1) The proposed *development* is consistent with the use regulations of the underlying base zone; and
 - (2) The proposed *development* is permitted within the applicable noise exposure range in Noise Compatibility Criteria Table 132-15D that corresponds to the identified aircraft noise exposure for the proposed location.
- (c) Where noise attenuation is required for compatibility, the *applicant* shall demonstrate to the satisfaction of the City Manager that all interior spaces exposed to exterior aircraft noise sources will achieve the indoor noise level indicated on Table 132-15D.
- (d) Only aircraft-related noise sources shall be considered in determining compliance with Table 132-15D, except as otherwise required by the California Building Code for *hotel/motel* and *multiple dwelling unit residential development*.
- (e) Applicability to parcels with multiple noise contours

- (1) For uses conducted indoors, noise compatibility shall be determined by the noise exposure range that applies to 75 percent or more of the building.
- (2) For uses conducted outdoors, noise compatibility shall be determined by the noise exposure range that applies to the proposed location on the *premises*.
- (f) Where an *applicant* disputes the City Manager's determination of use category for a proposed *development*, an *applicant* may request an interpretation by the Planning Commission in accordance with Section 131.0110(b).

Legend for Table 132-15D

Symbol In Table 132-15D	Description Of Symbol
P	Use or use category is compatible with the identified exterior noise exposure level, and is permitted subject to the regulations of the underlying base zone. Regulations pertaining to a specific use may be referenced.
-	Use or use category is incompatible with the identified exterior noise exposure level and is not permitted.

Table 132-15D
Noise Compatibility Criteria

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Aircraft Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
Open Space				
Active Recreation	P	P	-	-
Passive Recreation	P	-	-	-
Natural Resources Preservation	P	P	P	P
Park Maintenance Facilities	P	P	-	-
Agriculture				
Agricultural Processing	P	P	P ¹	-
Aquaculture Facilities	P	P	P	-
Dairies	P	P	P	-
Horticulture Nurseries & Greenhouses	P	P	P	-
Raising & Harvesting of Crops	P	P	P	-
Raising, Maintaining & Keeping of Animals	P	P	P	-
Separately Regulated Agriculture Uses				
Agricultural Equipment Repair Shops	P	P	P ¹	-
Commercial Stables	P	P	P	-
Community Gardens	P	P	P	-
Equestrian Show & Exhibition Facilities	P	P	-	-
Open Air Markets for the Sale of Agriculture-Related Products & Flowers	P	P	-	-
Residential				
<i>Mobilehome Parks</i>	P ²	-	-	-
<i>Multiple Dwelling Units</i>	P ²	-	-	-
<i>Rooming House</i> [See Section 131.0112(a)(3)(A)]	P ²	-	-	-
<i>Single Dwelling Units</i>	P ²	-	-	-
Separately Regulated Residential Uses				
<i>Boarder & Lodger Accommodations</i>				Classify with primary use
Companion Units	P ²	-	-	-
Employee Housing	P ²	-	-	-
Fraternities, Sororities and Student Dormitories	P ²	-	-	-
Garage, Yard, & Estate Sales				Classify with primary use
Guest Quarters	P ²	-	-	-
Home Occupations				Classify with primary use

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Aircraft Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
Housing for Senior Citizens	P ²	-	-	-
Live/Work Quarters	P ²	-	-	-
Residential Care Facilities:				
6 or Fewer Persons	P ²	-	-	-
7 or More Persons	P ²	-	-	-
Transitional Housing:				
6 or Fewer Persons	P ²	-	-	-
7 or More Persons	P ²	-	-	-
Watchkeeper Quarters	Classify with primary use			
Institutional				
Separately Regulated Institutional Uses				
Airports	P	P	P	P
Botanical Gardens & Arboretums	P	P	P	-
Cemeteries, Mausoleums, Crematories	P	P	P ²	-
<i>Churches</i> & Places of Religious Assembly	P ²	-	-	-
Correctional Placement Centers	P ²	P ²	-	-
Educational Facilities:				
Kindergarten through Grade 12	P ²	-	-	-
Colleges / Universities	P ²	P ²	-	-
Vocational / Trade School	P ²	P ²	-	-
Energy Generation & Distribution Facilities	P	P	P	P
Exhibit Halls & Convention Facilities	P	P ²	-	-
<i>Flood</i> Control Facilities	P	P	P	P
<i>Historical Buildings</i> Used for Purposes Not Otherwise Allowed	Classify with primary use			
Homeless Facilities:				
Congregate Meal Facilities	P	P ¹	P ^{1,3}	-
Emergency Shelters	P ²	P ²	-	-
Homeless Day Centers	P	P ¹	P ¹	-
Hospitals, Intermediate Care Facilities & Nursing Facilities	P ²	-	-	-
Interpretive Centers	P ²	-	-	-
Museums	P ²	-	-	-
Major Transmission, Relay, or Communications Switching Stations	P	P	P	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Aircraft Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
<i>Satellite Antennas</i>	P	P	P	P
<i>Social Service Institutions</i>	P	P ¹	P ¹	-
<i>Wireless communication facility</i>	P	P	P	P
Sales				
Building Supplies & Equipment	P	P ¹	P ^{1,3}	-
Food, Beverages and Groceries	P	P ¹	P ^{1,3}	-
Consumer Goods, Furniture, Appliances, Equipment	P	P ¹	P ^{1,3}	-
Pets & Pet Supplies	P	P ¹	P ^{1,3}	-
Sundries, Pharmaceuticals, & Convenience Sales	P	P ¹	P ^{1,3}	-
Wearing Apparel & Accessories	P	P ¹	P ^{1,3}	-
Separately Regulated Sales Uses				
Agriculture Related Supplies & Equipment	P	P ¹	P ^{1,3}	-
Alcoholic Beverage Outlets	P	P ¹	P ^{1,3}	-
Plant Nurseries	P	P ¹	P ^{1,3}	-
Swap Meets & Other Large Outdoor Retail Facilities	P	P	-	-
Commercial Services				
Building Services	P	P ¹	P ¹	-
Business Support	P	P ¹	P ¹	-
Eating & Drinking Establishments	P	P ¹	P ^{1,3}	-
Financial Institutions	P	P ¹	P ¹	-
Funeral & Mortuary Services	P	P ¹	P ^{1,3}	-
Maintenance & Repair	P	P ¹	P ¹	-
Off-Site Services	P	P ¹	P ¹	-
Personal Services	P	P ¹	P ^{1,3}	-
Radio & Television Studios	P	P ¹	P ¹	-
Assembly & Entertainment	P	P ¹	P ¹	-
Visitor Accommodations	P ²	P ²	P ²	-
Separately Regulated Commercial Services Uses				
Adult Entertainment Establishments:				
Adult Book Store	P	P ¹	P ¹	-
Adult Cabaret	P	P ¹	P ¹	-
Adult Drive-In Theater	P	P ¹	-	-
Adult Mini-Motion Picture Theater	P	P ¹	P ¹	-
Adult Model Studio	P	P ¹	P ¹	-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Aircraft Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
Adult Motel	P ²	P ²	P ²	-
Adult Motion Picture Theater	P	P ¹	P ¹	-
Adult Peep Show Theater	P	P ¹	P ¹	-
Adult Theater	P	P ¹	P ¹	-
Body Painting Studio	P	P ¹	P ¹	-
Massage Establishment	P	P ¹	P ¹	-
Sexual Encounter Establishment	P	P ¹	P ¹	-
Bed & Breakfast Establishments:				
1-2 Guest Rooms	P ²	P ²	-	-
3-5 Guest Rooms	P ²	P ²	-	-
6+ Guest Rooms	P ²	P ²	-	-
Boarding Kennels	P	P ¹	P ^{1,3}	-
Camping Parks	P	-	-	-
<i>Child Care Facilities:</i>				
Child Care Centers	P ²	-	-	-
Large Family Day Care Homes	P ²	-	-	-
Small Family Day Care Homes	P ²	-	-	-
Eating and Drinking Establishments Abutting Residentially Zoned Property	P	P ¹	P ^{1,3}	-
Fairgrounds	P	P	-	-
Golf Courses, Driving Ranges, and Pitch & Putt Courses	P	P	-	-
Helicopter Landing Facilities	P	P	P	P
Instructional Studios	P	P ¹	P ¹	-
Massage Establishments, Specialized Practice	P	P ¹	P ^{1,3}	-
Nightclubs & Bars over 5,000 square feet in size	P	P ¹	P ^{1,3}	-
Parking Facilities as a <i>Primary Use</i> :				
Permanent Parking Facilities	P	P	P	-
Temporary Parking Facilities	P	P	P	-
Private Clubs, Lodges and Fraternal Organizations	P	P ¹	P ¹	-
Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size ⁽⁴⁾	P	P	-	-
Pushcarts	P	P	P	-
Recycling Facilities:				
Large Collection Facility	P	P	P	-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Aircraft Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
Small Collection Facility	P	P	P	-
Large Construction & Demolition Debris <i>Recycling Facility</i>	P	P	P	-
Small Construction & Demolition Debris <i>Recycling Facility</i>	P	P	P	-
Drop-off Facility	P	P	P	P
Green Materials Composting Facility	P	P	P	-
Mixed Organic Composting Facility	P	P	P	-
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic	P	P	P	-
Large Processing Facility Accepting All Types of Traffic	P	P	P	-
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic	P	P	P	-
Small Processing Facility Accepting All Types of Traffic	P	P	P	-
Reverse Vending Machines	P	P	P	P
Tire Processing Facility	P	P	P	-
Sidewalk Cafes	P	P	-	-
Sports Arenas & Stadiums	P	P ²	P ^{2,4}	-
Theaters that are outdoor or over 5,000 square feet in size	P	P ¹	P ^{1,3}	-
Urgent Care Facilities	P	P ¹	P ¹	-
Veterinary Clinics & Animal Hospitals	P	P ¹	P ^{1,3}	-
Zoological Parks	P	P	-	-
Offices				
Business & Professional	P	P ¹	P ¹	-
Government	P	P ¹	P ¹	-
Medical, Dental, & Health Practitioner	P	P ¹	P ¹	-
Regional & Corporate Headquarters	P	P ¹	P ¹	-
Separately Regulated Office Uses				
Real Estate Sales Offices & Model Homes	P	P ¹	P ¹	-
<i>Sex Offender</i> Treatment & Counseling	P	P ¹	P ¹	-
Vehicle & Vehicular Equipment Sales & Service				
Commercial Vehicle Repair & Maintenance	P	P	P ¹	-

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Aircraft Noise Exposure (dB CNEL)			
	60-65	65-70	70-75	75-80
Commercial Vehicle Sales & Rentals	P	P	P ¹	-
Personal Vehicle Repair & Maintenance	P	P	P ¹	-
Personal Vehicle Sales & Rentals	P	P	P ¹	-
Vehicle Equipment & Supplies Sales & Rentals	P	P	P ¹	-
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses				
Automobile Service Stations	P	P	P ¹	-
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i>	P	P	P ¹	-
Wholesale, Distribution, Storage				
Equipment & Materials Storage Yards	P	P	P	-
Moving & Storage Facilities	P	P	P ¹	-
Warehouses	P	P	P ¹	-
Wholesale Distribution	P	P	P ¹	-
Separately Regulated Wholesale, Distribution, and Storage Uses				
Impound Storage Yards	P	P	P	-
Junk Yards	P	P	P	-
Temporary Construction Storage Yards Located off-site	P	P	P	-
Industrial				
Heavy Manufacturing	P	P	P ¹	-
Light Manufacturing	P	P	P ¹	-
Marine Industry	P	P	P ¹	-
Research & Development	P	P	P ¹	-
Trucking & Transportation Terminals	P	P	P ¹	-
Separately Regulated Industrial Uses				
<i>Hazardous Waste</i> Research Facility	P	P	P ¹	-
<i>Hazardous Waste</i> Treatment Facility	P	P	P ¹	-
Marine Related Uses Within the Coastal Overlay Zone	P	P	P ¹	-
Mining and Extractive Industries	P	P	P	-
Newspaper Publishing Plants	P	P	P ¹	-
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises	P	P	P ¹	-
Very Heavy Industrial Uses	P	P	P ¹	-
Wrecking & Dismantling of Motor Vehicles	P	P	P	-

Footnotes to Table 132-15D

- ¹ Interior spaces exposed to exterior aircraft noise sources shall be attenuated to achieve an indoor noise level of 50 dB CNEL.
- ² Interior spaces exposed to exterior aircraft noise sources shall be attenuated to achieve an indoor noise level of 45 dB CNEL.
- ³ This use classification is not permitted for outdoor spaces exposed to aircraft noise greater than 70 dB CNEL.
- ⁴ Outdoor stadiums are not compatible in the 70-75dB CNEL aircraft noise exposure range.

§132.1515 Safety Compatibility

Safety compatibility between airport operations and proposed *development* within Review Area 1 of this overlay zone shall be evaluated as set forth below:

- (a) Relative aircraft accident risk exposure for property surrounding an airport is identified on Airport Land Use Compatibility Plan safety zone maps prepared and adopted by the Airport Land Use Commission for each airport, and filed in the office of the City Clerk. Adopted safety zone maps identified in Table 132-15E and applicable safety compatibility tables shall be used to determine land use compatibility in accordance with Section 132.1515(b).

**Table 132-15E
Adopted Safety Zone Maps**

Airport Influence Area	Map Number
MCAS Miramar	C-930
Brown Field	C-940
Montgomery Field	C-935

- (b) *Development* in an airport influence area shall be considered compatible with respect to safety as follows:

- (1) The proposed *development* is consistent with the use and development regulations of the underlying base zone, including

required *development permits* as applicable.

- (2) The proposed *development* is permitted within the designated safety zone as applicable or is compatible infill *development* in accordance with Section 132.1540.
- (3) The proposed *development* complies with the maximum residential density and non-residential intensity regulations for applicable safety zones, as measured in accordance with Section 132.1515(c), or is compatible infill *development* in accordance with Section 132.1540.
- (4) Compatible *development* may be approved with a construction permit (Process One), except where the *development* otherwise requires a *development permit*.

(c) Rules for calculation and measurement of safety compatibility

The intent is to measure a total number of *dwelling units* for a proposed residential *development* and the total number of people for a proposed non-residential *development* in order to demonstrate compliance with the applicable safety zone. Uses that are identified as permitted in a safety zone are presumed to comply with the limits for that safety zone. Uses that are identified as a limited use or require a *development permit* in accordance with Table 132-15F or 132-15G shall be subject to a calculation of *density* or intensity as follows:

- (1) Residential development density
 - (A) For the purpose of this section, the total number of people for a residential development shall be measured in terms of

dwelling units per acre. The total proposed *density* (including any *density* bonus in accordance with Chapter 14, Article 3, Division 7) for new residential *development* shall comply with the maximum *dwelling units* per acre specified in the applicable safety compatibility table.

- (B) Maximum *densities* indicated in each safety table below are calculated as *dwelling units* per gross acre on a site wide average. Alternatively, within the Brown Field and Montgomery Field airport influence areas *density* may be calculated as *dwelling units* per net acre in which case, a 20 percent increase in the maximum *dwelling units* per acre for the safety zone may be permitted.
- (C) Residential *density* limitations shall not be equated to the maximum intensity limits for non-residential uses.
- (D) Residential *development* that requires a Site Development Permit for safety compatibility in accordance with Section 126.0502(c)(8) shall be designed as follows:
- (i) *Dwelling units* shall be located to minimize safety hazards by taking maximum advantage of the topography and other site design features; and
 - (ii) *Dwelling units* shall be clustered to provide a maximum amount of open land with minimum dimensions of 75 feet by 300 feet, with a maximum slope of 5 percent.

(2) Non-residential development intensity

(A) The total number of people for a non-residential *development* shall be measured in terms of intensity (people per acre). Non-residential *development* shall comply with the maximum intensity specified in the applicable safety compatibility table.

(B) The “people per acre” associated with a non-residential *development* is equivalent to the ratio of the estimated number of people for the *development* divided by the size of the *premises* (in acres).

(C) Maximum intensities indicated in each safety table are calculated as people per gross acre on a site wide average. Alternatively, within the Brown and Montgomery airport influence areas non-residential intensity may be calculated as people per net acre, in which case a 20 percent increase in the maximum intensity level identified for the safety zone in Table 132-15G may be permitted.

(D) There are a variety of methods available to estimate the number of people associated with a non-residential *development*. Proposed *development* shall comply with either:

(i) The maximum *floor area ratio* indicated in the safety table; or

(ii) The maximum intensity limits (people per acre) and

maximum *lot coverage* where specified in the applicable safety compatibility table. *Lot coverage* shall be calculated in accordance with Section 113.0240.

(E) For the purpose of this section, *floor area ratio* may be used to estimate the number of people by dividing the square footage of the proposed use by the square feet per occupancy typically associated with the proposed use category, as listed in the applicable safety compatibility table.

(i) When a mix of non-residential uses are proposed from more than one category in Table 132-15F or 132-15G, the maximum *floor area ratio* for each use shall be calculated as a proportion of the total *floor area ratio* allowable for the respective safety zone.

(ii) For example, a project containing a mix of office (70 percent of total project square footage) and retail (30 percent of total project square footage) would be limited to 70 percent of the *floor area ratio* allowable for office as indicated in the applicable safety zone table, and 30 percent of the allowable *floor area ratio* for retail as indicated in the applicable safety table.

(iii) Non-residential *accessory uses* permitted in accordance with Section 131.0125 may exempt up to 10 percent of the total floor area from the people per acre calculation where the *accessory use* is neither an assembly room designed to accommodate more than 650 people, nor an institutional use identified as “not permitted” in the designated safety zone.

(iv) *Gross floor area* shall be calculated in accordance with Section 113.0234; however, parking garages may be excluded from the calculation of *gross floor area*.

(F) As an alternative to Section 132.1515(c)(2)(E), a *development permit* may be recorded to demonstrate compliance with the maximum number of people in the applicable safety zone.

(i) Where a Site Development Permit is required in accordance with Table 132-15F or 132-15G, the *applicant* shall demonstrate compliance with the maximum intensity of the safety zone through project design. Permit conditions may be added as necessary to ensure compliance with the maximum people per acre.

(ii) For all other uses where an alternative method to

floor area ratio would provide a more accurate estimate of the associated number of people, a Neighborhood Development Permit may be requested in accordance with Section 132.1515(d).

(3) Within a mixed use *development*, the residential and non-residential portions of the project are allowed a proportionate share of the respective allowable *density* or intensity of the safety zone. The residential portion shall not exceed the allowable residential *density* for the safety zone in accordance with Section 132.1515(c)(1), and the non-residential portion shall not exceed the allowable intensity for the safety zone in accordance with Section 132.1515(c)(2).

(4) Safety compatibility shall be evaluated based on the location of the safety zone boundary line.

(A) Any portion of the *development* located within a designated safety zone shall comply with the regulations for that safety zone.

(B) Where non-residential *development* is proposed on a *premise* with multiple safety zones, the maximum *gross floor area* permitted shall be the sum of the *gross floor area* permitted in each of the zones. *Gross floor area* may be redistributed to the least restrictive safety zone or to areas of the site located outside of a designated safety zone, but shall not be redistributed to the more restrictive safety

zone.

(d) An *applicant* may request approval of a Neighborhood Development Permit (Process Two) for a non-residential *development* where an alternative method of calculation is requested to demonstrate compliance with the maximum people per acre.

(1) The alternative method of calculation shall be provided in a form to the satisfaction of the City Manager and may include, for example, an estimate based on the proposed number of parking spaces associated with the *development*, or an estimate based on a survey of similar uses.

(2) In such cases, the non-residential *development* may exceed the maximum *floor area ratio* specified in the applicable safety compatibility table if the maximum intensity limit is not exceeded.

(3) The *development permit* shall specify the maximum intensity limit for the site, and shall require amendment of the *development permit* in accordance with Section 126.0113 for any future *development* that would exceed the maximum intensity specified in the permit.

(4) As a condition of permit approval:

(A) Occupancy limits more restrictive than California Building Code occupancy standards may be required to be posted on-site for the proposed *development*; and

(B) A maximum number of allowable parking spaces may be specified in the permit.

- (e) Where an *applicant* disputes the City Manager's determination of use category for a proposed *development*, an *applicant* may request an interpretation by the Planning Commission in accordance with Section 131.0110(b).
- (f) Safety Compatibility Review for MCAS Miramar:
- (1) Table 132-15F identifies the maximum residential *density* and non-residential intensity limits for the Accident Potential and Transition safety zones located in the MCAS Miramar airport influence area as identified on the adopted safety zone map referenced in Table 132-15E.
 - (2) *Development* is not permitted in the Clear Zone (zone with the greatest potential for aircraft accidents located immediately beyond the airport runway) as identified on the adopted safety zone map reference in Table 132-15E.

Legend for Table 132-15F

Symbol In Table 132-15F	Description Of Symbol
P	Permitted use. Use or use category is compatible with the identified safety zone without a limitation on maximum people per acre. The use is permitted subject to the regulations of the underlying base zone.
L	Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre.
L/X Percent (Floor Area Ratio)	Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre. The referenced maximum floor area ratio may be used as an equivalent measurement for the maximum people per acre in that safety zone.
SDP	A Site Development Permit is required to evaluate compatibility with the identified safety zone and the specified maximum people per acre. Additional regulations pertaining to a specific use may be referenced.
-	Use or use category is incompatible with the identified safety zone and is not permitted.

**Table 132-15F
Safety Compatibility Criteria for MCAS Miramar**

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
Maximum People Per Acre	25	50	300
Open Space			
Active Recreation	P ¹	P	P
Passive Recreation	P	P	P
Natural Resources Preservation	P	P	P
Park Maintenance Facilities	P	P	P
Agriculture			
Agricultural Processing [1000 sq ft per person]	-	L/.34	P
Aquaculture Facilities [1000 sq ft per person]	L/.57	P	P
Dairies [1000 sq ft per person]	L/.57	P	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
Maximum People Per Acre	25	50	300
Horticulture Nurseries & Greenhouses [1000 sq ft per person]	L/.57 ¹⁰	L/1.15	P
Raising & Harvesting of Crops [1000 sq ft per person]	L/.57 ⁴	P	P
Raising, Maintaining & Keeping of Animals [1000 sq ft per person]	L/.57	P	P
Separately Regulated Agriculture Uses			
Agricultural Equipment Repair Shops [300 sq ft per person]	L/.17	L/.34	P
Commercial Stables [1000 sq ft per person]	L/.57	P	P
Community Gardens	P ⁴	P	P
Equestrian Show & Exhibition Facilities [15 sq ft per person]	-	-	SDP ²
Open Air Markets for the Sale of Agriculture-Related Products & Flowers	-	-	P
Residential			
<i>Mobilehome Parks</i>	-	SDP ³	SDP ³
<i>Multiple Dwelling Units</i>	-	SDP ³	SDP ³
<i>Rooming House</i> [See Section 131.0112(a)(3)(A)]	-	SDP ³	SDP ³
<i>Single Dwelling Units</i>	- ¹¹	SDP ³	SDP ³
Separately Regulated Residential Uses			
<i>Boarder & Lodger Accommodations</i>	Classify with primary use		
Companion Units	P	P	P
Employee Housing	-	SDP ³	SDP ³
Fraternities, Sororities and Student Dormitories	-	SDP ³	SDP ³
Garage, Yard, & Estate Sales	Classify with primary use		
Guest Quarters	Classify with primary use		
Home Occupations	Classify with primary use		
Housing for Senior Citizens	- ¹¹	SDP ³	SDP ³
Live/Work Quarters	-	SDP ³	SDP ³
Residential Care Facilities:			
6 or Fewer Persons	- ¹¹	SDP ³	SDP ³
7 or More Persons	-	SDP ³	SDP ³
Transitional Housing:			

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
Maximum People Per Acre	25	50	300
6 or Fewer Persons	- ¹¹	SDP ³	SDP ³
7 or More Persons	-	SDP ³	SDP ³
Watchkeeper Quarters	Classify with primary use		
Institutional			
Separately Regulated Institutional Uses			
Airports	P	P	P
Botanical Gardens & Arboretums	P	P	P
Cemeteries, Mausoleums, Crematories	P ¹	P ¹	P
<i>Churches & Places of Religious Assembly</i> [60 sq ft per person]	-	L/.07	L/.42
Correctional Placement Centers	-	-	- ¹⁴
Educational Facilities:			
Kindergarten through Grade 12	-	-	- ¹⁴
Colleges / Universities	-	-	SDP
Vocational / Trade School	-	-	SDP
Energy Generation & Distribution Facilities	- ⁵	- ⁵	- ⁵
Exhibit Halls & Convention Facilities [15 sq ft per person]	-	-	SDP
<i>Flood Control Facilities</i>	P	P	P
<i>Historical Buildings Used for Purposes Not Otherwise Allowed</i>	Classify with primary use		
Homeless Facilities:			
Congregate Meal Facilities [60 sq ft per person]	-	L/.07	L/.42
Emergency Shelters	-	SDP	SDP
Homeless Day Centers [60 sq ft per person]	-	L/.07	L/.42
Hospitals, Intermediate Care Facilities & Nursing Facilities [240 sq ft per person]	-	-	L ^{6, 14}
Interpretive Centers [60 sq ft per person]	-	L/.07	L/.42 ²
Museums [60 sq ft per person]	-	L/.07	L/.42 ²
Major Transmission, Relay, or Communications Switching Stations	- ¹⁴	- ¹⁴	P
<i>Satellite Antennas</i>	P ⁷	P ⁷	P
<i>Social Service Institutions</i> [215 sq ft per person]	-	L/.25	P
<i>Wireless communication facility</i>	P ⁷	P ⁷	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
	25	50	300
Sales			
Building Supplies & Equipment [170 sq ft per person]	-	L/.20	P
Food, Beverages and Groceries [170 sq ft per person]	-	L/.20	P
Consumer Goods, Furniture, Appliances, Equipment [170 sq ft per person]	-	L/.20	P
Pets & Pet Supplies [170 sq ft per person]	-	L/.20	P
Sundries, Pharmaceuticals, & Convenience Sales [170 sq ft per person]	-	L/.20	P
Wearing Apparel & Accessories [170 sq ft per person]	-	L/.20	P
Separately Regulated Sales Uses			
Agriculture Related Supplies & Equipment [250 sq ft per person]	L/.14	L/.29	P
Alcoholic Beverage Outlets [170 sq ft per person]	-	L/.20	P
Plant Nurseries [250 sq ft per person]	L/.14	L/.29	P
Swap Meets & Other Large Outdoor Retail Facilities [250 sq ft per person]	-	L/.29	P
Commercial Services			
Building Services [215 sq ft per person]	-	L/.25	P
Business Support [215 sq ft per person]	-	L/.25	P
Eating & Drinking Establishments [60 sq ft per person]	-	- ¹³	P
Financial Institutions [215 sq ft per person]	-	L/.25	P
Funeral & Mortuary Services [215 sq ft per person]	-	L/.25	P
Maintenance & Repair [215 sq ft per person]	-	L/.25	P
Off-Site Services [215 sq ft per person]	-	L/.25	P
Personal Services [200 sq ft per person]	-	L/.23	P
Radio & Television Studios [215 sq ft per person]	-	L/.25	P
Assembly & Entertainment [60 sq ft per person]	-	L/.07	L/.42 ²
Visitor Accommodations	-	-	P
Separately Regulated Commercial Services Uses			
Adult Entertainment Establishments:			
Adult Book Store [170 sq ft per person]	-	L/.20	P
Adult Cabaret	-	-	P
Adult Drive-In Theater	-	-	SDP
Adult Mini-Motion Picture Theater [15 sq ft per person]	-	-	P ²
Adult Model Studio [200 sq ft per person]	-	L/.23	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
	25	50	300
Maximum People Per Acre			
Adult <i>Motel</i> [200 sq ft per person]	-	-	P
Adult Motion Picture Theater [15 sq ft per person]	-	-	P ²
Adult Peep Show Theater [15 sq ft per person]	-	-	P ²
Adult Theater [15 sq ft per person]	-	-	P ²
Body Painting Studio [200 sq ft per person]	-	L/.23	P
Massage Establishment [200 sq ft per person]	-	L/.23	P
Sexual Encounter Establishment [200 sq ft per person]	-	L/.23	P
Bed & Breakfast Establishments:			
1-2 Guest Rooms	-	-	P
3-5 Guest Rooms	-	-	P
6+ Guest Rooms	-	-	P
Boarding Kennels [200 sq ft per person]	-	L/.23	P
Camping Parks	SDP	SDP	P
<i>Child Care Facilities:</i>			
Child Care Centers	-	-	- ¹⁴
Large Family Day Care Homes	-	-	P
Small Family Day Care Homes	-	-	P
Eating and Drinking Establishments Abutting Residentially Zoned Property [60 sq ft per person]	-	- ¹³	P
Fairgrounds	-	-	-
Golf Courses, Driving Ranges, and Pitch & Putt Courses	P ¹	P ¹	P
Helicopter Landing Facilities	-	-	P
Instructional Studios [200 sq ft per person]	-	L/.23	P
Massage Establishments, Specialized Practice [200 sq ft per person]	-	L/.23	P
Nightclubs & Bars over 5,000 square feet in size [60 sq ft per person]	-	-	P
Parking Facilities as a <i>Primary Use:</i>			
Permanent Parking Facilities	P	P	P
Temporary Parking Facilities	P	P	P
Private Clubs, Lodges and Fraternal Organizations [60 sq ft per person]	-	L/.07	L/.42 ²
Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size	-	SDP	SDP ²

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
	25	50	300
Maximum People Per Acre			
Pushcarts	P	P	P
Recycling Facilities:			
Large Collection Facility	P ^{4,8}	P ^{4,8}	P ⁸
Small Collection Facility	P ^{4,8}	P ^{4,8}	P ⁸
Large Construction & Demolition Debris <i>Recycling Facility</i>	P ^{4,8}	P ^{4,8}	P ⁸
Small Construction & Demolition Debris <i>Recycling Facility</i>	P ^{4,8}	P ^{4,8}	P ⁸
Drop-off Facility	P ^{4,8}	P ^{4,8}	P ⁸
Green Materials Composting Facility	P ^{4,8}	P ^{4,8}	P ⁸
Mixed Organic Composting Facility	P ^{4,8}	P ^{4,8}	P
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic	P ^{4,8}	P ^{4,8}	P ⁸
Large Processing Facility Accepting All Types of Traffic	P ^{4,8}	P ^{4,8}	P ⁸
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic	P ^{4,8}	P ^{4,8}	P ⁸
Small Processing Facility Accepting All Types of Traffic	P ^{4,8}	P ^{4,8}	P ⁸
Reverse Vending Machines	P	P	P
Tire Processing Facility	P ⁸	P ⁸	P ⁸
Sidewalk Cafes	-	-	P
Sports Arenas & Stadiums	-	-	-
Theaters that are outdoor or over 5,000 square feet in size [15 sq ft per person]	-	-	SDP
Urgent Care Facilities [215 sq ft per person]	-	L/.25	P
Veterinary Clinics & Animal Hospitals [215 sq ft per person]	-	L/.25	P
Zoological Parks	-	-	-
Offices			
Business & Professional [215 sq ft per person]	-	L/.25	P
Government [215 sq ft per person]	-	L/.25	P
Medical, Dental, & Health Practitioner [215 sq ft per person]	-	L/.25	P
Regional & Corporate Headquarters [215 sq ft per person]	-	L/.25	P
Separately Regulated Office Uses			
Real Estate Sales Offices & Model Homes[215 sq ft per person]	-	L/.25	P
<i>Sex Offender</i> Treatment & Counseling [215 sq ft per person]	-	L/.25	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
Maximum People Per Acre	25	50	300
Vehicle & Vehicular Equipment Sales & Service			
Commercial Vehicle Repair & Maintenance [300 sq ft per person]	L/.17 ⁹	L/.34 ⁹	P ⁹
Commercial Vehicle Sales & Rentals [250 sq ft per person]	L/.14	L/.29	P
Personal Vehicle Repair & Maintenance [300 sq ft per person]	L/.17 ⁹	L/.34 ⁹	P ⁹
Personal Vehicle Sales & Rentals [250 sq ft per person]	L/.14	L/.29	P
Vehicle Equipment & Supplies Sales & Rentals [250 sq ft per person]	L/.14	L/.29	P
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses			
Automobile Service Stations [300 sq ft per person]	L/.17 ⁹	L/.34 ⁹	P ⁹
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i> [250 sq ft per person]	L/.14	L/.29	P
Wholesale, Distribution, Storage			
Equipment & Materials Storage Yards	P ⁸	P ⁸	P
Moving & Storage Facilities [1,000 sq ft per person]	L/.57 ¹⁰	L/1.15	P
Warehouses [1,000 sq ft per person]	L/.57 ¹⁰	L/1.15	P
Wholesale Distribution [1,000 sq ft per person]	L/.57 ¹⁰	L/1.15	P
Separately Regulated Wholesale, Distribution, and Storage Uses			
Impound Storage Yards	P ⁸	P ⁸	P
Junk Yards	P ⁸	P ⁸	P
Temporary Construction Storage Yards Located off-site	P ⁸	P ⁸	P
Industrial			
Heavy Manufacturing [300 sq ft per person]	-	L/.34 ⁸	P
Light Manufacturing [490 sq ft per person]	L/.28 ⁸	L/.56 ⁸	P
Marine Industry [300 sq ft per person]	-	L/.34 ⁸	P
Research & Development [300 sq ft per person]	-	L/.34 ⁸	P ⁸
Trucking & Transportation Terminals	P ⁹	P ⁹	P ⁹
Separately Regulated Industrial Uses			
<i>Hazardous Waste</i> Research Facility	-	-	-
<i>Hazardous Waste</i> Treatment Facility	-	-	-
Marine Related Uses Within the Coastal Overlay Zone [300 sq ft per person]	-	L/.34 ⁸	P
Mining and Extractive Industries	P ¹²	P ¹²	P ¹²
Newspaper Publishing Plants [490 sq ft per person]	L/.28	L/.56	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	APZ I	APZ II	TZ
Maximum People Per Acre	25	50	300
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises [300 sq ft per person]	-	L/.34	P
Very Heavy Industrial Uses [300 sq ft per person]	-	L/.34 ⁸	P
Wrecking & Dismantling of Motor Vehicles	P ⁸	P ⁸	P

Footnotes to Table 132-15F

- 1 Facilities designed to accommodate 50 people or more in a confined space are not permitted.
- 2 Fixed outdoor seating facilities designed to accommodate 300 or more people, or fixed indoor seating facilities designed to accommodate 650 or more people, are not permitted.
- 3 Residential *development* is permitted up to a maximum *density* of .2 *dwelling units* per acre in the APZ II Zone, and up to a maximum *density* of 2 *dwelling units* per acre in the Transition Zone. Additional *density* may be requested with a Site Development Permit (up to a maximum of 2 *dwelling units* per acre in the APZ II Zone and up to a maximum 20 *dwelling units* per acre in the Transition Zone) in accordance with Section 132.1515(c)(1)(D).
- 4 Facilities shall be designed and operated to avoid attracting birds.
- 5 New energy generation and distribution facilities are not permitted, except that peaker plants are permitted in the Transition Zone and solar energy facilities are permitted in the APZ I, APZ II, and the Transition Zone.
- 6 New hospitals not permitted. Existing hospitals may expand up to 1.65 *floor area ratio*. Intermediate care facilities and nursing facilities are permitted in the Transition Zone up to a maximum .69 *floor area ratio*.
- 7 Frequencies shall not interfere with military communications or navigation frequencies.
- 8 Processing, manufacturing, or storage of bulk quantities of hazardous materials (greater than 10,000 gallons) is not permitted.
- 9 Fuel storage must be located underground.
- 10 Identified use categories are subject to maximum lot coverage of 40 percent.
- 11 New residential subdivision *development* is not permitted in the APZ I zone. However, a new *single dwelling unit* may be developed in accordance with the underlying base zone.
- 12 The use of explosives is not permitted.
- 13 In the APZ II Zone, retail food and drink service is permitted for consumption off of the *premises*. Limited on-site consumption may be permitted up to a maximum of 3,000 square feet as an *accessory use* within a commercial or industrial *development*.
- 14 Expansion of *previously conforming development* in this land use category is subject to Section 132.1535(d).

(g) Safety Compatibility Review for Brown Field and Montgomery Field:

- (1) Table 132-15G identifies the maximum residential *density* and non-residential intensity limits for each designated safety zone in the Brown Field and Montgomery Field airport influence areas as identified on adopted maps referenced in Table 132-15E.
- (2) Intensity Bonus for Incorporation of Risk Reduction Measures
 - (A) An *applicant* may request additional intensity for non-

residential *development* in the Brown Field or Montgomery Field airport influence areas through a Process Two Neighborhood Development Permit by demonstrating that the building is designed to minimize risk and increase the safety of building occupants beyond the minimum requirements of the California Building Code.

(B) Buildings that incorporate risk reduction design features consistent with the *findings* in Section 126.0404(e) are eligible for maximum intensities as follows:

- (i) Zone 2: up to 105 people per acre
- (ii) Zones 3 and 4: up to 260 people per acre
- (iii) Zone 5: up to 400 people per acre

Legend for Table 132-15G

Symbol In Table 132-15G	Description Of Symbol
P	Permitted use. Use or use category is compatible with the identified safety zone without a limitation on maximum people per acre. The use is permitted subject to the regulations of the underlying base zone.
L	Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre and lot coverage.
L/X Percent (Floor Area Ratio)	Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre. The referenced maximum floor area ratio may be used as an equivalent measurement for the maximum people per acre and lot coverage in that safety zone.
SDP	A Site Development Permit is required to evaluate compatibility with the identified safety zone and the specified maximum people per acre. Additional regulations pertaining to a specific use may be referenced.
-	Use or use category is incompatible with the identified safety zone and is not permitted.

Table 132-15G
Safety Compatibility Criteria for Brown Field and Montgomery Field

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Open Space						
Active Recreation	-	P ¹	P ²	P ²	P ¹	P ^{2,3}
Passive Recreation	P	P	P	P	P	P
Natural Resources Preservation	P	P	P	P	P	P
Park Maintenance Facilities	P	P	P	P	P	P
Agriculture						
Agricultural Processing [300 sq ft per person]	-	L/.48	L/.90	L/.90	L/1.38	P
Aquaculture Facilities	-	P	P	P	P	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Dairies	-	P	P	P	P	P
Horticulture Nurseries & Greenhouses	-	P	P	P	P	P
Raising & Harvesting of Crops	-	P	P	P	P	P
Raising, Maintaining & Keeping of Animals	-	P	P	P	P	P
Separately Regulated Agriculture Uses						
Agricultural Equipment Repair Shops	-	-	P	P	P	P
Commercial Stables	-	-	P	P	P	P
Community Gardens	-	P	P	P	P	P
Equestrian Show & Exhibition Facilities	-	-	-	-	-	P ³
Open Air Markets for the Sale of Agriculture-Related Products & Flowers	-	-	-	-	-	P
Residential						
<i>Mobilehome Parks</i>	-	-	SDP ⁴	SDP ⁴	-	P
<i>Multiple Dwelling Units</i>	-	-	SDP ⁴	SDP ⁴	-	P
<i>Rooming House</i> [See Section 131.0112(a)(3)(A)]	-	-	SDP ⁴	SDP ⁴	-	P
<i>Single Dwelling Units</i>	-	-	SDP ⁴	SDP ⁴	-	P
Separately Regulated Residential Uses						
<i>Boarder & Lodger Accommodations</i>	Classify with primary use					
Companion Units	-	-	P	P	-	P
Employee Housing	-	-	SDP ⁴	SDP ⁴	-	P
Fraternities, Sororities and Student Dormitories	-	-	SDP ⁴	SDP ⁴	-	P
Garage, Yard, & Estate Sales	Classify with primary use					
Guest Quarters	Classify with primary use					
Home Occupations	Classify with primary use					
Housing for Senior Citizens	-	-	SDP ⁴	SDP ⁴	-	P
Live/Work Quarters	-	-	SDP ⁴	SDP ⁴	-	P
Residential Care Facilities:						
6 or Fewer Persons	-	-	SDP ⁴	SDP ⁴	-	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
7 or More Persons	-	-	SDP ⁴	SDP ⁴	-	P
Transitional Housing:						
6 or Fewer Persons	-	-	SDP ⁴	SDP ⁴	-	P
7 or More Persons	-	-	SDP ⁴	SDP ⁴	-	P
Watchkeeper Quarters	Classify with primary use					
Institutional						
Separately Regulated Institutional Uses						
Airports	P	P	P	P	P	P
Botanical Gardens & Arboretums	-	P	P	P	P	P
Cemeteries, Mausoleums, Crematories	-	P ¹	P ²	P ²	P ²	P
Churches & Places of Religious Assembly [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Correctional Placement Centers	-	-	- ¹²	- ¹²	-	P
Educational Facilities:						
Kindergarten through Grade 12	-	-	- ¹²	- ¹²	-	P
Colleges / Universities	-	-	SDP	SDP	-	P
Vocational / Trade School	-	-	SDP	SDP	-	P
Energy Generation & Distribution Facilities ¹⁴	-	-	-	-	-	-
Exhibit Halls & Convention Facilities	-	-	-	-	-	P ³
Flood Control Facilities	P	P	P	P	P	P
Historical Buildings Used for Purposes Not Otherwise Allowed	Classify with primary use					
Homeless Facilities:						
Congregate Meal Facilities [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Emergency Shelters	-	-	SDP	SDP	-	P
Homeless Day Centers [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Hospitals, Intermediate Care Facilities & Nursing Facilities [240 sq ft per person]	-	-	L ^{6,12}	L ^{6,12}	-	P
Interpretive Centers [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Museums [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P ³

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Major Transmission, Relay, or Communications Switching Stations	-	-	P	P	-	P
<i>Satellite Antennas</i>	-	P	P	P	P	P
<i>Social Service Institutions</i> [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
<i>Wireless communication facility</i>	-	P	P	P	P	P
Sales						
Building Supplies & Equipment [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Food, Beverages and Groceries [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Consumer Goods, Furniture, Appliances, Equipment [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Pets & Pet Supplies [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Sundries, Pharmaceuticals, & Convenience Sales [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Wearing Apparel & Accessories [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Separately Regulated Sales Uses						
Agriculture Related Supplies & Equipment [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Alcoholic Beverage Outlets [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Plant Nurseries [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Swap Meets & Other Large Outdoor Retail Facilities [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Commercial Services						
Building Services [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Business Support [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Eating & Drinking Establishments [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Financial Institutions [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Funeral & Mortuary Services [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Maintenance & Repair	-	P	P	P	P	P
Off-Site Services [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Personal Services [200 sq ft per person]	-	L/.32	P	P	P	P
Radio & Television Studios [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Assembly & Entertainment [60 sq ft per person]	-	L/.10 ^{2,7}	L/.18 ²	L/.18	L/.28	P ^{2,3}
Visitor Accommodations [200 sq ft per person]	-	L/.32	L/.60	L/.60	L/.92	P
Separately Regulated Commercial Services Uses						
Adult Entertainment Establishments:						
Adult Book Store [170 sq ft per person]	-	L/.27 ⁷	L/.51	L/.51	L/.78	P
Adult Cabaret [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Adult Drive-In Theater	-	-	-	-	-	P
Adult Mini-Motion Picture Theater [15 sq ft per person]	-	-	L/.04	L/.04	-	P
Adult Model Studio [200 sq ft per person]	-	L/.32	P	P	P	P
Adult Motel [200 sq ft per person]	-	L/.32	L/.60	L/.60	L/.92	P
Adult Motion Picture Theater [15 sq ft per person]	-	-	L/.04	L/.04	-	P
Adult Peep Show Theater [15 sq ft per person]	-	-	L/.04	L/.04	-	P
Adult Theater [15 sq ft per person]	-	-	L/.04	L/.04	-	P
Body Painting Studio [200 sq ft per person]	-	L/.32	P	P	P	P
Massage Establishment [200 sq ft per person]	-	L/.32	P	P	P	P
Sexual Encounter Establishment [200 sq ft per person]	-	L/.32	P	P	P	P
Bed & Breakfast Establishments:						
1-2 Guest Rooms	-	P	P	P	P	P
3-5 Guest Rooms	-	P	P	P	P	P
6+ Guest Rooms [200 sq ft per person]	-	-	L/.60	L/.60	L/.92	P
Boarding Kennels [200 sq ft per person]	-	L/.32	P	P	P	P
Camping Parks	-	P	P	P	P	P
Child Care Facilities:						
Child Care Centers	-	-	- ¹²	- ¹²	-	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Large Family Day Care Homes	-	-	P	P	-	P
Small Family Day Care Homes	-	-	P	P	-	P
Eating and Drinking Establishments Abutting Residentially Zoned Property [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Fairgrounds	-	-	-	-	-	P ^{2,3}
Golf Courses, Driving Ranges, and Pitch & Putt Courses	-	P	P	P	P	P
Helicopter Landing Facilities	-	P	P	P	P	P
Instructional Studios [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Massage Establishments, Specialized Practice [200 sq ft per person]	-	L/.32	P	P	P	P
Nightclubs & Bars over 5,000 square feet in size [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Parking Facilities as a <i>Primary Use</i>:						
Permanent Parking Facilities	P ⁵	P	P	P	P	P
Temporary Parking Facilities	P ⁵	P	P	P	P	P
Private Clubs, Lodges and Fraternal Organizations [60 sq ft per person]	-	L/.10 ⁷	L/.18	L/.18	L/.28	P
Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size	-	-	SDP	SDP	-	P ^{2,3}
Pushcarts	-	P	P	P	P	P
Recycling Facilities:						
Large Collection Facility	-	P	P	P	P	P
Small Collection Facility	-	P	P	P	P	P
Large Construction & Demolition Debris Recycling Facility	-	P	P	P	P	P
Small Construction & Demolition Debris Recycling Facility	-	P	P	P	P	P
Drop-off Facility	-	P	P	P	P	P
Green Materials Composting Facility	-	P	P	P	P	P
Mixed Organic Composting Facility	-	P	P	P	P	P
Large Processing Facility Accepting at Least	-	P	P	P	P	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic						
Large Processing Facility Accepting All Types of Traffic	-	P	P	P	P	P
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic	-	P	P	P	P	P
Small Processing Facility Accepting All Types of Traffic	-	P	P	P	P	P
Reverse Vending Machines	-	P	P	P	P	P
Tire Processing Facility	-	P	P	P	P	P
Sidewalk Cafes [60 sq ft per person]	-	-	L/.18	L/.18	L/.28	P
Sports Arenas & Stadiums	-	-	-	-	-	P ^{2,3}
Theaters that are outdoor or over 5,000 square feet in size [15 sq ft per person]	-	-	L/.04	L/.04	-	P
Urgent Care Facilities [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Veterinary Clinics & Animal Hospitals [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Zoological Parks	-	-	-	-	-	P ^{2,3}
Offices						
Business & Professional [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Government [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Medical, Dental, & Health Practitioner [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Regional & Corporate Headquarters [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Separately Regulated Office Uses						
Real Estate Sales Offices & Model Homes [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
<i>Sex Offender Treatment & Counseling</i> [215 sq ft per person]	-	L/.35	L/.64	L/.64	L/.99	P
Vehicle & Vehicular Equipment Sales & Service						

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Commercial Vehicle Repair & Maintenance [300 sq ft per person]	-	P	P	P	P	P
Commercial Vehicle Sales & Rentals [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Personal Vehicle Repair & Maintenance [300 sq ft per person]	-	P	P	P	P	P
Personal Vehicle Sales & Rentals [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Vehicle Equipment & Supplies Sales & Rentals [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses						
Automobile Service Stations	-	P	P	P	P	P
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i> [250 sq ft per person]	-	L/.40	L/.75	L/.75	L/1.15	P
Wholesale, Distribution, Storage						
Equipment & Materials Storage Yards	P ¹³	P	P	P	P	P
Moving & Storage Facilities	-	P	P	P	P	P
Warehouses	-	P	P	P	P	P
Wholesale Distribution	-	P	P	P	P	P
Separately Regulated Wholesale, Distribution, and Storage Uses						
Impound Storage Yards	P ¹³	P	P	P	P	P
Junk Yards	P ¹³	P	P	P	P	P
Temporary Construction Storage Yards Located off-site	P ¹³	P	P	P	P	P
Industrial						
Heavy Manufacturing [300 sq ft per person]	-	L/.48 ⁸	L/.90 ⁸	L/.90 ⁸	L/1.38 ⁸	P
Light Manufacturing [300 sq ft per person]	-	L/.48 ⁸	L/.90 ⁸	L/.90 ⁸	L/1.38 ⁸	P
Marine Industry	-	P	P	P	P	P
Research & Development [300 sq ft per person]	-	L/.48 ⁸	L/.90 ⁸	L/.90 ⁸	L/1.38 ⁸	P ⁸
Trucking & Transportation Terminals	-	P ⁹	P	P	P ⁹	P

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
Separately Regulated Industrial Uses						
<i>Hazardous Waste</i> Research Facility	-	-	-	-	-	P
<i>Hazardous Waste</i> Treatment Facility	-	-	-	-	-	P
Marine Related Uses Within the Coastal Overlay Zone [300 sq ft per person]	-	P	P	P	P	P
Mining and Extractive Industries	-	P ¹⁰	P ¹⁰	P ¹⁰	P ¹⁰	P ¹⁰
Newspaper Publishing Plants [300 sq ft per person]	-	L/.48 ⁸	L/.90 ⁸	L/.90 ⁸	L/1.38 ⁸	P
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises [300 sq ft per person]	-	L/.48 ⁸	L/.90 ⁸	L/.90 ⁸	L/1.38 ⁸	P
Very Heavy Industrial Uses [300 sq ft per person]	-	L/.48 ⁸	L/.90 ⁸	L/.90 ⁸	L/1.38 ⁸	P
Wrecking & Dismantling of Motor Vehicles	P ^{8, 13}	P ⁸	P ⁸	P ⁸	P ⁸	P

Footnotes to Table 132-15G

- 1 Facilities designed to accommodate 50 people or more in a confined space are not permitted.
- 2 Fixed outdoor seating facilities are permitted up to a maximum of 240 people in Zone 3, up to a maximum of 300 people in Zone 4, and up to a maximum of 1,000 people in Zone 6. In Zone 6, additional people may occupy areas without fixed seating, but an additional exit is required in accordance with Table 132-15E footnote 3.
- 3 Facilities designed to accommodate 1,000 people or more shall provide exits in accordance with the California Building Code, plus one additional exit for every 1,000 people that would be concentrated in a confined space. The additional exit(s) shall provide occupants with the ability to exit the facility more quickly in case of emergency.
- 4 Residential *development* is permitted up to a maximum *density* of 4 *dwelling units* per acre in Zones 3 and 4 through a Process One Building Permit. Additional *density* may be requested with a Site Development Permit up to a maximum 16 *dwelling units* per acre in Zone 3, and up to a maximum of 20 *dwelling units* per acre in Zone 4 in accordance with Section 132.1515(c)(1)(D).
- 5 Above grade structured parking is not permitted in Zone 1. Surface parking is not permitted in the Zone 1 designated object free area.
- 6 New hospitals not permitted. Existing hospitals may expand up to .72 *floor area ratio* in accordance with Section 132.1535(d)(3)(B). Intermediate care facilities and nursing facilities are permitted up to a maximum .30 *floor area ratio*.
- 7 In Zone 2, this use category is not eligible for an intensity bonus for incorporation of risk reduction measures in accordance with Section 132.1515(g)(3). Eating and drinking establishments in Zone 2 are limited to a maximum of 3,000 square feet.
- 8 Processing, manufacturing, or storage of bulk quantities of hazardous materials (greater than 10,000 gallons) is not permitted.
- 9 Transportation terminals are not permitted in Zones 1, 2, or 5.
- 10 The use of explosives is not permitted.

- 11 In cases where a maximum allowable *floor area ratio* is indicated for a use category, new *development* may comply with either 1) the maximum floor area or 2) the maximum lot coverage and maximum intensity for the safety zone.
- 12 Expansion of *previously conforming development* in this land use category is subject to Section 132.1535(d).
- 13 Accessory offices are not permitted in Zone 1.
- 14 New energy generation and distribution facilities are not permitted, except that peaker plants are permitted in Zone 6, and solar/wind energy facilities are permitted in Zones 2 through 6.

§132.1520 Airspace Protection Compatibility

Airspace protection compatibility within Review Areas 1 and 2 of this overlay zone shall be evaluated as set forth below:

- (a) Within each airport influence area, an airspace protection area is designated to protect navigable airspace and avoid creation of hazards to aircraft in flight in accordance with Code of Federal Regulations, Title 14, Part 77. The airspace protection area geographically consists of locations within the Federal Aviation Regulations Part 77 surfaces, surfaces identified as high terrain areas, and the Federal Aviation Administration notification area, as identified on Airport Land Use Compatibility Plan airspace protection maps, prepared and adopted by the Airport Land Use Commission for each airport, and filed in the office of the City Clerk. Adopted airspace protection maps identified in Table 132-15J shall be used to determine land use compatibility in accordance with Section 132.1520(b).

**Table 132-15J
Adopted Airspace Protection Maps**

Airport Influence Area	Map Number
MCAS Miramar	C-932
Brown Field	C-943
Gillespie Field	C-946
Montgomery Field	C-938

- (b) Evaluation of potential airspace obstructions for compatibility in accordance with Federal Aviation Regulations, Part 77, Subpart C
- (1) Within the primary surface and beneath the approach or transitional surface area, *development* shall not exceed the Federal Aviation Regulations Part 77 surfaces or airspace protection surfaces identified by the United States Standard for Terminal Instrument Procedures (TERPS).
 - (2) Within the horizontal or conical surface area, *development* may exceed the Federal Aviation Regulations Part 77 surfaces, or airspace protection surfaces identified by TERPS, up to a maximum height of 35 feet above grade where determined to be compatible in accordance with Section 132.1520(b)(3).
 - (3) *Development* that would exceed the airspace protection surface elevation may be determined to be compatible if:
 - (i) The Federal Aviation Administration (FAA) determines that the *development* would not be a hazard to air navigation;
 - (ii) The proposed design of the *development* reflects recommendations of the FAA aeronautical study and

recommendations provided by the California Department of Transportation, Division of Aeronautics related to acceptability of the proposed height of the *development*;
and

- (iii) An aviation easement in accordance with Section 132.1530 is recorded prior to approval.

(c) FAA Notification Requirements

(1) FAA notification is required for:

- (A) *Development* located within the FAA notification area that exceeds the 100:1 notification surface;
- (B) *Development* within the Airport Land Use Compatibility Overlay Zone that would be 200 feet or greater above grade;
- (C) *Development* that would exceed the Federal Aviation Regulations Part 77 surfaces or airspace protection surfaces identified by the United States Standard for Terminal Instrument Procedures (TERPS);
- (D) *Development* in designated high terrain areas; and
- (E) *Development* on the *premise* of a public use airport or heliport; or
- (F) *Development* with the potential to cause visual, electronic, or wildlife hazards in conflict with FAA regulations.

- (2) Where FAA notification is required in accordance with Section 132.1520(c)(1), prior to the issuance of a permit, the *applicant*

shall:

- (A) Provide evidence that notification (FAA Form 7460-1) was submitted to the FAA in accordance with Federal Aviation Regulations Part 77; and
 - (B) Provide evidence of a final FAA determination of No Hazard to Air Navigation; or
 - (C) In accordance with Section 77.15 of Title 14 of the Code of Federal Regulations Part 77, an *applicant* may submit a “No FAA Notification Self Certification Agreement” to the satisfaction of the City Manager for *development* that meets the criteria in Section 132.1520(c)(3).
- (3) FAA notification is not required for *development* that meets the following unless otherwise requested by the City, Airport Land Use Commission, California Department of Transportation, or Federal Aviation Administration:
- (A) *Development* that would be shielded by existing *structures* of a permanent and substantial character, or that would be shielded by natural terrain or topographic features of equal or greater height; and
 - (B) Where it is evident beyond all reasonable doubt that the proposed *structure* would not adversely affect public health and safety with respect to air navigation.
- (4) A determination of consistency by the Airport Land Use Commission in accordance with Section 132.1545 may not be used

to satisfy the FAA notification requirement.

- (d) California Department of Transportation, Division of Aeronautics *Development* that would include *structures* greater than 500 feet above grade shall obtain a permit from the California Department of Transportation unless approval is obtained from the Federal Communications Commission or the FAA, pursuant to Public Utilities Code Section 21656.

§132.1525 Aircraft Overflight Notification

- (a) An overflight notification area has been designated for areas subject to aircraft overflight within this overlay zone. Adopted aircraft overflight maps identified in Table 132-15K are filed in the office of the City Clerk.

**Table 132-15K
Adopted Aircraft Overflight Maps**

Airport Influence Area	Map Number
MCAS Miramar	C-931
Brown Field	C-941
Gillespie Field	C-945
Montgomery Field	C-936

- (b) Zoning actions to apply the Airport Land Use Compatibility Overlay Zone shall constitute property owner notification of aircraft overflight in accordance with adopted Airport Land Use Compatibility Plans.

- (1) Property designated in the aircraft overflight area may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations. Individual sensitiveness to those annoyances can vary from person to person.
- (2) That airport operator may be contacted for information regarding

hours of operation, master plans, and other relevant information regarding airport operations.

(A) The Federal Aviation Administration (FAA) has sole and exclusive regulatory authority over the operation of aircraft for municipal airports.

(B) The FAA and Department of Defense (DOD) share regulatory authority over the operation of military aircraft in flight for MCAS Miramar.

§132.1530 Requirement for Avigation Easement

(a) Within the airport influence area for Brown Field or Montgomery Field, an avigation easement document may be required as a condition of approval for:

(1) *Development* that would deviate from the noise compatibility requirements in Section 132.1510;

(2) *Development* at a location with associated aircraft noise exposure of 65dB or greater that would be subject to a Neighborhood Use Permit or Conditional Use Permit in accordance with Chapter 14, Article 1 (Separately Regulated Use Regulations);

(3) *Development* that would be located within Safety Zone 1 (runway protection zone); or

(4) *Development* that would exceed a Part 77 airspace protection surface, including *development* where existing *grade* exceeds a Part 77 airspace protection surface.

(b) The avigation easement document shall be recorded with the County

Recorder to provide the following as applicable:

- (1) Allow for noise exposure associated with adopted noise contour and aircraft overflight; or
- (2) Provide the right of flight in the airspace above the property in accordance with adopted airspace protection and aircraft overflight maps which may include:
 - (A) Limiting the height of *structures* and trees as applicable to help reduce or avoid potential obstructions to aircraft overflight;
 - (B) Permitting the airport operator access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
 - (C) Prohibiting electrical interference, glare, and other potential hazards to aircraft flight from being created on the property.

§132.1535 Previously Conforming

This section applies to the *development* and operation of existing uses of *structures* located within the Airport Land Use Compatibility Overlay Zone that were legally established in an airport influence area prior to adoption of an Airport Land Use Compatibility Plan.

- (a) *Development* that is limited to interior modifications or repairs, or any exterior repairs or maintenance that does not increase the *density* or *floor area ratio* of an existing building shall be exempt from the requirements of this division.

(b) Reconstruction, alteration or expansion of a *previously conforming* use or *structure* may be permitted with a Building Permit (Process One) as follows:

- (1) *Previously conforming single dwelling units*, and associated companion units as applicable, may be reconstructed, altered or expanded in compliance with the development regulations of the underlying base zone.
- (2) *Previously conforming multi dwelling units* may be reconstructed, or altered, or expanded where the *development* would not increase the *density*, or create a hazard in conflict with airspace protection requirements.
- (3) *Previously conforming non-residential development* may be reconstructed, altered, or expanded where the *development* would not increase the number of people on the site unless otherwise allowed by Section 132.1535(d).
- (4) A *previously conforming use* that is discontinued temporarily due to fire, natural disaster, or an act of public enemy, or for repairs, remodeling, or major alterations may be resumed within 2 years by maintenance of an active *construction permit* and continuance of the Business Tax Certificate.

(c) Where the existing use or *structure* is also *previously conforming* with respect to the underlying base zone regulations, *development* shall be subject to Section 127.0103 (Previously Conforming) in addition to Section 132.1535.

(d) Existing facilities for the following *previously conforming uses* may be reconstructed, altered, or expanded as follows:

- (1) In the Transition Zone and in Safety Zones 3 and 4, Educational facilities (Kindergarten through Grade 12) where the expansion is limited to a maximum of 50 students.
- (2) In the Transition Zone and in Safety Zones 3 and 4, child care centers where the expansion is limited to a maximum of 50 children.
- (3) Hospitals where the expansion is limited to:
 - (A) A maximum *floor area ratio* of 1.65 or 300 people per acre in the Transition Zone of the MCAS Miramar airport influence area; or
 - (B) A maximum *floor area ratio* of .72 or 130 people per acre in the Safety Zones 3 and 4 of the Brown Field or Montgomery Field airport influence area.
- (4) Correctional facilities where the expansion is limited to:
 - (A) A maximum of 300 people within the Transition Zone of the MCAS Miramar airport influence area;
 - (B) A maximum of 60 percent lot coverage and a maximum of 130 people per acre within Safety Zone 3 of the Brown Field or Montgomery Field airport influence areas; or
 - (C) A maximum of 70 percent lot coverage and a maximum of 130 people per acre within Safety Zone 4 of the Brown Field or Montgomery Field airport influence areas.

§132.1540 Infill Development Criteria

- (a) This section applies to development in those areas recognized as appropriate for infill *development* on maps that have been identified by the City and have received the concurrence of the Airport Land Use Commission. *Development* may occur in Review Area 1 of an airport influence area that is consistent with the existing *development* pattern of the surrounding area, but includes uses, *densities*, or intensities inconsistent with the noise or safety compatibility criteria in Sections 132.1510 or 132.1515.
- (b) Infill *development* is permitted through Process One consistent with the following:
- (1) Within the MCAS Miramar airport influence area:
- (A) Infill *development* shall be limited to non-residential *development* located within Transition Zone as identified on the applicable safety zone map in Table 132-15E.
- (B) Infill *development* shall not exceed the average intensity of all similar existing uses located within the Transition Zone and within a quarter mile of the proposed *development*, or 110 percent of the usage intensity permitted within the safety zone in accordance with Section 132.1515, whichever is greater.
- (2) Within the airport influence areas for Brown Field and Montgomery Field:
- (A) Infill *development* shall not be permitted in Safety Zone 1

(Runaway Protection Zone).

(B) Infill residential *development* shall not be permitted as follows:

(i) Where *dwelling units* would be exposed to aircraft noise levels greater than 70 dB CNEL; or

(ii) Where *dwelling units* would be located within Safety Zones 1, 2, or 5.

(C) Infill *development* shall not exceed 110 percent of the average intensity or *density* of similar uses within a quarter mile of the proposed *development*, or 110 percent of the use intensity or density permitted within the safety zone, whichever is greater.

(c) For regulations applicable to new *development* on a *premises* with previously conforming uses or *development* legally established in an airport influence area prior to adoption of an Airport Land Use Compatibility Plan, refer to Section 132.1535.

§132.1545 Real Estate Disclosure

In accordance with state law (Business and Professions Code Section 11010, and Civil Code Sections 1102.6, 1103.4, and 1353), residential real estate transactions within this overlay zone shall disclose that property for sale is located within a designated airport influence area.

§132.1550 Airport Land Use Commission Review

- (a) The Airport Land Use Commission was established to adopt Airport Land Use Compatibility Plans and advise local agencies on the compatibility of new *development* with respect to airport-related noise, safety concerns, airspace protection, and aircraft overflight areas in accordance with adopted Airport Land Use Compatibility Plans.
- (b) The Airport Land Use Commission has no authority over existing land uses or the operation of airports. Continuation of an existing land uses and maintenance of existing structures that do not conform to the applicable Airport Land Use Compatibility Plan shall be allowed in accordance with Section 132.1535.
- (c) Prior to approval of *development* within the Airport Land Use Compatibility Overlay Zone, the *applicant* shall obtain a consistency determination from the Airport Land Use Commission for the following types of *development*:
- (1) *Development* in the Clear Zone or Safety Zone 1;
 - (2) *Development* that would deviate from this division;
 - (3) *Development* that has been determined to be a hazard by the FAA;
 - (4) *Development* that includes a rezone or approval of a *land use plan*;
and
 - (5) *Development* that would include aviation uses, non-aviation uses located on airport property (public use airport only), or Airport Master Plans.
- (d) Consistency determinations requested pursuant to Section 132.1550(c)

shall be updated if the proposal is subsequently revised as follows:

- (1) Includes a change in land use that conflicts with Sections 132.1510 (Noise) or 132.1515 (Safety),
 - (2) Increases the density for residential *development* in conflict with Section 132.1515 (Safety),
 - (3) Increases the people per acre or *floor area ratio* for non-residential *development* in conflict with Section 132.1515 (Safety); or
 - (4) Increases the height of the proposed *development* in conflict with Section 132.1520 (Airspace Protection).
- (e) Prior to becoming effective, amendments to the Land Development Code that would affect *structure* height, *density*, or non-residential intensity (people per acre) within the Airport Land Use Compatibility Overlay Zone, shall be submitted to the Airport Land Use Commission for a consistency determination.
- (f) Consistency determinations made by the Airport Land Use Commission may be overruled in accordance with Section 132.1555.

§132.1555 Overrule Process

- (a) An *applicant* may request a decision from the City Council to overrule a consistency determination made by the Airport Land Use Commission in accordance with Section 132.1550.
- (b) Associated *development permits* may be consolidated and decided by the City Council as part of the hearing to overrule the Airport Land Use Commission.
- (c) A Notice of Request for Overrule Hearing and a Notice of Public Hearing

shall be provided in accordance with Section 112.0311.

(d) A decision to overrule the Airport Land Use Commission shall be made by a minimum two-thirds vote of the City Council and shall be supported by the following findings:

- (1) The proposed *development* will not be detrimental to the public health, safety, and welfare;
- (2) The proposed *development* will minimize the public's exposure to excessive noise and safety hazards to the extent feasible; and
- (3) The proposed *development* will meet the purpose and intent of the California Public Utilities Code Section 21670.

(e) Where the City Council decides to overrule:

- (1) The proposed decision and information supplemental to the findings listed in Section 132.1555(d) shall be entered into the hearing record as candidate overrules findings.
- (2) A copy of the proposed decision and candidate overrule findings shall be provided to the airport operator, Airport Land Use Commission, and California Department of Transportation, Division of Aeronautics. State law requires that these agencies be granted 45 days to review the candidate overrule findings prior to final action by the City Council.
- (3) A second hearing related to the matter of whether to overrule the Airport Land Use Commission shall be scheduled for the City Council to consider final action to overrule. The hearing date shall be scheduled at least 45 days from the date that the proposed

decision and candidate overrule findings are made available in consideration of Section 132.1555(e)(2).

Section 13. That Chapter 15, Article 1, Division 1 of the San Diego Municipal Code is amended by amending Section 151.0103 to read as follows:

§151.0103 Applicable Regulations

- (a) The applicable zoning regulations in a planned district are those included in the planned district and any Land Development Code zoning regulations expressly incorporated into that planned district. Planned district regulations shall supersede any zoning regulations in the Land Development Code that are inconsistent or not expressly incorporated into the planned district regulations, except as follows:
- (1) Within the Coastal Overlay Zone, exceptions to the standards in a planned district shall not be granted except as specifically provided for in the planned district.
 - (2) The Airport Land Use Compatibility Overlay Zone, as applied to individual property through a zoning or rezoning action, shall supersede in case of conflict with applicable planned district zoning regulations.
 - (3) Subdivision, building, plumbing and mechanical, and electrical regulations are not zoning regulations for purposes of this section and are not superseded by adoption of a planned district.
- (b) The following regulations apply in all planned districts:
- (1) through (2) [No change in text.]

- (3) Land Development Code, Chapter 13, Article 2 (Overlay Zones);
and
- (4) Child care facilities regulations contained in Land Development
Code Section 141.0606.

Section 14. The following community plan maps, as represented in the City of San Diego General Plan, Land Use and Community Planning Element, Figure LU-3, approved by Resolution R-303473, identify areas appropriate for infill development: Clairemont Mesa Community; Kearny Mesa Community; Linda Vista Community; Mira Mesa Community; Serra Mesa Community; Torrey Hills Community; Torrey Pines Community; Tierrasanta Community; and University Community.

Section 15. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public prior to the day of its passage.

Section 16. That prior to becoming effective, this ordinance shall be submitted to the San Diego County Regional Airport Authority for a consistency determination. If there is a determination of inconsistency with the Compatibility Plans for MCAS Miramar, Gillespie, Montgomery, or Brown Field Airports, the ordinance shall be submitted to the Council for reconsideration

Section 17. That this ordinance shall take effect and be in force on the thirtieth day from and after a finding of consistency by the San Diego County Regional Airport Authority, except that the provisions of this ordinance inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program

amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

APPROVED: JAN I. GOLDSMITH, City Attorney

By _____
Shannon Thomas
Deputy City Attorney

ST:als
01/05/11
Or.Dept:DSD
O-2009-ALUCP
PL#2010-01397

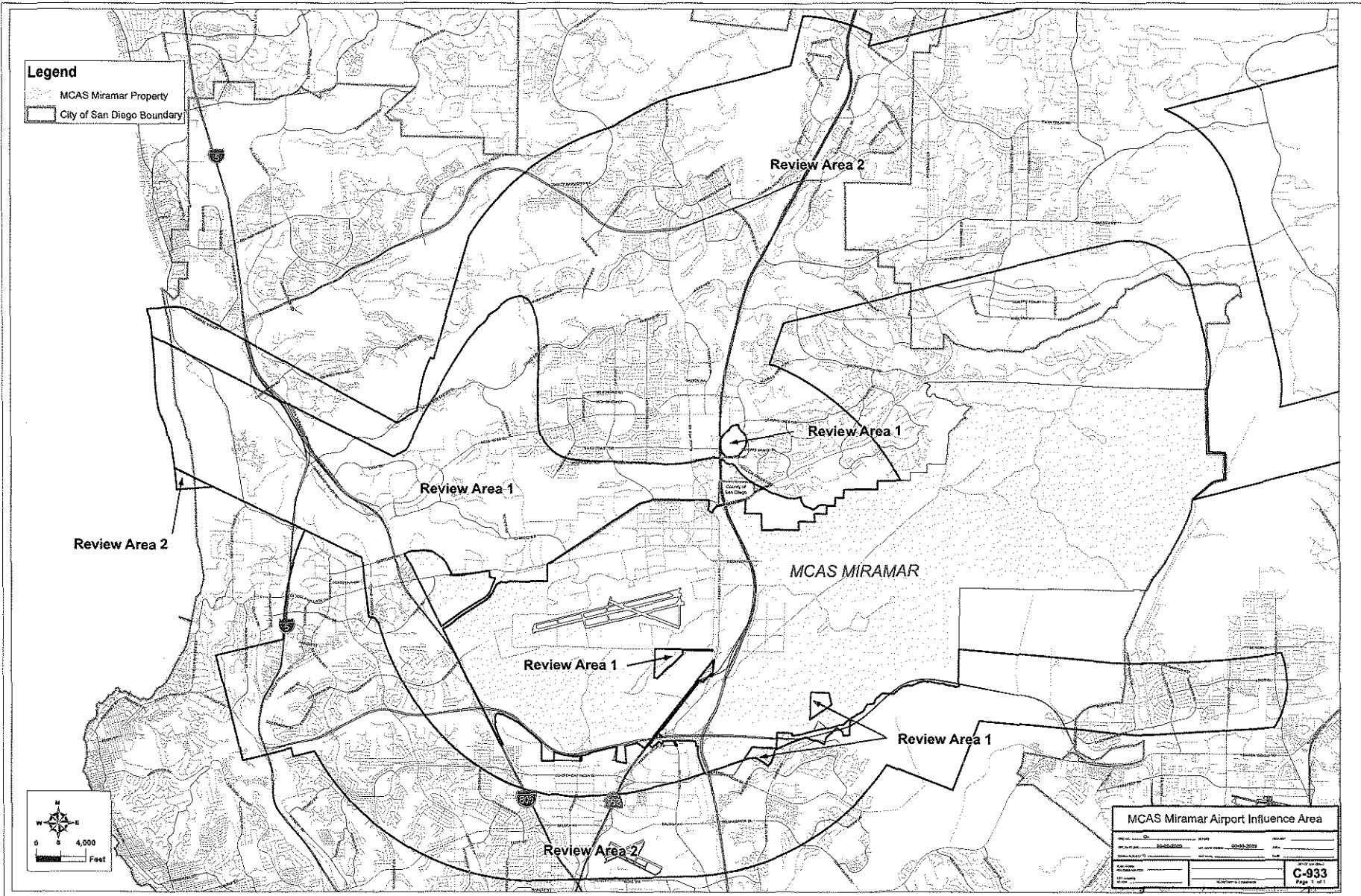
I hereby certify that the foregoing Ordinance was passed by the Council of the City of San Diego, at this meeting of _____.

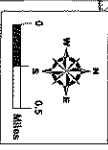
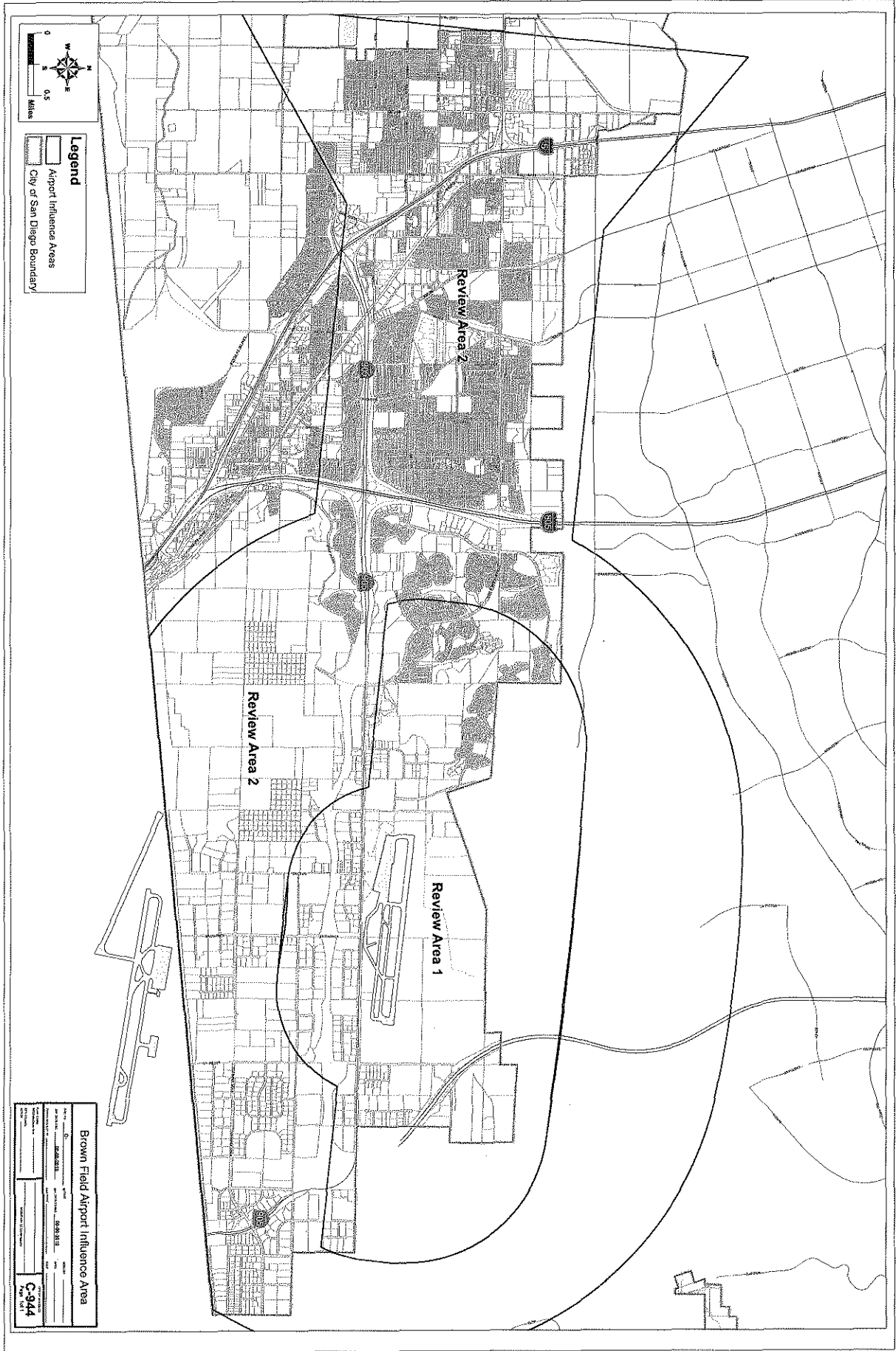
ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date) JERRY SANDERS, Mayor

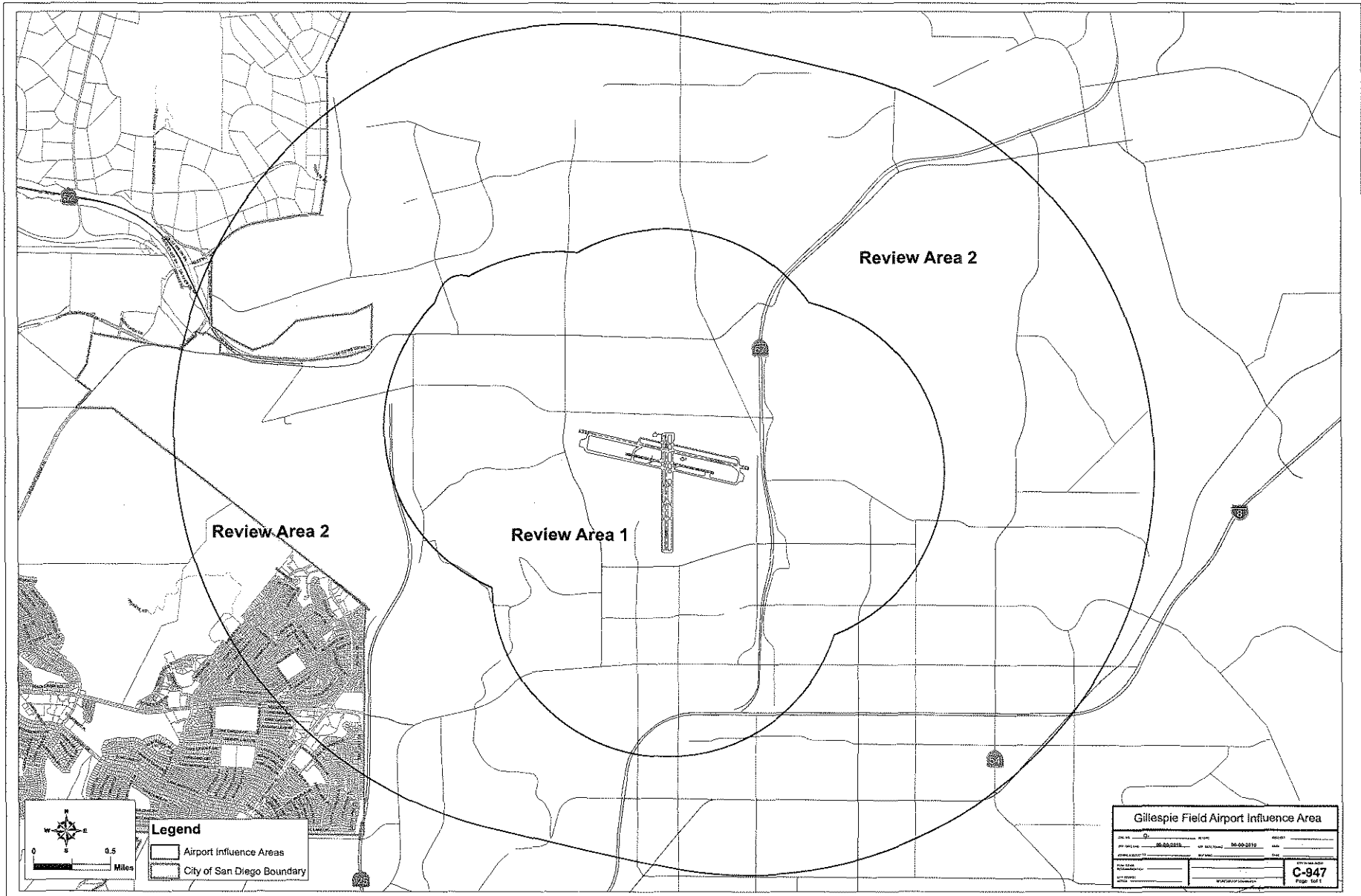
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(date) JERRY SANDERS, Mayor



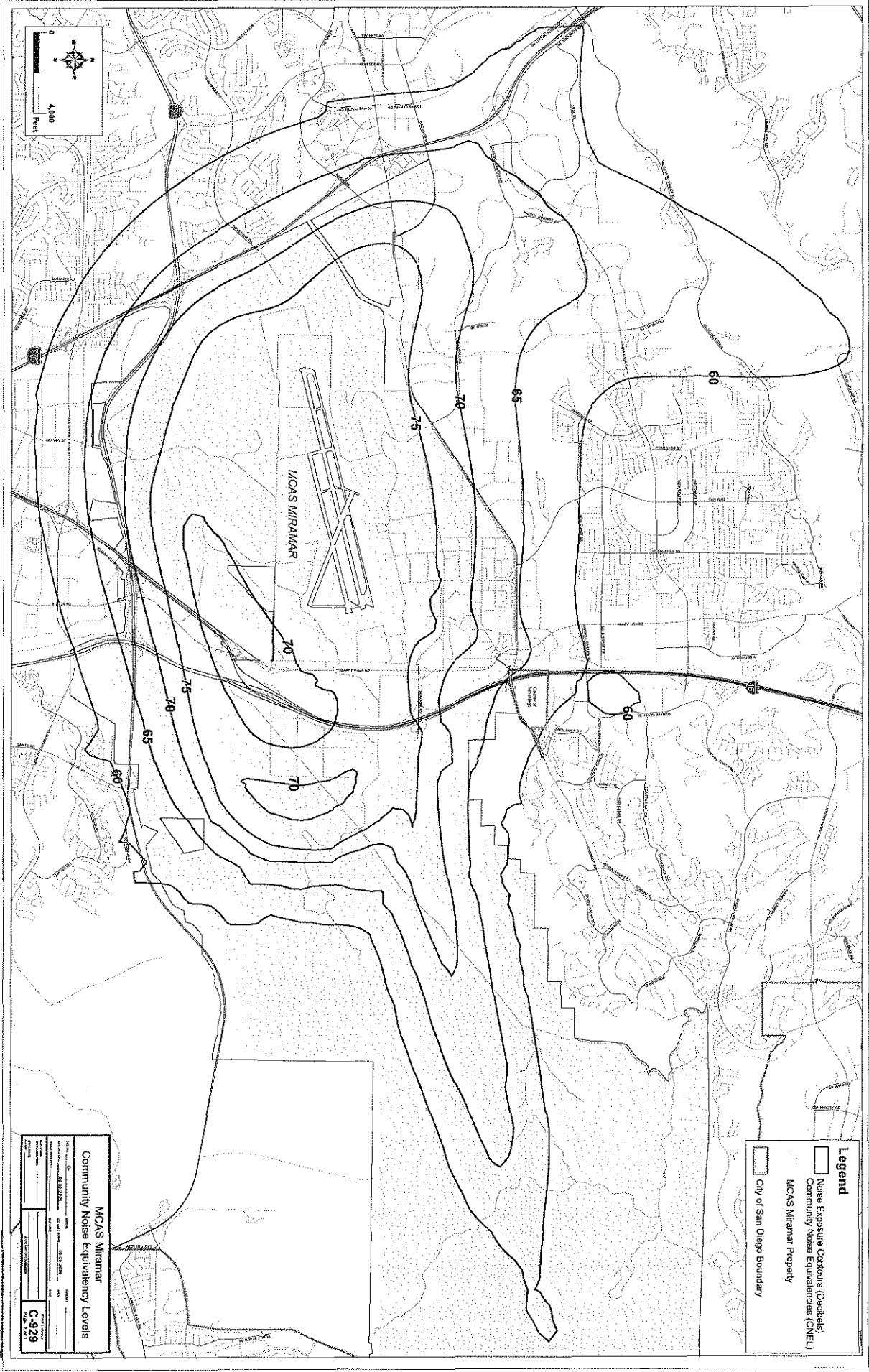


Legend
Airport Influence Areas
City of San Diego Boundary

Brown Field Airport Influence Area
Project No. C-944
City of San Diego
Title Block







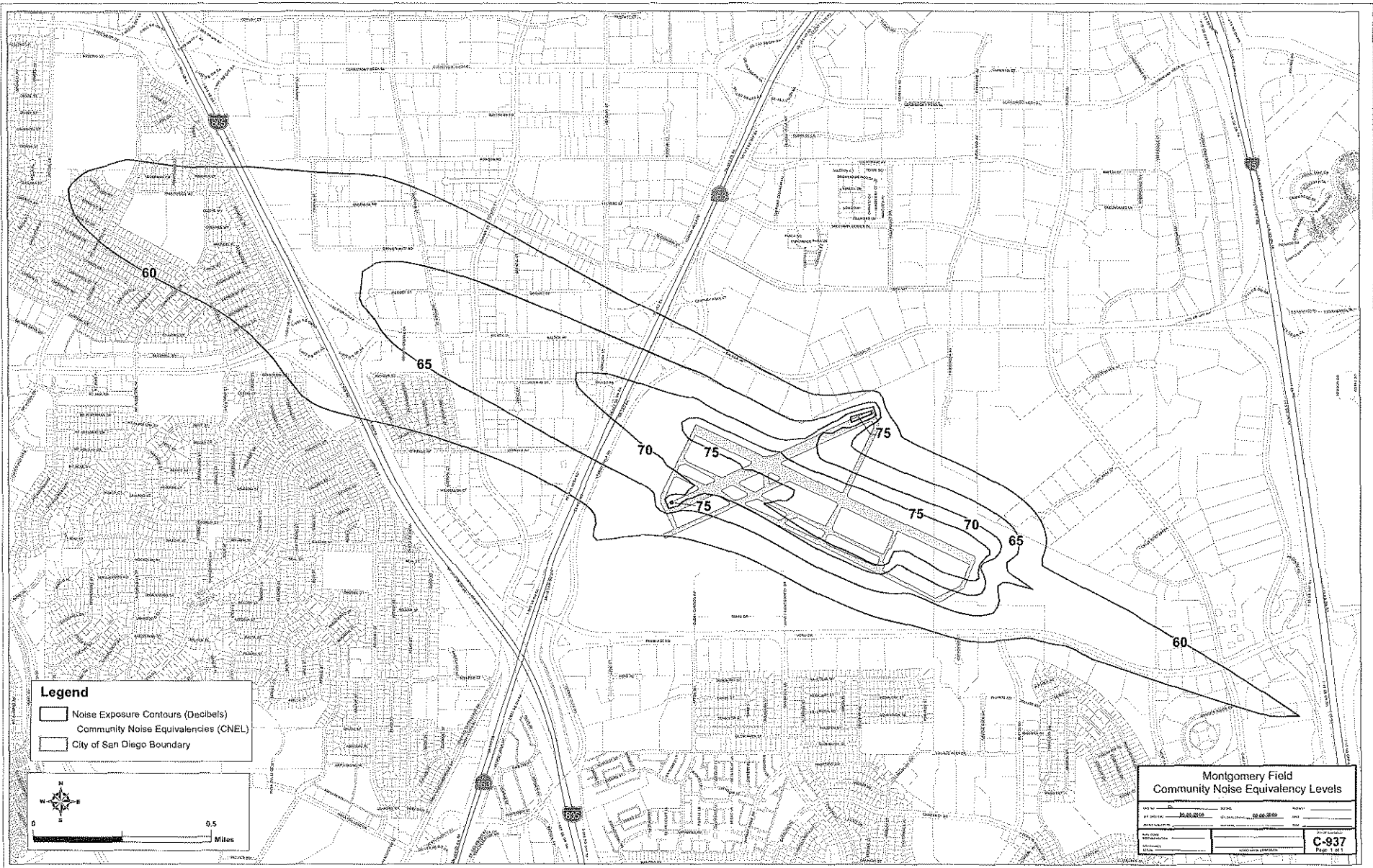
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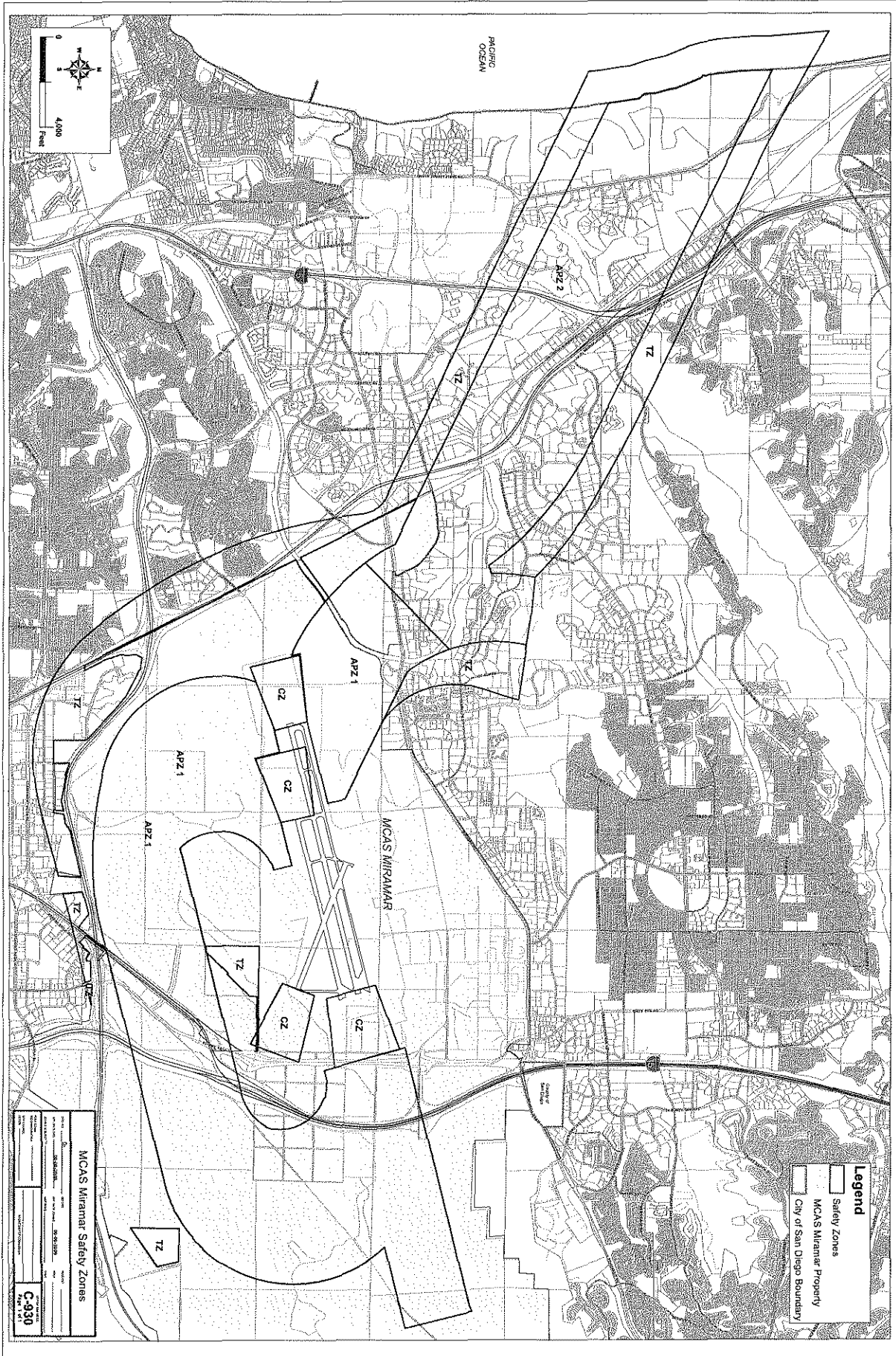
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- Community Noise Equivalency Levels (CNEL)
- MCAS Miramar Property
- City of San Diego Boundary

MCAS Miramar
Community Noise Equivalency Levels

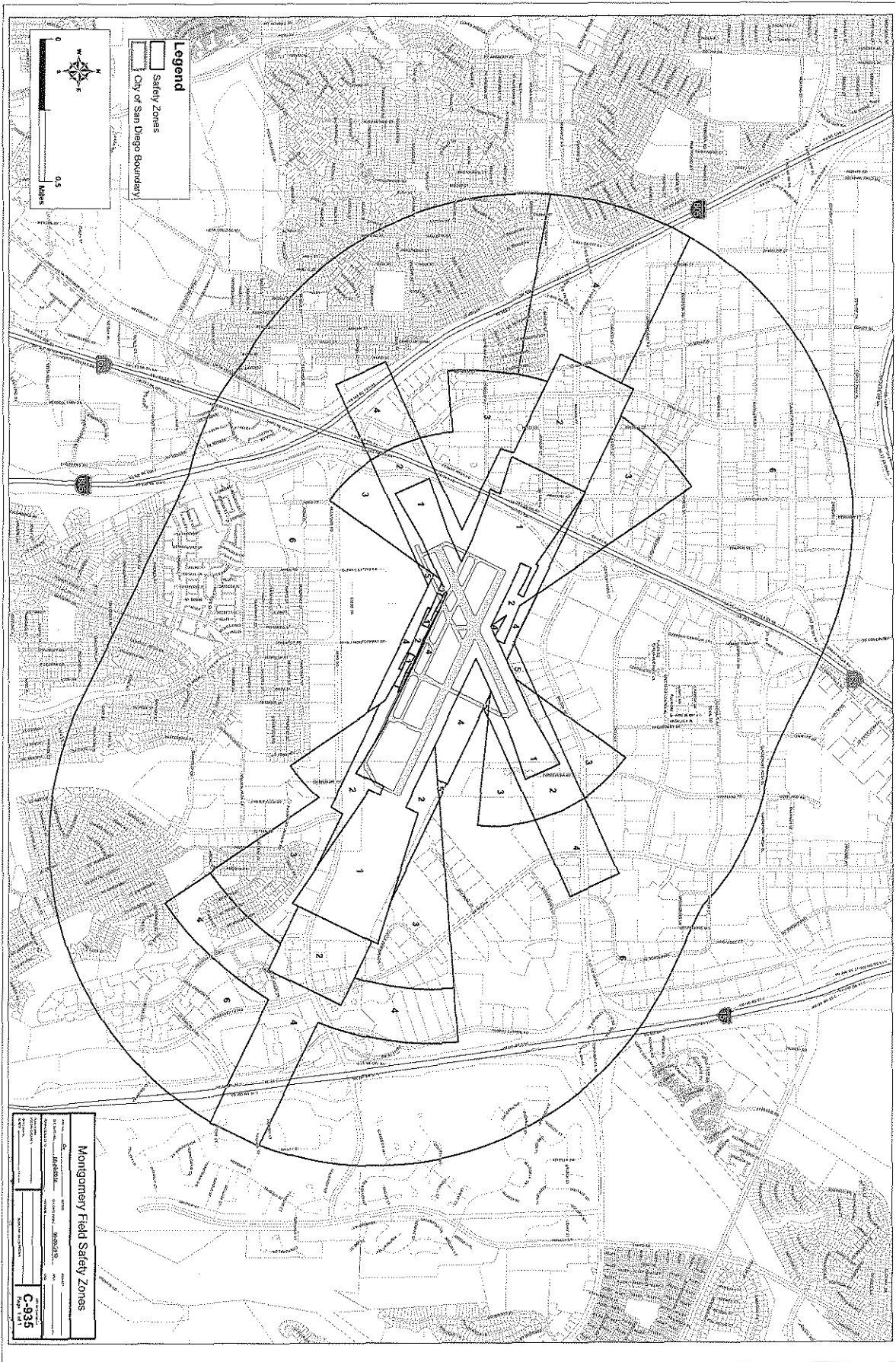
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Client	MCAS Miramar	Author	[Name]
Project Manager	[Name]	Reviewer	[Name]
Scale	1" = 100'	Sheet No.	C-929





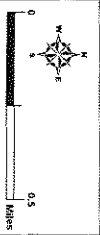






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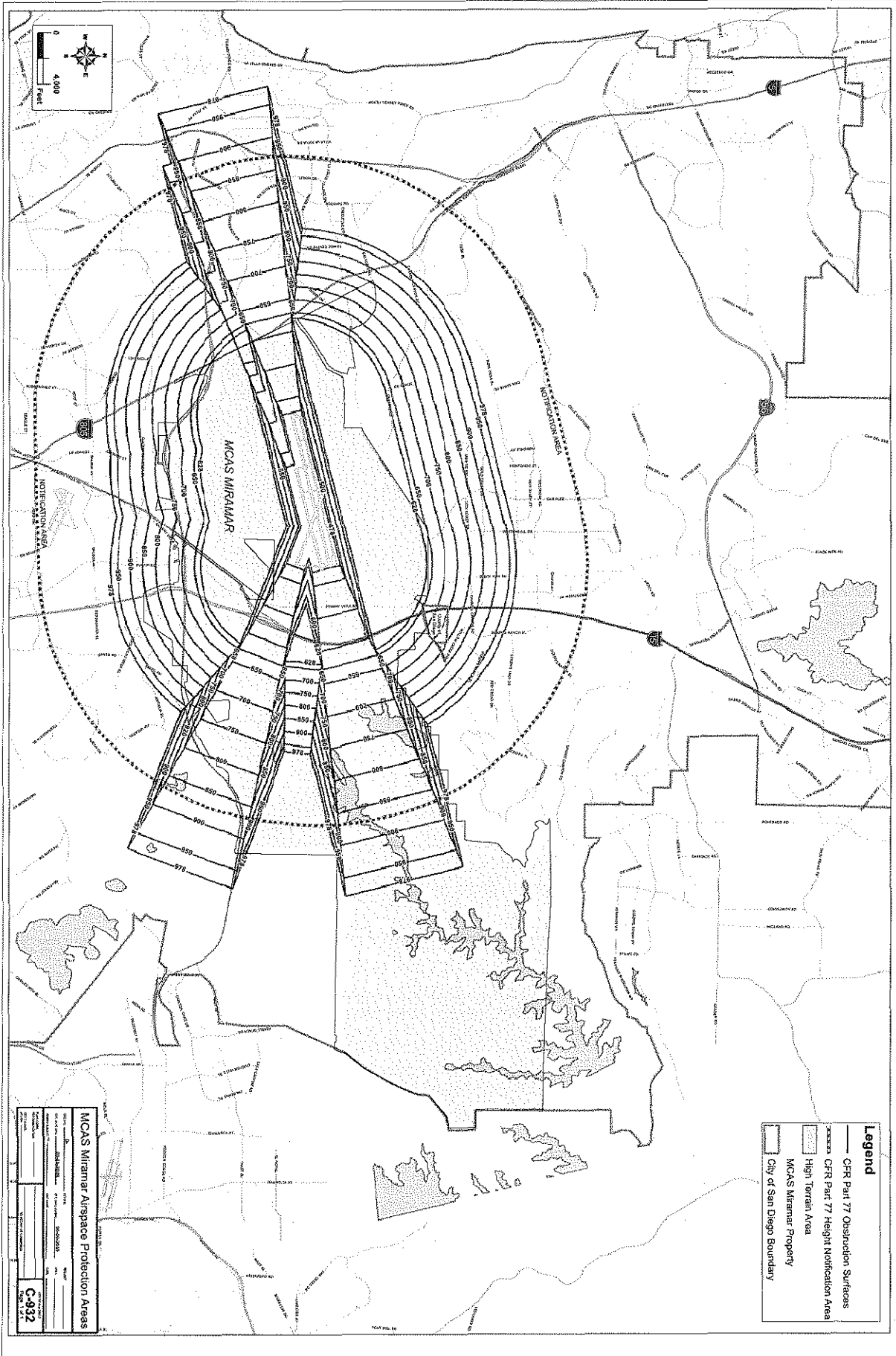
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- City of San Diego Boundary

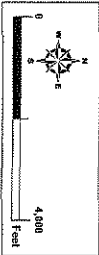
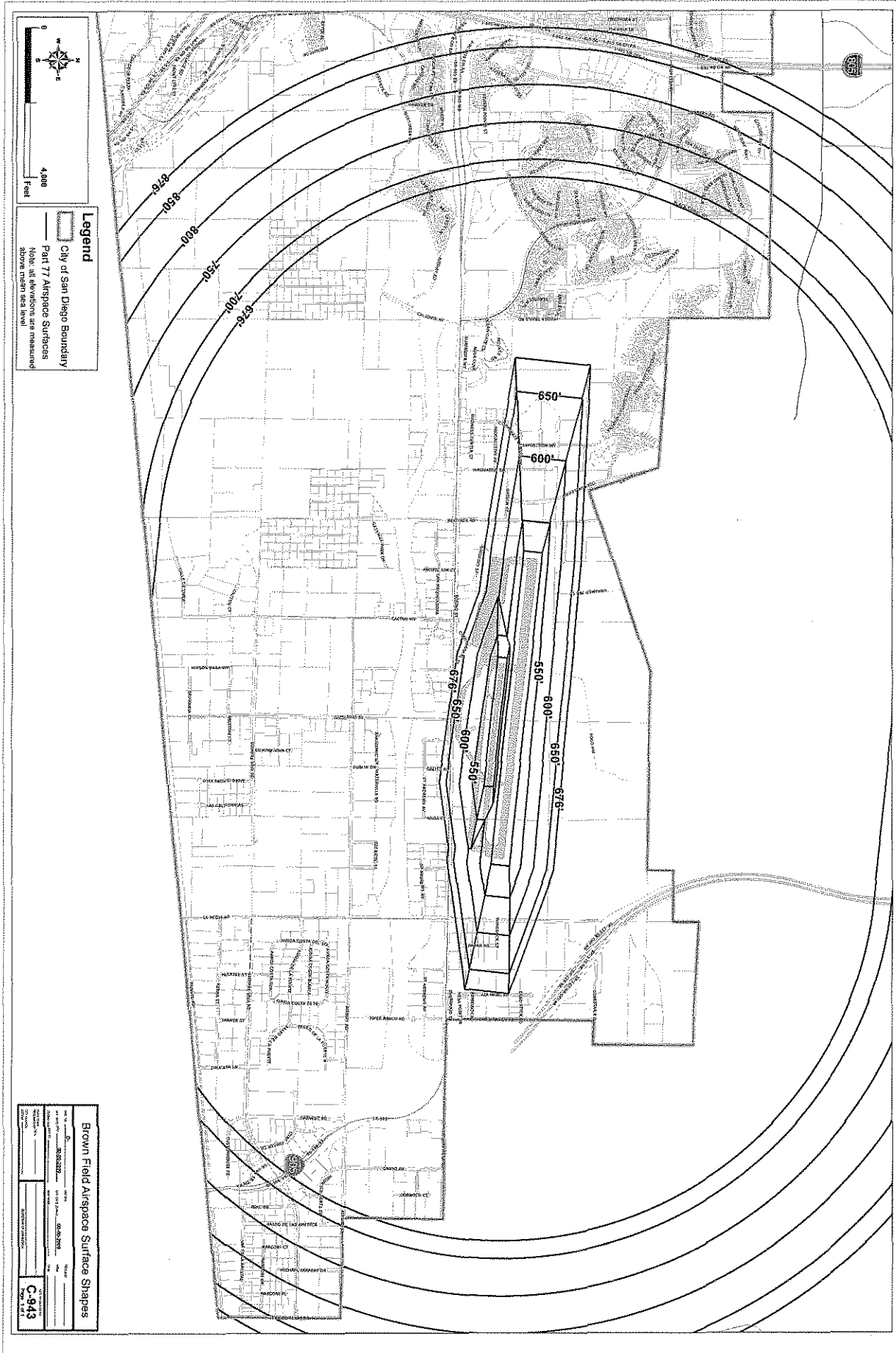


Montgomery Field Safety Zones

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 CHECKED BY: ...
 SCALE: ...
 SHEET: ...

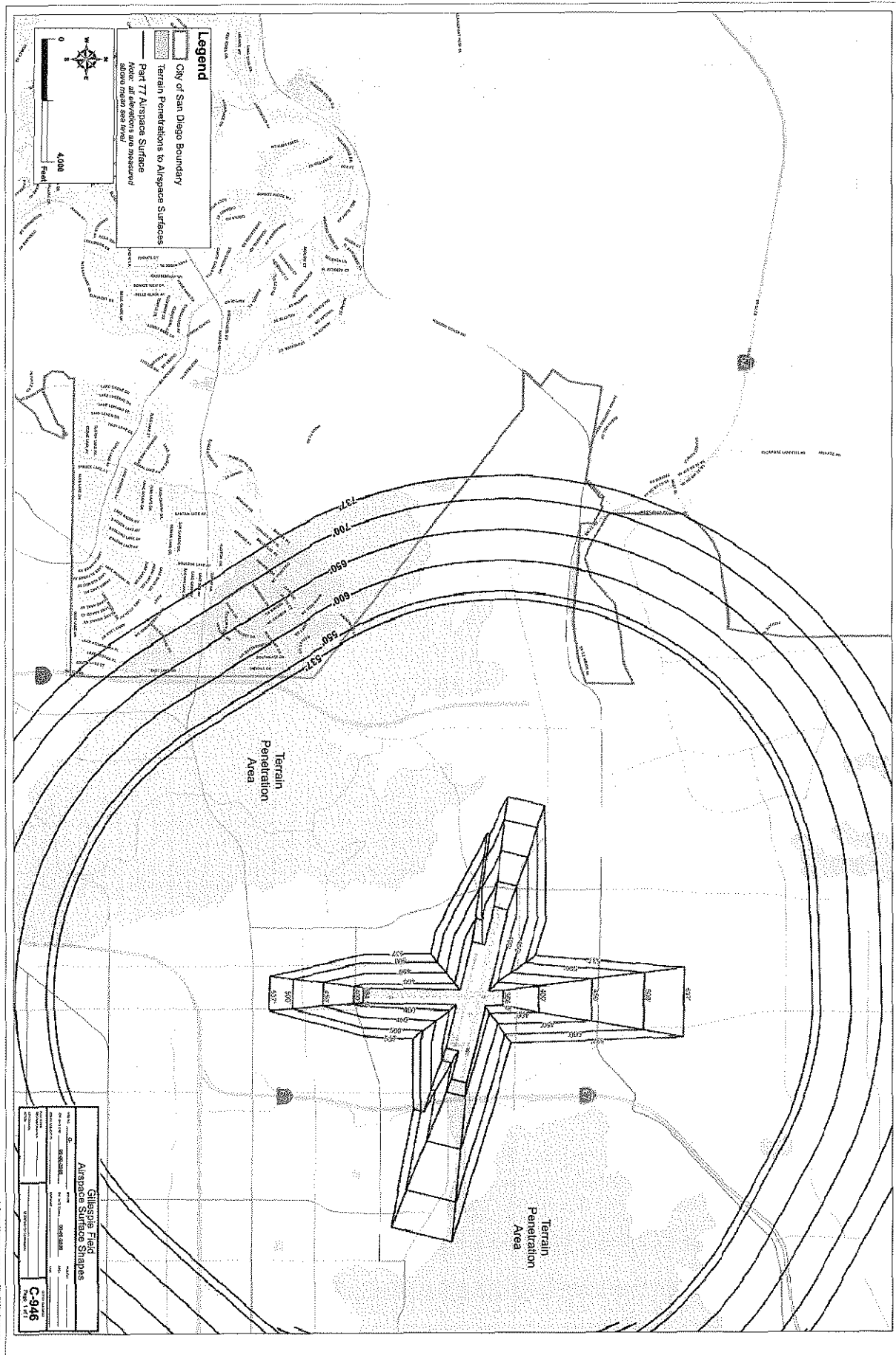
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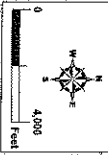
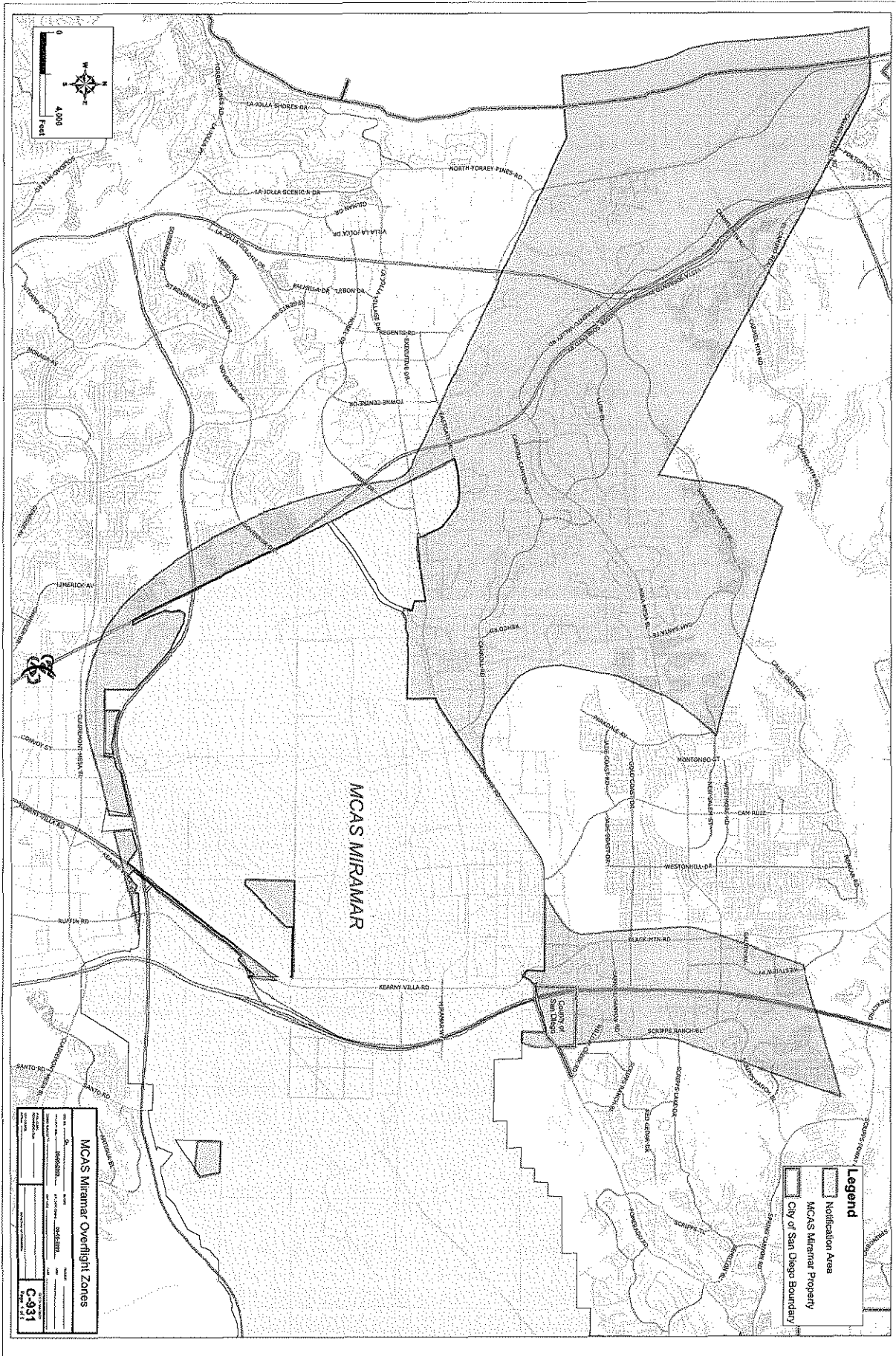


Legend
 City of San Diego Boundary
 Part 77 Airspace Surfaces
 Note: all elevations are measured above mean sea level

Brown Field Airspace Surface Shapes
 Drawing No. **C-943**
 Date **Nov. 1, 1944**



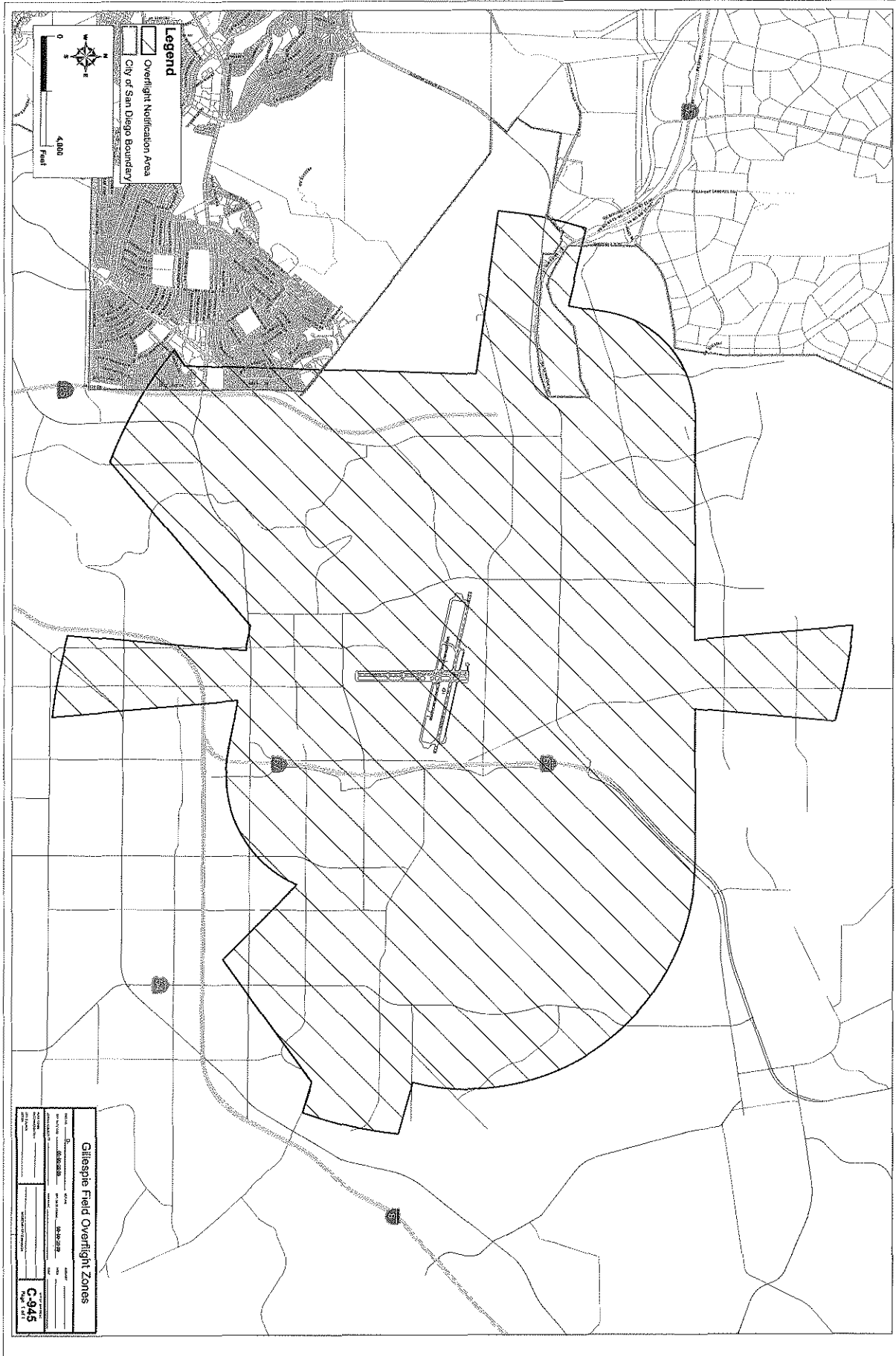


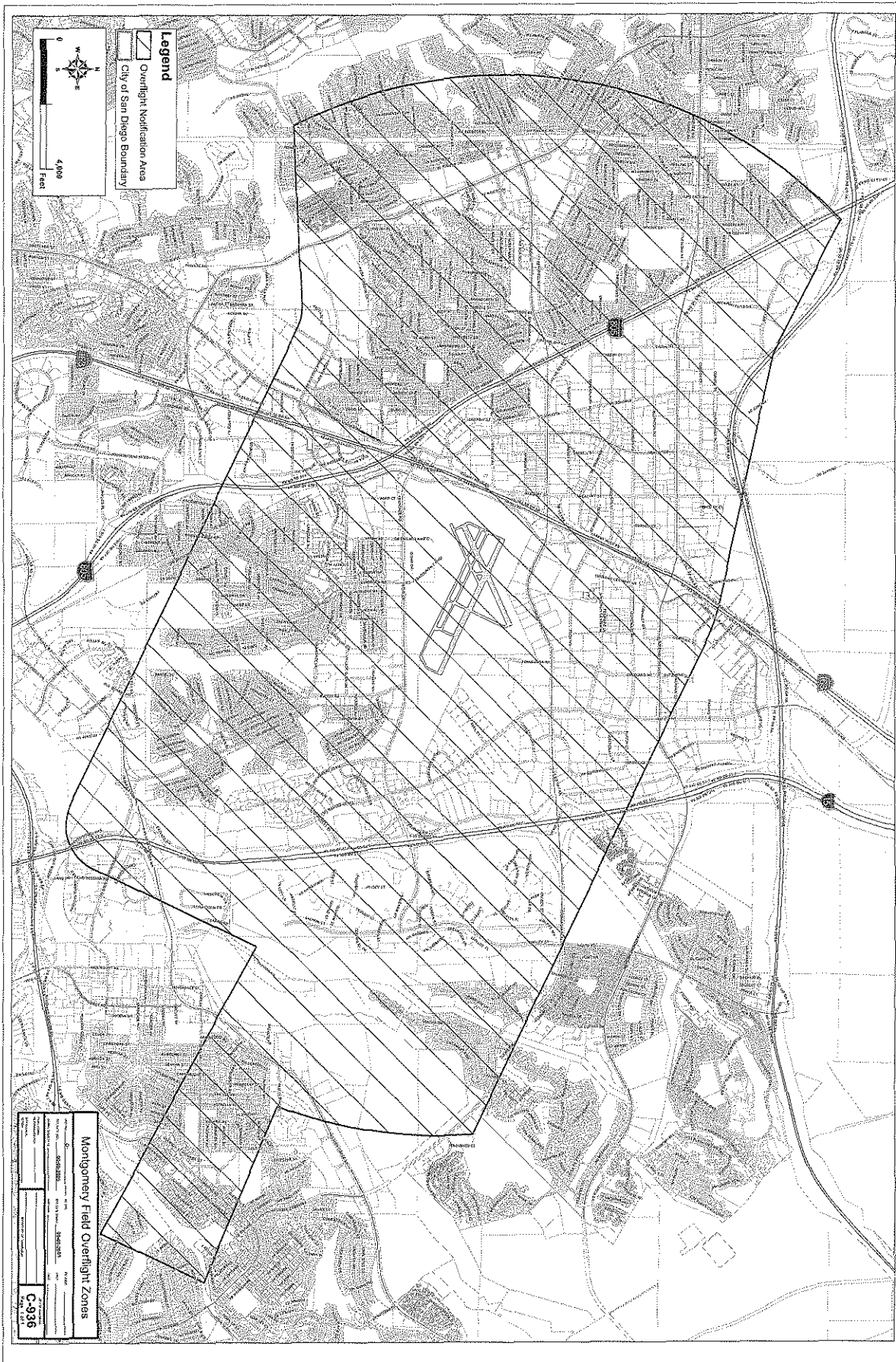


MCAS Miramar Oversight Zones	
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Date	08/20/2014
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City of San Diego	
Division	
Project	
Sheet No.	C-931
Total Sheets	1

Legend	
	Notification Area
	MCAS Miramar Property
	City of San Diego Boundary







Summary of ALUCP Applicability

New development within a designated airport influence area requires review for compatibility with airport noise, safety, and airspace protection. The use and development regulations of the underlying base zone may be further limited by airport related noise and safety criteria, and the height of new development may be limited based on airspace protection criteria.

Tables are provided below to indicate where the following compatibility factors apply to individual communities within the City of San Diego.

- **Noise:** Refer to adopted ALUCP noise maps to identify associated aircraft noise exposure for properties in an airport influence area. New development is required to comply with the adopted ALUCP noise compatibility table. Once the City's Implementation Plan is determined to be consistent by the Airport Authority, the ALUCP noise table will be replaced by the Airport Land Use Compatibility Overlay Zone noise table.
- **Safety:** Refer to adopted ALUCP safety maps to identify properties located in a safety zone. New development in a designated safety zone is required to comply with adopted safety criteria. Once the City's Implementation Plan is determined to be consistent by the Airport Authority, the ALUCP safety table will be replaced by the Airport Land Use Compatibility Overlay Zone safety tables as applicable to each airport.
- **Airspace Protection:** Refer to adopted ALUCP airspace protection maps. The purpose of airspace protection review is to protect navigable airspace and avoid the creation of hazards to aircraft in flight. Properties subject to airspace protection review may be included due to Part 77 surfaces, high terrain areas, or FAA notification areas. FAA notification is also required for any proposed development that would be 200 feet or greater above grade to evaluate potential hazards to air navigation. New development located within the FAA notification area is required to notify the Federal Aviation Administration by submitting FAA Form 7460-1 and shall provide evidence to the City of a final FAA determination of "No Hazard to Air Navigation".

ALUCP overflight notification and disclosure requirements are intended to inform property owners that property is located within an airport influence area.

- **Overflight Notification:** Refer to adopted ALUCP overflight maps. Recordation of an overflight notification document may be required for certain residential properties until property is rezoned to apply the new Airport Land Use Compatibility Overlay Zone, and the City's implementation plan is determined to be consistent by the Airport Authority.
- **Real Estate Disclosure:** In accordance with state law, all residential real estate transactions within the airport influence area are required to disclose that the property is located within an airport influence area.

Summary of ALUCP Applicability

Communities Subject to MCAS Miramar ALUCP			
Communities	Compatibility Factors		
	Aircraft Noise	Safety Zones	Airspace Protection
Black Mountain Ranch			Applies
Carmel Mountain Ranch			Development 200 ⁺ feet in height only
Carmel Valley			Development 200 ⁺ feet in height only
Clairemont Mesa	Applies	Applies	Applies
Del Mar Mesa	Applies		Development 200 ⁺ feet in height only
East Elliott			Applies
Kearny Mesa	Applies	Applies	Applies
La Jolla			Applies
Los Penasquitos	Applies	Applies	Applies
Miramar Ranch North			Applies
Mira Mesa	Applies	Applies	Applies
Pacific Highlands Ranch			Development 200 ⁺ feet in height only
Rancho Bernardo			Development 200 ⁺ feet in height only
Rancho Encantada			Applies
Rancho Penasquitos	Applies		Applies
Sabre Springs			Development 200 ⁺ feet in

			height only
Scripps Miramar Ranch	Applies		Applies
Tierrasanta	Applies		Applies
Torrey Highlands			Development 200 ⁺ feet in height only
Torrey Hills		Applies	Development 200 ⁺ feet in height only
Torrey Pines	Applies	Applies	Applies
University	Applies	Applies	Applies
Communities Subject to Brown Field ALUCP			
Communities	ALUCP Compatibility Factors		
	Aircraft Noise	Safety Zones	Airspace Protection
Otay Mesa	Applies	Applies	Applies
Otay Mesa-Nestor			Applies
San Ysidro			Applies
Tijuana River Valley			Applies
Communities Subject to Gillespie Field ALUCP			
Communities	ALUCP Compatibility Factors		
	Aircraft Noise	Safety Zones	Airspace Protection
East Elliott			Applies
Navajo			Applies
Tierrasanta			Applies

Summary of ALUCP Applicability

Communities Subject to Montgomery Field ALUCP			
Communities	ALUCP Compatibility Factors		
	Aircraft Noise	Safety Zones	Airspace Protection
Clairemont Mesa	Applies	Applies	Applies
College Area			Applies
Kearny Mesa	Applies	Applies	Applies
Linda Vista		Applies	Applies
Mid City-Eastern Area			Applies
Mid City-Kensington Talmadge			Applies
Mid City-Normal Heights			Applies
Mission Valley			Applies
Navajo			Applies
North Park			Applies
Serra Mesa	Applies	Applies	Applies
Tierrasanta		Applies	Applies
University			Applies
Uptown			Applies



THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: January 27, 2011

TO: Planning Commission

FROM: Tait Galloway, Senior Planner, City Planning & Community Investment

SUBJECT: Community Plan Amendments to Implement the Airport Land Use Compatibility Plans (ALUCPs)

The San Diego County Regional Airport Authority, as the Airport Land Use Commission, adopted ALUCPs for Brown Field, Montgomery Field, and Gillespie Field (January 2010) and Marine Corps Air Station (MCAS) Miramar (August 2008). The ALUCPs reflect the projected use of the airport and establish compatibility requirements for the surrounding airport influence area to protect people on the ground and in the air. Existing uses are not affected by the ALUCP policies. The City of San Diego is required by state law to implement the adopted ALUCPs or overrule all or portions of the ALUCPs.

The proposed community amendments related to the implementation of the ALUCPs are for the community plan areas listed in the attachment that are within the Airport Influence Area – Review Area 1 for Montgomery Field and MCAS Miramar. Policy language addressing the implementation of the Brown Field ALUCP will be addressed in the Otay Mesa Community Plan which is in the process of being updated.

The proposed community plan amendments do not change adopted community plan land use designations or policies. The proposed amendments provide general policy language to discuss the purpose of the ALUCP and explain that the General Plan and Land Development Code implement the ALUCP noise, safety, airspace protection, and overflight compatibility policies. The proposed amendments would remove any references to superseded Comprehensive Land Use Plans (CLUPs) and associated figures. The Land Development Code will contain measurable standards to evaluate airport land use compatibility for proposed development projects. Attached is a summary of the proposed amendments by community plan.

TG

cc: William Anderson, Director
Mary Wright, Deputy Director
Christine Rothman, Program Manager

Samir Hajjiri, Senior Traffic Engineer
Amanda Lee, Senior Planner

Clairemont Mesa Community Plan

- Added an Airport Influence Area Appendix that contains text referencing the General Plan policies and Land Development Code regulations that will implement the ALUCP policies and criteria for Montgomery Field and MCAS Miramar.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Deleted former airport noise contours from community plan Figure 25 and text addressing former Montgomery Field and NAS Miramar noise contours.

Kearny Mesa Community Plan

- Added text in the Airport Element referencing the General Plan policies and Land Development Code regulations that will implement the Montgomery Field and MCAS Miramar ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).
- Replaced references to Navy's property to Federal Government property.
- Deleted CLUP noise and accident potential zone maps, text, and land use matrices.

Linda Vista Community Plan

- Added an Airport Influence Area Appendix that contains text referencing the General Plan policies and Land Development Code regulations that will implement the ALUCP policies and criteria for Montgomery Field.

Mira Mesa Community Plan

- Added text in the Airport Influence Area Appendix referencing the General Plan policies and Land Development Code regulations that will implement the MCAS Miramar ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).
- Deleted CLUP noise and accident potential zone maps, text, and land use matrices.

Rancho Peñasquitos Community Plan

- Added text in the MCAS Miramar Element referencing the General Plan policies and Land Development Code regulations that will implement the ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).
- Deleted noise maps, text, and land use matrices.

Scripps Miramar Ranch Community Plan

- Added an Airport Influence Area Appendix referencing the General Plan policies and Land Development Code regulations that will implement the MCAS Miramar ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).

Serra Mesa Community Plan

- Added an Airport Influence Area Appendix referencing the General Plan policies and Land Development Code regulations that will implement the Montgomery Field ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).

Tierrasanta Community Plan

- Added an Airport Influence Area Appendix referencing the General Plan policies and Land Development Code regulations that will implement the MCAS Miramar and Montgomery Field ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Removed former airport noise contours from Figures 3, 11, 14, and 17.

Torrey Hills Community Plan

- Added text in the MCAS Miramar section referencing the General Plan policies and Land Development Code regulations that will implement the MCAS Miramar ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).

Torrey Pines Community Plan

- Added text in the Airport Influence Area Appendix referencing the General Plan policies and Land Development Code regulations that will implement the MCAS Miramar ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).
- Deleted CLUP noise and accident potential zone maps, text, and land use matrices.

University Community Plan

- Added text referencing the General Plan policies and Land Development Code regulations that will implement the MCAS Miramar ALUCP policies and criteria.
- Replaced references to Naval Air Station (NAS) with Marine Corps Air Station (MCAS).
- Replaced references to the Comprehensive Land Use Plan (CLUP) with Airport Land Use Compatibility Plan (ALUCP).
- Deleted CLUP noise and accident potential zone maps, text, and land use matrices.
- Replaced references to Navy's easements to Federal Government easements.

Clairemont
Mesa
Community
Plan
Amendment

Clairemont Mesa Community Plan

The following information has been incorporated into this ~~May 2009-2011~~ posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Clairemont Mesa Community Plan Adopted	April 27, 1989	0256	September 26, 1989	R-274465
Approval of North Bay Revitalization Program, including formation of redevelopment project area, land use and zoning changes.			May 4, 1998	R-290045
Deletion of the extension of Mesa College Drive from the Clairemont Mesa Community Plan, the Linda Vista Community Plan, and the Progress Guide and General Plan.			January 19, 1999	R-291206
Supplemental Off-Site Parking - Morena Blvd/Chicago St.	November 10, 2005	3878	December 5, 2005	R-301116
Amend Clairemont Mesa Community Plan Boundary Along Mesa College Drive.	November 15, 2007	4340	May 30, 2008	R-303731
<u>Added Montgomery Field and MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar and Montgomery Field CLUPs.</u>				

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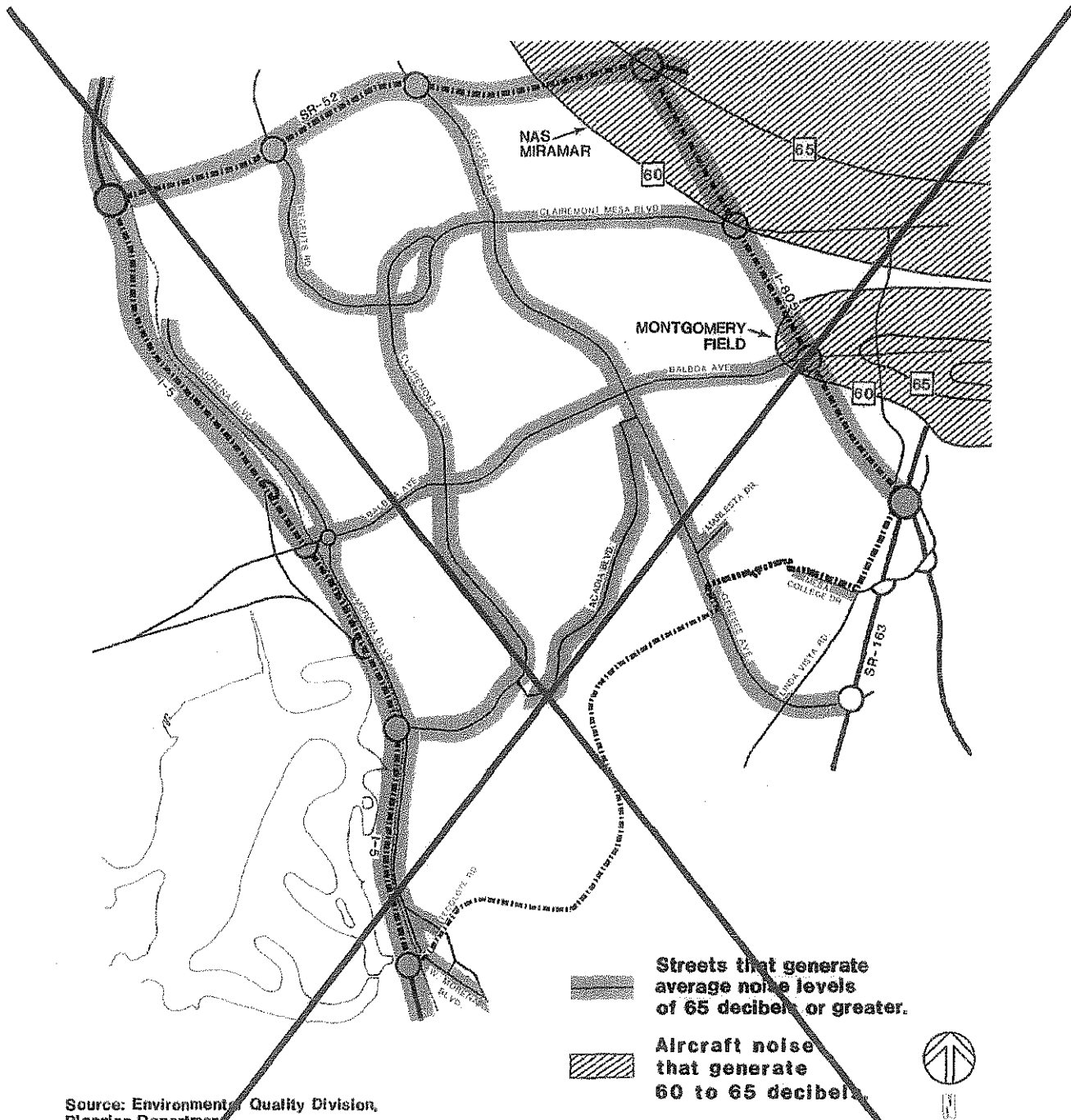
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Source: Environmental Quality Division,
Planning Department

Noise Sources
Claremont Mesa Community Plan

25
FIGURE

NOISE SOURCES

EXISTING CONDITIONS

Clairemont Mesa is exposed to noise generated by traffic on freeways and streets, by aircraft utilizing Montgomery Field and Marine Corps Air Station Miramar (MCAS) Miramar Naval Air Station, and by trains using the Atchison, Topeka and Santa Fe Railway (Figure 25). Traffic noise levels on I-5, SR-52 and I-805 have generated 65 decibels (CNEL)* or greater extending 200 feet on either side of the freeways (Figure 25). Since segments of the roadways vary in elevation, the properties adjacent to the freeways may not be impacted. Surface streets which generate noise levels of 65 decibels or greater and may impact adjacent properties include Clairemont Mesa Boulevard, Regents Road, Clairemont Drive, Mount Acadia Boulevard, Genesee Avenue, Balboa Avenue, Morena Boulevard, Mesa College Drive, and a portion of Marlesta Drive.

~~Approximately 78 acres in The eastern portion of Clairemont Mesa lie is affected by noise from the overflight of aircraft from within the 60 to 65 decibel CNEL noise contour interval that surrounds NAS MCAS Miramar. A very small area is within the 60 to 65 decibel CNEL noise contour interval that surrounds and Montgomery Field. There are no residential areas in Clairemont Mesa where noise levels from the airports exceed 65 decibels (CNEL), and projected noise contours for the year 2000 indicate that residential designated areas in Clairemont Mesa will not become exposed to noise levels greater than 65 decibels (CNEL). Refer to the Airport Influence Area Appendix for additional discussion of the Airport Land Use Compatibility Plan.~~

The Atchison, Topeka and Santa Fe Railroad that parallels I-5 is a third source of noise in Clairemont Mesa. Noise levels from the trains currently do not exceed 65 decibels (CNEL) when measured as close as 25 feet from the railroad tract. The San Diego LRT system, which will serve the I-5 corridor, will be in or adjacent to the existing railroad tracts right-of-way. Noise from the future LRT is not expected to exceed the noise level generated by traffic on I-5.

RECOMMENDATIONS FOR NOISE IMPACTS

Noise attenuation measures should be required in new development and redevelopment projects to reduce noise impacts to an acceptable level (General Plan).

1. Setbacks

Increased setbacks of structures from property lines should be used to mitigate adverse noise levels

2. Clustering

Clustering of commercial and residential uses through planned development permits could reduce interior open space noise levels.

* Community Noise Equivalent Level (CNEL) is a 24-hour, average sound level with weighting factors given to the hours between 7:00 p.m. and 7:00 a.m. to account for increased noise sensitivity during the evening and night time hours.

Appendix

AIRPORT INFLUENCE AREA

The Airport Influence Area for Montgomery Field and Marine Corps Air Station (MCAS) Miramar affect the Clairemont Mesa Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plans for Montgomery Field and MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plans for Montgomery Field and MCAS Miramar and to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airports from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports. The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Kearny Mesa
Community
Plan
Amendment

KEARNY MESA COMMUNITY PLAN

The following information has been incorporated into this ~~January 2006-2011~~ posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Kearny Mesa Community Plan Adopted.			October 6, 1992	R-280821
Redesignate the land use at 5150 Murphy Canyon Road from Industrial and Business Park to General Commercial			February 9, 1994	R-283392
Amend the Stonecrest Specific Plan to redesignate areas from Office to Residential			January 30, 1996	R-286859
Montgomery Field (Reduce the length of the Flight Activity Zone)	November 16, 1995		August 6, 1996	R-287765
New Century Center (Master PID/PCD for former General Dynamics site)			November 18, 1997	R-289450
Stonecrest Office Uses (Allow office use where currently prohibited)	May 11, 2000	P-00-089	July 18, 2000	R-293496
San Diego Spectrum Apartments (Redesignates from Commercial and Industrial to Residential and Mixed Use)	August 17, 2000	P-00-118	October 3, 2000	R-293930
Extended Stay America (To allow a business hotel in an industrial area)	February 8, 2001	P-01-011	February 27, 2001	R-294596
Sunroad (Redesignates Commercial and Industrial to Mixed Use for 570 additional dwellings)	June 13, 2002	P-02-073	November 12, 2002	R-297295
Land use designation change from Industrial to Mixed Use for a six-acre parcel at the south end of Aero Court	September 15, 2005	3843-PC	October 25, 2005	R-300978

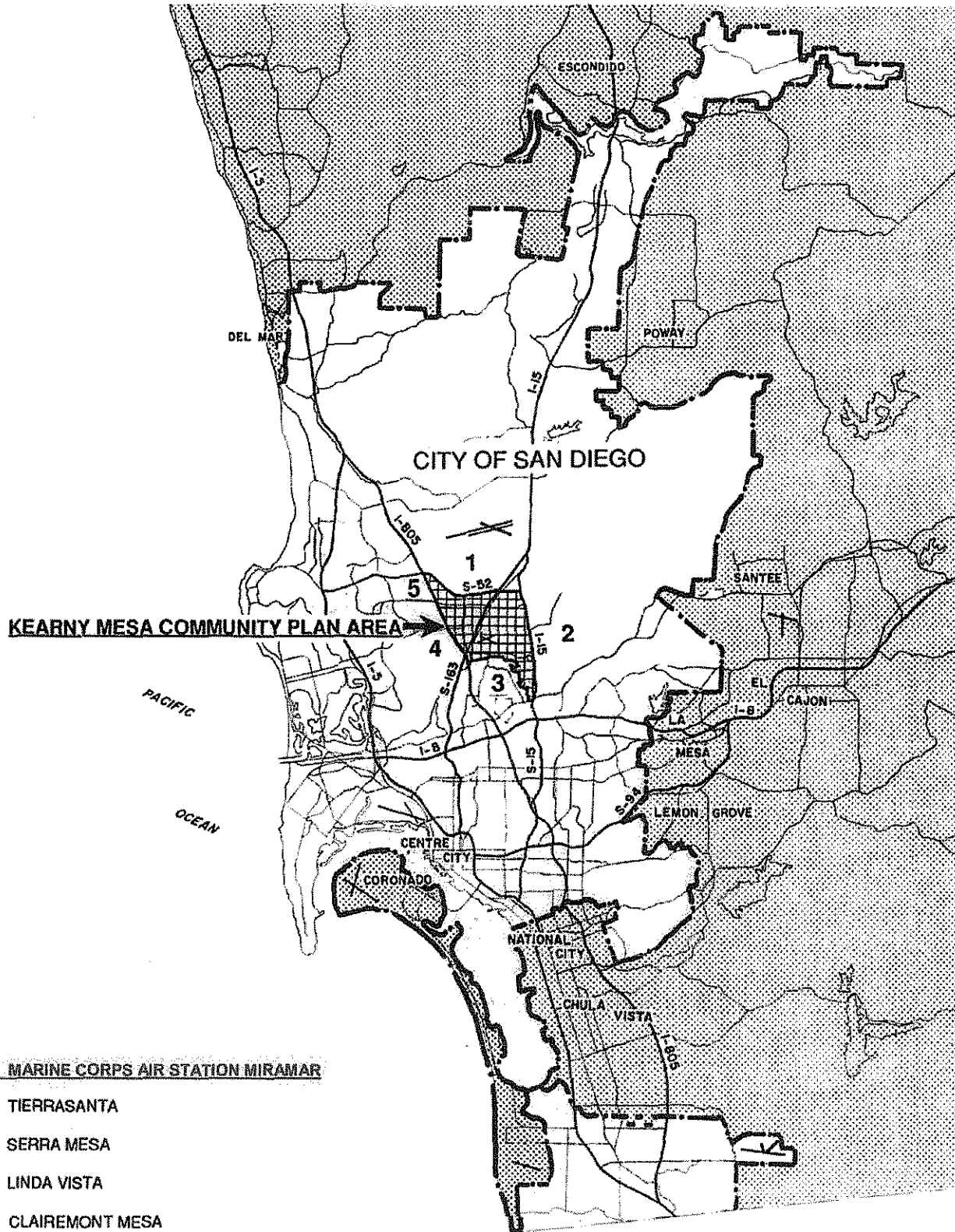
<u>Amendment</u>	<u>Date Approved by Planning Commission</u>	<u>Resolution Number</u>	<u>Date Adopted by City Council</u>	<u>Resolution Number</u>
<u>Added Montgomery Field and MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar and Montgomery Field CLUPs.</u>				

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Regional Location Map
Kearny Mesa Community Plan

1
FIGURE

LEGISLATIVE FRAMEWORK

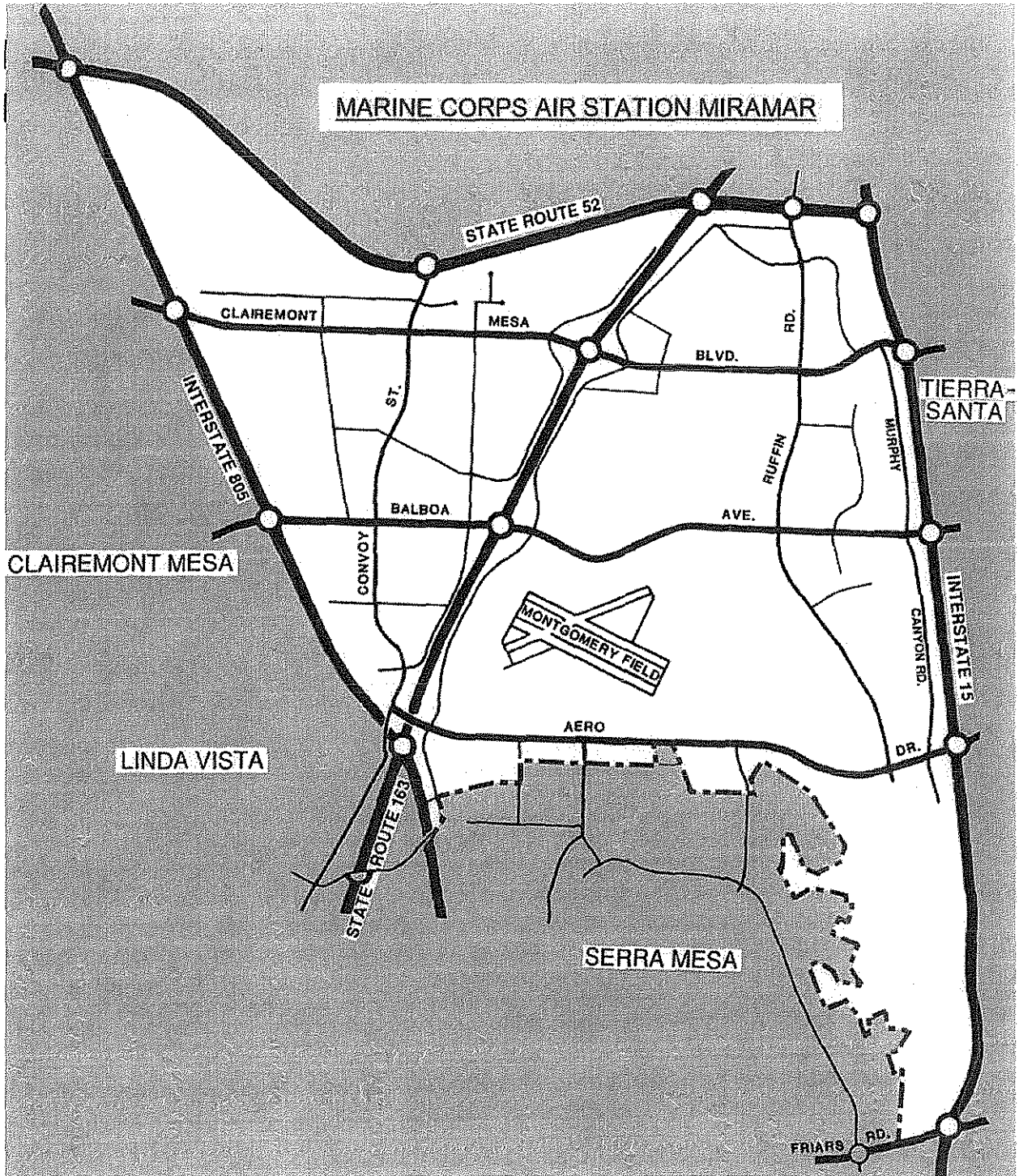
The Plan was proposed within the context of California State Laws, the City of San Diego Municipal Ordinances and Council-directed policies. A summary of the more significant legislation is discussed below.

- Section 65450 of the Governmental Code of the State of California (State Planning and Zoning Act) gives authority for the preparation of community plans and specifies the elements that must appear in each plan. It also provides means for adopting and administering these plans.
- The California Environmental Quality Act of 1970 (CEQA) requires that environmental documents be prepared for all community plans. Separate, detailed environmental reports are also required for all individual projects that need discretionary approval, including actions related to implementing this Plan.
- The Regional Air Quality Strategy (RAQS) was developed in 1977 to ensure that air quality in the San Diego Air Basin would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation of RAQS is to consider air quality in all land use and transportation plans.
- The citywide zoning and subdivision ordinances regulate the development and subdivision of land.
- In addition to legislation, the City Council has adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and should be used in implementing plan recommendations.

LOCATION AND RELATIONSHIP TO SURROUNDING COMMUNITIES

Kearny Mesa has traditionally functioned as an industrially based, regional employment center. The planning area, which encompasses approximately 4,000 acres, is located between State Route 52 (SR-52) on the north and Interstate 805 (I-805) and Interstate 15 (I-15) on the west and east, respectively. The southerly boundary of the planning area consists of properties lying to the south of Aero Drive, and properties extending to Friars Road along the western edge of I-15 (see Figure 3).

Predominately single-family communities surround Kearny Mesa on three sides: Clairemont Mesa and Linda Vista on the west, Serra Mesa on the south and Tierrasanta on the east. Marine Corps Air Station Miramar (formerly Naval Air Station Miramar) property abuts Kearny Mesa on the north.



Vicinity Map
Kearny Mesa Community Plan

3
FIGURE

DEVELOPMENT HISTORY

Settlement began in Kearny Mesa around 1910 with some homesteading, beekeeping and cattle grazing. During the early 1930s, several flower farms with wholesale operations began in Kearny Mesa and continued until the mid-1970s. Airport operations began in Kearny Mesa in 1937 with Gibbs Airfield. In 1948, the City of San Diego acquired Gibbs Airfield and 1,000 acres of surrounding property for a metropolitan airport. When airspace conflicts with ~~NAS MCAS~~ Miramar preempted the proposed airport, the surplus acreage north and northeast of the airport became the San Diego Industrial Park. Beginning in 1955 with General Dynamics, numerous aerospace and electronic firms have located in the industrial park. The surplus airport land south of the airport became the San Diego Research Park.

PREVIOUS PLANNING STUDIES

Previous planning studies for Kearny Mesa include both the Kearny Mesa-East and Kearny Mesa-West plans, adopted in 1961 and 1962, respectively. The Kearny Mesa East and West plans designated industrial uses for most of Kearny Mesa with a commercial core at Convoy Street and Kearny Mesa Road.

The Serra Mesa Community Plan, adopted in 1977, covered both the industrial community of Kearny Mesa and the residential community of Serra Mesa. The Serra Mesa plan reaffirmed the industrial nature of Kearny Mesa and maintained the predominance of industrially designated lands. The commercial core, however, was expanded to include the commercial corridors of Convoy Street and Clairemont Mesa Boulevard.

While the Montgomery Field Municipal Airport, located to the north of Aero Drive, is technically within the boundary of the Kearny Mesa planning area, land use policies for the airport are contained in a separate planning document called the Montgomery Field Airport Master Plan (adopted in May 1980). Similarly, land use policies pertaining to the StoneCrest development located to the southwest of Aero Drive and I-15 are found in a separate plan called the StoneCrest Specific Plan (adopted in February 1988).

Community Facilities and Services

Since Kearny Mesa is already highly urbanized, basic community facilities and services are available to serve the area. As Kearny Mesa continues to develop, existing public facilities and services may need to be upgraded in response to changing conditions and community growth.

Protection of Natural Resources

This Plan endeavors to preserve the limited natural resources in the community and protect the remaining natural hillsides and canyons as open space. Environmentally sensitive areas have either been designated as such on the recommended land use plan map or are described in relevant sections of the Plan.

Airport Land Use Compatibility Mitigation of Noise Impacts from Aviation Uses

~~The Based on the noise contours identified in the Comprehensive Airport Land Use Compatibility Plans (CLUPALUCP) for both Naval Marine Corps Air Station (NASMCAS) Miramar and Montgomery Field, address compatible land uses are prescribed for areas impacted by safety, airspace protection, overflight, and noise from aircraft operations. The Airport Element—Montgomery Field describes appropriate uses near Montgomery Field, and the Conservation and Open Space Element discusses the impacts from NAS MCAS Miramar.~~

OVERALL COMMUNITY GOALS

- Ensure the continued development of Kearny Mesa as a regional employment center, containing a mix of industrial, office, retail and compatible housing land uses.
- Encourage the provision of a multi-modal transportation system that provides access to the entire community as efficiently as possible.
- Create a sense of community identity by encouraging the provision of high quality urban design, complementary mixed uses and the provision of focal points that advertise Kearny Mesa as a regional employment center, consumer destination and a mix of other complementary uses that support these primary uses.

INDUSTRIAL ELEMENT

PRIMARY GOAL

To provide opportunities for well-designed research and development, business park, traditional industrial, and “heavy” commercial uses in the community which include employee amenities to enhance the viability and image of Kearny Mesa.

EXISTING CONDITIONS

Kearny Mesa has evolved into a regional employment center with an array of industrial and commercial uses ranging from small, locally based incubator businesses to large well-established defense contractors. Uses in Kearny Mesa which are discussed in this element can be categorized as either 1) general or “traditional” industrial; 2) business park; 3) scientific research and development; or 4) “heavy” commercial. These categories are discussed below in greater detail.

General Industrial

General industrial uses are those engaged in manufacturing, assembling, processing, warehousing or in transporting goods or products. These general industrial uses can be further differentiated on the basis of size and location. Development in western Kearny Mesa (west of SR-163) is a function of the original small lot subdivision pattern. Many of the lots are the minimum 15,000 square feet in area. Small lots accommodate incubator businesses and other firms that do not have extensive space needs. Industrial development in western Kearny Mesa is typified by small manufacturers, warehouse and distribution facilities, and service uses. Without proper controls, small lots intended for industrial development can be developed with commercial uses. Western Kearny Mesa's mixed industrial-commercial land use pattern can be directly attributed to the small lot subdivisions that have occurred, and the M-1A and M-1B industrial zones which permit a range of commercial and industrial uses.

Eastern Kearny Mesa's development pattern is the result of several events that occurred in the early 1950s. The City of San Diego acquired Gibbs Field (later to become Montgomery Field) and the surrounding lands for a metropolitan airport. When airspace conflicts with NAS MCAS Miramar preempted the metropolitan airport, Montgomery Field became a general aviation airfield and the 1,000 acres of surplus airport land became industrial and research parks. In 1955, the Convair Astronautics Division of General Dynamics was the first of numerous aerospace and electronic firms to locate in the industrial park.

These corporate industrial users required large industrially zoned parcels to carry out their operations. The large lot, industrial land use pattern that was established by these first industrial firms is still evident today in portions of Kearny Mesa.

ISSUES

Land Use/Zoning

A primary land use issue in Kearny Mesa has been the erosion of the industrial base due to competitive industrial land alternatives in other areas of the City, and the development of non-industrial uses on industrially designated land, particularly multi-tenant office and retail uses, which generate higher traffic counts. The office and retail development of industrially designated properties has occurred largely because of the wide range of uses permitted by the M-1A and M-1B zones.

Most of Kearny Mesa is zoned M-1A and M-1B (see **Figures 5 & 6**). These industrial zones were designed to permit a broad range of accessory uses to complement the industrial uses. However, because these zones allow a wide variety of uses, a significant amount of property has developed into commercial and office uses. The M-1A zone was originally intended to be a light industrial zone that also permitted a full range of commercial uses in support of the industrial uses. The M-1B zone was designed to be a light industrial zone with supportive office uses.

The attributes that make Kearny Mesa a desirable location for industrial development are likewise attractive for commercial development. The central location, freeway accessibility, and relative proximity to residential areas are qualities equally sought by industrial and commercial developers, including developers of office buildings. Without a means of preserving the integrity of the industrially designated lands, industrial uses compete with commercial enterprises for available properties. The subsequent increase in land prices quickly escalates beyond what industrial uses can afford, resulting in the erosion of industrial land. A result of this commercial intrusion is traffic congestion, a troublesome by-product created by the increased traffic volumes associated with commercial uses.

Another land use issue is the compatibility of development with the Montgomery Field Municipal Airport and the Marine Corps Air Station Miramar-Naval Air Station. Proposed developments should be reviewed for noise, overflight, safety, airspace protection, and land use compatibility as shown in the Airport Land Use Compatibility Plans. This is particularly important for properties within the Flight Activity Zone (FAZ) of Montgomery Field.

Traffic

Traffic volumes on the primary arterial and major streets within Kearny Mesa vary considerably. Aero Drive, Balboa Avenue, Clairemont Mesa Boulevard and Convoy Street experience peak hour congestion along portions which can be attributed to the very high employment level in Kearny Mesa. Future development and redevelopment in Kearny Mesa will continue to impact the circulation system.

- Most of the area south of Aero Drive and west of the Serra Mesa-Kearny Mesa Branch Library is industrially designated but includes a variety of other uses such as office and various industrial uses. The abutting or adjacent uses in Serra Mesa include residential, an elementary school and a neighborhood park. In view of these largely conflicting uses, there may be other more appropriate land use designations for this area of Kearny Mesa. The West Aero Drive Land Use Study (October 25, 2005) provides background information to assist in the analysis of future community plan amendments and/or a community plan update.
- Redevelopment should include upgrading the property to meet current development standards including landscaping and signage regulations.
- Industrially designated land should achieve and maintain lot sizes that allow the full range of development recommended by this Plan.
- Development should be reviewed for consistency with adopted airport policies, such as those set forth in the ~~comprehensive land use plans~~ Airport Land Use Compatibility Plans of ~~for~~ Montgomery Field and Marine Corps Air Station Miramar-Naval Air Station.
- A business-serving hotel should be permitted to locate in the industrially-designated area on Murphy Canyon Road between Balboa Avenue and Aero Drive to accommodate business travelers.

RECOMMENDATIONS

Implementing Zones

Establish the following zoning for industrially-designated areas:

- Rezone industrially designated properties which are currently zoned M-1A to M-1B in order to prevent new commercial retail use from locating on industrially designated property.
- Retain the M-1B and M-1P zones on industrially designated properties to encourage industrial and business park developments in such areas.
- Encourage the provision of M-LI zoning in Kearny Mesa to accommodate large user industrial development.

Floor Area Ratio

The maximum floor area ratio for industrial and office development in Kearny Mesa, other than M-LI zoned parcels, is 0.5. Development proposals which exceed 0.50 FAR could be considered through a discretionary permit process that would address potential traffic and environmental impacts.

Lot size (for new subdivisions)

The minimum lot size should be one acre. However, for M-IP zoned properties the minimum lot size should be consistent with the lot size set forth in the M-IP Zone (40,000 square feet).

Compatibility with Open Space Areas and Residential Uses

Buffer open space areas and residential uses from industrial developments on industrially designated land. Twenty-five-foot setbacks with appropriately landscaped berms are the preferred treatment. If lot sizes preclude 25-foot setbacks, walls, berms and landscaping should be used with a smaller setback.

Development Restrictions near Airports

The "airport influence areas" of both Montgomery Field and ~~NAS-MCAS Miramar~~ extend into Kearny Mesa (~~see Figures 23 and 29~~). Noise mitigation and land use restrictions may apply to properties within the airport influence areas and within the Flight Activity Zone area of Montgomery Field. Proposed projects should be reviewed for consistency with the comprehensive land use plans Airport Land Use Compatibility Plans for Montgomery Field and NAS-MCAS Miramar. These plans are prepared by the San Diego Association of Governments (SANDAG) Airport Land Use Commission (ALUC) for San Diego County. For more information on airport related issues, see the **Conservation and Open Space Element and the Airport Element-Montgomery Field**.

Signage

Signs should be designed as an integral part of any site in order to provide comprehensible messages to employees and consumers in Kearny Mesa. Whether signs are used to identify building tenants or provide direction for vehicular parking, the desired objective is to accommodate effective signage consistent with citywide regulations. Comprehensive sign programs should be encouraged in any new development in order to address the signage needs of the entire property.

Transit Amenities

Provide transit amenities commensurate with transit activity as identified in the Metropolitan Transit Development Board's Short Range Transit Plan (SRTP) under transit, facility guidelines. Currently (1992), the Metropolitan Transit Development Board is studying the feasibility of constructing a LRT system to serve central and northern San Diego, including the Kearny Mesa area. Any new transit policies that are adopted in the future should therefore be considered when new development projects are proposed.

Landscaping Adjacent to Streets

Extensive landscaping should be encouraged in yard areas that abut freeways, prime arterials, and other streets to buffer building tenants and pedestrians from traffic and to present aesthetically pleasing views along transportation corridors. Landscaping should be provided consistent with citywide regulations.

Commercial Development in Western Kearny Mesa

West of SR-163, the commercial corridors of Clairemont Mesa Boulevard, Convoy Street, Balboa Avenue, and a portion of Kearny Mesa Road should be designated for General Commercial use to reflect existing conditions and to satisfy the demand for additional retail commercial development. Sites which front on these streets are currently underutilized, or are located adjacent to existing commercial development, have been designated General Commercial and are encouraged to develop or redevelop with the array of uses permitted by that land use category.

Commercial Development in Eastern Kearny Mesa

Freestanding, retail commercial development to the east of SR-163 should be limited to the following areas: Clairemont Mesa Boulevard; the intersection of I-15 and Aero Drive, designated portions along Kearny Villa Road north of Balboa Avenue, and south of Clairemont Mesa Boulevard; and the airport-related commercial development located on Montgomery Field (north of Aero Drive). This is to provide necessary general commercial goods and services for the surrounding industrially-designated areas without promoting the indiscriminate location of strip retail development.

Provisions For Hotel/Motel Development

Hotel/Motel Facilities will require a Planned Commercial Development (PCD) permit to implement the design recommendations of this Plan and ensure compatibility with the development regulations of the Montgomery Field Master Plan and the Comprehensive Airport Land Use Compatibility Plans for Montgomery Field and NAS-MCAS Miramar. If the property is industrially zoned, a rezone to an appropriate commercial zone will be necessary.

Compatibility with Residential Uses

Buffer residential uses from developments on commercially designated land. Twenty-five-foot setbacks with appropriately landscaped berms are the preferred treatment. If lot sizes preclude 25-foot setbacks, walls, berms and landscaping should be used with the smaller setback.

Signage

Signs should be designed as an integral part of any site in order to provide comprehensible messages to employees and consumers in Kearny Mesa. Whether signs are used to identify buildings tenants or provide direction for vehicular parking, the desired objective is to accommodate effective signage consistent with citywide regulations. Comprehensive sign programs should be encouraged in any new development in order to address the signage needs of the entire property.

StoneCrest Specific Plan

The StoneCrest Specific Plan is a multiple use development of approximately 318 acres located at the most southerly terminus of the Kearny Mesa Planning Area outside of the central commercial core. In addition to existing office and commercial uses, the Plan provides for 1,235 residential dwelling units to be located along the westerly edge of the Plan area. The residential component of the Plan is zoned R-1500, and will allow the development of a medium-density residential urban infill project.

ISSUES

Both of the existing residential areas in Kearny Mesa are surrounded by uses that typically create adverse impacts to residents. Industrial, airport and freeway uses inherently generate noise, dust, odors and traffic in quantities above the tolerance level of residential uses. The impacts of I-805, industrial and commercial development, and Montgomery Field and NAS MCAS Miramar would appear to make most areas of Kearny Mesa an inappropriate location for a residential area. The proposed StoneCrest development is located along the I-15 corridor in a slightly more protected setting, adjacent to steep natural canyons and a Serra Mesa residential neighborhood.

The residential areas in Kearny Mesa, however, are not heavily impacted by surrounding land uses. The Royal Highlands neighborhood is a very stable, tranquil residential area. Most of the homeowners in this area are long-term residents who plan on retiring in this neighborhood. The matured landscaping in the neighborhood creates an effective buffer from the impacts of adjacent land uses. Likewise, StoneCrest, as previously mentioned, is located adjacent to steep natural hillsides and enjoys both a large vertical and horizontal separation from adjoining commercial and office uses, and would provide complementary residential uses.

POLICIES

- The Royal Highlands single-family residential area should be protected from encroachments of commercial and industrial development.
- New development occurring adjacent to a residential area should provide an adequate landscape buffer to minimize potential impacts.
- The Kearny Lodge Mobile Home Park should be designated Industrial and Business Park.
- Mixed-use projects containing residential development on urban infill sites should be encouraged where appropriate and where it furthers community and City land use and urban design policies.

Hydrology

Kearny Mesa is largely located within the 400-square-mile San Diego River Hydrologic Unit. There are no major water bodies within the Plan area. Drainage flows southward into the San Diego River system in Mission Valley, except in the extreme northwest portion of the Plan area where flow is into the San Clemente Canyon system.

Natural Resource Extraction

The StoneCrest Specific Plan details the reuse and reclamation of the sand and gravel quarry in Murphy Canyon. The quarry was operated continuously on this site for over 60 years. The use of the former quarry site will be as a mixed residential, commercial-industrial development.

Biological Resources

Vernal Pools

Vernal pools are depressions in the soil that fill with water during the winter rainy season. These vernal pools create a unique habitat that contains several rare and endangered plant species including the San Diego mesa mint (*Pogogyne abramsii*).

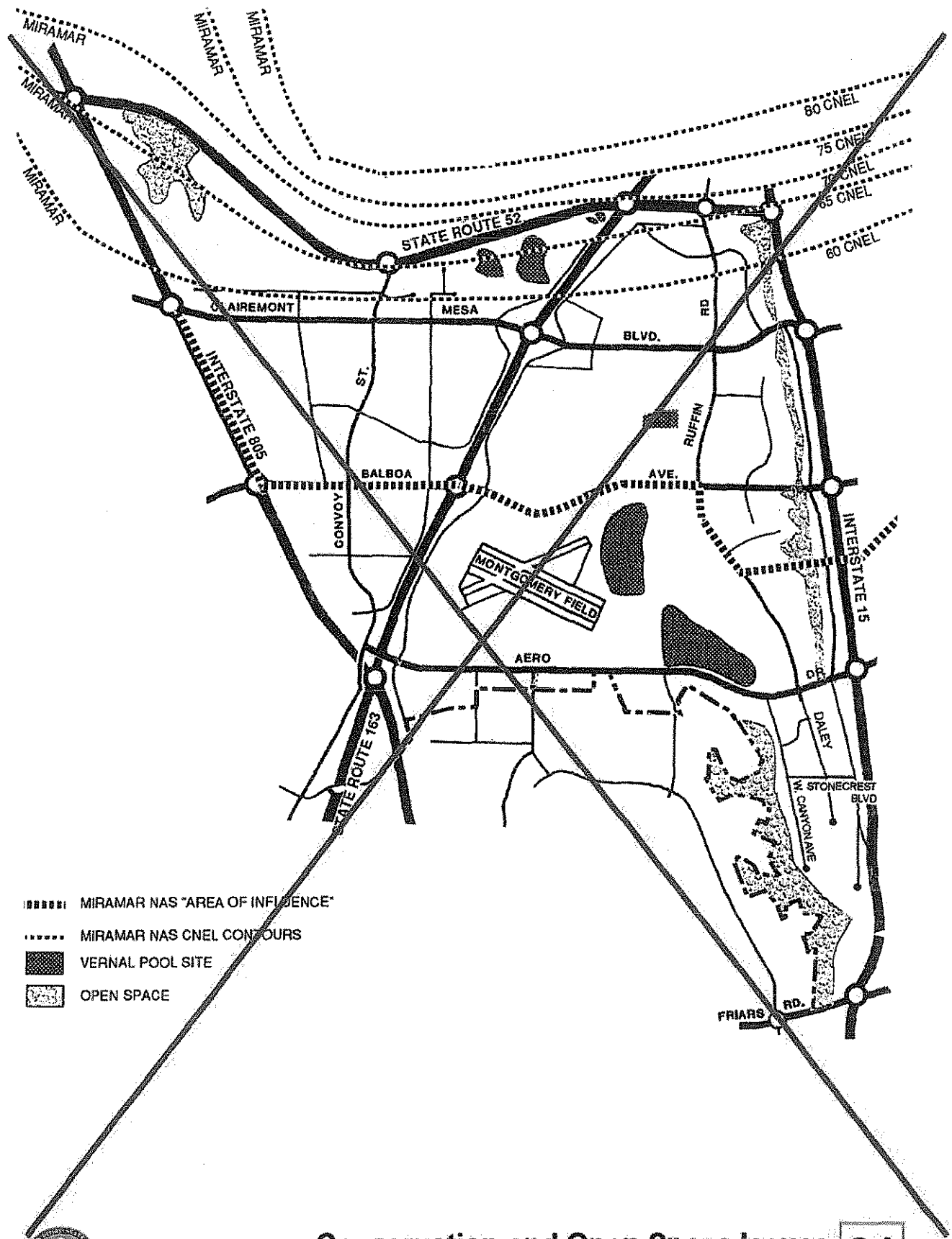
Vernal pools within Kearny Mesa are confined to Montgomery Field, a City-owned property and ~~Navy-federal government~~ lands located on the north of Clairemont Mesa Boulevard, westerly of SR-163 and south of SR-52 (**Figure 21**) and an approximate four+ acre area located on the southeastern corner of the General Dynamics property near Ruffin Road. The City-owned property and ~~Navy-federal government~~ lands are part of a larger open space system to the north of SR-52, but have been isolated from it with the construction of the freeway.

Vernal pools on Montgomery Field are protected through agreements reached with the federal government in the City's Vernal Pool Protection Program and the Montgomery Field Airport Master Plan.

The City-owned parcel is former ~~Navy-federal government~~ property that was obtained as part of the proposed SANDER "trash-to-energy" project. The City has purchased this off-site vernal pool habitat to mitigate future development impacts on the site. Any proposed development will require environmental review and a Section 404 permit from the U.S. Army Corps of Engineers to address vernal pool impacts.

The ~~Navy-federal government~~ lands, located to the east of the City-owned parcel, will require federal environmental review in addition to federal permits prior to development.

The General Dynamics vernal pools are included within a City-approved conservation bank.



- MIRAMAR NAS "AREA OF INFLUENCE"
- MIRAMAR NAS CNEL CONTOURS
- VERNAL POOL SITE
- ▨ OPEN SPACE



Conservation and Open Space Issues
Kearny Mesa Community Plan

21
FIGURE



Conservation and Open Space Issues
Kearny Mesa Community Plan

21
FIGURE

Air Quality

Kearny Mesa is located in the San Diego Air Basin/San Diego County which has been classified as a nonattainment area for the pollutants of ozone and particulates. The county is an attainment area for nitrogen dioxide, carbon monoxide and sulfur dioxide. The most significant source of air pollution is automobile emissions.

Noise

Air and ground transportation are the major noise sources in Kearny Mesa. Traffic volumes on most existing surface streets and freeways generate average noise levels of 65 decibels and greater on adjacent properties. Aircraft produced noise is generated by Montgomery Field and NAS-MCAS Miramar.

Marine Corps Air Station Miramar Naval Air Station (NAS-MCAS Miramar)

Although NAS-MCAS Miramar is not located in the Kearny Mesa planning area, a portion of the community is impacted by the aircraft noise from MCAS Miramar the Naval Air Station. SANDAG, as the region's The Airport Land Use Compatibility Plan for MCAS Miramar Airport Land Use Commission, has derived contains noise contours (Figure 21) and a compatibility criteria to evaluate proposed land uses and development projects. Refer to the Airport Element – Montgomery Field of this plan for additional discussion of the Airport Land Use Compatibility Plans, matrix for aircraft produced noise impacts (Figures 25 and 26). Noise levels from NAS Miramar exceeding 65 decibels CNEL (Community Noise Equivalent Level) impact the northern portions of the Kearny Mesa community. The most severe noise levels impact the land located in the northeastern portion of the community between Convoy Street and I-15, north of Clairemont Mesa Boulevard. Existing land uses that are incompatible with the SANDAG noise study are the hotel uses located at the northwest interchange of Clairemont Mesa Boulevard and SR-163.

Montgomery Field

The noise issues related to Montgomery Field are discussed in the Airport Element-Montgomery Field of this Plan. The compatibility matrix for aircraft produced noise impacts is used to determine appropriate land uses in proximity to the airport.

ISSUES

The issues addressed in this element are the protection of the natural resources in the Plan area, implementation of the Comprehensive Airport Land Use Compatibility Plan (CLUPALUCP) for NAS-MCAS Miramar, and the provision of adequate open space areas. The scarcity of natural resources in Kearny Mesa heightens the value of the natural systems that do exist in the community and demands their preservation.

POLICIES

- In order to conserve natural resources, prevent incompatible uses from locating a constrained land.
- Sites designated as open space in this Plan shall be preserved with non-building or negative open space easements determined on a case-by-case evaluation.
- Developments should comply with the Noise Compatibility and Land Use Matrix Airport Land Use Compatibility Plans for Montgomery Field and MCAS Miramar.
- Vernal pool habitat on Montgomery Field shall be preserved in accordance with the preservation policies described in the adopted Montgomery Field Master Plan. Vernal pool habitat on Navy-federal government lands located south of SR-52 will require federal environmental review and/or Army Corps of Engineers 404 permits prior to development.
- Vernal pool habitat on the General Dynamics property shall be preserved as a vernal pool conservation bank in accordance with the preservation policies prescribed in the New Century Center Master Plan and final Environmental Impact Report.

RECOMMENDATIONS

- Provide open areas within developments that provide visual relief and temporary respite from the work place.
- Require a geologic reconnaissance study prior to project approval to identify development constraints when geologic hazards are known or suspected. This requirement would supplement the need for a full geotechnical report, which may be required at a later time in the permit process.
- Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid overwatering.
- Retain native vegetation where possible. Graded slopes that are adjacent to natural hillsides and canyons should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions.
- Developments within the MCAS Miramar NAS "airport influence area" should be reviewed for consistency with the MCAS Miramar NAS Airport Comprehensive Land Use Compatibility Plan, including the Airport Noise/Land Use Compatibility Matrix (Figures 25 and 26) Refer to Airport Element-Montgomery Field of this Plan.
- Preserve and maintain vernal pools on Montgomery Field in accordance with the City's Vernal Pool Preservation Program and the Montgomery Field Master Plan.
- Design projects adjacent to vernal pool habitat to prevent runoff during the dry season, the invasion of exotic plants, and leaf litter from impacting vernal pool habitat.
- Preserve the mature riparian woodland as open space on the City-owned parcel west of I-15.

AIRPORT ELEMENT - MONTGOMERY FIELD

PRIMARY GOAL

Encourage the provision of “compatible” development in areas adjacent to airport property.

EXISTING CONDITIONS

Aviation is inextricably tied to the character and image of Kearny Mesa. Since 1937, when Montgomery Field's predecessor, Gibbs Field, shared the mesa with cattle and orchards, airplanes have been a major part of Kearny Mesa.

Montgomery Field encompasses 539 acres and is one of four major aviation, noncommercial, nonmilitary airports serving San Diego. The other airports are Palomar Airport in Carlsbad, Gillespie Field in El Cajon, and Brown Field in Otay Mesa. Montgomery and Brown Fields are City-owned airports administered by the Airport Operations Division of the General Services Department.

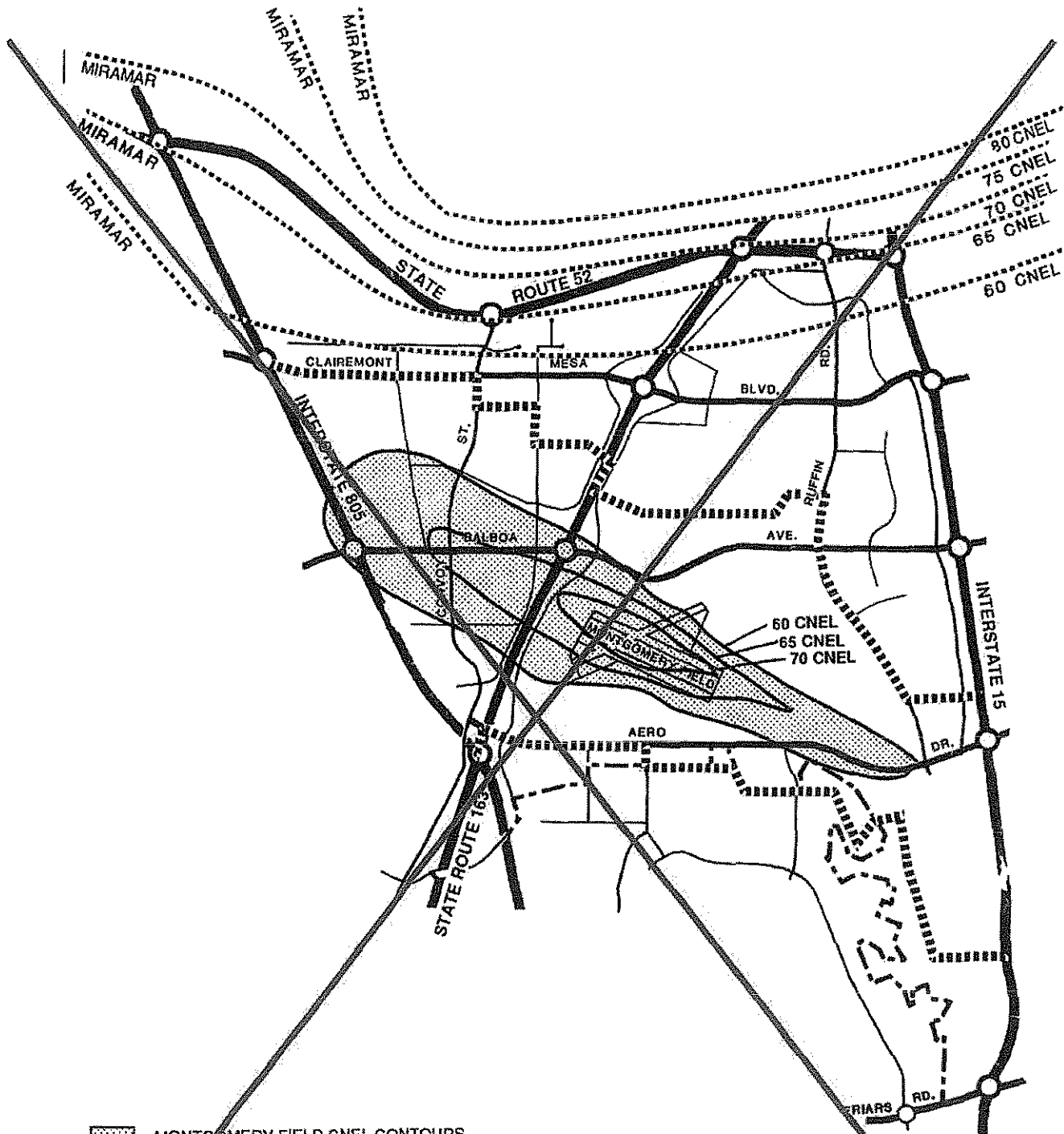
Montgomery Field is the busiest airport in San Diego County in terms of landings and takeoffs, due in large part to its central location and freeway accessibility. While the airport does not accommodate commercial airlines because of runway length and weight limitations, it serves as a base of operation for charter, corporate, executive, flying club, and recreational uses. The airport operates 24 hours a day with support facilities including an administration building, control tower, weather station, fuel supplies and heliport.




Montgomery Field, because of its location and size, is one of the predominant land uses in Kearny Mesa. The Montgomery Field Master Plan recommends “a balanced general aviation facility” in which the size of the operations are in balance with the capacity of the runway system to accommodate aircraft activity over the years.

Several issues of special concern to the property owners, residents and employees in Kearny Mesa and the surrounding communities include noise, approach patterns, crash hazard areas, and future airport expansion. As shown in **Figure 22**, the Montgomery Field land use plan identifies areas for the various components of the airport.

The Airport Operations Division leases airport land in accordance with Council Policy 700-10, which sets forth guidelines for leasing City property. Although Montgomery Field is unzoned, land uses are regulated by the lease contracts. The uses must conform with Federal Aviation Agency (FAA) requirements, the adopted Montgomery Field Master Plan and the Airport Comprehensive Land Use Compatibility Plan (CLUPALUCP) as well as with this Plan.

An array of aviation-related uses are located at Montgomery Field. These include aircraft maintenance and repair services, hangars and tiedown areas, aircraft sales, flight schools, and a hotel.



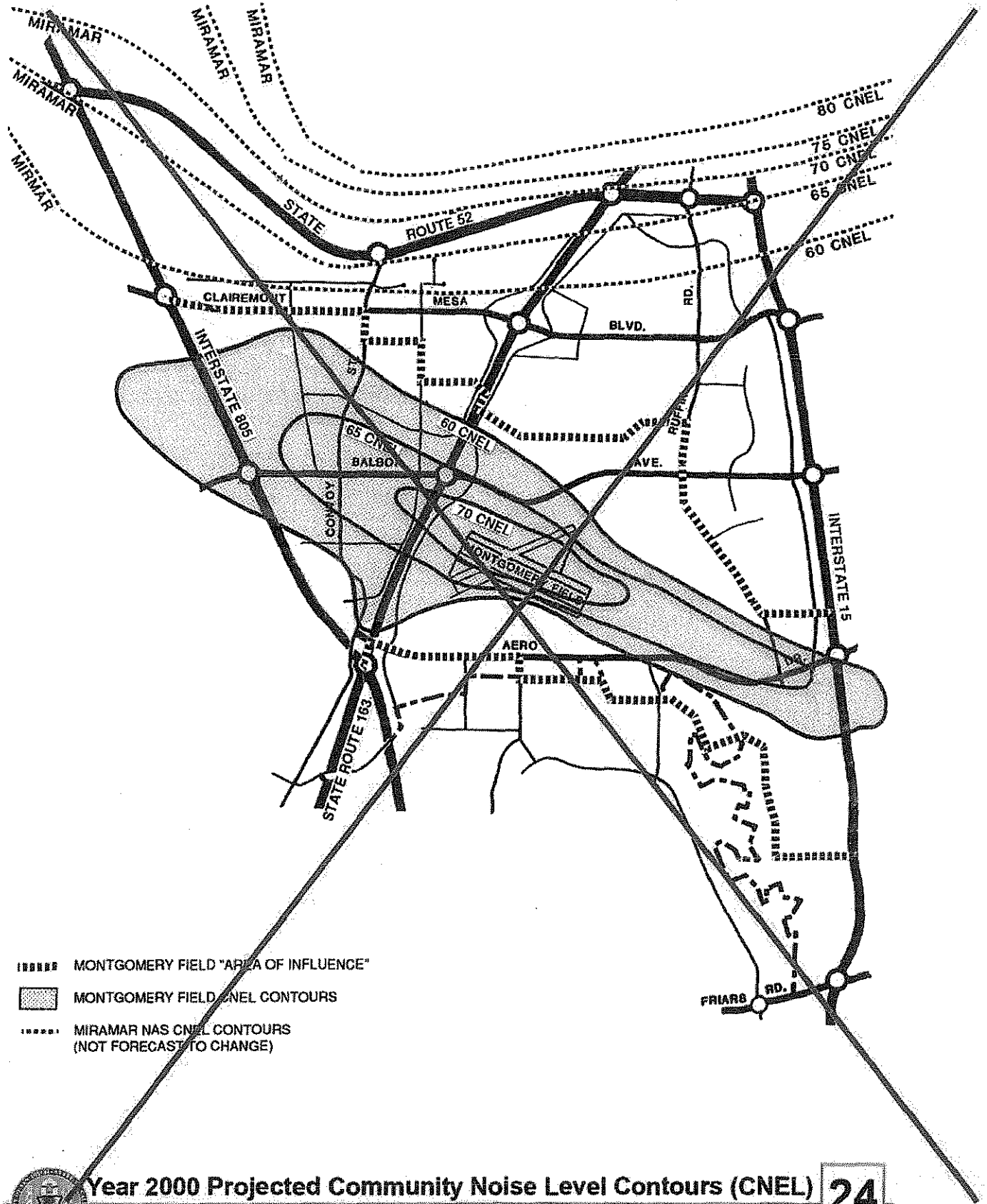
-  MONTGOMERY FIELD CNEL CONTOURS
-  MIRAMAR NAS CNEL CONTOURS
-  MONTGOMERY FIELD "AREA OF INFLUENCE"



Existing Community Noise Equivalent Level Contours (CNEL)

Kearny Mesa Community Plan

23
FIGURE



Year 2000 Projected Community Noise Level Contours (CNEL)

Kearny Mesa Community Plan

AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX					
LAND USE	ANNUAL DAY NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS	Compatible	Compatible	Compatible	Compatible	Compatible
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING NEIGHBORHOOD PARKS AND PLAYGROUNDS	Compatible	Compatible	Compatible	Compatible	Compatible
3. SCHOOLS, PRESCHOOLS, LIBRARIES	Compatible	Conditionally Compatible (45)	Compatible	Compatible	Compatible
4. RESIDENTIAL - SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES.	Compatible	Conditionally Compatible (45)	Compatible	Compatible	Compatible
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES	Compatible	Conditionally Compatible (45)	Conditionally Compatible (45)	Compatible	Compatible
6. OFFICE BUILDINGS - BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES	Compatible	Compatible	Conditionally Compatible (50)	Compatible	Compatible
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES, OUTDOOR SPECTATOR SPORTS, GOLF COURSES	Compatible	Compatible	Compatible	Compatible	Compatible
8. COMMERCIAL - RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS	Compatible	Compatible	Conditionally Compatible (50)	Conditionally Compatible (50)	Compatible
9. COMMERCIAL - WHOLESALE; INDUSTRIAL; MANUFACTURING	Compatible	Compatible	Compatible	Compatible	Compatible
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, & R.O.W.	Compatible	Compatible	Compatible	Compatible	Compatible

COMPATIBLE
The outdoor day night average sound level is sufficiently attenuated by conventional construction that the indoor noise and outdoor activities associated with the land use may be carried out with essentially no interference from aircraft noise.

CONDITIONALLY COMPATIBLE
The outdoor day night average sound level will be attenuated to the indoor level shown and the outdoor noise level is acceptable for associated outdoor activities.

INCOMPATIBLE
The day night average sound level is severe. Although extensive mitigation techniques could make the indoor environment acceptable for performance of activities, the outdoor environment would be intolerable for outdoor activities associated with the land use.



Airport Noise/Land Use Compatibility Matrix
Kearny Mesa Community Plan

25
FIGURE

ISSUES

Environmental Factors

The environmental factors that influence the development of Montgomery Field are the existence of numerous vernal pools on the property and noise and safety considerations from the aircraft operations.

Vernal Pools

Three separate areas of the airport, collectively encompassing approximately 86 acres, have been designated as environmentally sensitive (see **Figure 22**). These areas contain isolated vernal pools and seasonal wetlands of rare and endangered plant species. The San Diego Mesa Mint (*Pogogyne abramsii*) is listed on both state and federal endangered species lists and is found in moderate frequencies in Montgomery Field vernal pools. The airport Master Plan and the City's Vernal Pool Preservation Program commits the City to preserve and protect a minimum of 95 percent of these vernal pools.

Noise and Safety Airport Influence Areas

In accordance with state law, SANDAG, as the Airport Land Use Commission, adopted a Comprehensive Land Use Plan (CLUP) for Montgomery Field in 1984. The purpose of the CLUP is to identify areas currently or likely to be impacted by aircraft operations at Montgomery Field. The specific issues addressed in the CLUP are noise and safety. The CLUP identifies areas around the airport that are, or may become, affected by airport-related noise that exceeds 60 decibels (CNEL), and areas where development may be an actual or potential hazard to aerial navigation. This area is designated as the Airport Influence Area (see **Figures 23 and 24**). The CLUP also identifies areas of significant risk from aircraft take-off and landing patterns. These areas are designated as Flight Activity Zones and are within the Airport Influence Area.

Noise contours around Montgomery Field are based on the Community Noise Equivalent Level (CNEL). The CNEL describes the daily noise activity based on magnitude, time of day and frequency of occurrences. Noise levels that exceed 60 CNEL are included within the Airport Influence Area.

The 60 CNEL contour is defined by the California Noise Insulation Standards as the level at which mitigation measures are needed to reduce interior noise levels to 45 decibels so as not to interfere with speech or sleep. The 65 CNEL contour defines the noise level at which residential uses are not suitable and transient lodging must reduce interior noise levels to 45 decibels. Professional and business offices must mitigate interior noise levels to 50 decibels at the 65 CNEL threshold. The 70 CNEL marks the threshold that precludes office uses, churches, and indoor arenas (**Figures 25 and 26**). Montgomery Field is not projected to generate noise contours above 70 CNEL because of the limited number and type of aircraft utilizing the airport.

ISSUES

Environmental Factors

The environmental factors that influence the development of Montgomery Field are the existence of numerous vernal pools on the property and noise and safety considerations from the aircraft operations.

Vernal Pools

Three separate areas of the airport, collectively encompassing approximately 86 acres, have been designated as environmentally sensitive (see **Figure 22**). These areas contain isolated vernal pools and seasonal wetlands of rare and endangered plant species. The San Diego Mesa Mint (*Pogogyne abramsii*) is listed on both state and federal endangered species lists and is found in moderate frequencies in Montgomery Field vernal pools. The airport Master Plan and the City's Vernal Pool Preservation Program commits the City to preserve and protect a minimum of 95 percent of these vernal pools.

Noise and Safety Airport Influence Areas

The Airport Influence Area for Montgomery Field and Marine Corps Air Station (MCAS) Miramar affects the Kearny Mesa Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plans for MCAS Miramar and Montgomery Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plans for MCAS Miramar and Montgomery Field and to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airports from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports. The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION DIRECTIVES

All the uses specified are "compatible" up to the noise level indicated. Specified uses are also allowed as "conditionally compatible" in the noise levels shown if two specific conditions are met and certified by the local general purpose agency:

- o Proposed buildings will be noise attenuated to the level shown on the matrix based on an acoustical study submitted along with building plans.
- o In the case of discretionary actions, such as approval of subdivisions, zoning changes, or conditional use permits, an abatement easement for noise shall be required to be recorded with the County Recorder as a condition of approval of the project. A copy shall also be filed with the affected airport operator. For all property transactions, appropriate legal notice shall be given to all purchasers, lessees and renters of property in "conditionally compatible" areas which clearly describes the potential for impacts from airplane noise associated with airport operations. Notice also will be provided as required on the state Real Estate Disclosure form.

Identified uses proposed in noisier areas than the level indicated on the matrix are considered "incompatible."

The directives below relate to the specific "conditionally compatible" land use categories identified by number on the matrix.

3. New schools, preschools and libraries located within the CNEL 60-65 contours must be subjected to an acoustical study to assure that interior levels will not exceed CNEL 45.
4. New residential and related uses located within the CNEL 60-65 contours must be subjected to an acoustical study to assure that interior levels will not exceed CNEL 45. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

"Residential hotels" are defined as those that have 75 percent or more of accommodations occupied by permanent guests (staying more than 30 days) or those hotels which have at least 50 percent of their accommodations containing kitchens.

5. Transient Lodging is defined as hotels and motels, membership lodgings (Y's, etc), suite or apartment hotels, hostels, or other temporary residence units, not defined as residential hotels, above. Within the CNEL 60-70 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 45. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.
6. Office buildings include many types of office and service uses: business and business services; finance, insurance, real estate; personal services; professional (medical, legal and educational); and government, research and development and others. Within the CNEL 65-70 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 50. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.
7. For new commercial retail uses located within the CNEL 65-75 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 50. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.



Airport Noise/Land Use Compatibility Matrix Implementation Directives

Kearny Mesa Community Plan

26
FIGURE

The Airport Influence Area also identifies areas of significant risk from aircraft takeoff and landing patterns. These areas are designated in the CLUP as Flight Activity Zones. These Flight Activity Zones are adjacent to the ends of the runways and are overflown by aircraft either arriving or departing the airport. The Flight Activity Zones are within Montgomery Field proper. Low density land uses are the only compatible uses in these areas (Figure 27).

Additional safety factors related to airport operations are regulated by the Federal Aviation Administration (FAA). These safety factors are to protect the approach, departure and circling airspace in the vicinity of airports. The technical description of the safety factors is detailed in Federal Aviation Regulations, Part 77, the ALUCPs, and in the Montgomery Field Master Plan.

Urban Design

Montgomery Field is a dominant landmark in Kearny Mesa. No other single use has the potential to influence the character of the community as much as Montgomery Field. In addition to the environmental issues just discussed, the physical development of the airport also has community-wide and regional significance.

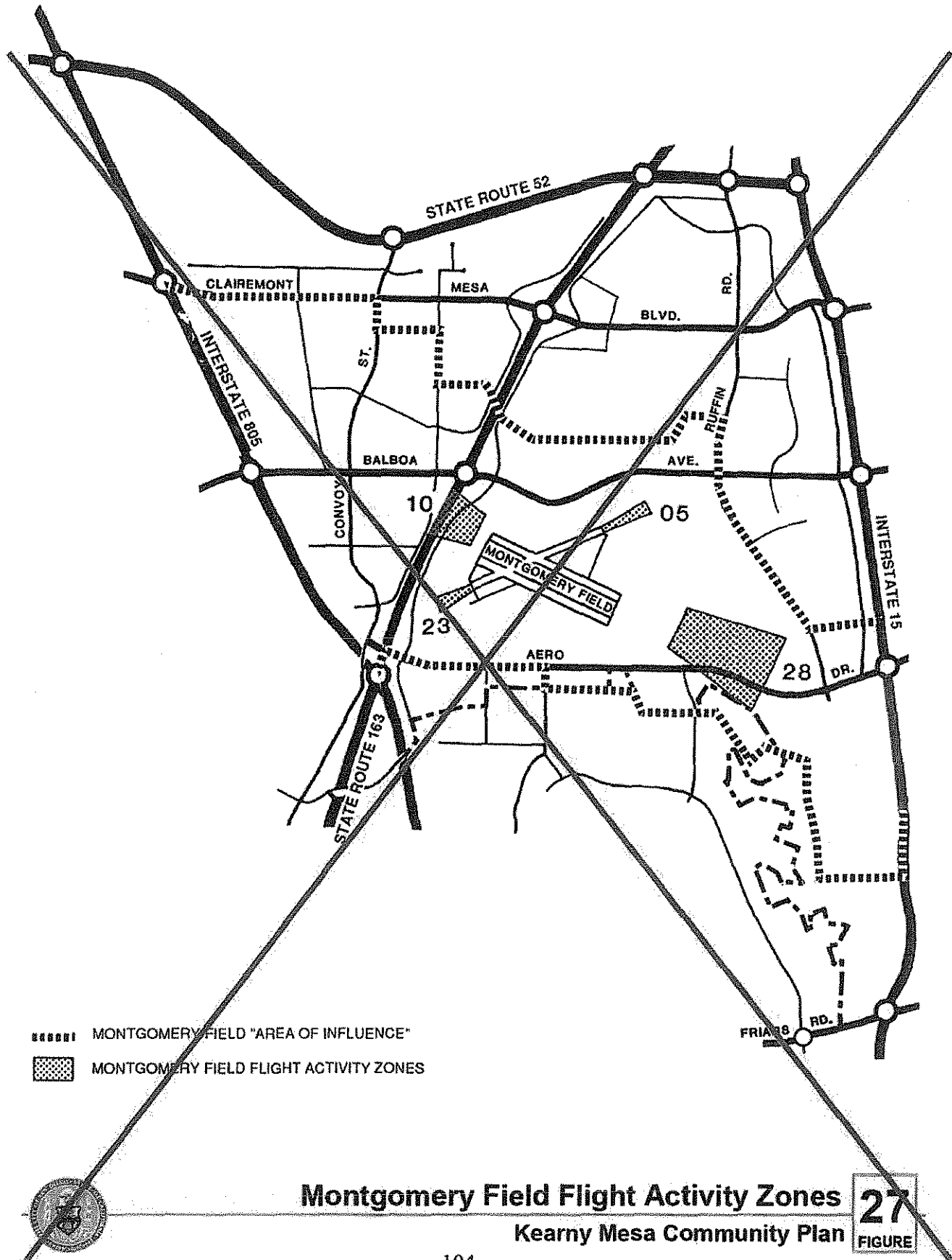
Montgomery Field is located between Aero Drive and Balboa Avenue, just east of SR-163 and Kearny Villa Road. The urban design elements proposed for Montgomery Field are intended to exploit the prominent location of the airport.

POLICIES

- Uses inconsistent with the Airport Comprehensive Land Use Compatibility Plan for Montgomery Field shall not be permitted.
- Development on Montgomery Field shall be designed to relate to nearby industrial uses and be both a community and regional asset.
- Vernal pools on Montgomery Field shall be preserved in accordance with the Vernal Pool Preservation Program and the Montgomery Field Master Plan.

RECOMMENDATIONS

- The Montgomery Field Master Plan recommends a balanced general aviation facility in which the size of the operations is balanced with the capacity of the runway system to accommodate aircraft activity. Similarly, Montgomery Field operations should be balanced with the existing and future development of Kearny Mesa. Having a dominant land use at an important entry into the community affords an opportunity to create a strong community statement. Montgomery Field should define the southern edge of Kearny Mesa with architecturally integrated buildings, extensive perimeter landscaping and streetscape amenities.



IMPLEMENTATION

This Plan identifies community goals and presents policy proposals and recommendations to achieve these goals. The primary goals addressed in the Plan relate to the preservation of Kearny Mesa as an employment center with a circulation system that functions at an acceptable service level. The following summary of key proposals highlights the actions necessary to implement the Plan.

INDUSTRIAL LAND USE

- Industrially designated properties which are zoned M-1A are to be rezoned to M-1B to preclude further retail development on industrially designated land.
- Allow a business-serving hotel to locate in the industrially-designated area on Murphy Canyon Road between Balboa Avenue and Aero Drive with the approval of a Planned Development Permit and subject to the recommendations of the **Industrial Element**.

COMMERCIAL LAND USE

- Commercially designated properties which are zoned M-1B are to be rezoned to M-1A in order to permit commercial uses but also allow for industrial uses.
- Hotel/motel development are to be permitted only with a Planned Commercial Development (PCD) permit to ensure compatibility with NAS-MCAS Miramar and Montgomery Field Comprehensive Airport Land Use Compatibility Plans (CLUPALUCP), and the guidelines in this Plan.

TRANSPORTATION

- Construct the recommended improvements to the street system as listed in the **Transportation Element**.
- Implement an intra-community shuttle/loop system.
- Construct a transit center in the vicinity of General Dynamics along Kearny Villa Road.

HOUSING

- Retain the R1-5000 zoning in the Royal Highlands neighborhood and designate the neighborhood as a "Protected Single-Family" area.
- Retain the Mobile Home Park Overlay Zone on the Kearny Lodge Mobile Home Park.
- Rezone a portion of the StoneCrest Specific Plan to R-1500 to allow the development of an infill residential project and thus create a fully integrated community.

MONTGOMERY FIELD

Development of Montgomery Field is to be reviewed for consistency with the Montgomery Field Comprehensive Airport Land Use Compatibility Plan (CLUPALUCP).

CONSERVATION AND OPEN SPACE

- Sites designated as open space are to be preserved with non-building or negative open space easements to be determined on a case-by-case basis.
- Noise impacts are to be minimized through conformance to the Noise Compatibility and Land Use Matrix.
- Vernal pools on Montgomery Field are to be preserved in accordance with the adopted Montgomery Field Airport Master Plan.

FINANCING

The Capital Improvements Program (CIP) is the standard method of financing public improvements. The CIP is a six-year program that correlates identified public improvements to funding sources. Capital improvements scheduled in the first year of the CIP receive funds appropriated by the City Council in that fiscal year's budget. The improvements scheduled for the next five years are to be funded from anticipated revenues in subsequent years.

A Kearny Mesa Public Facilities Financing Plan describes the needed capital improvements to complete development of the community in accordance with this Plan. Various mechanisms are available to finance public facilities including the following:

- **Issuance of Special Bonds** - Local governments have traditionally issued bonds to raise the capital needed to construct major public improvements -- sewer plants, water systems and public buildings.

Revenue bonds are backed by a reliable flow of future revenues from the facility or enterprise they fund, such as the construction of parking facilities and other such public facilities. Because revenue bonds are secured by the proceeds from the enterprise they fund, they carry higher interest rates than general obligation bonds.

Lease revenue bonds are issued by a nonprofit corporation or special authority that constructs a facility and leases it to the City. Lease payments provide the revenue to payoff the bond and, when the bond is retired, the facility is turned over to the City. Some local agencies have used this method for financing administrative centers and schools.

Special assessment bonds are a traditional tool for financing sewer, water, street, sidewalk, street lighting, open space acquisition, and similar projects that benefit property owners within a given area. Assessment bonds issued under the Improvement Act of 1911 are secured solely by the properties that benefit from and are assessed for the improvements.

Linda Vista
Community
Plan
Amendment

Linda Vista Community Plan

The following information has been incorporated into this ~~May 2009-2011~~ posting of this Plan.

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Linda Vista Community Plan Update	September 10, 1998	--	December 1, 1998	R-2910216
Linda Vista Boundary and Land Use Update	November 15, 2007	4340	May 30, 2008	R-303731
<u>Added Montgomery Field ALUCP policy language</u>				

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PLANNING CONTEXT

URBAN AND ENVIRONMENTAL SETTING

The Linda Vista community, comprising about 2,400 acres, is located on the southwestern portion of Kearny Mesa, overlooking Mission Bay and Mission Valley (see Figure 2). The planning area is generally bounded on the south by Friars Road, on the west by Interstate 5 (I-5), on the north by Tecolote Canyon and Mesa College Drive, and on the east by State Route 163 (see Figure 3).

Physically, the community is defined by: 1) Mission Valley, a broad urbanizing valley to the south of Linda Vista, rising up to 2) Kearny Mesa, a flat mesa punctuated by promontories near the University of San Diego, and 3) Tecolote Canyon, a large open space system operated by the City as a resource-based park.

There is very little vacant developable land left in Linda Vista. Much (1,274 acres) of the community is developed with residential use. Other significant land uses include light industrial and commercial in the Morena area, a university, and retail uses in central Linda Vista.

Hillsides

Linda Vista is topographically low along its southern border with Mission Valley, and in the Morena area at the western end of the community. The highest elevation, approximately 380 feet above mean sea level, is near the northern end of the community. Steep hillsides exist along Tecolote Canyon at the community's western edge, along finger canyons extending northward from Mission Valley, and along the edges of the University of San Diego campus.

Geology

The City of San Diego Seismic Safety Study shows that most of Linda Vista is built on stable geological conditions. The Old Town and Rose Canyon faults run through the Morena area of the community. These are considered potentially active faults that have a relatively high potential for liquefaction. The potential for slope instability occurs along Tecolote Canyon and its finger canyons, north of Friars Road east of Via Las Cumbres, and in the slopes around the University of San Diego.

Montgomery Field

Linda Vista is located in the Airport Influence Area for Montgomery Field which is located in Kearny Mesa. Refer to the Airport Influence Area Appendix for additional discussion.

LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 established a coastal zone boundary and mandated that all jurisdictions within that boundary prepare a Local Coastal Program (LCP). The westernmost thirteen acres of the Linda Vista community are within the coastal zone (see Figure 4). This community plan is part of the City of San Diego's LCP. It contains policies and recommendations to address the coastal issues of physical and visual access to the Pacific Ocean and Mission Bay.

APPENDIX
AIRPORT INFLUENCE AREA

AIRPORT INFLUENCE AREA

The Airport Influence Area for Montgomery Field affects the Linda Vista Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for Montgomery Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for Montgomery Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Mira Mesa
Community
Plan
Amendment

**MIRA MESA COMMUNITY PLAN
AND LOCAL COASTAL PROGRAM LAND USE PLAN**

The following amendments have been incorporated into this ~~February 2006~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Mira Mesa Community Plan approved	July 30, 1992	0995 0996	October 6, 1992	R-280829 R-280830 R-282543

Certified by the California Coastal Commission November 18, 1993

Carroll Canyon Master Plan			December 6, 1994	R-285097
			November 21, 1995	R-286614
Mira Mesa Business Park redesignation			December 3, 1996	R-288145
Reclassification of Capricorn Way from 4-lane collector to 2-lane collector			September 9, 1997	R-289162
Marriot Residence Inn			February 17, 1998	R-289745
Hilton Garden Inn			April 21, 1998	R-289986
Mira Mesa Market Center			August 4, 1998	R-290613
Redesignation of 3.9-acre site from visitor- commercial to community- commercial			June 19, 2001	R-295032

Added MCAS Miramar
ALUCP policy language
and deleted references and
maps to the NAS Miramar
CLUP

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Planning Context

- **The Community Planning Area**
- **Development and Planning History**
- **Environmental Setting**
- **Urban Setting**
- **NAS-MCAS Miramar**
- **Local Coastal Program**

PLANNING CONTEXT

THE COMMUNITY PLANNING AREA

The Mira Mesa community is approximately 10,500 acres in area. It is located in the north-central portion of the City of San Diego, 16 miles north of downtown San Diego, between the Interstate 805 (I-805) and I-15 corridors. It is bounded on the north by the Future Urbanizing Area, Los Peñasquitos Canyon and the surrounding communities of Torrey Hills, Carmel Valley and Rancho Peñasquitos; on the east by Miramar Ranch North and Scripps Miramar Ranch; on the south by Naval Marine Corps Air Station (NASMCAS) Miramar (formerly Naval Air Station Miramar); and on the west by the University and Torrey Pines communities (Figure 2).

Interstate 15 provides the eastern boundary of the planning area; NAS-MCAS Miramar, the southern boundary; I-805 and the Atchison, Topeka, and Santa Fe Railroad right-of-way, the western boundary; and the Future Urbanizing Area, the northern boundary (Figure 3).

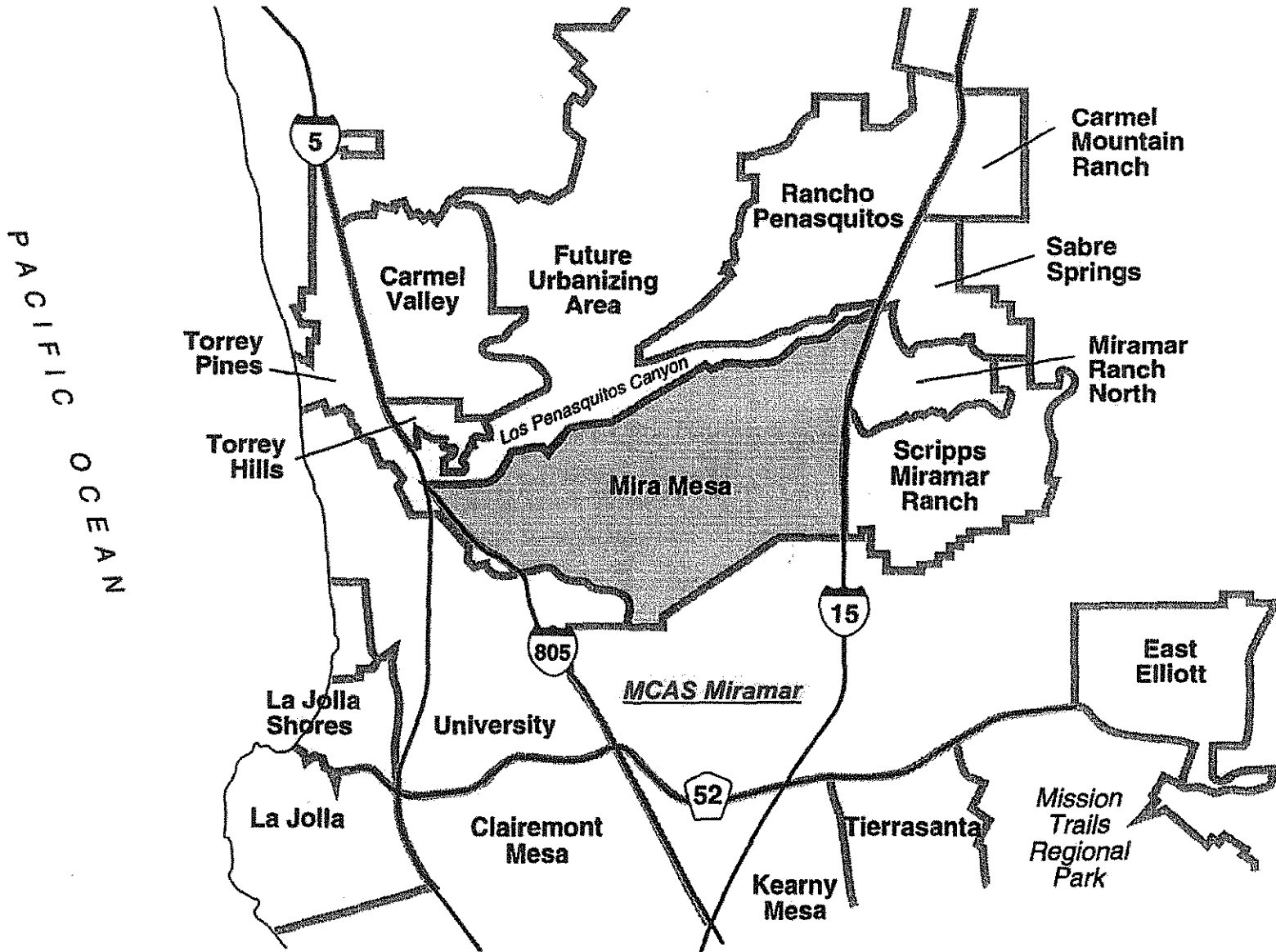
The relationship of this Plan with existing planning programs and development patterns was considered during its preparation. This process included consideration of the draft Rancho Peñasquitos Community Plan, the Scripps Ranch Community Plan, the Torrey Pines Community Plan, the University Community Plan, the draft Los Peñasquitos Canyon Preserve Master Plan, the North City Local Coastal Program Land Use Plan and the NAS-MCAS Miramar Comprehensive Airport Land Use Compatibility Plan.

DEVELOPMENT AND PLANNING HISTORY

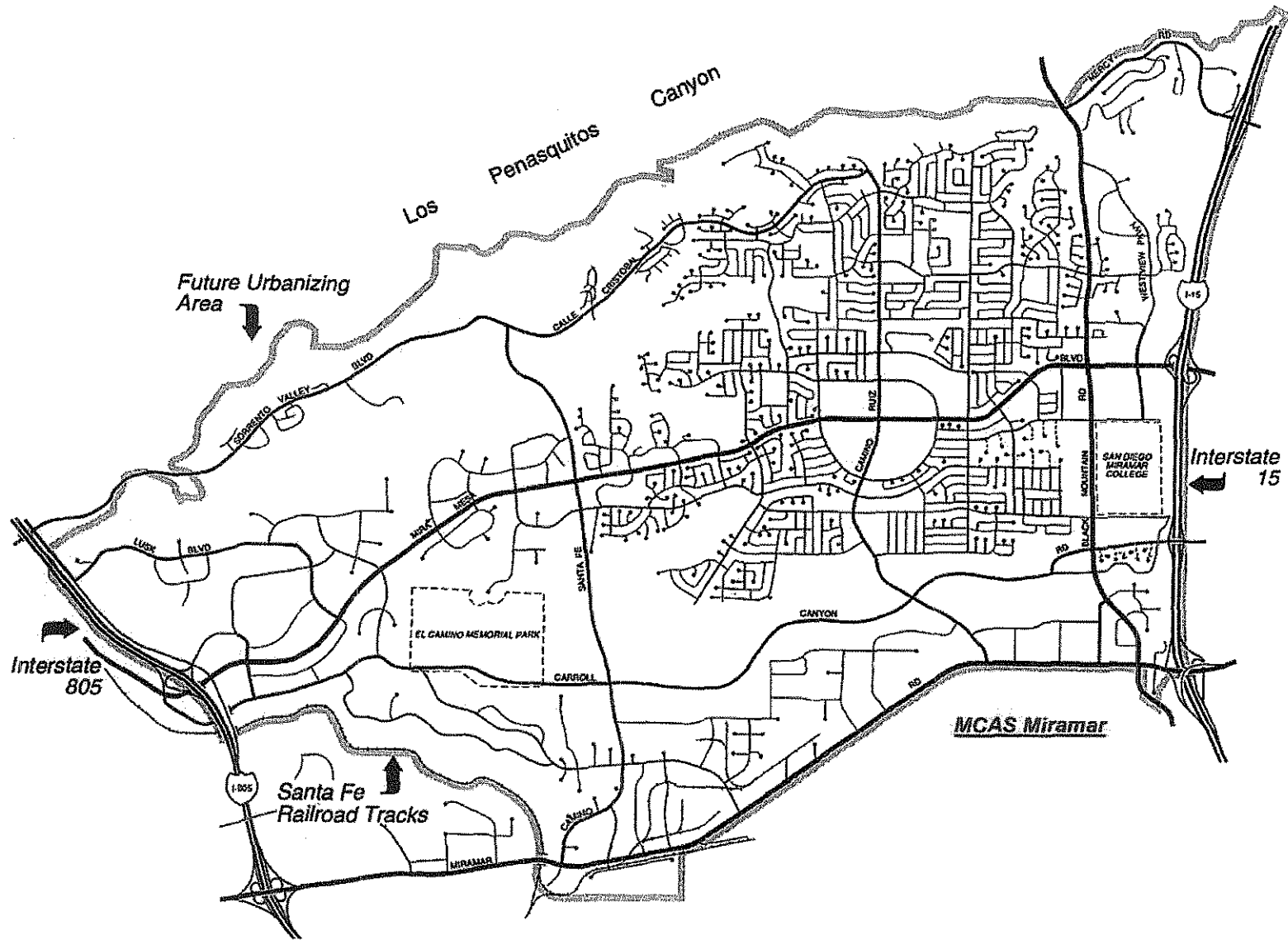
Mira Mesa was annexed to the City in 1958 as part of a larger annexation that included Del Mar Heights and (former NAS) MCAS Miramar. At about the same time, a City water main project to improve service to Clairemont made the urbanization of Mira Mesa possible.

In 1961, property owners installed sewers under 1911 Act assessment proceedings. Developers were required to construct two lanes of Mira Mesa Boulevard from I-15 to more than a mile westerly in order to obtain access to property in the vicinity of Westonhill Drive. The first subdivision map was filed on January 14, 1964. An economic downturn in the early 1960s delayed construction; however, single-family residential, multifamily residential, and commercial zoning along Mira Mesa Boulevard were granted by the Planning Commission and City Council. The City initiated planning studies of the Mira Mesa area in the early 1960s which culminated in adoption of the Mira Mesa Community Plan in January 1966.

Little development occurred in the planning area until mid-1969, when the demand for moderate-priced housing brought several major developers into eastern Mira Mesa. Due to the fragmented ownership pattern in Mira Mesa and the large number of companies involved in development of the community, a highly competitive, accelerated building program began. From early 1971 to the third quarter of 1972, Mira Mesa led construction activity within the City. By January 1978, approximately 10,457 dwelling units were constructed and occupied and the area had attained a population of 34,600 persons.



Vicinity Map **2**
 Mira Mesa Community Plan **FIGURE**



Plan Boundaries
Mira Mesa Community Plan

3
FIGURE

NAS MCAS MIRAMAR

The NAS MCAS Miramar forms the southerly boundary of Mira Mesa and thus represents a major influence in its planning and development. The NAS MCAS Miramar is nearly 24,000 acres in size, portions of which have been in continuous federal ownership since World War I. The map of the main station area (**Figure 4**) shows that the base is essentially divided into operations and support functions. The support functions include:

Residential development in the form of group quarters (barracks and dormitories), single-family homes and mobile homes. The total on-base residential population as of January 1, 1990 was 2,873. Of this population, 2,210 reside in group quarters, 111 in single-family units and 78 in mobile homes.

Recreation facilities including playing fields, a recreation center, a theater, a swimming pool, a bowling center and an eighteen-hole golf course.

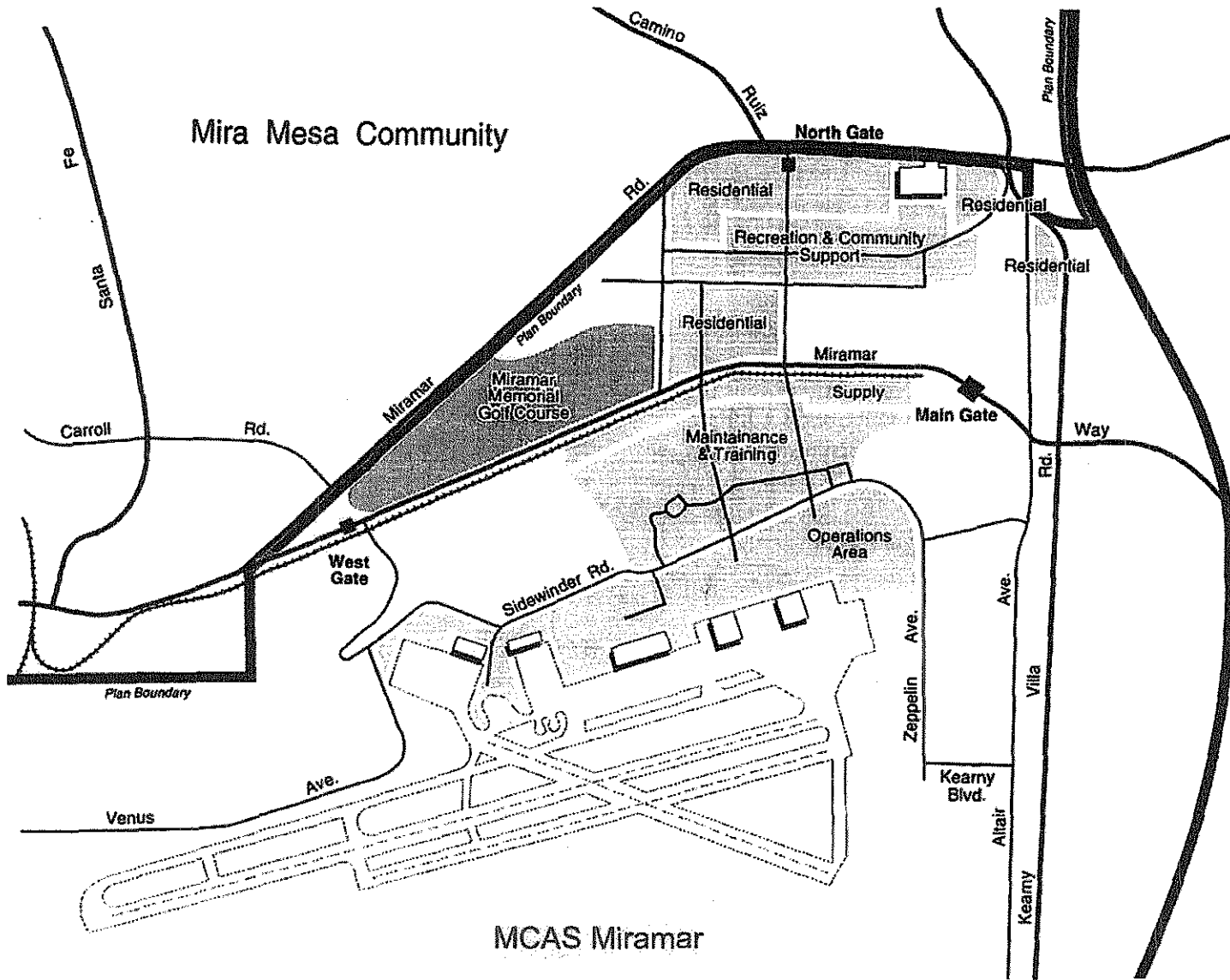
Commercial uses including the commissary and base exchange which serve base residents, off-base personnel, and military retirees. Other commercial uses located on the base include a credit union, a bank, a cafeteria and commercial recreation facilities.

The NAS MCAS Miramar, with 11,000 military and 2,500 civilian employees, is one of the region's major employers. Included in the on-base employment activities for civilians are sand and gravel excavation activities, federal contract work and an FAA air traffic control facility. Operations and employment at the base contribute more than \$250 million annually to the regional economy.

The NAS MCAS Miramar accommodates approximately 225,000 flight operations per year. Air operations include departures to the west via the Seawolf corridor, departures to the north via the Julian departure corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop, and touch-and-go exercises conducted over a northern loop.

The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport.

The CLUP identifies the areas that are affected by noise resulting from air operations and the types of land uses that are compatible within these areas. The CLUP also identifies the areas that are most susceptible to an accident and should, therefore, be protected from high-intensity development. The types and intensities of land uses that are compatible in these areas are also provided. The land use and intensity restrictions of the CLUP have been incorporated into the Plan. Additional information on how these restrictions affect specific areas in the community is provided in the **Commercial Land Use** and **Industrial Land Use Elements** and in **Appendix D**.



NAS Mira Mesa Site Plan
Mira Mesa Community Plan

4
FIGURE

INTRODUCTION

Mira Mesa has experienced traffic congestion on its major streets since construction activity boomed in the early 1970s. As in most recently developed communities, Mira Mesa's strictly segregated land use pattern reinforces our over-reliance on the automobile. Due primarily to noise impacts from ~~NAS-MCAS~~ Miramar, industrial/business park uses have been concentrated in the area west of Camino Santa Fe and along Miramar Road and residential uses have been restricted to the east, limiting the opportunity for walking or biking to work.

The shortage of through streets in the community also contributes to traffic congestion. Winding street patterns with cul-de-sacs concentrate traffic on major streets and at key intersections. This often results in longer travel distances—again making walking, biking or transit use less attractive.

In addition, Los Peñasquitos Canyon Preserve, which is a sensitive resource of regional significance, restricts access to the north of the community. ~~NAS-MCAS~~ Miramar has the same effect at the southern boundary of the community.

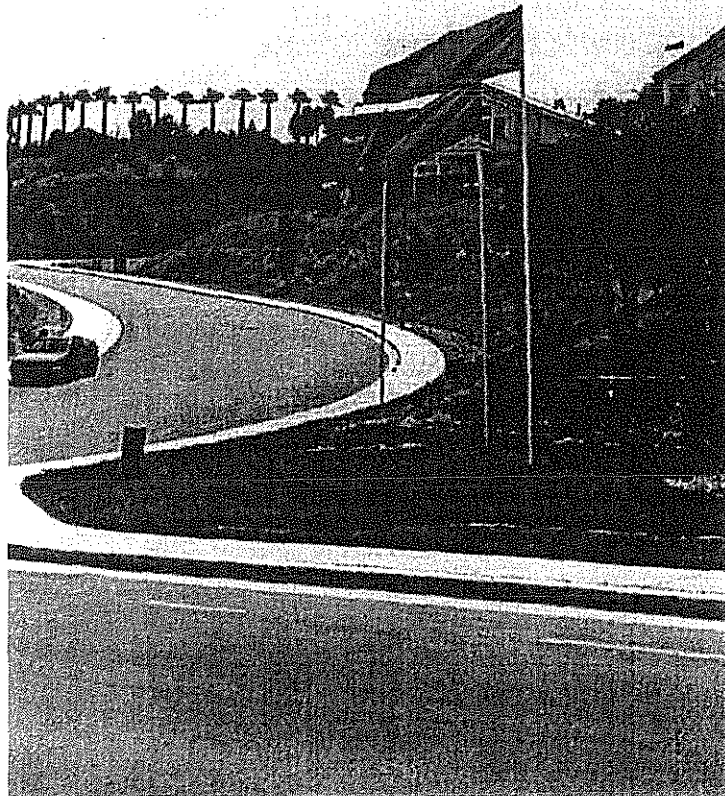
Bus service is provided by San Diego Transit Corporation. Four bus routes are now in operation in Mira Mesa (see **Figure 11**). Routes 20 and 210 provide express service via I-15 to downtown. Route 210 also provides connections to Sorrento Mesa in the western part of the community and to Kearny Mesa via I-805. Route 31 provides local service that connects eastern Mira Mesa with University Towne Center, and Route 30 connects eastern Mira Mesa with La Jolla, Pacific Beach and downtown. A park-and-ride facility is located at the northwest corner of I-15 and Mira Mesa Boulevard, which offers commuter parking for Route 20.

Additional transit service is provided by DART (Direct Access to Rapid Transit) under contract to San Diego Transit Corporation. Direct Access to Rapid Transit uses vans to transport members of the community from residential neighborhoods to a transfer point at Black Mountain Road and Mira Mesa Boulevard, where riders can then transfer to Route 20 or Route 30.

The Metropolitan Transit Development Board (MTDB), after studying the feasibility of a light rail transit (LRT) line that would provide east/west service in Mira Mesa, has selected a preferred route alignment that would connect to I-15 in the vicinity of Mira Mesa Boulevard, run south along Black Mountain Road, turn west along Carroll Canyon Road, turn south along the eastern side of I-805 north of La Jolla Village Drive and terminate in University City in the vicinity of Town Centre Drive and Executive Drive (**Figure 12**). If adopted, this line would link two other LRT lines which are also in the planning stages along the I-5 and I-15 corridors.

The North County Transit District is currently implementing a plan for a commuter rail line from Oceanside to downtown San Diego. Two stops will provide access to the western portion of Mira Mesa—one in Sorrento Valley and the other in Mira Mesa at the terminus of Camino Santa Fe, just south of Miramar Road.

RESIDENTIAL LAND USE

**GOALS**

- A range of housing opportunities for all economic levels.
- A high quality living environment in Mira Mesa's residential neighborhoods.
- Residential subdivisions that are designed to preserve Mira Mesa's unique system of canyons, ridge tops and mesas.
- Compliance with the *Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar*.

3. Community-specific Development Criteria

In the review of discretionary permits proposed for property in the Coastal Zone, the HR Overlay Zone, or abutting any of the major canyons that form the framework of the open space system in Mira Mesa (Los Peñasquitos, Lopez, Carroll Canyon or Rattlesnake) the City shall employ the criteria on pages 115 and 116 of this Plan (Development Criteria) in its determination of consistency with this Plan.

4. Compliance with the MCAS Miramar CLUP Airport Land Use Compatibility Plan

Future proposals to allow residential development in areas within the Airport Overlay Designation Influence Area shall be reviewed for compliance with the Comprehensive Airport Land Use Compatibility Plan for NAS MCAS Miramar. ~~The noise contours and accident potential zones, and the uses and intensities that are compatible in these areas are shown in Refer to Appendix D.~~

PROPOSALS

1. Residential Densities

The following density ranges and building types are proposed to meet the goals of this Plan:

Very low-density: 0-4 dwelling units per gross acre

This density range is proposed for Lopez Ridge and the northeastern corner of the community near Canyon Hills Park. This range is generally characterized by clustered detached single-family or attached multifamily units (such as duplexes and townhomes) built on large hillside parcels that contain relatively small areas suitable for buildings. Design flexibility on these hillside parcels is necessary to integrate development with the natural environment, preserve and enhance views, and protect areas of unique topography and vegetation. The R1-10000 Zone or the R1-5000 Zone, if units are clustered to preserve natural open space areas, are proposed to implement this designation. The maximum four units per acre is not likely to be achieved except on lots that have large areas in slopes of less than 25 percent.

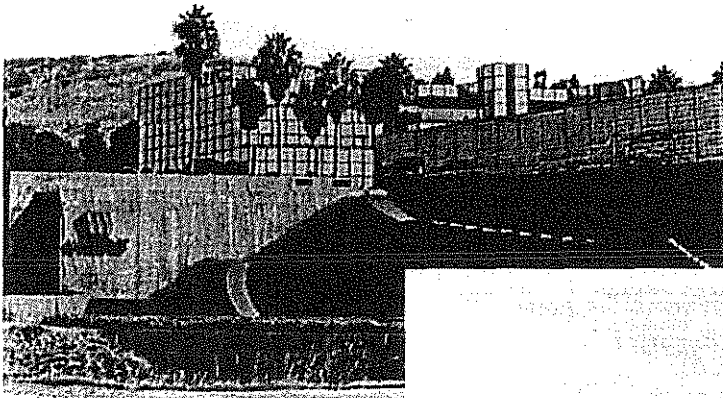
Low-density: 4-10 dwelling units per net acre

This range is characterized by single-family residential development on 5,000- to 7,000-square-foot lots, built under standard subdivision regulations. This type of development is appropriate for the flat mesa areas of the community. The R1-5000 Zone is proposed to implement this designation.

Low-medium-density: 10-15 dwelling units per net acre

The low-medium-density range will allow for multifamily development in the form of duplexes, townhouses and low-scale apartments. The relatively large sites proposed for this density will permit the design flexibility needed to ensure compatibility in scale with adjacent detached single-family development. The R-3000 Zone is proposed to implement this designation.

INDUSTRIAL LAND USE



GOALS

- Preservation of an adequate supply of industrial land.
- A reduction in traffic conflicts and congestion in industrial areas.
- Improvement in the visual quality of industrial development in the community.
- Compliance with the *Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar*.

POLICIES

1. The City shall preserve an adequate supply of industrial land for manufacturing uses.
2. The City shall restrict the development of freestanding commercial uses in industrially designated areas.
3. The City shall ensure that all projects ~~under the Navy's flight pattern~~ within the Airport Influence Area are reviewed for conformance with the Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar.
4. Where not precluded by the Airport Land Use Compatibility Plan ~~Navy's flight pattern~~, the City shall encourage developers to incorporate day care centers and recreational facilities into industrial developments. The facilities could be used by employees as well as offered to residents of the community.
5. The City shall require developers of large industrial projects to designate truck access routes to freeways through nonresidential areas.
6. The City shall require that discretionary permits conform with the following citywide guidelines and criteria:
 - a. The Urban Design Element of the General Plan, which contains guidelines for development of valleys, canyons and hillsides.
 - b. The development regulations of the Hillside Review (HR) Overlay Zone (Municipal Code Section 101.0454) and the Hillside Design and Development Guidelines, where applicable.
 - c. For property that is in the Coastal Zone (generally the area west of the intersection of Caminito La Bar and Calle Cristobal, north of Mira Mesa Boulevard), the coastal regulations of the HR Zone (Subsection J). These regulations limit encroachment into sensitive slope areas.
7. Community-specific Development Criteria: In the review of discretionary projects, the City shall employ the Development Criteria on pages 115 and 116, where appropriate, as well as the following criteria in its determination of consistency with the Plan:
 - a. Industrial lot sizes should be a minimum of 80,000 square feet. The individual lot size may be less if developed within a comprehensively designed master planned project which exceeds an overall site area of 80,000 square feet and limits the number of project entries, provides shared parking facilities and provides a unified design theme.
 - b. The amount of multi-tenant offices should be limited to 50 percent of the total square footage of the project.

PROPOSALS

1. Industrial Designations

The Plan designates approximately 2,539 acres for industrial development as shown on **Figure 20**. Two categories of industrial use and one overlay designation are proposed for Mira Mesa:

The **Industrial Park** designation is intended to accommodate a mixture of research and development, office and manufacturing uses. Freestanding commercial and automotive services are not consistent with the industrial park designation. Sorrento Mesa and a small area near I-15 and Miramar Road are designated for Industrial Park use.

The **Light Industrial** designation is intended for manufacturing, storage, warehousing, distribution and similar uses. Specialized commercial uses such as building materials stores, auto centers and discount stores would also be consistent with this designation if located in an existing M-1A zone. The Miramar subarea is designated for Light Industrial use.

Future proposals to allow industrial development within the Airport Influence Area shall be reviewed. The Airport Overlay designation is intended to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at NAS MCAS Miramar are reviewed for conformance with the CLUP ALUCP for NAS MCAS Miramar. The noise contours and accident potential zones and the uses and intensities that are compatible in these areas are shown in Refer to Appendix D.

In general, development in Accident Potential Zone (APZ) 1 is limited to a lot coverage of less than 25 percent. Building square footage is limited by a formula that is intended to restrict the number of people exposed to accident potential at any one time to 50 persons per acre.

For example, for a one-acre site the following building intensities would be compatible in APZ 1:

<u>Building Type</u>	<u>Building Size</u>	<u>Floor Area Ratio</u>
<u>Warehouse Building</u>	<u>50,000 sq. ft. per acre</u>	<u>1.15</u>
<u>Manufacturing Building</u>	<u>20,000 sq. ft. per acre</u>	<u>.46</u>
<u>Office Building</u>	<u>10,000 sq. ft. per acre</u>	<u>.23</u>

Property in APZ 2 is limited to a lot coverage of less than 40 percent. No further intensity restrictions are applied.

The CLUP also restricts office and hotel development in areas that are subject to noise levels in excess of 70 decibels CNEL (Community Noise Equivalent Level) and requires interior noise attenuation for all indoor uses that are subject to noise levels in excess of 65 decibels CNEL. (Hotel development in APZ 1 is prohibited.)

ACTION PLAN

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years	Within 15 Years			
Require PIDs or rezone to M-LI for new industrial development until the Zoning Code Update is completed.	λ			Planning Department	Reimbursable	Policies 1, 2, 4 and 6
Require conformance with the Development Criteria of this Plan for all discretionary permits.	λ			Planning Department	Reimbursable	Policy 6
Review all projects in the Airport Overlay Designation <u>Influence Area</u> for conformance with the <u>CLUP Airport Land Use Compatibility Plan</u> .	λ			Planning Department, Planning Commission, City Council	Reimbursable	Policy 3

INTRODUCTION

Commercial development in Mira Mesa is generally automobile-oriented, with large parking areas between the stores and the streets. Newer developments have incorporated trees within the parking lots to help break up these normally large barren areas and have increasingly stressed aesthetic considerations in building and site design. This is exemplified in the developments at the intersection of Black Mountain Road and Mira Mesa Boulevard. These areas have been planned with cohesive architecture, building materials, signs and landscaping. Driveways have been consolidated and the parking areas are shared among users. Still, as in most suburban shopping center development, that found in Mira Mesa is not oriented to the pedestrian or bicyclist.

POLICIES

1. Until the zoning code update can provide adequate implementation for commercial land use policies, the City shall require a planned Commercial Development Permit for any new commercial project that requires processing of a rezone, subdivision map or other discretionary permit.
2. For properties along Miramar Road, the City shall limit commercial retail uses that generate additional traffic impacts at peak hours to existing M-1A or commercially zoned areas. Support commercial uses may be included within industrial parks according to the development criteria contained in the **Industrial Land Use Element** (Miramar Subarea Proposal).
3. The City shall ensure that all projects ~~under the Navy's flight pattern~~ within the Airport Influence Area are reviewed for conformance with the Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar.
4. The City shall not permit additional drive-through restaurants to have direct driveway access to a public street. Automobile access through a larger commercial site shall be required. Pedestrian access should be provided to a public street.
5. As Mira Mesa's older commercial sites begin to redevelop, a more pedestrian and transit-oriented commercial environment should be established. This can be accomplished by placing buildings closer to the street; emphasizing pedestrian paths and activity areas by providing benches, tables and shaded areas; and breaking up large areas of concrete or asphalt with patterned paving.
6. Additional commercial development should be permitted only in areas that are served, or are proposed to be served in the future, by transit. Provision of sheltered passenger waiting areas should be requirements of all new commercial development.
7. In the review of discretionary projects, the City shall employ the criteria in the **Development Criteria Element** of this Plan, as appropriate, in its determination of consistency with the Plan.

The **Office Commercial** designation provides for professional and financial services in locations served by primary access, yet inappropriate for commercial or high-employment office centers because of the proximity to residential uses. Related uses may include lodges and clubs, medical clinics and convalescent homes.

~~Future proposals to allow commercial development within the Airport Influence Area shall be reviewed. The Airport Overlay Designation is intended to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at NAS MCAS Miramar are reviewed for~~ conformance with the ~~CLUP ALUCP for NAS MCAS Miramar. The noise contours and accident potential zones, and the uses and intensities that are compatible in these areas, are shown in~~ Refer to Appendix D.

~~In general, development in Accident Potential Zone (APZ) 1 is limited to a lot coverage of less than 25 percent. Building square footage is limited by a formula that is intended to restrict the number of people exposed to accident potential at any one time to 50 persons per acre.~~

~~For example, for a one-acre site the following building intensities would be compatible in APZ 1:~~

Building Type	Building Size	Floor Area Ratio
Warehouse Building	50,000 sq. ft. per acre	1.15
Office Building	10,000 sq. ft. per acre	.23

~~The intensity of retail buildings that would be compatible in APZ 1 varies depending on the area devoted to stock rooms, ground floor and upper floors. Property in APZ 2 is limited to a lot coverage of less than 40 percent. No further intensity restrictions are applied.~~

~~The CLUP also prevents office and hotel development in areas that are subject to noise levels in excess of 70 decibels CNEL and requires interior noise attenuation for all indoor uses that are subject to noise levels in excess of 65 decibels CNEL. (Hotel development in APZ 1 is prohibited.)~~

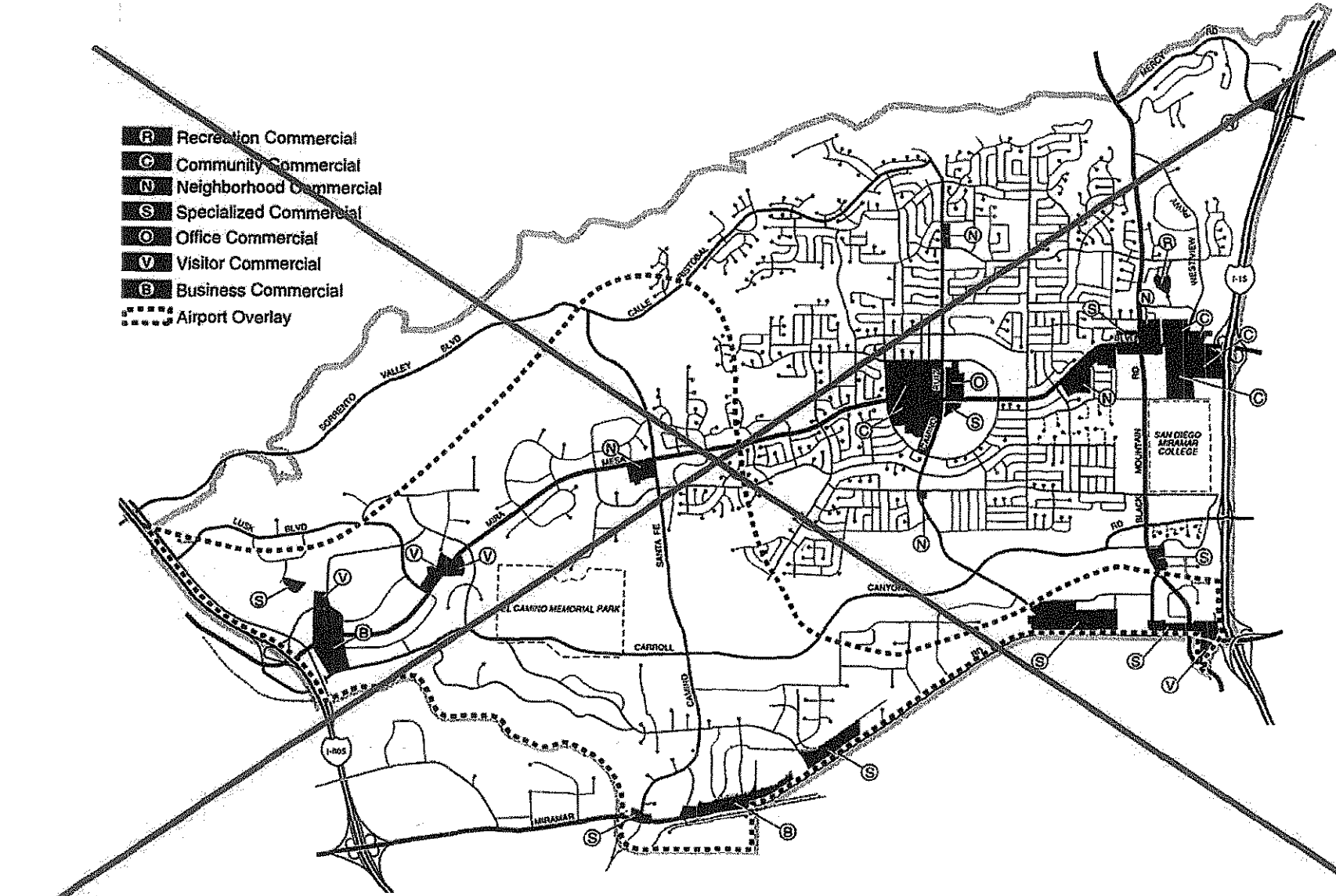
2. Site-specific Proposals

a. Miramar Road

This Plan provides for the continued location of auto-dependent uses along Miramar Road—primarily a mix of light industrial and specialized commercial uses. Support commercial uses that are part of a larger industrial park are encouraged, but should be permitted under a planned industrial permit process only. Retail uses that generate heavy traffic at peak hours should be limited to existing M1-A or commercially zoned areas.

Because Miramar Road is primarily intended as an industrial area, commercial uses

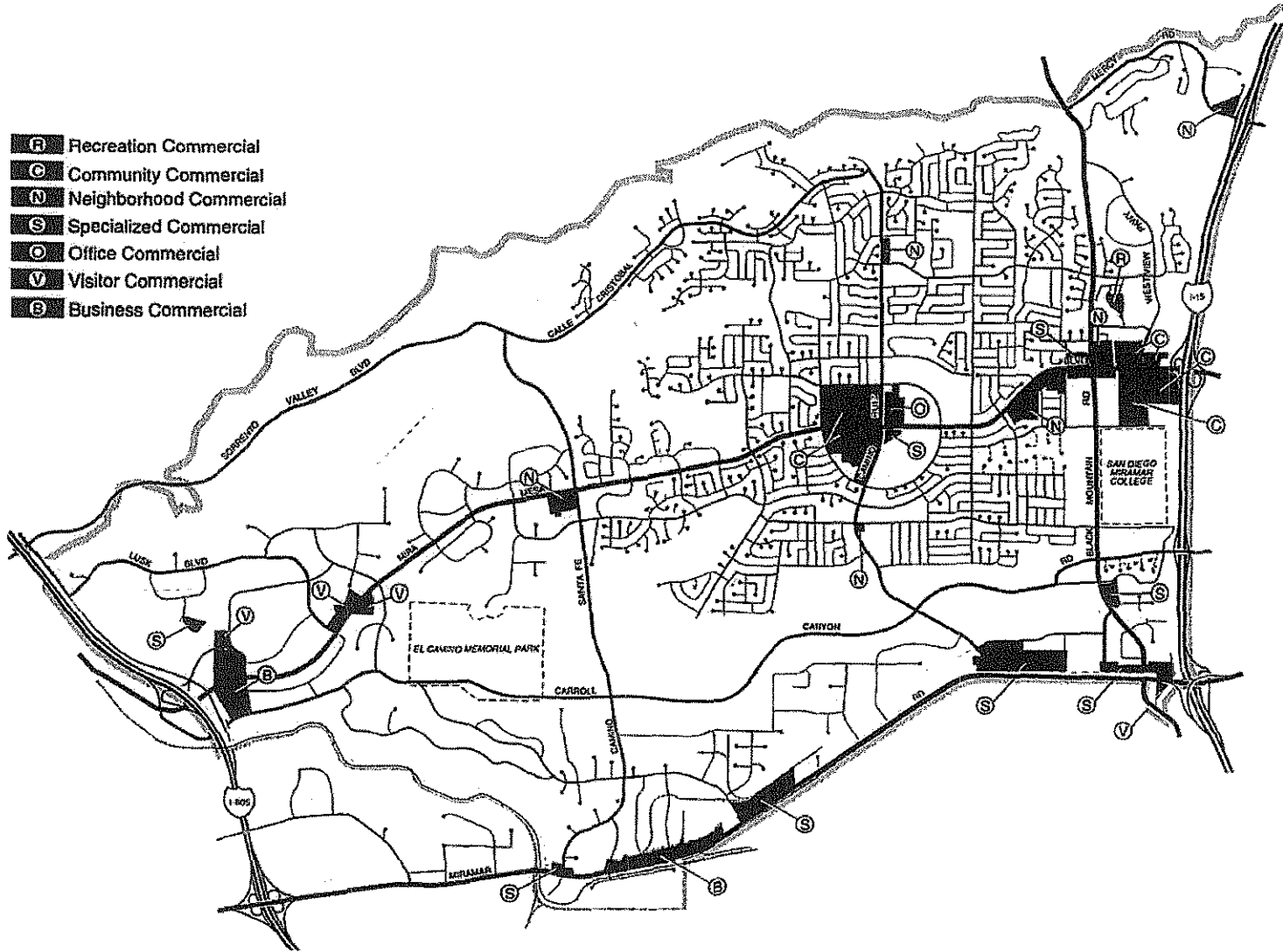
- R** Recreation Commercial
- C** Community Commercial
- N** Neighborhood Commercial
- S** Specialized Commercial
- O** Office Commercial
- V** Visitor Commercial
- B** Business Commercial
-  Airport Overlay



Recommended Commercial Land Use
Mira Mesa Community Plan

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FIGURE

- R** Recreation Commercial
- C** Community Commercial
- N** Neighborhood Commercial
- S** Specialized Commercial
- O** Office Commercial
- V** Visitor Commercial
- B** Business Commercial



Recommended Commercial Land Use
Mira Mesa Community Plan

21
FIGURE

Appendices

- A. Legislative Framework**
- B. Relationship to the General Plan**
- C. Plan Update and Amendment Process**
- D. ~~NAS Miramar Noise and Accident Compatibility~~
Matrices Airport Influence Area**
- E. Coastal Zone Regulations**
- F. Erosion Control Measures for Los Peñasquitos Lagoon**

APPENDIX D**AIRPORT INFLUENCE AREA AIRPORT NOISE/LAND USE
COMPATIBILITY MATRIX AND
ACCIDENT POTENTIAL ZONES/LAND USE COMPATIBILITY MATRIX**

The Airport Influence Area for MCAS Miramar affects the Mira Mesa Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar. Airport Influence Area Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Airport Influence Area Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

*Reprinted from The Comprehensive Land Use Plan for NAS Miramar,
SANDAG, October 1990*

Airport Noise/Land Use Compatibility Matrix

LAND USE	Annual Community Noise Equivalent Level (CNEL) in Decibels				
	55	60	65	70	75
1. Outdoor Amphitheaters					
2. Nature Preserves, Wildlife Preserves, Livestock Farming, Neighborhood Parks and Playgrounds					
3. Schools, Preschools, Libraries		45			
4. Residential Single Family, Multiple Family Mobile Homes, Residential Hotels, Retirement Homes, Intermediate Care Facilities, Hospitals, Nursing Homes		45			
5. Hotels and Motels, Other Transient Lodging, Auditoriums, Concert Halls, Indoor Arenas, Churches		45	45		
6. Office Buildings, Business, Educational, Professional and Personal Services, R&D Offices and Laboratories			50		
7. Riding Stables, Water Recreation Facilities, Regional Parks and Athletic Fields, Cemeteries, Outdoor Spectator Sports, Golf Courses				50	
8. Commercial Retail, Shopping Centers, Restaurants, Movie Theaters			50	50	
9. Commercial Wholesale, Industrial, Manufacturing					
10. Agriculture (Except Residences and Livestock), Extractive Industry, Fishing, Utilities, & Public U-O-W					



COMPATIBLE
The outdoor community noise equivalent level is sufficiently attenuated by conventional construction that the indoor noise level is acceptable, and both indoor and outdoor activities associated with the land use may be carried out with essentially no interference from aircraft noise.

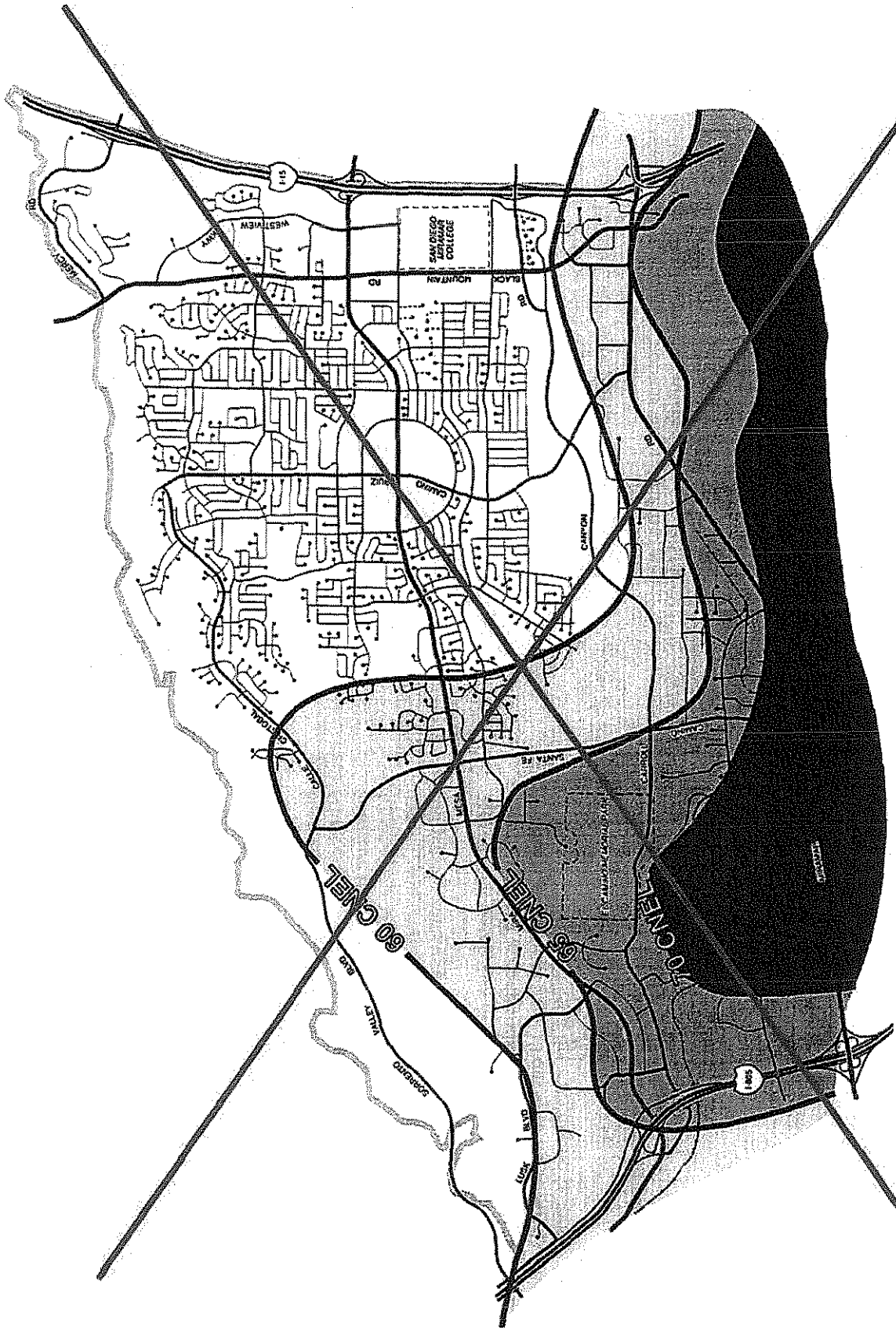


CONDITIONALLY COMPATIBLE
The outdoor community noise equivalent level will be attenuated to the indoor level shown, and the outdoor noise level is acceptable for associated outdoor activities.



INCOMPATIBLE
The community noise equivalent level is severe. Although extensive mitigation techniques could make the indoor environment acceptable for performance of activities the outdoor environment would be intolerable for outdoor activities associated with the land use.

This matrix should be used with reference to the Implementation Directives shown on pages 132 and 133.



23
FIGURE

NAS Miramar Noise Contours
Mira Mesa Community Plan



**AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX
IMPLEMENTATION DIRECTIVES**

All the uses specified are compatible up to the noise level indicated. Specified uses are also allowed as conditionally compatible in the noise levels shown if two specific conditions are met and certified by the local general purpose agency:

— Proposed buildings will be noise attenuated to the level shown on the matrix based on an acoustical study submitted along with building plans.

— In the case of discretionary actions, such as approval of subdivisions, zoning changes, or conditional use permits, a navigation easement for noise shall be required to be recorded with the County Recorder as a condition of approval of the project. A copy shall also be filed with the affected airport operator. For all property transactions, appropriate legal notice shall be given to all purchasers, lessees and renters of property in conditionally compatible areas which clearly describes the potential for impacts from airplane noise associated with airport operations. Notice also will be provided as required on the state Real Estate Disclosure form.

Identified uses proposed in noisier areas than the level indicated on the matrix are considered incompatible.

The directives below relate to the specific conditionally compatible land use categories identified by number on the matrix.

3. New schools, preschools and libraries located within the CNEL 60-65 contours must be subjected to an acoustical study to assure that interior levels will not exceed CNEL 45.

4. New residential and related uses located within the CNEL 60-65 contours must be subjected to an acoustical study to assure that interior levels will not exceed CNEL 45. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

— Residential hotels are defined as those that have 75 percent or more of accommodations occupied by permanent guests (staying more than 30 days) or those hotels which have at least 50 percent of their accommodations containing kitchens.

5. Transient Lodging is defined as hotels and motels, membership lodgings (Ys, etc.), suite or apartment hotels, hostels, or other temporary residence units, not defined as residential hotels, above. Within the CNEL 60-70 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 45. Appropriate legal notice shall be provided to purchasers, lessees and renters of properties in this conditionally compatible zone in the manner previously described.

6. Office buildings include many types of office and service uses: business and business services; finance, insurance, real estate; personal services; professional (medical, legal and educational); and government, research and development and others.

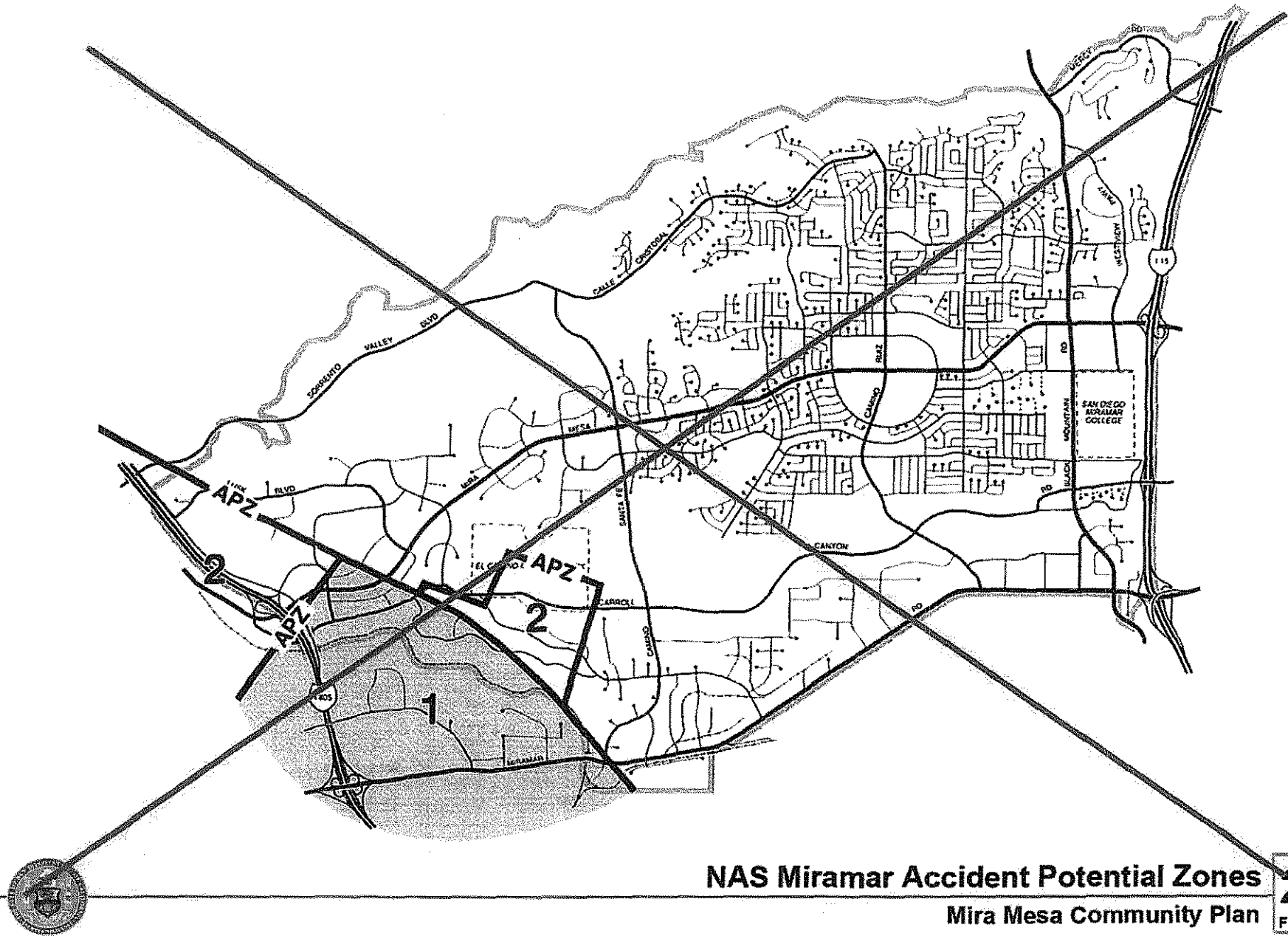
- ~~Within the CNEL 65-70 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 50. Appropriate legal notice shall be provided to purchasers, lessees and renters of properties in this conditionally compatible zone in the manner previously described.~~
8. ~~For new commercial retail uses located within the CNEL 65-75 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 50. Appropriate legal notice shall be provided to purchasers, lessees and renters of properties in this conditionally compatible zone in the manner previously described.~~

Accident Potential Zones/Land Use Compatibility

LAND USE	APZ 1	APZ 2
RESIDENTIAL ^a APARTMENTS AND TRANSIENT LODGING		
ASSEMBLY AREAS: Schools, Churches, Libraries, Auditoriums, Sports Arenas, etc., Preschools, Nurseries, and Restaurants		
HOSPITALS, SANITARIUMS, AND NURSING HOMES		
OFFICES, RETAIL STORES ^c	50	Compatible
WHOLESALE STORES MANUFACTURING ^b	50	Compatible
OUTDOOR USES: Playgrounds, Neighborhood Parks, Golf Courses, Riding Stables, Public Right-of-Way	50	Compatible

	Compatible
50 or fewer Persons/Acre	Conditionally Compatible
	Incompatible

- ^a Residential land uses include single-family, duplex, mobile homes, multi-family, and retirement home.
- ^b Prohibit the above ground storage of flammable, hazardous and toxic materials for those land uses within the accident potential zones; and storage of the material should be in accordance with the most stringent federal, state, and local ordinances and regulations.
- ^c It is suggested that lot coverage in APZ1 should be less than 25%; and less than 40% in APZ2.



NAS Miramar Accident Potential Zones
Mira Mesa Community Plan

24
 FIGURE

~~ACCIDENT POTENTIAL ZONES/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION METHODOLOGY~~

~~PURPOSE~~

~~The purpose for establishing land use restrictions in accident potential zones is to minimize the number of people exposed to aircraft crash hazards.~~

~~METHODOLOGY~~

~~The intent of these criteria is to limit the density of people within the APZs at any one time. Certain land uses are determined to be compatible because the activity associated with the use may be carried out with essentially no interference or substantial loss of life. Other land uses are determined to be incompatible because the exposure to accident potential is severe. Some land uses are conditionally compatible because the exposure to accident potential is significant but appropriate restrictions are necessary to ensure adequate safety. For those land uses that are conditionally compatible, if the proposed uses generated 50 persons or less per gross acre, the use will be compatible.~~

~~For purposes of this Plan, the Uniform Building Code is used as an initial standard for determining persons per use. Table No. 33-A (1985 Edition of the UBC) indicates the number of square feet per occupant. It is assumed that only 50 percent of UBC maximum occupancy will be present in a particular building. The steps necessary to estimate concentrations of people are as follows:~~

- ~~1. Gross square feet of parcel divided by 43,560 (sq. ft. in acres) equals size of parcel in acres.~~
- ~~2. Divide square footage of proposed building by square feet per occupant as required by the UBC to establish maximum occupancy.~~
- ~~3. Multiply maximum occupancy by 50 percent to establish maximum number of persons expected to be present in use at anyone time.~~
- ~~4. Divide number of persons expected (from #3) by gross acres (from #1).~~
- ~~5. If the resulting number is 50 or less, the proposal will be consistent with the land use policies (assuming any other conditions are met). If the number is greater than 50, the project would be deemed incompatible and should be revised.~~

~~Source: Airport Land Use Planning Handbook, Caltrans Division of Aeronautics, July 1983.~~

Rancho
Peñasquitos
Community
Plan
Amendment

RANCHO PEÑASQUITOS COMMUNITY PLAN

The following amendments have been incorporated into this ~~June 2005~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Rescinded the 1978 Peñasquitos East Community Plan and approved the 1993 Rancho Penasquitos Plan update, except for the portion related to the Paraiso Cumbres property.			March 30, 1993	R-281713
Designated the 232-acre Paraiso Cumbres property as 197 acres of open space and 35 acres of low-density residential development. Also revised text on page 92 and 125 of the 1993 Rancho Penasquitos Community Plan update.			June 1, 1993	R-282056
Shifted 206 acres of development area into the MHPA.			March 18, 1997	R-288456
Redesignated 2.94 acres from neighborhood commercial to low-medium density residential (5-10 du/ac).			June 8, 1998	R-290169
Deleted prohibition on residential use on 3.8-acre site on Azuaga Street adjacent to SDG&E substation to permit the development of a church with associated senior housing.			April 9, 2002	R-296301
Redesignated 1-acre portion of park & ride (commercial designation) to park use to permit development of a skate park.			September 23, 2003	R-298423
Reconfigured low-medium residential, regional commercial, and open space areas on approximately 147 acres. Also adjusted the boundary between Rancho Peñasquitos and Torrey Highlands based on the realignment of Carmel Mountain Road.			March 30, 2004	R-299054
<u>Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP.</u>				

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Plan Elements

- Residential Element
- Commercial Element
- Neighborhood Planning Element
- Industrial Element
- Community Appearance and Design Element
- Transportation Element
- Park and Recreation Element
- Open Space and Resource Management Element
- Education Element
- Public Facilities and Services Element
- Naval Marine Corps Air Station (NASMCAS) |
Miramar Element
- Social Needs Element

NAVAL MARINE CORPS AIR STATION (NASMCAS) MIRAMAR ELEMENT

PRIMARY GOAL

Ensure that development within the community conforms to the guidelines set forth in the Comprehensive Airport Land Use Compatibility Plan (CLUPALUCP) for NAS MCAS Miramar.

EXISTING CONDITIONS

~~NAS MCAS Miramar is the home base for the Pacific Fleet Fighter and Early Warning Squadrons, and is separated from Rancho Peñasquitos by the Mira Mesa community planning area. NAS MCAS Miramar flight operations presently accommodates approximately 220,000 to 260,000 flight operations per year. Included in this total are include departures to the west corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop and touch and go exercises conducted over a northern loop.~~

ISSUES

The Airport Influence Area for MCAS Miramar affects the Rancho Peñasquitos Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

~~SANDAG is charged with implementing the region's CLUP for NAS Miramar. This Plan includes land use compatibility matrices for both noise and accident potential zones. NAS Miramar's operations do not affect the land use designations and development intensities of the Rancho Peñasquitos community at this time. However, according to the CLUP, the southwestern portion of Rancho Peñasquitos presently falls within the airport's Area of Influence (Figures 36 and 37). The Area of Influence is defined as "a planning area designated by the Commission around each public airport which is, or reasonably may become, affected by airport-related noise, fumes, or other influence, or which is, or may reasonably become, a site for hazard to aerial navigation."~~

As shown by the Airport Noise/Land Use Compatibility Matrix on Figure 38, noise in excess of 65 db Community Noise Equivalent Levels (CNEL) is considered to be incompatible with residential development. Military aircraft operations currently occur at noise levels below 65 db CNEL in the Rancho Peñasquitos community. Based upon noise complaint history, NAS Miramar has determined the community plan area is subject to aircraft noise. It is recommended that residential developers contact the air station for assistance in developing noise disclosure.

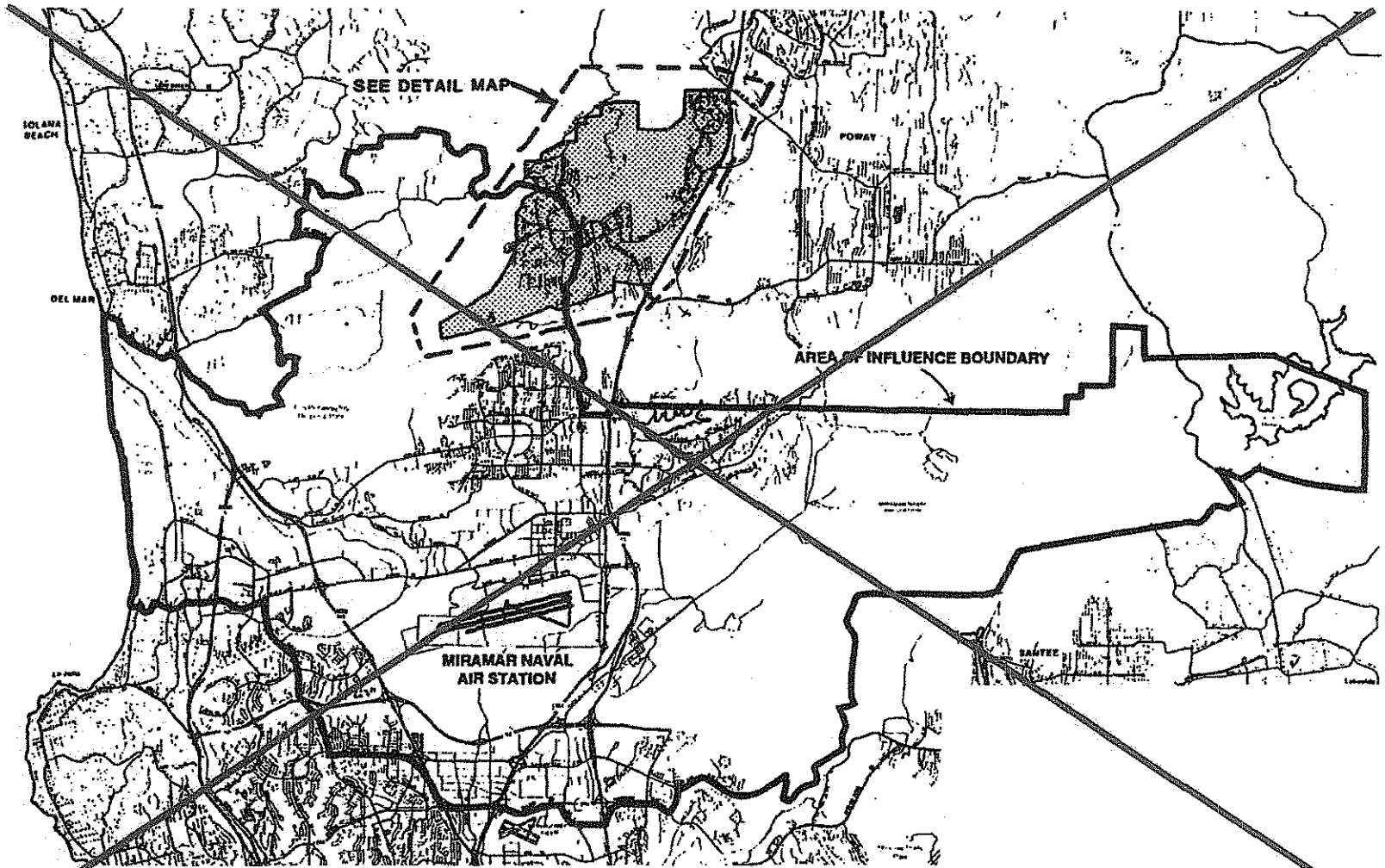
NAS Miramar has recently been the subject of study as a potential site for the relocation of Lindbergh Field Commercial Airport. The addition of commercial aircraft could alter the overflight noise impacts and accident potential in Rancho Peñasquitos, the degree of which would be determined with the ultimate location of the commercial runways.

POLICIES

- Rancho Peñasquitos residents should be informed and allowed to review and comment on any future change in NAS MCAS Miramar operations, including the addition of commercial aircraft usage, which increase noise levels, accident potentials and other relevant impacts affecting the community.
- If, in the future, aircraft noise in excess of 65 db CNEL does impact the community, noise attenuation methods should be used which reduce interior noise levels for all new developments.
- Noise disclosure to buyers by developers should be encouraged.

RECOMMENDATIONS

- Increase communication between the City, NAS MCAS Miramar, SANDAG ALUC and community groups when any change or modification to operations at NAS MCAS Miramar occurs, in order to allow an assessment of potential impacts to existing or proposed development.
- Monitor the noise impacts, accident potential and other impacts of NAS MCAS Miramar on residential and other land uses within Rancho Peñasquitos, and mitigate them if necessary through the proper designation of land use or through noise attenuation methods.
- Review new projects in the community for compliance with the CNEL established by the Airport Comprehensive Land Use Compatibility Plan for NAS MCAS Miramar. The Airport Noise/Land Use Compatibility Matrix in the ALUCP specifies compatible uses based on CNELs.
- Residential developers should work with the City and the Navy Marine Corps to develop better noise disclosure methods.

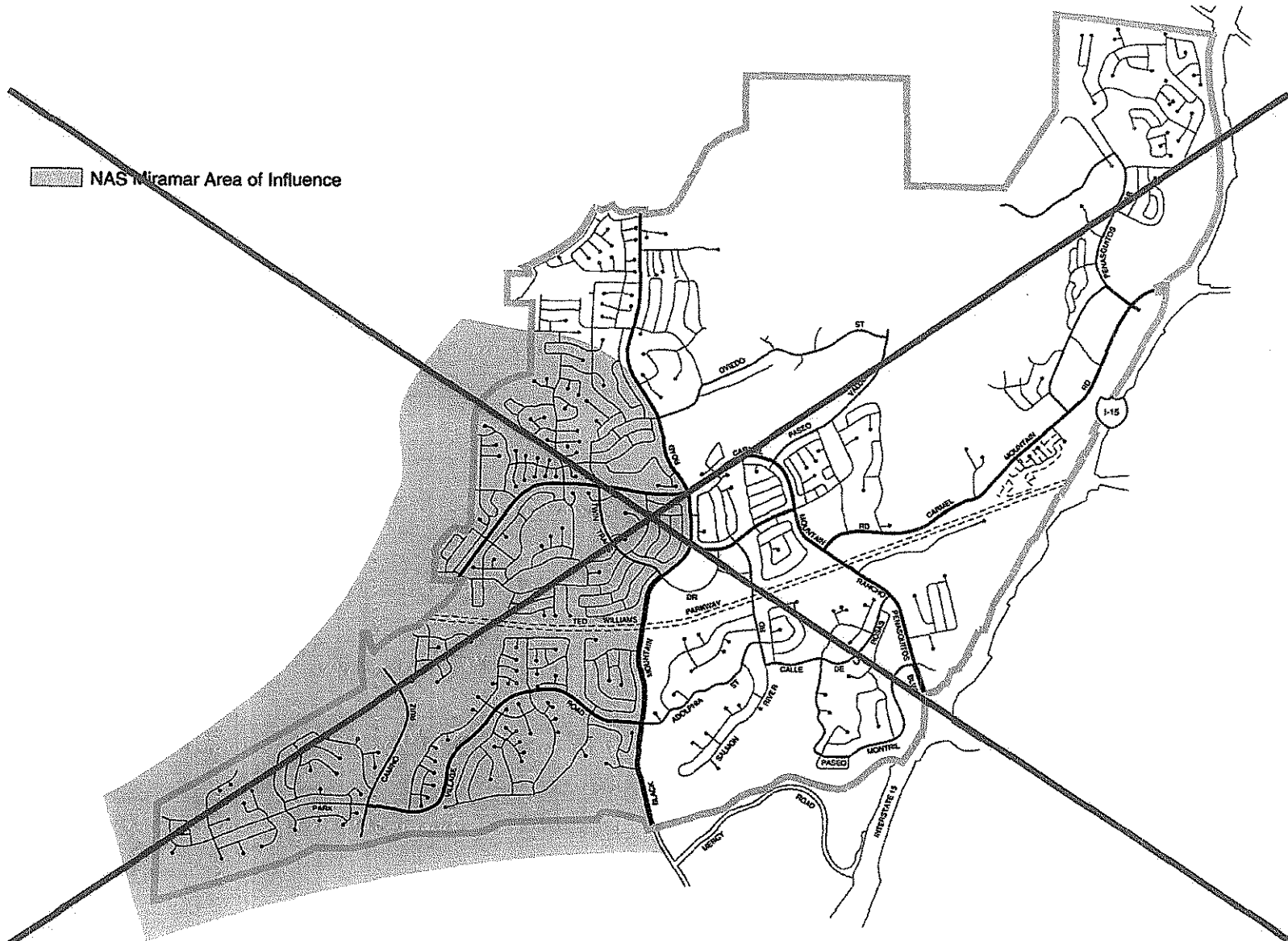


NAS Miramar Airport Influence Area (relative to Rancho Peñasquitos)

Rancho Peñasquitos Community Plan

36
FIGURE


NAS Miramar Area of Influence





NAS Miramar Airport Influence Area Detail
Rancho Peñasquitos Community Plan

37
FIGURE

LAND USE	ANNUAL DAY/NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING, NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES			45		
4. RESIDENTIAL - SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES			45		
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING, AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES			45	45	
6. OFFICE BUILDINGS - BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES, R&D OFFICES AND LABORATORIES				45	
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES, OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL - RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS				50	50
9. COMMERCIAL - WHOLESALE; INDUSTRIAL, MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, AND PUBLIC R-O-W					

 **COMPATIBLE**
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL IS SUFFICIENTLY ATTENUATED BY CONVENTIONAL CONSTRUCTION THAT THE INDOOR NOISE LEVEL IS ACCEPTABLE, AND BOTH INDOOR AND OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE FROM AIRCRAFT NOISE.

 **CONDITIONALLY COMPATIBLE**
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL WILL BE ATTENUATED TO THE INDOOR LEVEL SHOWN, AND THE OUTDOOR NOISE LEVEL IS ACCEPTABLE FOR ASSOCIATED OUTDOOR ACTIVITIES.

 **INCOMPATIBLE**
THE DAY/NIGHT AVERAGE SOUND LEVEL IS SEVERE ALTHOUGH EXTENSIVE MITIGATION TECHNIQUES COULD MAKE THE INDOOR ENVIRONMENT ACCEPTABLE FOR PERFORMANCE OF ACTIVITIES THE OUTDOOR ENVIRONMENT WOULD BE INTOLERABLE FOR OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE.



Airport Noise/Land Use Compatibility Matrix
Rancho Peñasquitos Community Plan

38
FIGURE

ATTACHMENT 14

Scripps Ranch
Community
Plan
Amendment

SCRIPPS MIRAMAR RANCH COMMUNITY PLAN

The following amendments have been incorporated into this ~~August 2006~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Scripps Miramar Ranch Community Plan adopted.	June 8, 1978	R-1355	July 18, 1978	R-221398
Scripps Westview II redesignated from medium-density residential to high-medium residential			October 21, 1985	R-264284
Industrial Element revised to allow for a self-storage facility			March 18, 1986	R-265280
Neighborhood Area B, a 101-acre parcel, redesignated from residential to industrial park			November 4, 1986	R-266987
Scripps County Island, 385 acres, incorporated into the Scripps planning area			June 29, 1987	R-268716
Parks, Recreation and Open Space Element update			September 13, 1988	R-271857
Scripps Lake Drive, reclassified between Scripps Ranch Boulevard and Red Cedar Drive from a four-lane collector to a two-lane collector roadway			October 11, 1988	R-272098
Incorporated two City Council resolutions to widen Pomerado Road and reopen upon completion of Alternative 8A			October 31, 1988	R-272230
Redesignated a 3.9-acre site in the northeastern portion of the planning area from industrial park to community commercial			November 14, 1989	R-274731
USIU campus, designated a 17-acre site as a resource-based park			November 21, 1989	R-274780
Pomerado Road reclassified from a contingency four-lane major street to a two-lane major street and Scripps Poway Parkway reclassified from a four-lane major street to a six-lane major street			October 26, 1993	R-282903
Fairbrook Elementary School site redesignated from elementary school/park to low-density residential and park			October 19, 1999	R-292322
<u>Added MCAS Miramar ALUCP policy language</u>				

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INTRODUCTION

The realization of the Scripps Miramar Ranch Community Plan (Plan) became possible with the City Council's recognition of the Scripps Miramar Ranch Planning Committee on June 1, 1977. This planning committee, which is composed of both private homeowners and prospective developers in Scripps Ranch, has held regular public meetings since its formation. Although the 15-member committee is responsible for the objectives and proposals contained in this Plan, public input has been actively solicited throughout the planning process. Monthly announcements have been published in the Scripps Ranch Newsletter, which is delivered to every home in the community. Two surveys were also distributed to residents regarding community needs and transportation planning.

The Plan and accompanying Environmental Impact Report were prepared by a private consultant working closely with City of San Diego (City) Planning Department staff and the Scripps Miramar Ranch Planning Committee. The consultant was largely responsible for conducting the necessary research—drafting the community plan elements and environmental impact report, and acting as a liaison between Planning Department staff and the planning committee. City Planning staff provided technical assistance when necessary and reviewed materials prepared by the consultant for consistency and compliance with established City policies and documents. Planning committee responsibilities included reviewing Plan alternatives, proposing goals and objectives, and selecting Plan proposals. In addition, the planning committee and the community-at-large will be instrumental in the implementation of the adopted Plan.

This Plan expands and revises the Scripps Miramar Ranch Master Plan, which was adopted on June 9, 1970, by the City Council. All development in Scripps Ranch since that time, with the exception of the institutional properties south of Pomerado Road, has been in accordance with the 1970 Master Plan. Development of United States International University and the University of California at San Diego is controlled by the Conditional Use Permit (CUP) process.

This Plan does not consider land use on a block-by-block basis. Therefore, reasonable interpretation of its objectives and proposals is expected for implementation of this Plan.

LOCATION

Scripps Miramar Ranch is located on the north central part of metropolitan San Diego. The planning area included within this study contains approximately 4,365 acres of land. The Scripps Miramar Ranch planning area is bordered on the north by the Miramar Ranch North and Sabre Springs planning areas and the city of Poway; on the northeast by the city of Poway; on the east by the currently unplanned future urbanizing area of the City of San Diego; on the south by Marine Corps Air Station (MCAS) Miramar Naval Air Station (formerly Naval Air Station Miramar); and on the west by Interstate 15 (I-15). (See Figures 1 and 2.)

SCOPE AND PURPOSE OF THIS PLAN

The Scripps Miramar Ranch Community Plan is a set of proposals which will serve as a guide for future public and private development within the community through 1995. The Plan includes a series of goals and objectives established for the community which are consistent with citywide policies. These goals and objectives are the basis of the Plan's proposals. This Plan's proposals will require some new regulations and legislation for implementation, and rezoning will be required for much of the vacant property to permit the designated land uses.

Adoption of the Plan by the City Council can occur only after it has been discussed at public hearings held by both the Planning Commission and City Council. Public hearings will also be required prior to any amendments, additions, or deletions to the adopted Plan. Section 65860 of the California Governmental Code requires consistency between zoning regulations and adopted plans; this will be achieved primarily by approval of rezoning applications filed with subdivision and other development requests. Finally, the amendment of City Ordinances such as subdivision, building or other developmental controls must also be enacted through the regular legislative process.

Proposals within this Plan have been coordinated with the City's Progress Guide and General Plan (General Plan). Should differences occur in the future regarding proposals contained in this Plan, the General Plan and other community plans, these should be resolved during the course of related public hearings. This procedure is in accordance with the intent of City Council Policy 600-7.

Periodic comprehensive reviews of the General Plan may reveal inconsistencies with the Plan. The normal procedures for legislative action, including public hearings, will be followed prior to changes in either of these documents.

Finally, the translation of this Plan into actual development shall be undertaken in complete conformance with citywide policies as succeeding phases of urbanization proceed in the Scripps Miramar Ranch community.

Preparation of the Plan included consideration of its relationship with planning programs and development patterns in the surrounding areas of Poway, Rancho Peñasquitos, Mira Mesa, Lago Dorado (now Miramar Ranch North) and MCAS Miramar Naval Air Station.

This should not be considered as a static document. Rather, it is intended to provide guidance for the orderly growth of the Scripps Miramar Ranch community. The Plan must be continually monitored, and amended when necessary, to remain relevant to community and City needs in the event of unexpected changes in environmental, social or economic conditions.

PROPOSALS

- Land use should be regulated so that development respects, conserves and enhances the natural environment, especially steeply sloping areas. This proposal can be implemented by Hillside Review (HR) overlay zoning on all slopes in excess of 25 percent, Planned Residential Developments, and M-IP zoning.
- Any archaeological resources should be investigated and documented by a competent archaeologist. These actions are required as a part of the routine processing of all discretionary actions, such as rezonings and tentative maps. Determination of the site's importance will be made during the environmental review process.
- The U.S. Navy Marine Corps should institute a long-range program for controlling and reducing noise emanating from MCAS Miramar Naval Air Station. U.S. Marine Corps Navy cooperation in achieving community goals should be solicited.
- Prior to any development, detailed biological surveys should be conducted over the subject property as part of the normal environmental review process. Mitigation of any impacts should follow the recommendations of the City of San Diego Environmental Quality Division. The habitats of sensitive and/or critical biological resources should be preserved wherever practicable.
- Development adjoining the University of California's biological reserve should be sited so as to minimize impacts to the reserve.
- New concepts in housing design should be encouraged in order to conserve water and energy. Cluster development, greater use of patios and container planting, de-emphasis of large turf areas, solar heating and cooling, and improved insulating techniques should be utilized.
- Grading should be followed by construction and landscaping as soon as practicable. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Reseeding of areas disturbed by grading should take place expediently, provided that sufficient water supply exists in the forms of irrigation and/or rainfall to permit germination. Furthermore, seed mixtures should consist of species with low water requirements. This proposal will require a change in the City's General Services Department and Fire Department policies which require weed removal by developers.
- Runoff containing chemical pollutants should not be permitted to contaminate the public water supply in Miramar Reservoir. Therefore, all runoff carrying contaminants such as fertilizers, pesticides, detergents and petroleum products should drain away from the reservoir into a natural or City-approved drainage system. Enforcement of this protective measure will be assured by the Public Health Department and Regional Water Quality Resources Board during the tentative map process.

- Community identity within Scripps Miramar Ranch should be maintained and enhanced through the preservation and propagation of eucalyptus trees throughout development and open space areas. Development should minimize removal of mature eucalyptus trees by incorporating large lot design and Planned Residential Developments where appropriate. Landscaping in new developments should emphasize the use of eucalyptus species listed in **Appendix B**. When eucalyptus trees are desired in open space areas already covered with native vegetation, seedlings should be planted among the existing vegetation. As the seedlings mature, they will gradually displace the underlying chaparral association. This gradual transition will permit the relocation of wildlife and prevent the erosional impacts associated with large-scale removal of vegetation.
- A variety of eucalyptus species should be used in landscaping.
- Replacement of native vegetation with eucalyptus trees should not occur within the open space adjoining the reservoir or in open spaces including sensitive and/or critical biological species, including the major canyon at the northeast end of the Ranch which leads into the Peñasquitos Creek open space system.
- Development of areas within the horizon line of Miramar Reservoir should minimize the visual impacts of grading, structures and landscaping. Sensitive treatment in these areas can be accomplished by a variety of measures discussed in the **Design Element** of this Plan.
- All new homes, both attached and detached, within the 60 dB CNEL noise contour for NAS-MCAS Miramar should be insulated to meet the as specified by the Airport Land Use Compatibility Plan noise compatibility criteria for MCAS Miramar (Refer to Appendix C), California Noise Insulation Standards (CAC, Title 25).
- Codes, covenants and restrictions (CC&Rs) for all new development in the planning area should prohibit outside aerial antennae.
- Floodplain Fringe Overlay zoning should be applied to land within Carroll Canyon where appropriate.

APPENDIX C. AIRPORT INFLUENCE AREA

The Airport Influence Area for Marine Corps Air Station (MCAS) Miramar affects the Scripps Miramar Ranch Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Serra Mesa
Community
Plan
Amendment

SERRA MESA COMMUNITY PLAN

The following information has been incorporated into this ~~May 2006-2011~~ posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Adoption of the Serra Mesa Community Plan	March 3, 1977	840	July 27, 1977	R-218949
Southern boundaries of Serra Mesa incorporated into the Mission Valley Community Plan	September 8, 1994 January 24, 1985	2123-PC	June 25, 1985	R-263537
Adoption of Stonecrest Specific Plan	November 19, 1987		February 9, 1988	R-270335
Redesignate 2.5 acres in Murphy Canyon Gateway from light industrial to visitor-serving commercial	April 24, 1986		June 10, 1986	R-265932
Adopt the alignment for State Route 52	June 5, 1986	6340-PC	June 17, 1986	R-266024
Graves Tract, Lot 2, redesignated	February 12, 1987		March 31, 1987	R-268002
Adoption of Highlands Corporate Center	August 17, 1989		November 21, 1989	R-274777
Kearny Mesa Community Plan adopted separating the commercial and industrial areas from the SMCP			October 6, 1992	R-280821
Update existing conditions information, update Housing & Environmental Management Elements in conjunction w/ rezonings for Open Space Element	October 28, 1999	2869-PC	May 16, 2000	R-293135
<u>Added Montgomery Field ALUCP policy language and deleted references to the Montgomery Field CLUP.</u>				

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central location and excellent freeway accessibility. It is expected to maintain its lead for at least the next 20 years. Accommodation of large scheduled airliners is not expected even on a relief or emergency basis. However, short hop commuter services utilizing small short take-off and landing (STOL) aircraft is a possibility in the distant future. Airspace requirements of NAS Marine Corps Air Station (MCAS) Miramar must be considered in expansion plans or operating procedure changes.

Although not exceeding technical standards, aircraft noise attributable to Montgomery Field operations is still an important local issue. Even though the major landing approach is over Murphy Canyon, aircraft frequently fly over residential areas.

A parallel issue is potential crash hazard. Although serious incidents have occurred, crash hazard would increase with heavier usage. Airport safety, noise, overflight, and airspace issues are considered in the 1984 Montgomery Field Comprehensive Airport Land Use Compatibility Plan, which discusses airport premises as well as surrounding areas within the airport's "influence area." Refer to the Airport Influence Area Appendix for additional discussion of the Airport Land Use Compatibility Plan. A related plan, which only addresses the airport premises, is the Montgomery Field Airport Master Plan. The Montgomery Field Airport Master Plan will be updated in 1999.

A 1,200-foot extension to Runway 28-R was completed in 1995. It was designed to reduce aircraft noise by allowing planes to take off further east and gain higher altitude as they fly over residential areas. This has not changed the type of aircraft served. The approach system is the same.

OBJECTIVE

- To mitigate adverse environmental impacts of noise, crash hazards and visual appearance affecting adjacent areas.

PROPOSALS

- A noise monitoring system was installed in 1985, and is used to enforce airport noise limits and to ensure compliance with state airport noise standards.
- Noise effects on nearby residential areas have been minimized through enforcement of noise regulations.

See **Figure 8: Employment Center**.

High costs preclude the provision of separate bike trails throughout the community. The only alternative is to utilize existing streets for most of the bicycle route system.

Fortunately for pedestrians, nearly all streets are improved with sidewalks. Pedestrian over crossings at SR-163/Cardinal Lane and I-805/Othello Avenue provide access to schools and parks outside the community. However, few walkways intended solely for pedestrians exist in the study area. There is a need for separate pedestrian access to parts of the Mission Village Shopping Center and other activity centers. Hiking trails have not been designated in the community but the regional bikeways could serve as major hiking routes. These could be linked to urbanized areas by trails through the attractive natural canyons.

Horseback riding has also increased in popularity, necessitating trails and facilities, (see A Plan for Equestrian Trails and Facilities). A major trail is recommended that would connect San Clemente Natural Park with Fortuna Mountain through NAS-MCAS Miramar lands. The trail would cross I-15 north of its intersection with SR-163, with the alignment continuing along State Route 52 (SR-52). A local trail from Ruffin Court through Shepherd's Canyon to Fortuna Mountain is already in use.

FUTURE TRAVEL FORECASTS

Street and Highway System

While increases are forecast in pedestrian, bicycle and transit usage, the auto should remain as the dominant form of transportation in the community for the next 15 to 20 years. Using the City's Streets and Highways Standards (Table 4) as a guide, the projected 1995 traffic demand volume, expressed in auto trips, is translated into street requirements on the 1995 Street System map.

As auto trips begin to exceed the street capacity, safety performance will diminish and congestion, driver irritation and delay will occur. Because the circulation system is already established, remedies for future conditions must necessarily involve changes to existing streets. These changes are basically limited to parking removal, street widening, left-turn prohibitions during "peak" periods, costly grade separated interchanges, access control and establishment of one-way pairs.

- The effects of noise should be mitigated by: controlling flight patterns (especially Montgomery Field), discouraging residential uses in areas impacted by environmental noise exceeding 65dB CNEL or Ldn, using noise-buffering material in all new construction, retaining noise-absorbing native vegetation in open space areas and rigorously enforcing all local, state and federal laws relating to noise abatement. Findings of the SANDAG study The Airport Land Use Compatibility Plan should be incorporated into the environmental review process.
- Energy resources should be conserved by: encouraging efficient land use and transportation patterns, making available energy-saving modes of travel as alternatives to the automobile, using alternative sources of energy to conventional fossil fuels (for example solar, wind, geothermal), recycling solid waste materials whenever possible and encouraging remodeling and rehabilitation of deteriorating structures in preference to replacement.
- An Environment Impact Report (EIR) or equivalent should be prepared for each project, whether public or private, that would have a significant effect on the environment.
- Litter cleanup and prevention campaigns should be conducted and the weed abatement ordinance vigorously enforced.
- On-street parking of campers, trailers, boats and other pleasure vehicles, trucks and buses should be discouraged. On-site storage should be encouraged in screened parking or storage areas.
- Safety considerations should be introduced into the planning process, including: placement of hydrants to better control canyon fires, adequate assessment of geologic hazards for all new development and installation of devices in institutional care facilities and industrial plants capable of detecting toxic fumes and gases.
- Development proposals should be consistent with the overall growth management policies of the City.
- Development should be managed through appropriate zoning and other development controls.
- Diversity within neighborhoods should be encouraged to improve “sense of place” by: varying the type of street surfaces, sidewalks, lights, signs and other street furniture, innovative yet tasteful remodeling and individually distinctive landscaping.

SOCIO-ECONOMIC ENVIRONMENT

It is appropriate to address social and economic issues based on (1) the need to achieve social comprehensiveness, (2) the desire to enhance the social environment and (3) the realization that plan implementation is largely dependent on economic reality.

The purpose of this section of the Plan is to recommend guidelines for the best social and economic use of physical and human resources in order to improve the quality of life in the community.

APPENDIX – AIRPORT INFLUENCE AREA

The Airport Influence Area for Montgomery Field affects the Serra Mesa Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for Montgomery Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for Montgomery Field to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Tierrasanta
Community
Plan
Amendment

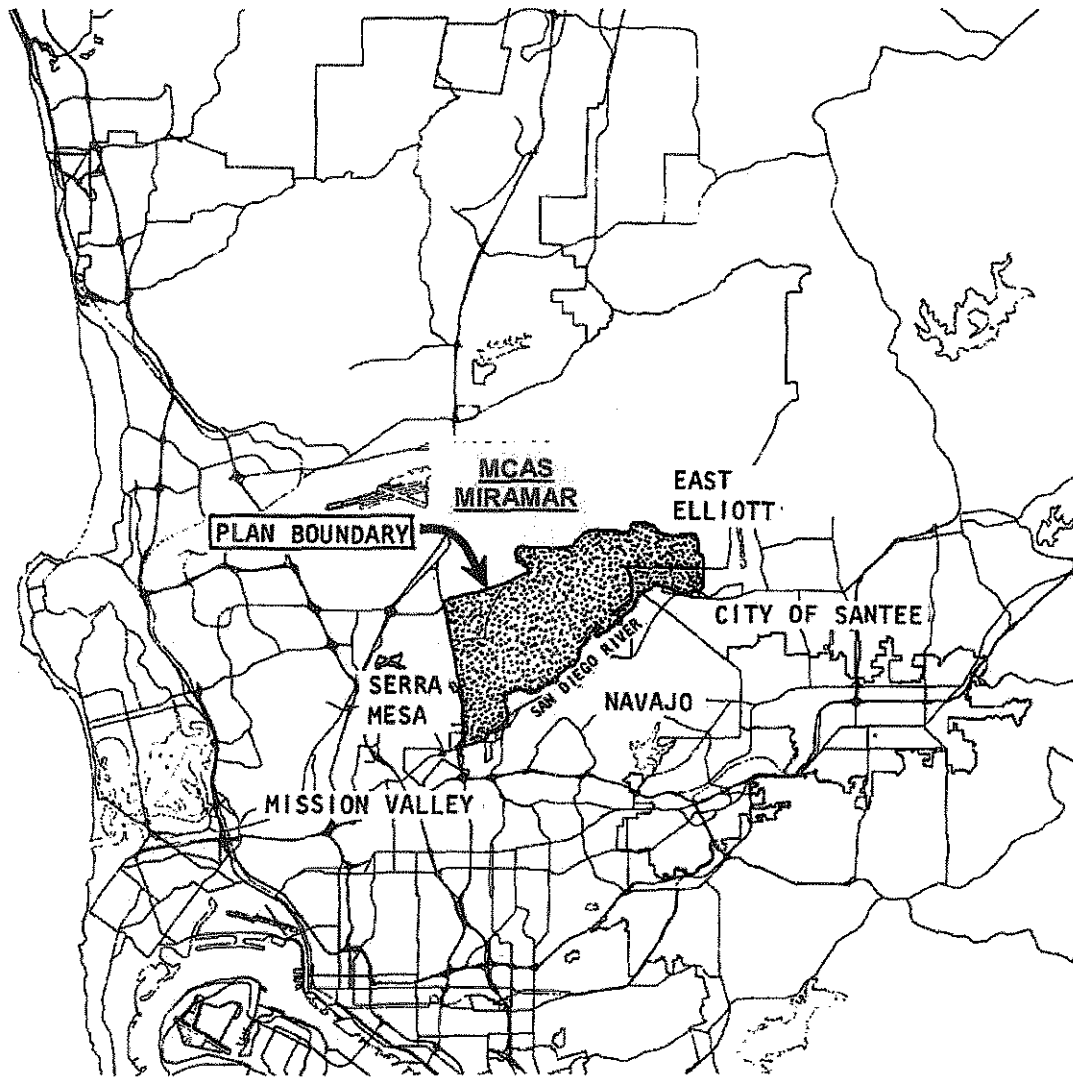
TIERRASANTA COMMUNITY PLAN

The following amendments have been incorporated into this ~~January 2007~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Removal of the western portion of the 1971 Elliott Community Plan and the inclusion of that area within the Tierrasanta Community Plan			July 27, 1982	R-256890
Redesignated area north of SR-52 alignment for military use. Redesignated centrally located area for Regional Park			April 29, 1985	R-263065
10-acre area changed from Commercial to Residential; number of dwelling units per net acre reduced			April 15, 1986	R-265460
Northern boundary aligned with SR-52			June 17, 1986	R-266025
51-acre parcel redesignated from Military to Industrial Park; guidelines for the development of this site added. 99 acres redesignated from Military to Open Space			December 8, 1987	R-269977
Redesignated land from Fire Station to Office Commercial; guidelines for the development of this site added			September 12, 1989	R-274381
Redesignated land from Neighborhood Commercial to Specialized Commercial and redesignated land left over from SR-52 to Specialized Commercial; guidelines for the development of this site added			September 12, 1989	R-274383
<u>Added MCAS Miramar and Montgomery ALUCP policy language and deleted references and revised maps related to NAS Miramar</u>				

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Location Map
Tierrasanta Community Plan

1
FIGURE

INTRODUCTION

THE PLANNING AREA

The Tierrasanta community is centrally located within the greater San Diego metropolitan area (Figure 1). The industrial area of Kearny Mesa is to the west, Marine Corps Air Station (MCAS) Miramar (formerly Naval Air Station Miramar) to the north and Mission Valley is to the southwest. Grantville lies to the south and the city of Santee to the east. The boundaries of the planning area are Interstate 15 (I-15) on the west, Friars Road and the San Diego River on the south, the city of Santee on the east and MCAS Miramar Naval Air Station on the north. The planning area is approximately 6,700 acres in size, of which about 42 percent is within the proposed Mission Trails Regional Park.

HISTORY

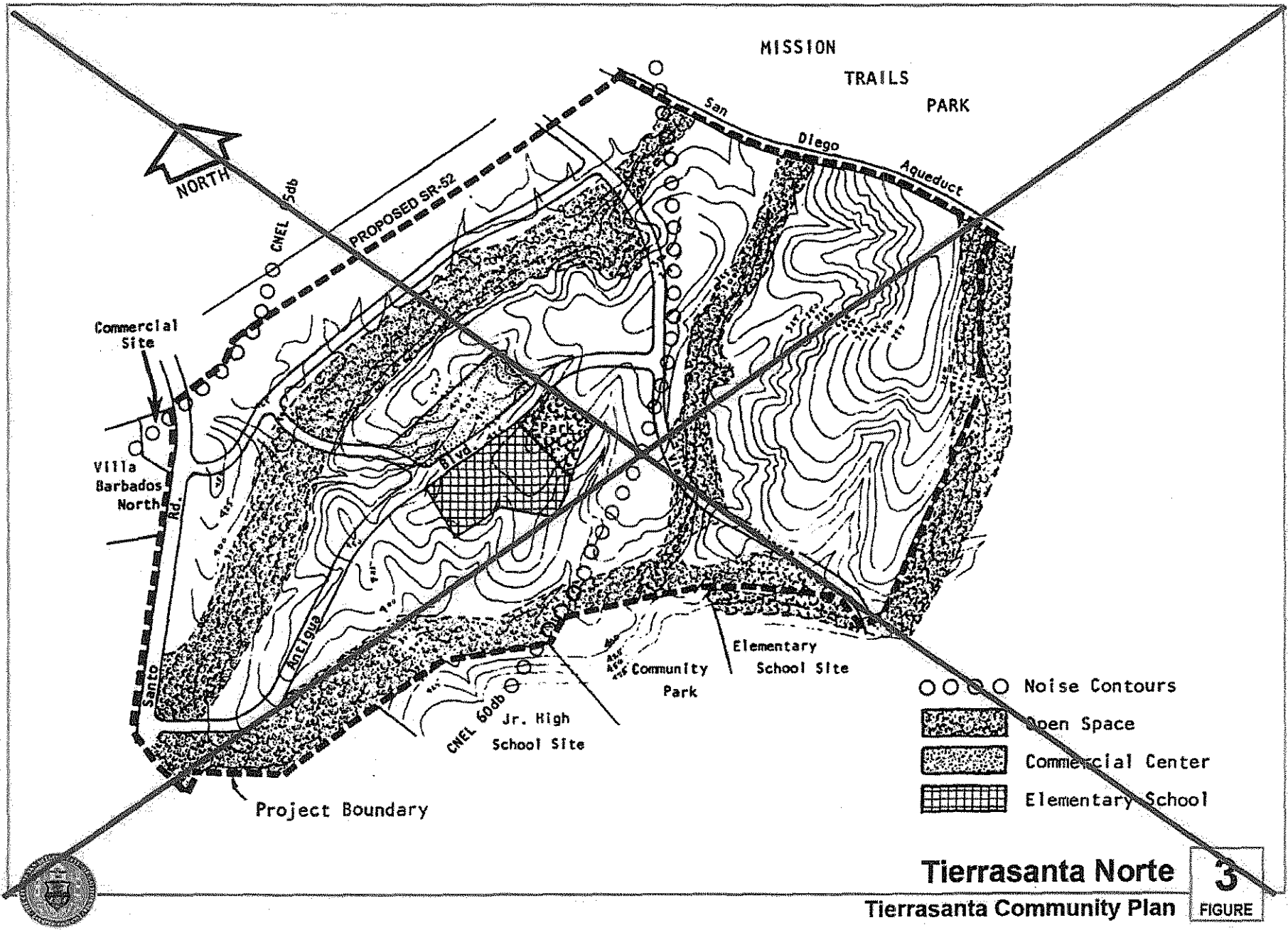
The Tierrasanta area was part of the original Rancho de la Mission San Diego de Alcalá and the El Cajon Rancho, two mission ranchos which flourished during the first half of the 19th Century. Padre Dam, the first major irrigation project in California, is located within the boundaries of the Tierrasanta community area. It remains today as a national historical monument.

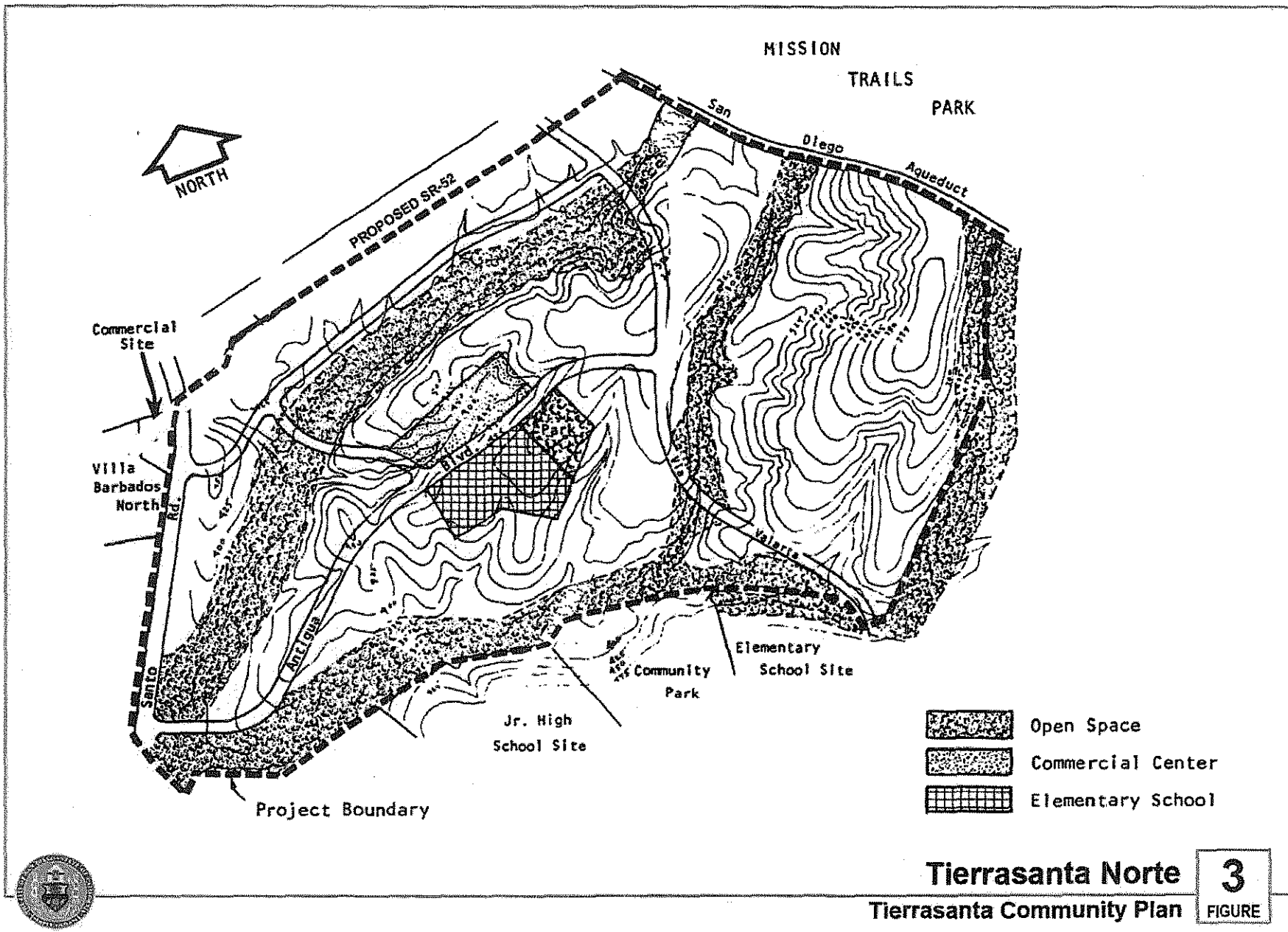
In 1941, the Tierrasanta area became part of Camp Elliott when the United States government acquired 27,700 acres of land for a Marine Corps training camp. The camp extended from Murphy Canyon Road on the west to Sycamore Canyon on the east, and from Pomerado and Beeler Canyon roads on the north to the San Diego River and Mission Gorge Road on the south.

In 1960, Camp Elliott was annexed into the City of San Diego (City). Approximately one-half of Camp Elliott, 13,277 acres, was then declared surplus by the Navy and was subject to the provisions for disposal under the General Services Administration.

Prior to the time the property was released for public sale, the City of San Diego was given the opportunity to prepare a community plan and acquire land needed for public uses at a reduced price. The 1962 Elliott Community Plan was a result of the City taking advantage of this opportunity. Based on the plan, the City acquired several park sites, major street right-of-ways, a fire station and a library site. In addition, the San Diego Unified School District obtained several school sites. During the period from 1962 to 1970, the federal government sold most of the property declared surplus. Since 1970, major subdivisions and planned residential developments have been built, based on a new Elliott Community Plan adopted in 1971.

A Master Development Plan for the proposed Mission Trails Regional Park was prepared in 1976. This plan delineates the boundaries and specifies uses and improvements within this resource-based park. A smaller version of this park was first proposed in the 1962 plan. In August 1980, the area northeasterly of the proposed Mission Trails Regional Park was detached from the original Elliott planning area. The westerly area was renamed the Tierrasanta community planning area with the easterly area becoming known as East Elliott. This action was taken due to the isolated nature of East Elliott and the special needs of this area.





In addition to the main shopping center complex, there is an 8,000-square-foot lot, located at the southeast intersection of La Cuenta Drive and Baroque Lane (see **Figure 6**), which is designated for professional office use. This parcel is situated immediately to the south of the shopping center and to the west of the fire station.

Due to the proximity of this parcel to a residential area, it is essential that the project's design and permitted uses be compatible with surrounding residential development. In order to avoid any land use conflicts, this parcel shall be limited to professional office use. To ensure sensitive site and architectural design, future development of this property is subject to a Planned Commercial Development (PCD) Permit. Future development should be compatible with the neighboring residential uses in terms of bulk, scale and intensity of use, and the architectural design and color of the building should be in keeping with the character and design of nearby residences. Outdoor lighting and signage should be minimized, and adequate landscaping should be provided to screen parking and secondary entrance areas. Finally, sufficient off-street parking must be provided in order to avoid the need to park on Baroque Lane. This could be accomplished through the joint approval of a shared parking agreement with the adjacent church.

Specialized Commercial Center

The Plan designates approximately ten acres of land at the southwest interchange of Santo Road and SR-52 for specialized commercial uses (**Figure 7A**). The permitted uses within this specialized commercial area include a combination of neighborhood and specialty retail uses, a theater, restaurants, office space and institutional uses, all of which will be available to serve the needs of northern Tierrasanta, as well as other residents within the Tierrasanta community. In order to maintain the specialized retail character of the center, the retail portion of this development should not be dominated by a few major users, rather the establishment of a variety of retail users should be encouraged. Accessory uses such as a convenient postal drop and a recycling center could also be incorporated into the development.

Development of this site is subject to a Planned Commercial Development (PCD) Permit in order to regulate both site design and permitted uses. Through the PCD process integrated architectural design, adequate auto and pedestrian circulation, sufficient parking to serve the proposed uses, consistent signage throughout the center, and appropriate buffering between uses can be assured. To further ensure that the commercial development will be compatible with the adjoining single-family residences to the south, the PCD should specify appropriate hours of operation for that portion of the development that abuts the residential properties and should prohibit uses such as adult bookstores and video arcades, which often create nuisances for the commercial center and surrounding residents.

The proposed development should incorporate appropriate mitigation for excessive noise from the freeway, as well as from the flight activities as NAS-MCAS Miramar. Impacts to the community's circulation system, if any, should be avoided through the incorporation of traffic mitigation measures. Further, drive-through fast-food establishments should be discouraged within the center to avoid traffic congestion.

MISSION TRAILS REGIONAL PARK

Description

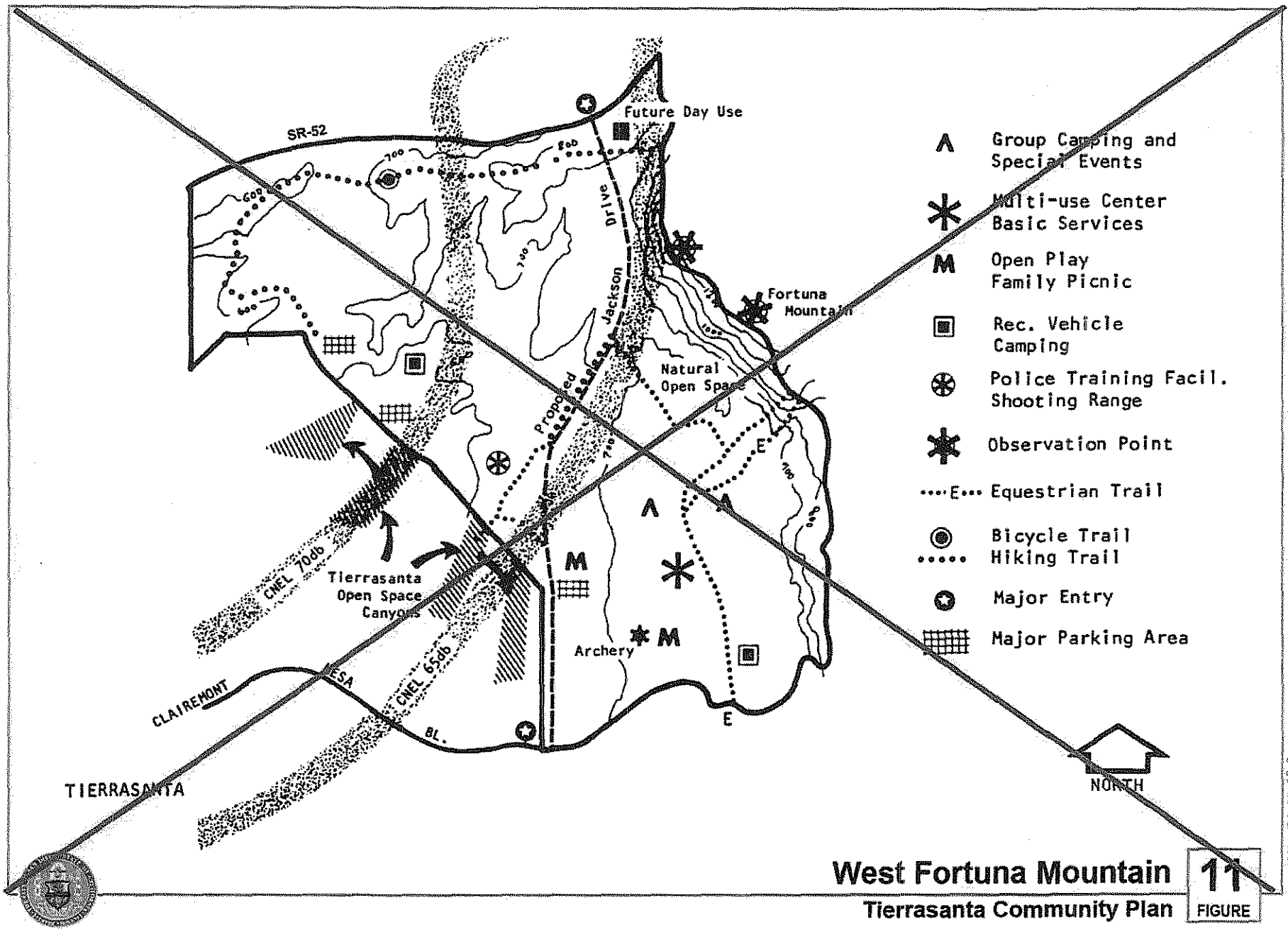
Approximately 2,830 acres (42 percent) of the Tierrasanta community is designated to be a part of the future Mission Trails Regional Park, formerly known as the Lake Murray, Cowles Mountain, Fortuna Mountain Regional Park (**Figure 10**). As envisioned in the 1976 Master Development Plan for the park, it will extend approximately five miles from Interstate 8 (I-8) on the south to the boundary of ~~MCAS Miramar Naval Air Station~~ on the north, and about two and one-half miles from the San Diego Aqueduct on the west to Little Sycamore Canyon on the east.

The park is notable for its size and its diverse features. At 6,200 acres, it will become one of the largest urban regional parks in the United States. Within the boundaries of the park a variety of landforms provides enormous potential for recreational use.

At the southern end of the park is Lake Murray, an existing 200-acre reservoir, park and golf course. Immediately north of Lake Murray is Cowles Mountain, a 1,370-foot high regional landmark. Northwest of Cowles Mountain, the San Diego River cuts through Mission Gorge and flows on through Mission Valley. North of Mission Gorge lies Fortuna Mountain, which comprises a prominent upland ridge and canyon complex. This area offers opportunities for a wide range of traditional park activities as well as many specialized uses. These include educational and cultural activities that relate to the unique historic, scenic and ecologically significant areas of the site.

Relationship to Tierrasanta

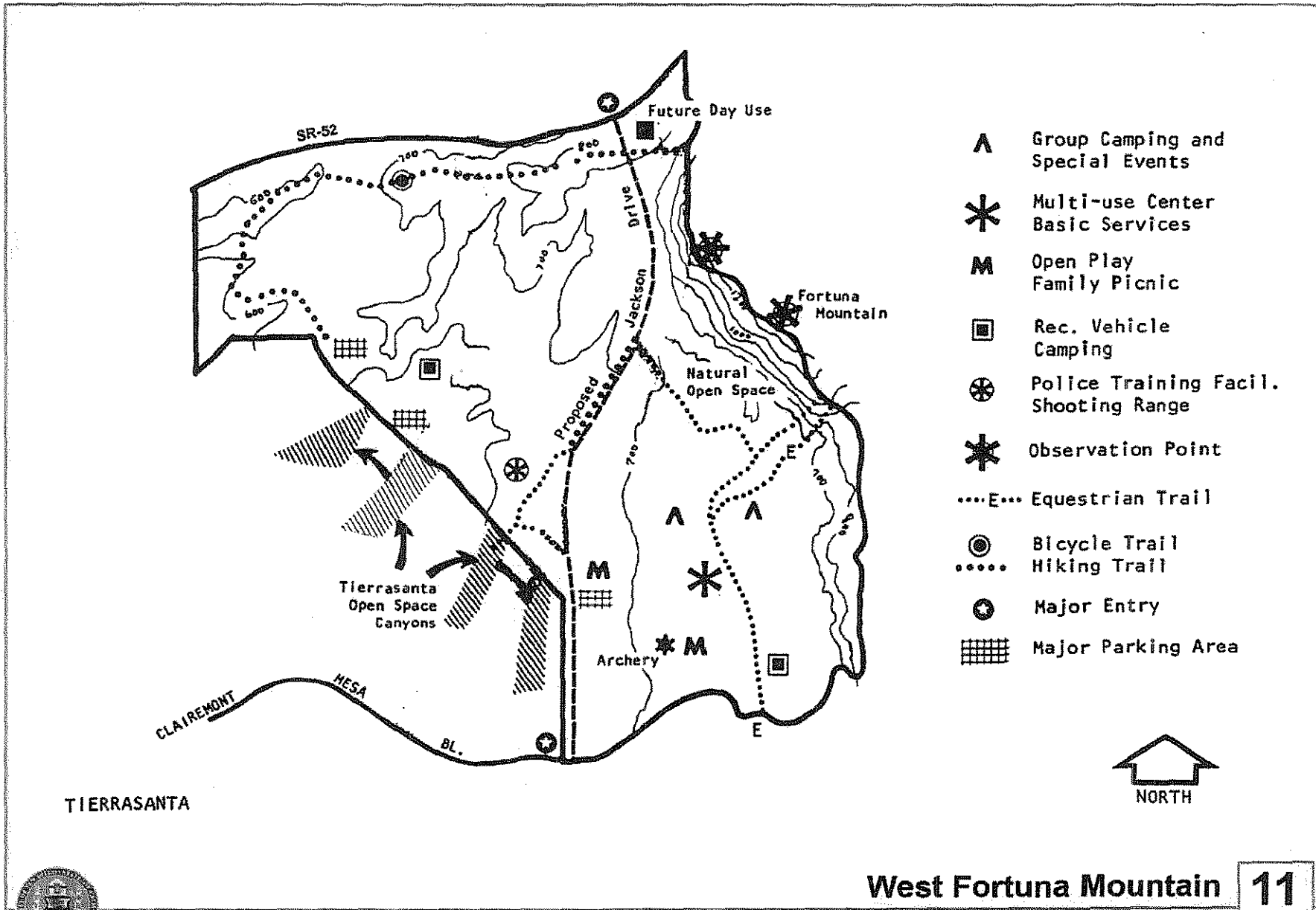
Three major subareas of the park are located within the Tierrasanta community plan area: West Fortuna Mountain, East Fortuna Mountain and Mission Gorge. Except as noted, **Figures 11 through 13** depicting these areas are based on the 1976 Master Development Plan for the park. A final development plan may alter the boundaries or uses shown here.



West Fortuna Mountain
Tierrasanta Community Plan

11
FIGURE

ATTACHMENT 17



- ▲ Group Camping and Special Events
- * Multi-use Center Basic Services
- M Open Play Family Picnic
- ▣ Rec. Vehicle Camping
- ⊗ Police Training Facil. Shooting Range
- * Observation Point
-E... Equestrian Trail
- ⊙ Bicycle Trail
- Hiking Trail
- ⊙ Major Entry
- ▣ Major Parking Area

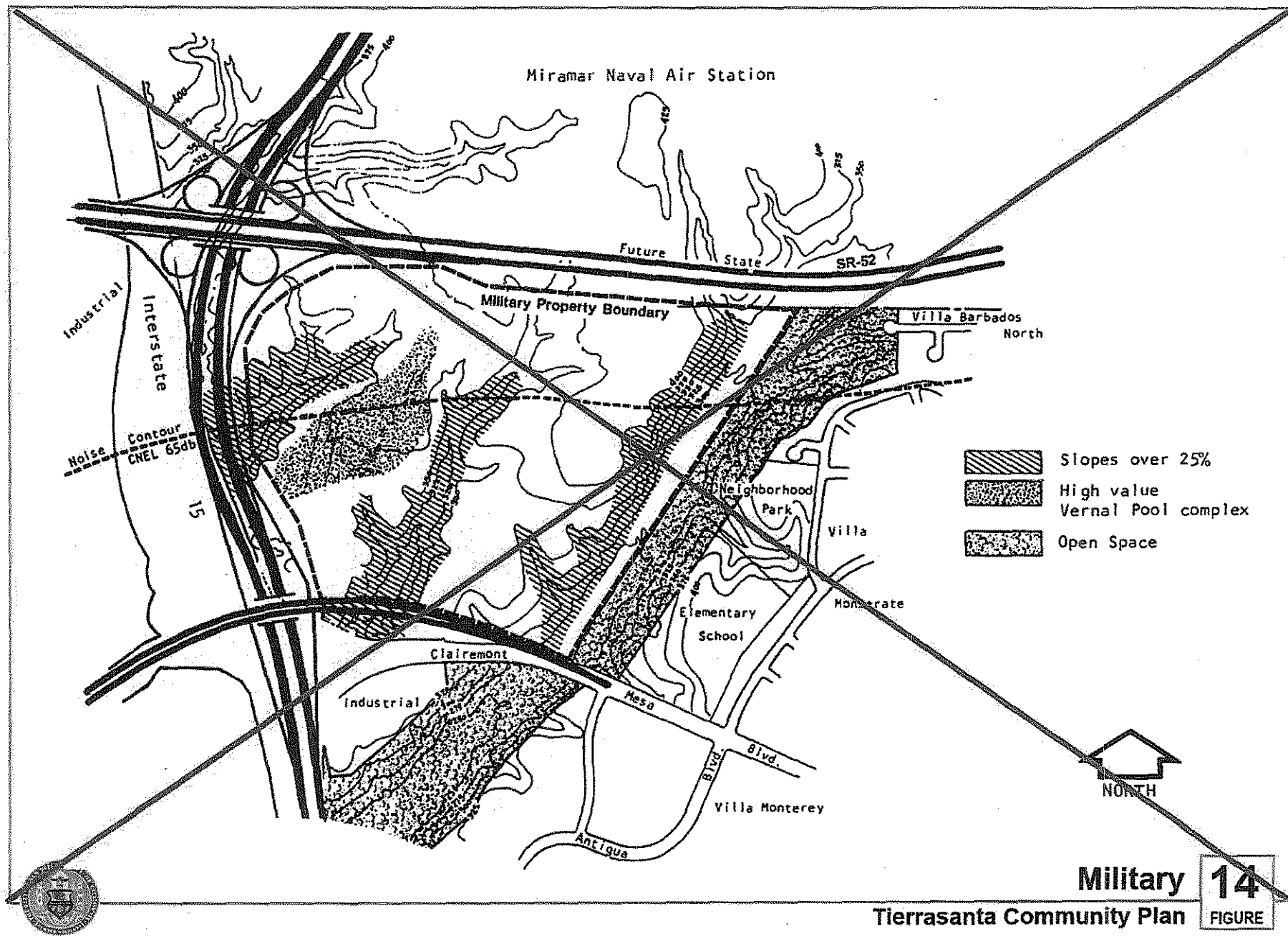


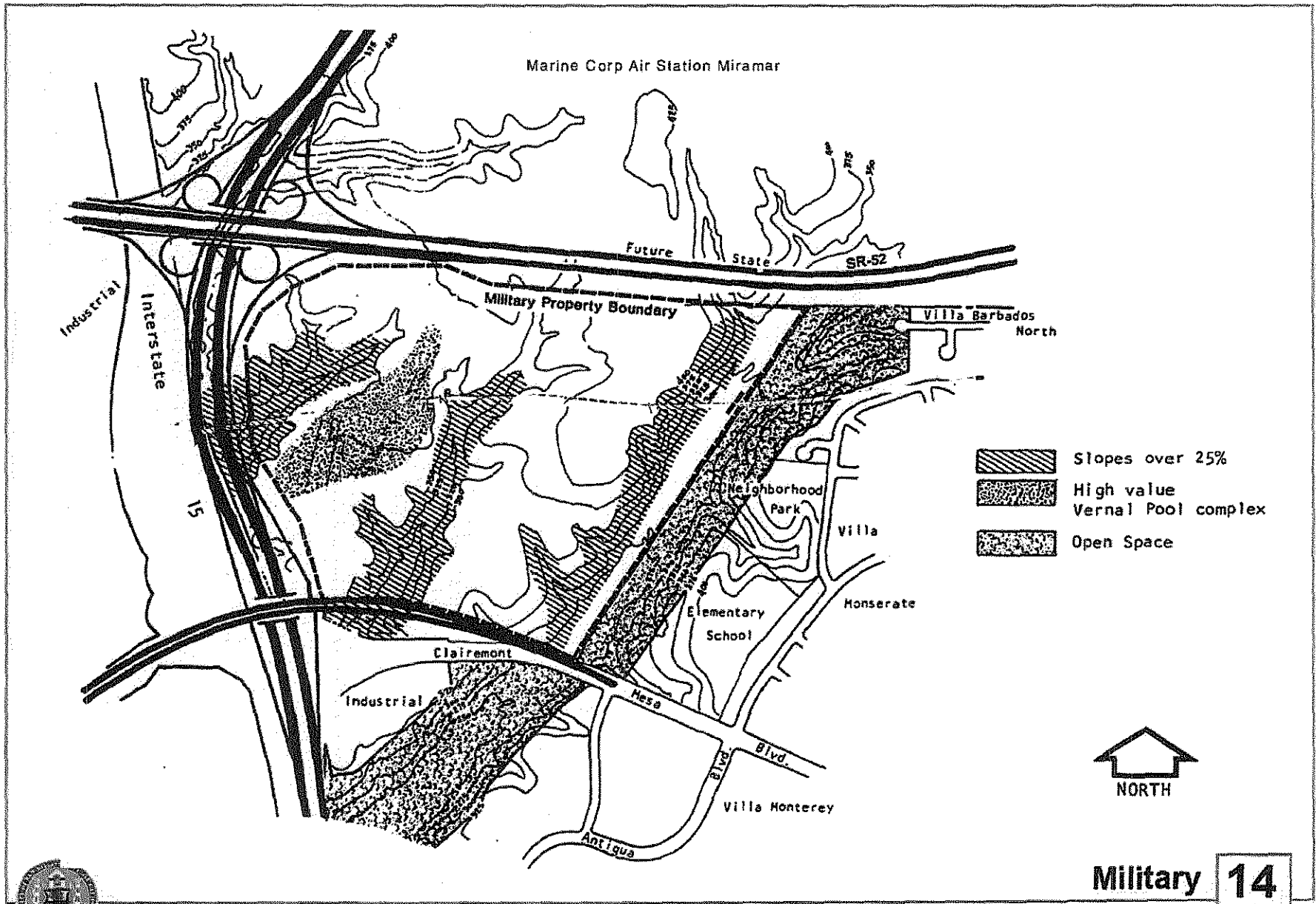
TIERRASANTA



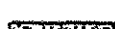
West Fortuna Mountain
Tierrasanta Community Plan

11
FIGURE

ATTACHMENT 17





-  Slopes over 25%
-  High value Vernal Pool complex
-  Open Space



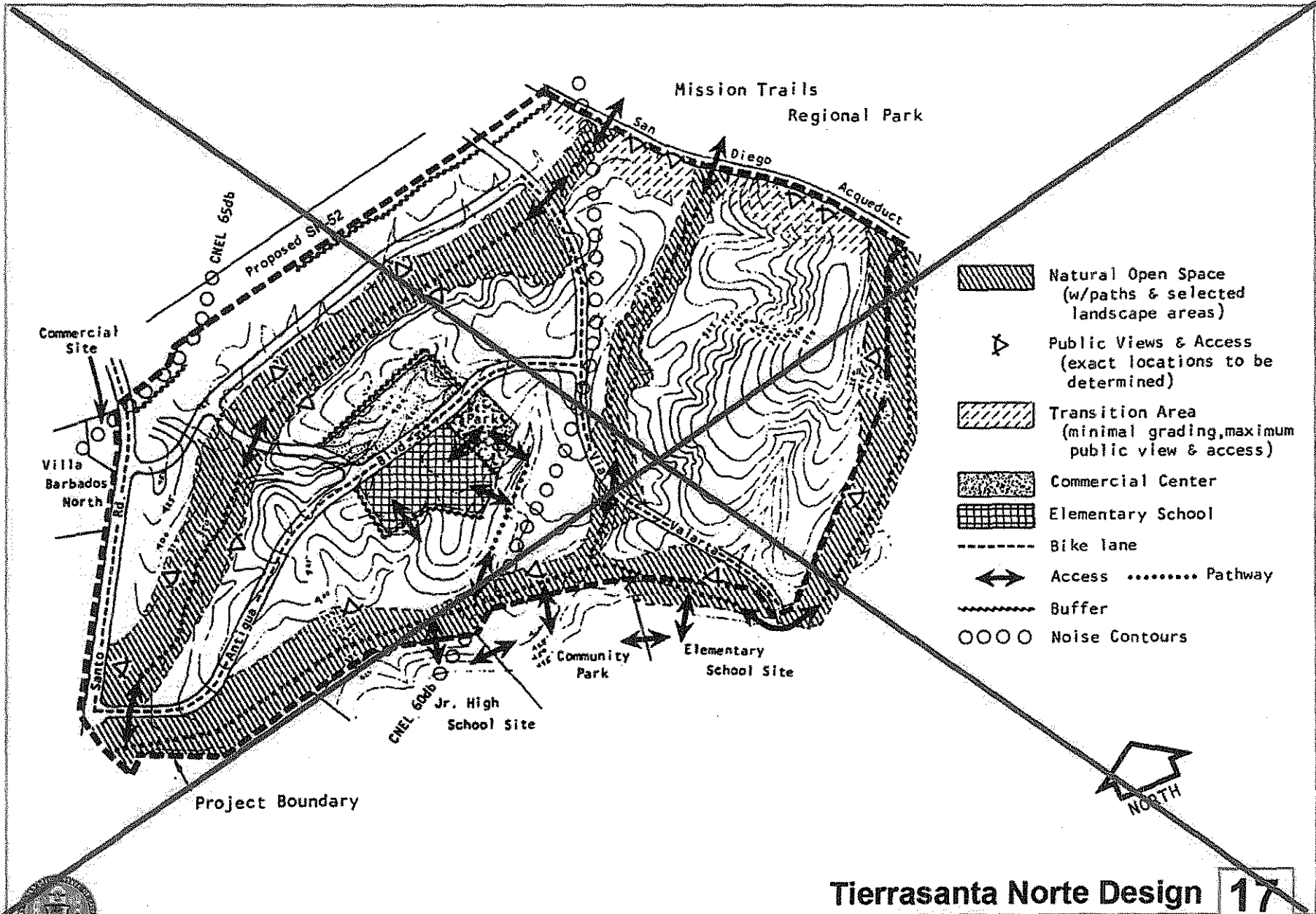
Military **14**
Tierrasanta Community Plan **FIGURE**

MILITARY

A portion of ~~MCAS Miramar Naval Air Station~~ currently lies southerly of the SR-52 alignment (**Figure 14**). This area is located northeasterly of the interchange at I-15 and Clairemont Mesa Boulevard, and is approximately 150 acres in size. Fifty-one acres of this land is designated for Industrial park use. Environmental sensitivities within this area include vernal pools containing endangered species and a noise impact area from the ~~Naval Air Station MCAS Miramar~~ operations. Refer to the Airport Influence Area - Appendix for additional information concerning the Airport Land Use Compatibility Plan for MCAS Miramar.

It is anticipated that all privately-owned land northerly of the proposed SR-52 alignment in the vicinity of Santo Road will be acquired by the Navy subsequent to the construction of SR-52. The limits of ~~MCAS Naval Air Station Miramar~~ will thus be more clearly delineated. Vernal pools and noise impacts on this site may also limit its potential use. Any future private development proposal northerly of proposed SR-52 in this area will require a plan amendment to determine the appropriate use.

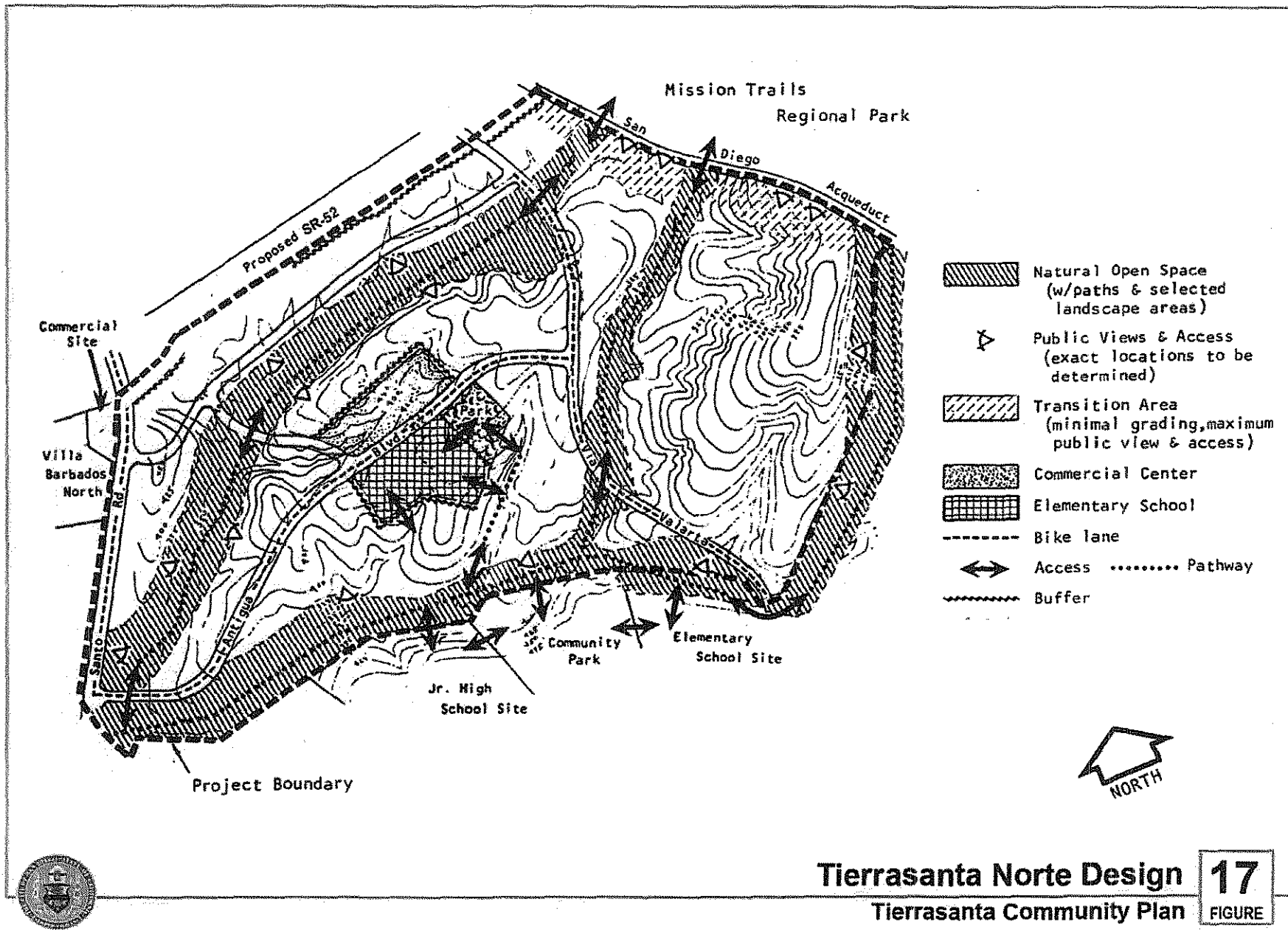
Other federally-owned land in Tierrasanta, including both Navy and General Services Administration property, is designated for either housing, open space, or regional park. The Murphy Canyon Naval Housing and Admiral Baker Field Naval Recreation Center are discussed elsewhere in this Plan.



Tierrasanta Norte Design
Tierrasanta Community Plan

17
FIGURE

ATTACHMENT 17



Tierrasanta Norte Design
Tierrasanta Community Plan

17
FIGURE

Public Transportation System

If financial constraints can be overcome, adjustments or additions to the transit system should be explored including direct or express service to the 32nd Street Naval Station, Marine Corps Air Station Miramar Naval Air Station and Fashion Valley. With sufficient demand, Caltrans will assist the community in establishing subscription bus service which would be paid for entirely by subscribers. A fixed-route jitney service should also be explored.

Appendix

AIRPORT INFLUENCE AREA

The Airport Influence Area for Marine Corps Air Station (MCAS) Miramar and Montgomery Field affects the Tierrasanta Community Plan. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plans for MCAS Miramar and Montgomery Field and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plans for MCAS Miramar and Montgomery Field and to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airports from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airports. The policies and criteria contained in the Airport Land Use Compatibility Plans are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Torrey Hills
Community
Plan
Amendment

TORREY HILLS COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this ~~March 2007-2011~~ posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Torrey Hills Community Plan adopted.	February 27, 1997	1154-PC	March 17, 1997	R-228438
Torrey Reserve Gateway	June 4, 1998	P-98-100	June 30, 1998	R-290408
Torrey Hills Plan Boundary			August 4, 1998	R-290606
Holtze Executive Village	June 17, 1999	P-99-074	June 29, 1999	R-291878
Campus at Torrey View	June 27, 2002	P-02-100	July 30, 2002	R-296899
Sorrento-Torrey Hills name change	October 24, 2002	P-02-174	April 28, 2003	R-297905
Torrey Corner	August 31, 2006	4129-PC	November 14, 2006	R-302088
<u>Added MCAS Miramar ALUCP policy language</u>				

Editor's Note: On April 28, 2003, the community name was changed from Sorrento Hills to Torrey Hills. Some references to Sorrento Hills that appeared in prior versions of this Plan have been accordingly changed to Torrey Hills.

village of Ystagua (also known as the Rancheria de Peñasquitos) was encountered by Gaspar de Portola, Juan Crespi and others in their Spanish exploratory party in 1769. This village is located approximately one mile south of the community. Excavation in this area has revealed numerous ceramic, bone, shell and stone items indicating a variety of subsistence and spiritual activities.

Historic land uses within the plan area included primarily agricultural uses. The first major alteration of the environment took place as ranchers grazed cattle. Beginning around 1823 and continuing through the 1960s, this agricultural activity probably began when Captain Francisco Maria Ruiz was granted the Los Peñasquitos Rancho.

Los Peñasquitos Canyon Preserve

The southern border of the Torrey Hills community is formed by the Los Peñasquitos Canyon Preserve, a regionally significant open space resource. A master planning effort is underway to provide a comprehensive management plan for the Preserve. The Master Plan will identify a variety of uses including passive hiking opportunities and interpretive centers. Development adjacent to the Preserve must occur in a manner that does not detract from the park experience. Setbacks along the canyon rim and landscape and architectural treatments will aid in buffering development. Identifying points of access will focus activity areas and protect areas of sensitive habitat.

Utilities and Other Easements

The San Diego Gas and Electric Company (SDG&E) owns an approximately 40-acre parcel in the center of the community. This 40-acre site has been expanded to its buildout facility and accommodates a 230 KV substation. High-tension power lines run east and southeast from the substation (see Figure 5). Additionally, a utility corridor carrying major utility lines underground traverses the planning area in a north-south and east-west direction radiating out of the substation.

Land uses in the community have been sited to respond to the SDG&E substation and major utility corridors. Development proposals and grading activities must be coordinated with SDG&E to avoid conflict with transmission lines and undergrounded utilities.

NAS MCAS Miramar

Naval Marine Corps Air Station (NASMCAS) Miramar (formerly Naval Air Station Miramar), which is located approximately five miles southeast of Torrey Hills, accommodates between 250,000-350,000 flight operations per year. The Airport Influence Area for MCAS Miramar affects the Torrey Hills Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces, and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for

MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above. The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport.

Although all land use development within Torrey Hills is considered compatible with the NAS Miramar CLUP, future residents may experience concern over aircraft noise and overflight. Northerly departures from NAS Miramar from both rotary and fixed-wing aircraft may generate varying degrees of noise and vibration.

Under the 1993 round of military Base Closure and Realignment, NAS Miramar will realign to a Marine Corps Air Station no later than 1999. This realignment will affect flight operations and will increase operational tempo. In order to acknowledge these noise concerns, the Department of the Navy recommends full disclosure of noise generated by flight operations. In addition to Real Estate Transfer Disclosure Statements and Airport Noise Disclosure forms, the Navy recommends full disclosure on all exchanges of title, recorded to deed.

Torrey Pines
Community
Plan
Amendment

TORREY PINES COMMUNITY PLAN

The following information has been incorporated into this ~~November 2005~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Torrey Pines Community Plan Adopted			March 6, 1975	
Comprehensive Plan Update	September 8, 1994	2123-PC	January 10, 1995	R-285183
Certified by the California Coastal Commission February 8, 1996 by Certificate Number 2-95A				
Modifications to the Comprehensive Plan Update as required by the California Coastal Commission			April 16, 1996	R-287205
<u>Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP</u>				

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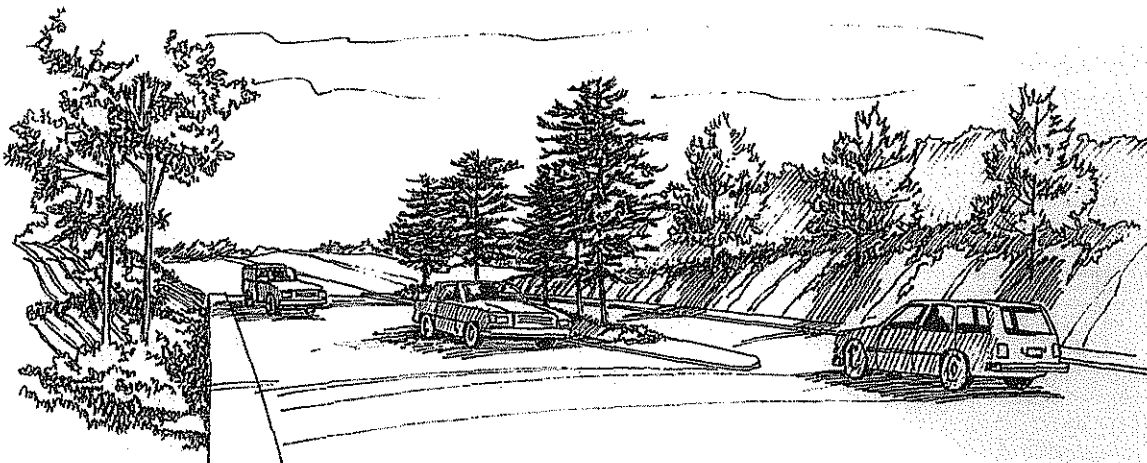
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POLICIES

1. Development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area.
2. As required by the Airport Environs Land Use Compatibility Overlay Zone, development within ~~Sorrento valley~~ the Airport Influence Area shall be consistent with the Comprehensive Airport Land Use Compatibility Plan for NAS MCAS Miramar (formerly Naval Air Station Miramar) (see Noise Contour and Accident Potential Zone information, Figures 17 and 18, in the Airport Influence Area Appendix).
3. Development proposed adjacent to environmentally sensitive resources shall not adversely impact those resources, and shall, where feasible, contribute to the enhancement of the resource.
4. Redevelopment of industrial areas shall require a Planned Industrial Development permit, until such time as the Zoning Code Update is complete, in order to implement the policies and design guidelines in this element.
5. Continue to maintain the existing, and where feasible, provide additional landscaped islands within Sorrento Valley Road and Sorrento Valley Boulevard.
6. Provide an open space area and pathway system along the Carroll Canyon Creek corridor area.
7. Where feasible, power distribution lines along Sorrento valley Road shall be relocated underground, and those through Los Peñasquitos lagoon shall be relocated outside the floodplain area.
8. New industrial development projects should provide outdoor seating/eating areas for employees, as well as bicycle lockers/racks, and shower and locker room facilities.



D. NAS MCAS MIRAMAR

The Naval Marine Corps Air Station (NASMCAS) at Miramar, although located a couple of miles southeast of the Torrey Pines community planning area, represents some influence on land use within the southern portion of Sorrento Valley.

NAS MCAS Miramar accommodates approximately 225,000 flight operations per year. Air air operations include departures to the west via the Seawolf corridor, departures to the north via the Julian departure corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop, and touch-and-go exercises conducted over a northern loop. The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the city with development criteria that will allow for the orderly growth of the area surrounding the airport.

The CLUP identifies the areas that are affected by noise resulting from air operations and the types of land uses that are compatible within these areas. The CLUP also identifies the areas that are most susceptible to an accident and should, therefore, be protected from high-intensity development. The types and intensities of land uses that are compatible in these areas are also provided.

The following pages indicate where the accident potential zones and noise contours affect the Sorrento Valley area, and how these restrict planning and development in the area.

The Airport Influence Area for MCAS Miramar affects the Torrey Pines Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

University
Community
Plan
Amendment

UNIVERSITY COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this ~~February 2008-2011~~ posting of this plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
University Community Plan approved.	December 18, 1986		July 7, 1987	R-268789
Applied implementation of CPIOZ "B" and additional development guidelines for specific properties.			January 12, 1988	R-270138
Added Urban Design Element, miscellaneous consistency changes, and modifications to the 1987 community plan required by Coastal Commission.			January 16, 1990	R-274998
Public safety services language amended	August 10, 2006		December 6, 2006	R-302145
<u>Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP.</u>				

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FRAMEWORK OF EXISTING PLANNING DOCUMENTS

Much of the organizational framework of the Plan comes from the several related documents which, along with the Plan, establish planning and development controls within the community (Figure 1). The Plan is not an isolated document; rather, it represents a refinement of citywide goals contained in the City's Progress Guide and General Plan (General Plan) and earlier community plans. The Plan can be thought of as one volume in a library of pertinent documents which includes the General Plan, as well as the North University City Public Facilities Financing Plan and Facilities Benefit Assessment, the Comprehensive Airport Land Use Compatibility Plan for Marine Corps Air Station (MCAS)NAS Miramar (formerly Naval Air Station Miramar), the UCSD Long-Range Development Plan, the North City Local Coastal Program and the University Community Plan Environmental Impact Report.

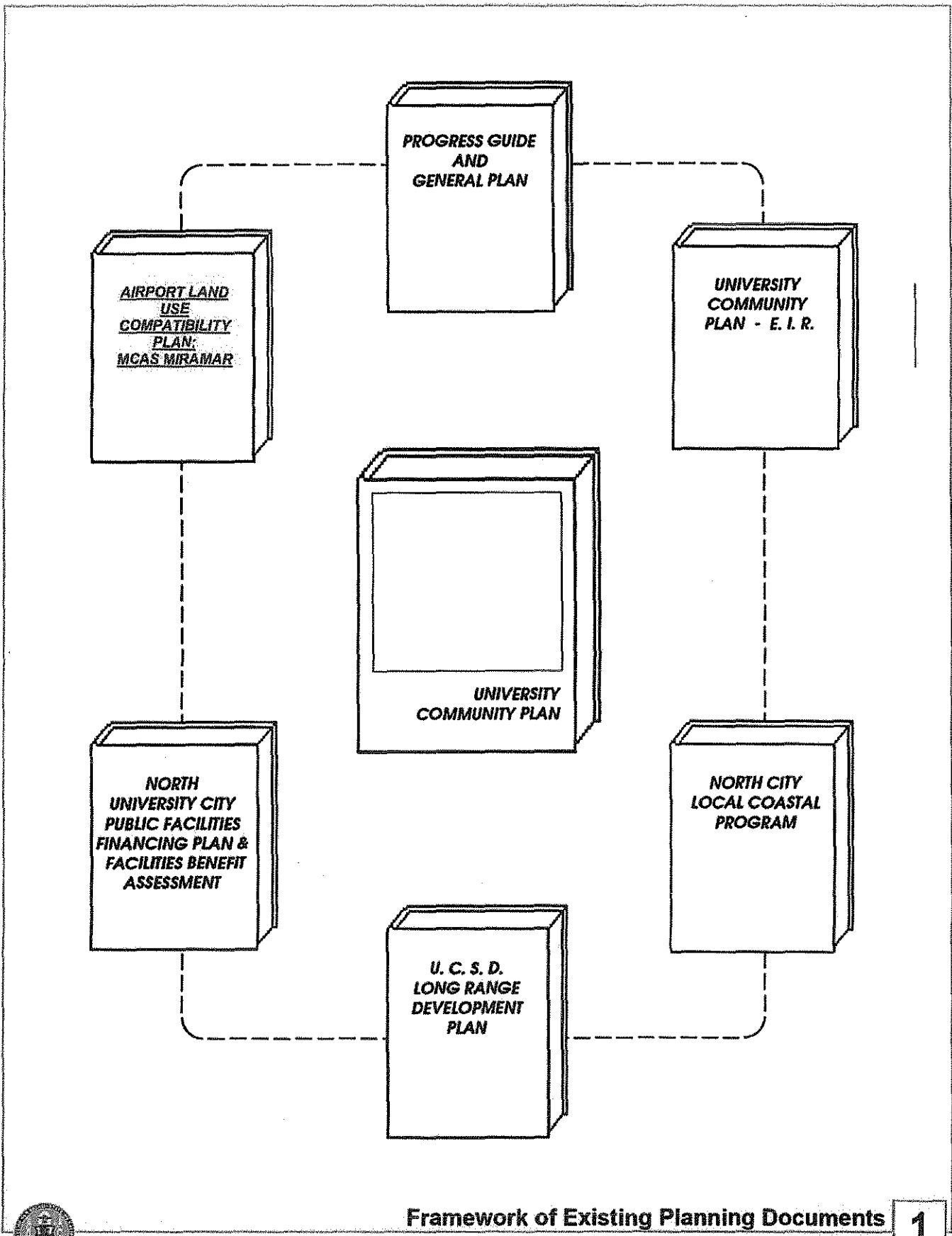
I. PROGRESS GUIDE AND GENERAL PLAN

The General Plan sets forth goals and objectives for the development of San Diego to the year 1995. It establishes the amount of land needed for various uses, and designates general locations for these uses while relating each to the other. It projects the transportation networks necessary to link all future facilities and to permit them to function efficiently. Finally, it enunciates recommendations and measures for achieving General Plan goals and objectives.

With respect to community planning areas, the General Plan establishes a framework for the development of more specific community plans by identifying and locating those facilities that possess citywide or inter-community importance. Moreover, the General Plan provides goals, standards and criteria relating to the need for, and the location of such essential intra-community facilities as neighborhood centers, neighborhood parks, and elementary schools. Within the framework of the General Plan, community plans such as this one are prepared. The Plan relies heavily on the goals and recommendations contained in the General Plan.

II. NORTH UNIVERSITY CITY PUBLIC FACILITIES PLAN AND FACILITIES BENEFIT ASSESSMENT

The General Plan recommends the division of the City into "Urbanized," "Planned Urbanizing" and "Future Urbanizing" areas. The North University portion of the University community is designated in the General Plan as a "Planned Urbanizing" area. City Council Policy 600-28 requires that a plan for the implementation of public facilities be prepared for such urbanizing areas. In order to fulfill the requirement of this policy, the North University City Public Facilities Financing Plan and Facilities Benefit Assessment (FBA) (Financing Plan) has been prepared. This implementation program contains a development forecast and analysis, a summary of existing conditions with respect to public facilities, and a Capital Improvement Program (CIP) which lists needed facilities and an analysis of proposed and recommended financing sources. The Financing Plan also includes a development phasing plan to ensure



Framework of Existing Planning Documents

University Community Plan

1

FIGURE

that facilities are provided at their time of need. The object of the FBA, as stated in Council Policy 600-28, is to assure that public improvements in Planned Urbanizing areas will be furnished and financed by the private developers of the community.

III. COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR MCASNAS MIRAMAR

The Airport Influence Area for MCAS Miramar affects the University Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar. Airport Influence Area Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Airport Influence Area Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above. Acting in its function as the Airport Land Use Commission (ALUC) for the San Diego Region, the San Diego Association of Governments (SANDAG) has produced a set of maps and tables which delimit the compatibility of various land uses with respect to the noise and accident potential associated with the operation of NAS Miramar. Since portions of the University community lie within the NAS Miramar influence area, the compatibility guidelines contained in the Comprehensive Land Use Plan for NAS Miramar represent an overriding development constraint to be recognized by the Plan.

IV. UCSD LONG-RANGE DEVELOPMENT

Because of the major role played by the University of California San Diego (UCSD) in the development of the community, the UCSD Long-Range Development Plan (LRDP) is an important document in the Plan "library." The UCSD LRDP provides data that is essential to the programming of municipal public services and private development to support the University.

V. NORTH CITY LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program. The Local Coastal Program includes issue identification, a land use plan, and implementation ordinances. In order to respond to individual community concerns, the Local Coastal Program of the City of San Diego has been divided into twelve segments. The Coastal Zone portions of the University

REGIONAL CONTEXT

The traditional concept of the University community planning area as a student-oriented “college town” has undergone a great change in the last decade. The evolution of the community into a major “urban node” has been facilitated by the development of the University Towne Centre as a regional shopping center, the expansion of the Torrey Pines “science/research” concept to include corporate headquarters, and the accessibility of the community to the regional transportation system (Figure 2). Thus, while present and anticipated uses in many ways are complementary to the functions of UCSD, the design and scale of the community are more oriented toward providing a professional environment rather than one that caters specifically to student needs. Some of this orientation may result from UCSD’s status as a nationally respected research university. This trend has become a concern of many residents of the community. The current prospects for the community, as evidenced by recent project approvals, is one of high-intensity, innovative, mixed-use development on a scale unmatched by any new urbanizing community of the City. While any loss of potential downtown uses to an urbanizing area such as the University community incrementally erodes efforts to redevelop downtown, the drawing power that the community has demonstrated in attracting new jobs and industries is an asset to the City as a whole. It can also be argued that the function of the University area as an education, research, health services and office park center is dissimilar to the financial, government and cultural functions that are predominant in the downtown area. On the whole, however, the development of a high-intensity University area may be of benefit to the region to the extent that it precludes sprawl or unplanned premature development in the peripheral areas of the City.

PLANNING AREA BOUNDARIES

The University community planning area encompasses approximately 8,500 acres. As Figure 3 indicates, the area is bounded by Los Peñasquitos Lagoon and the toe of the east-facing slopes of Sorrento Valley on the north, the tracks of the Atchison, Topeka, and Santa Fe Railroad, ~~NAS-MCAS~~ Miramar and Interstate 805 (I-805) on the east, State Route 52 (SR-52) on the south, and Interstate 5 (I-5), Gilman Drive, North Torrey Pines Road, La Jolla Farms and the Pacific Ocean on the west. Neighboring communities include Torrey Pines, Mira Mesa, Clairemont and La Jolla. It should be noted that the planning area contains two state-controlled properties—UCSD and Torrey Pines State Reserve—which lie outside the zoning jurisdiction of the City.

GENERAL AREA SETTING

Internally, the University community planning area is characterized by its dominant existing uses, its topography and its major environmental constraints. Taken together, these factors will continue to control the development of the community.

I. DOMINANT EXISTING USES

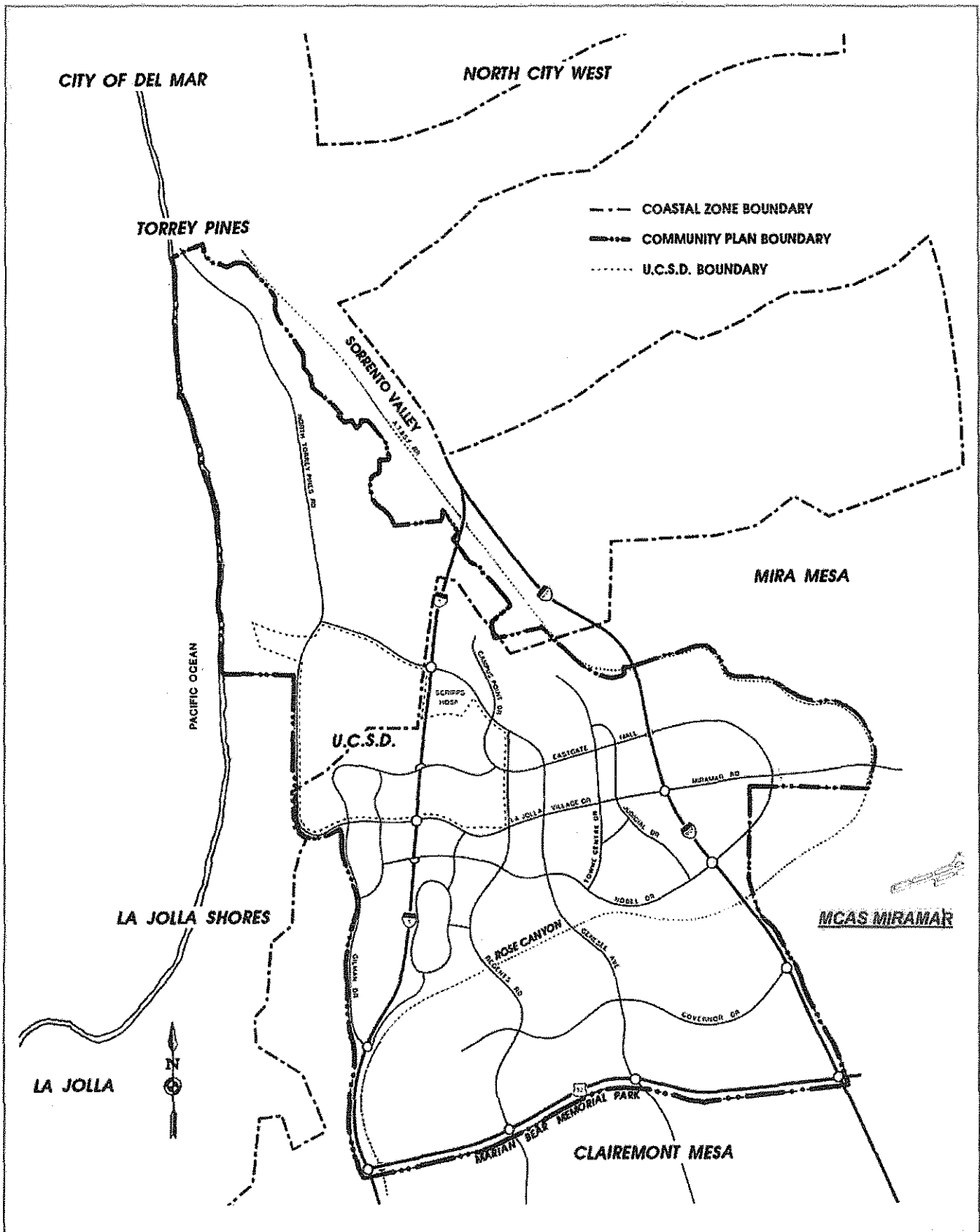
Historically, UCSD has been the focal point of the community. Its continuing evolution has established much of the scale, intensity and pace of private development in the community. A second major focus has been developed in the form of the University Towne Centre, which functions as a major regional commercial center as well as a social center for the community. The research, corporate headquarters and medical centers in the northern portion of the planning area, the major parkland resources of the Torrey Pines, Rose Canyon and San Clemente Canyon areas, and the urbanized South University residential area make up the other major existing uses in the community.

II. TOPOGRAPHY

The landform of the University community planning area is highly varied, consisting of such major topographic features as coastal bluffs, canyon systems, areas of rolling topography and mesa tops. The coastal bluffs are the most scenic landform in the community and lie entirely within the Torrey Pines State Reserve and Torrey Pines City Park. Major canyon systems in the community include Sorrento Valley, Soledad Canyon, Rose Canyon and San Clemente Canyon. In the vicinity of the Towne Centre, the topography is a series of side canyons and rounded ridges which form the transition from the more pronounced major canyons to the mesa tops which generally lie in the vicinity of Miramar Road, north of University Towne Centre and north of UCSD.

III. ENVIRONMENTAL CONSTRAINTS

The environmental constraints which exist in the University community planning area originate from both natural and man-made sources. Major natural constraints are imposed by the habitat and scenic values of the slope areas associated with the coastal zone and the canyon open space systems. Significant man-made constraints include the overflight impacts associated with NAS MCAS Miramar, limitations on access and traffic handling capability and air quality considerations.



Vicinity Map
University Community Plan

3
FIGURE

PLANNING AND DEVELOPMENT HISTORY

In December 1956, the Regents of the University of California presented a report to the State Legislature entitled, "A Study of the Need for Additional Centers of Public Higher Education in California." This report emphasized the steadily increasing enrollment at all branches of the University and recommended that priority be given to the selection of sites for new general campuses to accommodate the growing need for higher education facilities.

It was estimated that a need existed within Southern California for two new major campuses to accommodate an eventual enrollment of 25,000 students each. Twenty-three different sites within the general San Diego metropolitan area were given careful consideration prior to the selection of a site on the Torrey Pines Mesa north of La Jolla.

On July 18, 1958, the Board of Regents passed a resolution which stated "... that a Master Plan of land use in the area can give assurances of necessary housing and community development for services and convenience of a large campus." In response to the Board of Regents' statement and the recommendation of the City Planning Commission, the San Diego City Council endorsed the planning concept by adopting Resolution No. 149364 on August 14, 1958, to "... prepare the new Master Plan of the area adjacent to the proposed La Jolla site of the University of California, including a compatible land use plan and a local highway system to adequately serve the proposed University and its environs." The original Master Plan was adopted by the City Council in January 1960.

Most of the University community's growth during the 1960s occurred in the primarily single-family South University area. During this period, three plan amendments were approved by the City Council in 1961, 1963 and 1965, which reflected modifications in the requirements of the University, the surrounding community and the region. A new plan was drafted in the late 1960s and adopted in 1971.

Subsequent to the adoption of the 1971 plan, the Town Centre core evolved from concept to reality, the impact of the (former) NAS Miramar aircraft noise and accident potential was clearly defined, land market conditions changed in the area, UCSD student population projections were revised and facilities financing proposals contained in the General Plan were pursued through the adoption of new Council policies. In response to these changing conditions, the Planning Department was directed to revise the University Community Plan. For the purpose of providing citizen input, the Council recognized the University Community Planning Group (UCPG) composed of residents, property owners, business people and representatives of UCSD. This effort resulted in the adoption of the 1983 community plan.

In March of 1985, the City Council reviewed and approved a work program to update the 1983 Plan. In conjunction with the Plan update, the City Council voted to adopt an Emergency Building Limitation Ordinance restricting development in the University community to the level specified in the 1983 Plan. This ordinance was adopted to ensure that during the update development would not occur which might preclude a workable circulation system.

Street improvements and other public facilities in support of the 1986 forecast (as revised), above and beyond the 1983 Plan, will be incorporated as part of the North University City Public Facilities Financing Plan and Facilities Benefit Assessment. Further studies on transit improvements and financing are currently being reviewed. These studies include the Metropolitan San Diego Short Range Transit Plan, the North University City Intra-community Shuttle Loop Financing Plan and the Mid-Coast Light Rail Transit (LRT) alignment studies.

B. NAS-MCAS Miramar Overflight Impacts

Land use proposals, as well as the **Noise and Safety Elements** of the Community Plan Draft, have been prepared in conformance with the Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar. The plan references the Navy's Federal Government's easement acquisition and enforcement program as a controlling land use planning factor in the areas both east and west of Interstate 805.

C. UCSD Long Range Development Plan

This Plan more fully recognizes the importance of UCSD in the community by considering on-campus uses as designated by the University's Long Range Development Plan (LRDP) and by seeking to provide appropriate linkages and design interfaces between the campus and the community. The plan includes uses that are supportive of the University's basic goals of instruction and research.

D. Urban Design

An **Urban Design Element** has been added to the Plan, enhancing and replacing the Subarea Elements which were designated in the 1983 community plan for the purpose of refining land uses and design standards. This element provides a future vision of the University community and recommendations to achieve that vision. The Community Plan Implementation Overlay Zone (CPIOZ) has been applied to implement the urban design guidelines as well as the Development Intensity Element. The **Development Intensity Element** identifies properties to be reviewed under the CPIOZ.

E. Housing/Community Balance

In accordance with the Housing Element of the General Plan, proposals in the Plan call for the development of affordable housing within the community and recommends the use of City-owned properties for this purpose. The Plan also identifies density bonuses as a means of encouraging developers to provide moderate-income housing.

F. State Coastal Act

The land use and site preparation guidelines contained in the Plan are consistent with the adopted proposals contained in the North City Local Coastal Program Land Use Plan. The Planning Commission and City Council adopted these proposals affecting the Coastal Zone in March 1981.

D. Subareas

The character of the community's four subareas will be pronouncedly different as reflected by the urban form, landscape, buildings and people. Distinct images for these subareas should be recognized as an attribute, with transportation and open space linkages providing community cohesiveness.

The Torrey Pines subarea will be the most spacious, with low-scale buildings set in a space dominated by the natural landscape. Contemporary buildings will coexist with the somewhat rural feeling exemplified by the eucalyptus-lined North Torrey Pines Road. This subarea will be considered an example of sensitive development with respect to natural topography and vegetation. Roads lined by Torrey Pines and eucalyptus trees will be the theme of this subarea. Here, there will be ample opportunities for public appreciation of panoramic vistas of Sorrento Valley, the coastal bluffs and ocean. Public paths will provide multi-modal access to such natural resources.

Internationally known institutions will make this area a visitor and business destination in the San Diego region. Except for the existing University buildings, the subarea will contain predominantly low-rise buildings as prescribed by Proposition "0" which limits building height to 30 feet west of I-5.

The Central subarea, as the name implies, will be the most urban subarea characterized by intense, multi-use urban development. It will also be one of the major commercial/office nodes in the City. The bold, contemporary high-rise structures of the Golden Triangle will continue to provide strong identity for the community. The Golden Triangle will be known for the spacious and convenient commercial facilities that have become associated with the Southern California lifestyle.

"Variety without chaos" will be the theme for the Central subarea. A variety of building types, shapes, sizes, colors and materials will be sited in the already established superblock development pattern. The Golden Triangle skyline, with its contrasting visual qualities, will become a landmark in the region. As the Central subarea builds out, its pedestrian orientation will intensify due to the high-density and multi-use nature of development, the presence of University student housing and most importantly because of the proximity of housing adjacent to the Towne Centre.

The Miramar subarea will remain affected by the overflight impacts of NAS-MCAS Miramar. Its visual character will be dominated by open spaces with restricted industrial development. The South University subarea will continue to be a homogeneous, single-family residential neighborhood which draws its distinct identity from Rose Canyon to its north and San Clemente Canyon (Marian Bear Memorial Park) to its south. This identity will be further enhanced by the Regents Road bridge spanning across Rose Canyon. This "greenery" bridge will have landscaping cascading from the side railings blending with the natural beauty of the canyon.

B. SUBAREA 2: CENTRAL

1. Background

The Central Subarea is bounded by I-805, I-5, Genesee and Regents Roads, La Jolla Village Drive, Gilman Drive, and Rose Canyon (see **Figure 14**). This subarea is topographically diverse, ranging from the rolling ridges and side canyons near Rose Canyon through mesa areas near Eastgate Mall to the precipitous canyon edges overlooking Sorrento Valley. Excellent access is provided to the subarea by three existing and two proposed interchanges connecting to the interstate freeway system. Its development potential is constrained by open space and steep slope areas, traffic handling capacity of the street system and overflight impacts associated with ~~NAS-MCAS~~ Miramar.

The Central Subarea draws its identity from wide streets and superblock development patterns. It is the most urban of the four subareas of the community. It contains two regional commercial centers at the intersections of La Jolla Village Drive and Genesee Avenue, and Nobel Drive and I-5. These centers are connected by a corridor of office and high-density residential development. The Central subarea is a diverse, mixed-use area of relatively intense development. Generally, higher intensities are found in the east-west corridor contained by Eastgate Mall and Nobel Drive, while lower intensities and profiles are found at the edges of the subarea.

Most of the Central Subarea is developed or has received approval for development (see **Figure 5**). The major area which remains undeveloped, and unplanned, is the La Jolla Village Drive/Judicial Drive/Executive Drive area (Development Intensity Subareas 29, 31 and 37 as described in the **Development Intensity Element** of the adopted Plan). Because of its location immediately west of the intersection of I-805 and La Jolla Village Drive, new development at this location will frame an important entrance into the University community and thus provide an opportunity to achieve the urban design goals of this Plan. Uses permitted in the Development Intensity Subareas 29, 31 and 37 include scientific research, office, visitor commercial and residential. Furthermore, development permitted in Intensity Subarea 31 is constrained by ~~Navy-Federal Government~~ easements established because of the crash hazard potential. A small portion of the Central Subarea located northeast of Campus Point is within the Coastal Zone and is subject to the Coastal Zone Regulations.

c. Superblocks

The superblock concept orients activities and amenities towards the interior of developments away from the street. The Central Subarea's superblocks are further "barricaded" from the street by steep landscaped berms or parking structures adjacent to the sidewalks.



Self-contained,
introverted,
free-standing
development
patterns
characterize the
Central Subarea.

d. Overflight Compatibility

A conflict exists between the desire to maximize development potential and yet stay within the use categories and intensities specified by the comprehensive Airport Land Use Compatibility Plan ~~land-use plan for NAS-MCAS Miramar.~~

e. Impacts On Other Subareas/Communities

Traffic generated by the Central Subarea onto La Jolla Village Drive has an effect on the freeway access capacities available to La Jolla, La Jolla Shores and Mira Mesa. Travel generated by this subarea on Genesee Avenue and Regents Road also affect the operation of these streets as they pass through the South University Subarea. The ability of the street system to handle the additional traffic generated by new developments has become the determining factor in the future planning, design and development of the area.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

OBJECTIVE:

Improve the central community's urban form and cohesiveness as new construction activity continues.

C. SUBAREA 3: MIRAMAR

1. Background

The Miramar Subarea includes all of the planning area east of I-805 (see **Figure 15**). This area is developed with industrial uses, including warehouses, distribution centers, storage facilities, and automotive-related commercial uses in a typical strip commercial pattern. Aesthetically, the industrial portion on the north side of Miramar Road can be described as a chaotic conglomeration of structures and signs.

~~NAS-MCAS~~ Miramar lies east of the University community planning area. Approximately 750 percent of the aircraft departing the station head in a general northwesterly direction to sea, overflying Subarea 3. To avoid the commercial air lanes traffic, the aircraft departing ~~NAS-MCAS~~ Miramar remain at an altitude of 2,000 feet before climbing to higher altitudes. Virtually all the entire area east of I-805 is impacted by average noise levels of 70 decibels (70 CNEL) or greater, and all but a small portion of the eastern edge possesses a significant potential for accidents (Accident Potential Zone ~~BII~~). As a result, most of the area is subjected to both high noise levels and Accident Potential Zone "~~BII~~".

To preclude development which would hinder the mission at ~~NAS-MCAS~~ Miramar, the ~~Department of Defense~~ Federal Government has acquired easements or fee simple title to privately-owned properties located within and adjacent to Accident Potential Zone ~~BII~~. Additionally, the City of San Diego owns considerable acreage within Accident Potential Zone ~~B-II~~ and within areas subject to average noise levels of 65 CNEL or greater.

Approximately one-third of the area consists of slopes with a gradient of 25 percent or greater. The majority of the steep topography are fingers of Sorrento Valley and Soledad Canyon located north and east of Eastgate Mall.

2. Issues

The urban design issues of this subarea relate to aircraft noise, accident potential, topography and the visual impact of industrial development along Miramar Road. The uses and activities which may be provided in this subarea are very limited and must not concentrate large numbers of people.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

- B. Develop an equitable allocation of development intensity among properties, based on the concept of the urban node.
- C. Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D."

IV. LAND USE AND DEVELOPMENT INTENSITIES

The Land Use and Development Intensity Table below indicates the levels of development intensity permitted by the Plan.

The table below includes the gross acreage (without open space deleted) of parcels in the community. Development potential is based on net acreage (as defined in **Section V. D.** of this element) to be determined at the time a development application is filed. The square footages for existing development without planned development permits are approximate; the square footage allocated in **Table 3** is meant to reflect the actual square footage existing on a site.

The development intensity allocations in **Table 3** are not intended as a development right, but are subject to other considerations such as site and building design, zoning requirements and other limitations such as the Navy-Federal Government easements, the Comprehensive Airport Land Use Compatibility Plan for MCAS Miramar, etc.

In addition to helping to ensure a workable circulation system, the Land Use and Development Intensity Table is meant to ensure a balance of land uses in the community. Projects that differ significantly from the land uses or development intensities in **Table 3** as determined by the Planning Director, will be found to be inconsistent with the community plan. Such projects would require a Plan amendment. The major goals of the Plan, such as creation of an urban node, maintaining a balance of land uses and ensuring a workable circulation system, will be considered in evaluating the consistency of any project with the Plan. Development intensity and traffic generation will not be the sole factor upon which consistency will be judged.

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
37. City Ownership	87.40 14.45	18,000 SF/AC - Scientific Research (Development approval not to be granted until 1995 for Subareas 36 and 37. Development intensity for this area is reduced by transfer to Subarea 11 of 18,000 SF/AC)
38. Towne Centre Apartments (PRD)	23.79	256 DU
39. City Ownership	7 - 8	30 DU/AC
40. Smith	33.80	25.7 AC (west of 65 CNEL) - Residential, 1500 DU 8.1 AC (east of 65 CNEL): 6.7 AC 162,000 SF - Scientific Research 1.4 AC Accident Potential Zone - not a part
41. Renaissance La Jolla (PDR & PCD)	112.96	2,500 DU 50,000 SF - Neighborhood Commercial
Open Space Easement	15.06	
42. La Jolla Gateway (PCD)	14.17	500,000 SF - Office
43. University Towne Centre (PCD)	75.35	1,061,000 SF - Regional Commercial
44. Vista La Jolla/University Pines	12.26	257 DU
45. Vista La Jolla	14.84	56 DU
46. Nobel Terrace (PRD)	41.05	716 DU
47. Costa Verde Specific Plan	54.00	400 Rooms - Hotel 178,000 SF - Neighborhood/Community Commercial
48. La Jolla Highlands Torrey Heights La Jolla Pines Village Green	17.42	474 DU
49. Genesee Highlands Unit 2	17.87	246 DU
50. Genesee Highlands Unit 3 Open Space Easement	8.61 13.60	211 DU
51. Genesee Highlands Unit 4	26.02	340 DU
52. Playmoor Terrace	11.89	168 DU
53. Genesee Highlands Unit 6	4.78	72 DU
54. Doyle Elementary School School Expansion	12.73 5.88	1000 Students
55. Doyle Community Park	12.63 2.97 4.29	
56.	2.50	50 DU
57.	2.11	139 DU
58. Genesee Highlands Unit 1 Whispering Pines	2.06	60 DU

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
85. La Jolla Village	6.84	204 DU
86. Villa La Jolla	18.29	548 DU
87. □□□□□□□□□□10.85	10.85	456 DU
88. Villas Mallorca	7.04	136 DU
89. Villas Mallorca Phase II		(included in 88)
90. Woodlands North	5.93	120 DU
91. Cambridge	5.24	112 DU
92. Boardwalk La Jolla	8.35	216 DU
93. Broadmoor	10.37	156 DU
94. The Residence Inn	8.50	288 Suites - Hotel
95. Miramar Naval Marine Corps Air Station	176.31	
96.	305.35	Restricted Industrial (see Table 4)
97.	43.22	Restricted Industrial (see Table 4)
98.	41.20	Restricted Industrial (see Table 4)
99. Longpre Auto Sales	6.47	33,650 SF - Auto Sales
100. Governor Park	55.00	913,728 SF - Office
101. City Ownership	.82	15,250 SF/AC - Office
Private Ownership	15.00	Institutional Use (School, Church, etc.)

TABLE 4
DEVELOPMENT INTENSITIES - RESTRICTED INDUSTRIAL

The development intensity of this area as indicated below is based on 130 ADT/AC. Development intensities of 131 – 150 ADT/AC may be approved subject to a 25 percent increase in FBA fees.

Subareas 96, 97, 98 – Restricted Industrial ⁽¹⁾

Large Industrial/Scientific Research	16,250 SF/AC
Small Industrial	9,300 SF/AC
Warehousing/Mini-storage	26,000 SF/AC
Automotive Commercial ^(2 and 3)	3,250 SF/AC

(1) Square footage may not exceed the Navy-Federal Government easement where applicable or that permitted by the underlying zone.

(2) Automotive commercial users are permitted only in Subarea 97.

(3) The 13.2-acre Midway Miramar site may be developed with automotive commercial at 350 ADT/AC.

V. IMPLEMENTATION OF DEVELOPMENT INTENSITY ELEMENT

A. Community Plan Implementation Overlay Zone (CPIOZ) – Ministerial Review (Permit Type “A”)

The CPIOZ is proposed to be the major implementation tool for the Development Intensity Element. This zone should be applied over the northern portion of the community, i.e., all property north of the railroad tracks (see **Figure 27**). The purpose of the overlay zone will be to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table.

The southern portion of the community should develop in accordance with the existing zoning with the following exceptions: 1) the Governor Park office park shall be subject to the limitations of the Land Use (Subarea 100) and Development Intensity Table through the M-IP process; and 2) the City-owned parcel designated for institutional uses (Subarea 100) shall also be subject to the limitations in **Table 3**.

B. Community Plan Implementation Overlay Zone (CPIOZ) – Discretionary Review (Permit Type “B”)

The CPIOZ Type “B” Permit should be applied to sites where zoning is consistent with the land use designation in the plan, but where special design considerations apply. The sites identified for application of CPIOZ “B” are those where the development regulations of the existing zone are not adequate to ensure that new development is consistent with the goals, objectives and proposals of the community plan or compatible with surrounding development. Without the application of CPIOZ “B,” development in these areas would be subject to ministerial review only, and therefore would not be reviewed for consistency with the goals and proposals of the Plan. The discretionary review of these sites will ensure that development is consistent with the design guidelines contained in the **Urban Design Element** of the Plan, NAS-MCAS Miramar restrictions, that adequate pedestrian circulation is provided and that the architecture, grading, lot coverage, height, bulk and orientation of buildings, etc., is compatible with surrounding development.

The specific issues to be addressed in an application for a Type “B” permit are listed below. These include:

1. Architectural design of buildings, structures, and signs.
2. Construction materials.
3. Grading and site development.
4. Height and bulk of buildings.

5. Land use, including intensity of land use and accessory uses.
6. Lot coverage.
7. Orientation of buildings.
8. Yards.
9. Pedestrian circulation within the site and connections to adjacent projects.
10. Parking.
11. ~~Safety Accident Potential Zones~~ for NAS MCAS Miramar.
12. Noise.
13. Issues discussed in the **Urban Design Element** of the Plan.

CPIOZ "B" has been applied to the following subareas:

- Scripps Clinic (Subarea 5)
- Torrey Pines Mesa (Subarea 9)
- Campus Point (Subarea 10)
- Catholic Diocese (Subarea 67)
- La Jolla Village Inn (Subarea 75)
- J.W. Jones (Subarea 86)
- Restricted Industrial (Subareas 96, 97, 98 and 99).

Projects proposed in the Torrey Pines Mesa subareas shall be required to provide 50-foot landscaped setbacks along North Torrey Pines Road, preserve mature trees and provide eucalyptus or Torrey Pine trees along North Torrey Pines Road and Genesee Avenue to maintain the existing landscape theme.

C. Underzones Sites

Properties that require rezoning shall process a Planned Development Permit to ensure consistency with the Plan.

D. Definitions – Net Acreage and Square Footage

For the purposes of implementation of the Land Use and Development Intensity Table the following definitions shall be used:

C. Balanced Community

1. To achieve economic balance: a) provide very low-, low- and moderate-income affordable assisted housing through the development or exchange of City-owned lands (a potential site is that portion of the Pueblo land south of Nobel Drive designated for residential use); b) provide Density Bonus of up to 25 percent for low- and moderate-income housing pursuant to the City's Affordable Housing Density Bonus Program; c) provide affordable housing as part of future development agreements, planned development permits, and other projects requiring discretionary reviews; d) consider the provision of single-room occupancy (SRO) and living units as part of future units targeted to low- or very low-income households; and e) provide rent subsidies pursuant to available state and federal housing programs.
2. To achieve ethnic balance: a) require affirmative marketing program as a condition of tentative map approval; and b) review performance of project developer and associated financial institution, and provide negative reports to regulatory agencies.
3. To achieve balanced housing tenure: a) provide assisted rental housing , opportunities and preserve existing nonprofit senior citizen housing under Conditional Use Permits; and, b) provide a range of housing types which are suitable for rental within large-scale Planned Residential Developments.

D. Special Populations

1. To respond to the needs of students in the community: a) encourage the private development of low-income housing within two miles of the UCSD Campus and the University's plans for development of student housing on campus; b) allow off-street parking ratios of one space for each two bedrooms through implementing Conditional Use Permits and where location appropriate, with respect to the campus, community commercial centers and transit; c) encourage larger residential units providing two or more bedrooms for student housing; and (d) provide bonus density for affordable assisted housing projects.

E. Mobile Homes/Manufactured Housing

1. The Housing Element recommends that two percent of all new housing in the City be manufactured housing. To meet this goal in the University community would require a total of (566) manufactured units. Such a number of units could be accommodated in the City-owned properties lying outside the 65 CNEL contour of ~~NAS-MCAS~~ Miramar and north of Nobel Drive.

INDUSTRIAL ELEMENT

I. EXISTING CONDITIONS

Approximately 750 acres in University City are presently developed with industrial land uses (including scientific research uses). All of the existing and approved industrial sites are located in North University.

The two major influences on industrial development in University City have been the presence of NAS-MCAS Miramar and UCSD. As a result, the industry in the community can be roughly divided into proposed or planned light manufacturing uses near NAS-MCAS Miramar (per existing M-1B zoning) and existing and proposed scientific research uses to the west near UCSD.

The aircraft noise and accident potential from NAS-MCAS Miramar have restricted residential and commercial development along the Seawolf Departure path and nearby areas. The noise and safety constraints have resulted in a predominance of industrial development along Miramar Road. Most of this development has occurred in the M-1B Zone with light industrial and heavy commercial uses. ~~The Department of the Navy~~ Federal Government has purchased permanent easements over approximately 300 acres north of Miramar Road and east of I-805 and 30 acres south of Eastgate Mall and west of I-805 which limits the use and development of the land. The easements restrict permitted land uses to those which are not population-intensive, restricts the height of structures and restricts the gross site coverage of buildings and required parking areas.

The industrial area north and east of the University of California has been developing primarily with scientific research facilities as envisioned in the 1971 Plan. This type of industrial use is generally bounded by the Torrey Pines City Park and Torrey Pines State Reserve on the west and northwest, Sorrento Valley on the north, I-805 on the east and the UCSD campus, Scripps Hospital and La Jolla Village Drive on the south. There is also property designated for scientific research south of La Jolla Village Drive just west of I-805. The uses contemplated within the Scientific Research (SR) Zone are research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations, and related manufacturing activities. A number of facilities specializing in the life sciences have been attracted to the environs of the UCSD campus, including the Salk Institute, Gulf Energy and Environmental System, Calbiochem, Micro Biological Associates and Scripps Clinic. Much of the area is already developed, but some vacant land still exists along North Torrey Pines Road and at Campus Point, located north of Genesee Avenue and east of Interstate 5. A new science research/industrial area, the Eastgate Technology Park, north of Eastgate Mall near I-805, has been approved through a Planned Industrial Development permit and is currently vacant with one lot sold.

II. GOALS

- A. Ensure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations.
- B. Protect a reserve of manufacturing land from encroachment by non-manufacturing uses.
- C. Develop and maintain procedures to allow employment growth in the manufacturing sector.
- D. Encourage the development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force.
- E. Emphasize the citywide importance of and encourage the location of scientific research uses in the North University area because of its proximity to UCSD.

III. PROPOSALS

A. Type of Industrial Use

For compatibility with ~~NAS-MCAS~~ Miramar, projects should be consistent with the ~~Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS~~ Miramar. When the federal government holds easements restricting use, the easement should provide the control over development. The restrictions in the **Development Intensity Element** of this Plan also apply to development of these areas.

B. Manufacturing Use

Limit the use of sufficient industrial land to manufacturing, by designation and appropriate zoning, in order to attract industrial uses.

C. Commercial Encroachment

Prohibit through the CPIOZ the location of commercial uses in designated industrial and science research areas with the exception of commercial services which are clearly accessory uses to the primary use. Accessory commercial services should be permitted to ten percent of the gross floor area with the following conditions:

1. The facilities shall be located within the principal building of the project and shall not be freestanding;
2. Commercial facilities shall be oriented to the interior of the project;

and the Community Plan Implementation Overlay Zone (CPIOZ) should be used to review proposed development.

I. Re-use of Industrial Lands

Redevelopment of industrially zoned land should require a Planned Industrial Development Permit. Those properties restricted by the CPIOZ should be reviewed for consistency with the guidelines set forth in the Development Intensity section of this plan.

Existing, underzoned (A1-10, R1-5000) industrial land shall require a Planned Industrial Development Permit.

IV. LAND USE PROPOSAL SUMMARY

The location of industrial development for the community is detailed in **Figure 34**. Industrial uses proposed for the community consist of “scientific research,” and “restricted industrial.”

North Torrey Pines mesa, Campus Point, Eastgate Technology Park, Subarea 31, portions of Subarea 29 and the City-owned Pueblo land south of La Jolla Village Drive and west of I-805 are designated for scientific research development. The University community is unique because of its proximity to a world-class university specializing in high technology, and scientific research and development. Scientific research uses supportive of UCSD and related scientific uses should be encouraged to develop in this area of the city. Multi-tenant office development is prohibited.

The designation for property covered by the Navy-Federal Government easements located east of I-805 is “restricted industrial.” Subarea 31 (also affected by Navy Federal Government easements) is designated for scientific research reflecting its proximity to UCSD and the core of the community. Commercial office development is prohibited in this area, however accessory office and retail commercial is permitted as supportive uses for the industrial development in accordance with the Comprehensive Airport Land Use Compatibility Plan for MCAS Miramar. Subarea 98, although not affected by the Navy-Federal Government easements, is also designated as restricted industrial. While it is recognized that this area is not restricted by Federal Government Navy easements, the density and light industrial uses allocated in the Development Intensity Element is based on the location of the property in relation to the core and to the fact that there is a similar density limitation for the light industrial areas to the east in Mira Mesa.

component is highly desirable, as well as the development of additional mall areas or urban open spaces. Regents Park, located at the northwest corner of La Jolla Village Drive and Genesee Avenue, was approved for such community-serving uses as a conference/exhibit area, and community workshop and facilities area. The partnership of private development providing community services should be encouraged for major development in the community.

F. Other Public Facilities

1. City-owned Parcel

The City-owned parcel east of University Gardens Park is designated in this Plan for institutional use. The institutional overlay zone has also been applied. A portion of the parcel is affected by the 65 CNEL noise contour created by NAS-MCAS Miramar. The area west of the 65 CNEL line could be developed for use as a school or other institution, while the area east of the 65 CNEL could be used as a church site or other institutional uses compatible with the NAS-MCAS Miramar Comprehensive Airport Land Use Compatibility Plan. No improvements or landform alteration may occur within 250 feet of Gullstrand and common access (if the parcel is subdivided) is to be provided on Governor Drive from a point east of the 65 CNEL. A 25-foot buffer is proposed between any buildings and all residential property. No development should occur on the steep slopes adjacent to the park. (This property was offered to residents in the area for purchase as open space through an assessment district. Due to a lack of interest, the City is proceeding with its sale or lease.)

2. Redevelopment of Institutional Sites

Redevelopment of any sites designated for institutional use in South University City (except the City-owned parcel noted above under F.1.) may occur in accordance with the underlying residential zone without the need for a community plan amendment.

G. Utilities

1. Electrical Utilities

Where it is economically feasible, overhead utility lines should be replaced by underground facilities. Undergrounding is not practical for transmission lines, however new development should provide for the undergrounding of distribution service utility lines. If additional distribution lines are proposed in the community, they should be carefully reviewed for environmental, land use and aesthetic impacts.

2. Sewer and Water Facilities

Private development should finance its public utility needs and provide improvements both off-site and on-site in accordance with present Council policy.

II. GOALS

- A. Develop and maintain a public school system that will enable all students to realize their highest potential. Pursue the realization of integrated residential neighborhoods to achieve an integrated school system.
- B. Provide a high level of service in police and fire protection.
- C. Encourage the multipurpose use of existing community and private facilities.

III. PROPOSALS

A. Public Schools

1. Elementary Schools

Any new schools proposed in the community should only be developed after a review of available school capacity in the community and the consideration of alternative methods of meeting school needs.

2. Future Needs

The capacities and enrollments of schools in the community should be monitored to ensure that any additional facilities can be constructed in sufficient time to preclude overcrowding of the schools.

3. Location

If additional school facilities are needed beyond those shown in **Figure 35** the facilities should be located outside of any Safety Accident Potential Zone and the 65-decibel noise contour from Airport Land Use Compatibility Plan for NAS MCAS Miramar.

4. Multipurpose Use of Educational Facilities

The use of school facilities should be maximized by encouraging use of the recreational facilities, sports fields, libraries and meeting rooms for a variety of activities by the community at large.

B. Education Facilities

The UCSD campus should continue to provide educational services and cultural enrichment to the community at large through public use of the museums and libraries and participation in their programs and special events. For maximum efficiency, it is important that linkages and directional signs be constructed to connect other City and community facilities with the state-run campus.

1. Torrey Pines City Park

The Torrey Pines City Park consists of 144 acres of land south of the State Reserve. The park includes a 1,000-foot-long strip of City beach, coastal bluffs, two coastal canyons and a section of mesa top. The park is generally undeveloped, but current uses of the site include hang gliding, model gliding and beach-associated recreation.

2. Torrey Pines Golf Course

The Torrey Pines Golf Course is located northeast of the Torrey Pines City Park. The two golf courses on this mesa have attained national recognition. In addition to the golf course proper, the area includes some lease sites for commercial facilities supportive of the golf course.

3. Rose Canyon

Rose Canyon consists of a well-defined valley floor bordered on the south by steep slopes. Vegetation in the canyon includes mature sycamore and oak trees and other riparian vegetation in the valley bottom, native chaparral species, particularly on the north-facing slopes, and grasses. Major branches of Rose Canyon extend to the north, particularly in the areas east of I-5 and east of the town center. The steep slopes and pronounced valley floor are important scenic assets to the community and can serve to separate and define the neighborhoods to the north and south.

4. San Clemente Canyon

San Clemente Canyon consists of a fairly broad floodplain and steep slopes. Dense stands of mature oak and sycamore trees make this canyon particularly valuable for its native riparian habitat and associated fauna. Approximately 467 acres are owned by the City of San Diego comprising the partially developed Marian R. Bear Memorial Park. Park development has been restricted to a few parking lots, picnic tables, restroom facilities and a hiking trail. Several branches of San Clemente Canyon extend to the north and three branches in the University community are currently preserved as open space by easement. A branch of the canyon also extends into Standley Community Park. Although the update of the Clairemont Mesa Plan shifted the boundary between the University and Clairemont Mesa communities from the southern boundary of the park to SR-52, San Clemente Canyon remains a major open space resource for the University community.

5. Sorrento Valley and Soledad Canyon

The hillsides and canyons along Sorrento Valley and Soledad Canyon form a natural northern boundary to the community. Some of these slopes contain dense stands of native chaparral, while other sections have been disturbed and are vegetated primarily with grasses. This scenic system of slopes preserves native species and natural topography, has value in identifying and separating communities and serves as a scenic resource. Portions of this area are impacted by the noise and crash hazard from NAS MCAS Miramar.

B. UCSD Open Space

The UCSD campus, although not regulated by these Plan recommendations, is an integral part of the "functional community." Given the close physical, social and economic relationship of UCSD to the University community, the recreational facilities and open spaces of the campus should be integrated with those of the community.

The recreation areas on campus serve primarily the students, faculty and staff of the University. The UCSD main campus contains 61.4 acres of recreational facilities and a total of 126.4 recreational acres are proposed in the Long Range Development Plan (1989). The recreation areas will be located along North Torrey Pines Road and in the central campus area, on both sides of I-5. Currently, 300 acres are undeveloped but long-range plans propose 140 acres as a natural reserve area. Most of the nature reserve would be located on the south side of Genesee, west of I-5 and adjacent to open space slopes along I-5 and adjacent to open space slopes along I-5 and Sorrento Valley.

C. Other Open Space Areas

Several open space areas are interspersed throughout the community, primarily in the form of easements or private open space in planned residential developments. The slopes on the east side of Gilman Drive are preserved as open space by easement and provide a scenic entrance to this part of the community from I-5 and Sorrento Valley.

The land in ~~Navy-Federal Government~~ ownership within the community plan area is currently vacant. It is anticipated that much of this land will remain in open space because of the noise and crash hazard from NAS MCAS Miramar activities. In addition, some of the land north of Eastgate Mall and east of I-805 will remain undeveloped because of Federal Government Navy-easements limiting coverage to 25 percent, as well as steep hillsides and other environmental factors.

D. Population-Based parks

In addition to open space areas of regional significance the University community contains population-based parks to serve local recreation needs. Population-based parks include neighborhood parks, community parks and recreation centers. Neighborhood parks ideally serve between 3,500 and 4,000 persons living within a walking distance of one-half mile. Community parks should serve 18,000 to 24,000 residents within a 1-1/2 mile radius. The community park is intended to provide a wider range of facilities than neighborhood parks, including athletic fields and courts, picnic and play areas, and a recreational building. Existing parks and their development status are listed in **Table 9**; park locations are illustrated on **Figure 24**.

III. GOALS

- A. Preserve the natural resources of the community through the appropriate designation and use of open space. Major topographic features and biological resources should be preserved as undeveloped open space.
- B. Provide a system of population-based parks to meet the community's needs for outdoor recreation.
- C. Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity and separate incompatible land uses.
- D. Promote public health and safety by designating areas with high potential for landslides, earthquake faults or aircraft accidents as open space.
- E. Develop a linkage system to connect recreational and natural open space areas throughout the community.

IV. PROPOSALS

A. Regional and Resource-Based Open Space

1. General

It is proposed that the Torrey Pines Mesa and coastal area, Sorrento Valley and Soledad Canyon hillsides and canyons, Rose Canyon, San Clemente Canyon and areas most severely impacted by aircraft overflights be preserved as open space. Designated open space is illustrated in **Figure 25**.

2. Torrey Pines City Park

The park should be developed to enhance unique recreational opportunities, such as beach access and gliding activities, while preserving existing biological and archaeological resources and topographic features.

- a. Future improvements to the City Park should be designed to promote public safety and minimize future environmental damage.
- b. The two coastal canyons should be preserved in a natural condition. Presently disturbed vegetation should be restored.

3. Torrey Pines Golf Course/Hotel Development

The golf course facilities should continue to be operated for the benefit of San Diego residents. The additional development of hotel or other facilities should be compatible with the Airport Land Use Compatibility Plan for MCAS Miramar Naval Air Station.

4. Sorrento Valley - Soledad Canyon Open Space

This open space system includes 1) the Torrey Pines State Reserve, east of North Torrey Pines Road, 2) slopes with a 25 percent or greater gradient on the edge of the Torrey Pines Science Park, Campus Point and adjacent properties, 3) the branch canyon adjacent to I-5 and penetrating the UCSD campus, and 4) the slopes on the south side of the AT & SF Railroad right-of-way, 5) Torrey Pines Science Center.



- a. These areas should be retained in an open and natural state and should either be preserved as natural open space easements or deeded to the City of San Diego for open space.
- b. Any disturbance of the hillsides should be mitigated by contour grading and revegetation with native species.
- c. Steep hillsides facing the canyons should be preserved by establishing open space easements in conjunction with new development.

5. Marine Corps Air Station Miramar Naval Air Station Impacts

In the interest of public health, safety and welfare it is recommended that certain areas influenced by NAS MCAS Miramar activities be retained as open space per the existing fee ownership of the Navy Federal Government. (Figure 20)

NOISE ELEMENT

I. EXISTING CONDITIONS

Significant noise impacts within the University community are primarily caused by transportation functions. The three transportation noise sources in the community are aircraft from NAS-MCAS Miramar, vehicles on major roadways and railroad trains along the AT & SF Railroad. The appropriate planning of land use and sensitive project design can minimize noise impacts and provide a more pleasant and productive human environment.

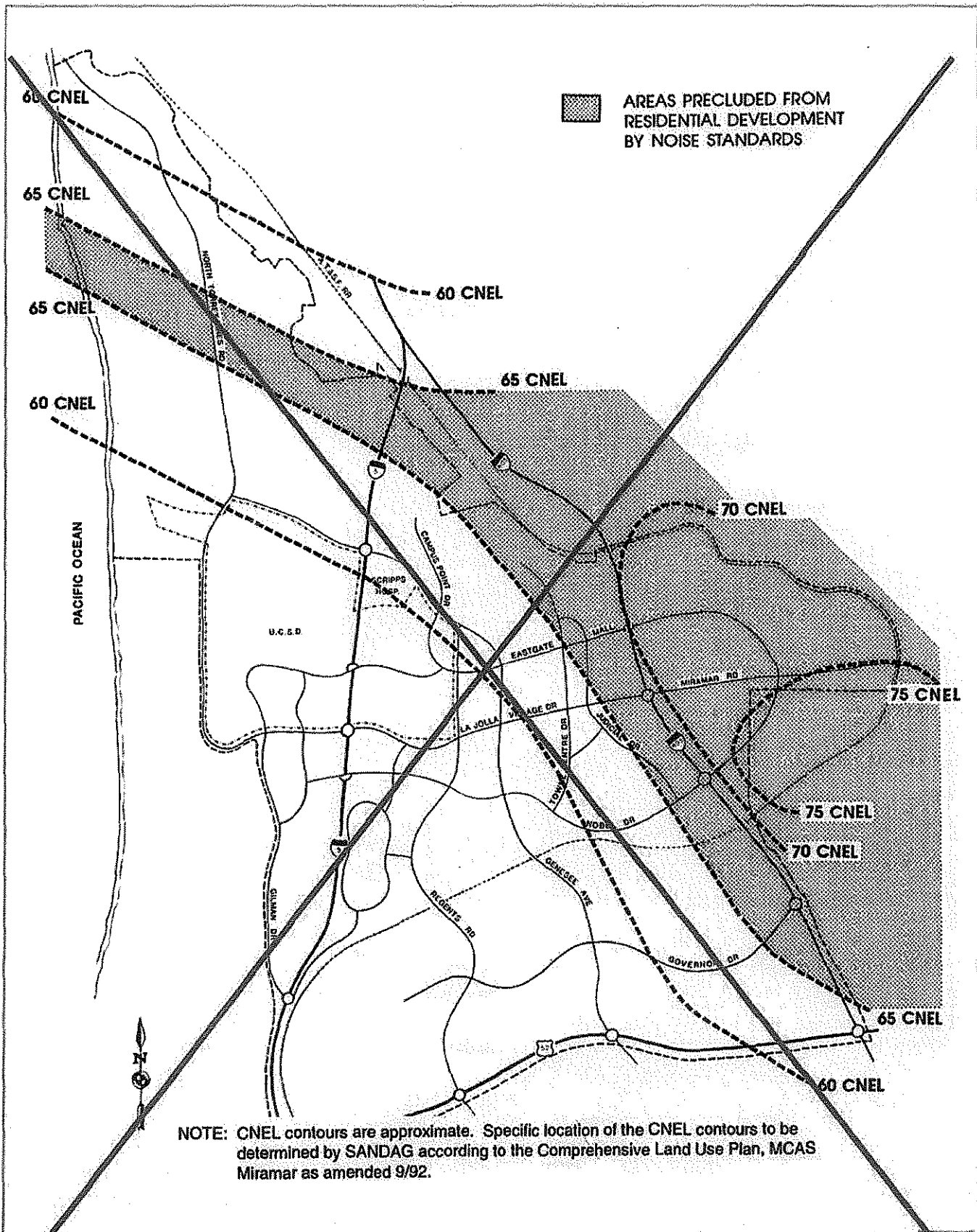
A. Marine Corps Air Station Miramar Naval Air Station

Aircraft operations using the Seawolf Departure from NAS-MCAS Miramar create noise levels within the University community that reach as high as 75 decibels (CNEL). SANDAG, in its authority as the region's The Airport Land Use Commission Compatibility Plan, has derived noise contours and a compatibility matrix for aircraft produced noise impacts (Figures 26 and 27). As these figures indicate, noise levels from NAS-MCAS Miramar exceeding 65 decibels impact the northern and eastern portions of the University community. The most severe noise levels, up to 75 decibels, impact the land along Eastgate Mall and Miramar Road east of I-805.

The land in this area consists of level mesas, partially developed in industrial land uses, and the slopes along Soledad Canyon and Sorrento Valley. The only existing land uses which are incompatible with the SANDAG study Airport Land Use Compatibility Plan are the residential units near the eastern edge of South University and the Torrey Pines Inn. Both of these developments were approved prior to the establishment of SANDAG's aircraft noise compatibility standards.

B. Surface Vehicular Noise


Vehicular traffic along major roadways in the community also generates noise levels exceeding 65 decibels. The area impacted by noise will generally increase as the community develops and traffic volumes approach future projections.





Community Noise Equivalent Level Contours
University Community Plan

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FIGURE

LAND USE	ANNUAL DAY/NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING, NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRE-SCHOOLS, LIBRARIES		45			
4. RESIDENTIAL- SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES		45			
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING, AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES		45	45		
6. OFFICE BUILDINGS-BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES			50		
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES, OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL-RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS			50	50	
9. COMMERCIAL-WHOLESALE; INDUSTRIAL/MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, AND PUBLIC R-O-W					

 **COMPATIBLE**
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL IS SUFFICIENTLY ATTENUATED BY CONVENTIONAL CONSTRUCTION THAT THE INDOOR NOISE LEVEL IS ACCEPTABLE, AND BOTH INDOOR AND OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE FROM AIRCRAFT NOISE.

 **CONDITIONALLY COMPATIBLE**
THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL WILL BE ATTENUATED TO THE INDOOR LEVEL SHOWN, AND THE OUTDOOR NOISE LEVEL IS ACCEPTABLE FOR ASSOCIATED OUTDOOR ACTIVITIES.

 **INCOMPATIBLE**
THE DAY/NIGHT AVERAGE SOUND LEVEL IS SEVERE. ALTHOUGH EXTENSIVE MITIGATION TECHNIQUES COULD MAKE THE INDOOR ENVIRONMENT ACCEPTABLE FOR PERFORMANCE OF ACTIVITIES THE OUTDOOR ENVIRONMENT WOULD BE INTOLERABLE FOR OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE.

NOTE: This matrix should be used with reference to the Implementation Directives shown on the following page.

Land Use Compatibility with Annual Noise Equivalent Levels Produced by NAS Miramar Operations

University Community Plan

AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION DIRECTIVES

The noise and overflight policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations.

All the uses specified are "compatible" up to the noise level indicated. Specified uses are also allowed as "conditionally compatible" in the noise levels shown if two specific conditions are met and certified by the local general purpose agency:

- Proposed buildings will be noise attenuated to the level shown on the matrix based on acoustical study submitted along with building plans.
- In the case of discretionary actions, such as approval of subdivisions, zoning changes, or conditional use permits, a navigation easement for noise shall be required to be recorded as a condition of approval of the project. For all property transactions, appropriate legal notice shall be given to all purchasers, lessees and renters of property in "conditionally compatible" areas which clearly describes the potential for impacts from airplane noise associated with airport operations. Notice also will be provided as required on the state Real Estate Disclosure form.

Identified uses proposed in noisier areas than the level indicated on the matrix are considered "incompatible."

The directives below relate to the specific "conditionally compatible" land use categories identified by number on the matrix.

1. New schools, preschools and libraries located within the 60-65 dB DNL contours must be subjected to an acoustical study to assure that interior levels will not exceed 45 dB DNL.
2. New residential and related uses located within the 60-65 dB DNL contours must be subjected to an acoustical study to assure that interior levels will not exceed 45 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

"Residential hotels" are defined as those that have 75 percent or more of accommodations occupied by permanent guests (staying more than 30 days) or those hotels which have at least 50 percent of their accommodations containing kitchens.

3. Transient Lodging is defined as hotels and motels, membership lodgings (Y's, etc.), suite or apartment hotels, hostels, or other temporary residence units, unless 75 percent or more users are permanent residents. Within the 60-70 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 45 dB DNL.

Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

4. Office buildings include many types of office and services uses: business services; finance, insurance, real estate; personal services; professional (medical, legal and educational); and government, research and development and others. Within the 65-70 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 50 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

5. For new commercial retail uses located within the 65-75 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 50 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

Primary sources of roadway noise will include I-5, I-805, SR-52, La Jolla Village Drive, Nobel Drive, Genesee Avenue, Regents Road, Eastgate Mall, Miramar Road and North Torrey Pines Road.

The Atchinson, Topeka and Santa Fe Railroad is a source of intermittent noise along Rose Canyon and Sorrento Valley. Peak noise levels from trains can exceed 85 decibels at 100 feet from the track. Noise levels currently do not exceed 65 decibels as close as 25 feet from the track because of the intermittent nature of the noise. However, if the number of trains per day increases substantially in the future, the railroad could result in significant noise impacts to adjacent properties.

I. GOALS

- A. Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources.
- B. Provide guidelines for the mitigation of noise impacts where incompatible land uses are located in a high noise environment.

II. PROPOSALS

- A. The development of land uses incompatible with the SANDAG study Airport Land Use Compatibility Plan or subsequent similar studies on aircraft noise should be prohibited. The Plan proposes that much of the area impacted by this noise source be developed with industrial and scientific research uses or retained as open space.
- B. Encourage and where possible assist the Navy Federal Government in its acquisition of land or easements surrounding NAS MCAS Miramar to ensure that the land uses are compatible with noise from airport operations.
- C. Mitigation measures should be evaluated for their effectiveness, visual impact, energy efficiency and economic efficiency.

SAFETY ELEMENT

Two safety hazards within the University community include geologic hazards and the accident potential from aircraft operations at ~~NAS-MCAS~~ Miramar. This element identifies the locations of these hazards and provides guidelines to maximize public safety.

I. EXISTING CONDITIONS

A. Geologic Hazards

Geologic risks within The City of San Diego have been mapped in the Seismic Safety Study for The City of San Diego by Woodward-Gizienski & Associates and F.B. Leighton & Associates (May 1974). This study indicates potential locations for faults, unstable slopes, ground failures, unstable coastal bluffs and other terrain conditions. Geologic hazards within the University community are illustrated on **Figure 40** and are summarized below:

1. Faults

The closest known fault system that appears capable of generating a damaging earthquake is the Rose Canyon Fault Zone, located southwest of the community. Several faults within this zone are considered potentially active and a high risk. The only other potentially active fault in the area is the Carmel Valley Fault, located on the Torrey Pines State Reserve and adjacent properties. Several faults also cross North University, primarily in the Torrey Pines Fault Zone. These faults are considered inactive and a moderate safety risk.

2. Landslides and Slope Instability

Old landslides and landslide-prone formations are the principal non-seismic geologic hazards within the community. Conditions that contribute to slope instability include slope inclination, rock orientation of the bedding, soil characteristics, and the presence of groundwater.

Slopes with a moderate or high risk of slope failure occur along the coastal bluffs and canyons west of Torrey Pines mesa and along the south side of Sorrento Valley. Some slopes along Rose Canyon and San Clemente Canyon have a moderate or high risk of landslides. In addition, many localized landslide areas of high risk occur throughout the Plan area.

3. Coastal Bluff Instability

The coastal bluffs west of Torrey Pines Mesa are highly unstable because joints and fractures inherent in the formation material are weakened by erosion

from mesa-top runoff and groundwater seepage. Landslides, block falls and talus failures are among the identified hazards.

4. Flooding and Liquefaction

The only locations in the community subject to inundation during a 100-year frequency flood are the lower portions of Rose Canyon and San Clemente Canyon. These areas will be retained as open space by either City ownership or easements so flooding impacts on development are not expected. The potential for damage caused by liquefaction is considered to be low in these drainages and would not represent a constraint to land use.

B. Marine Corps Air Station Miramar Naval Air Station

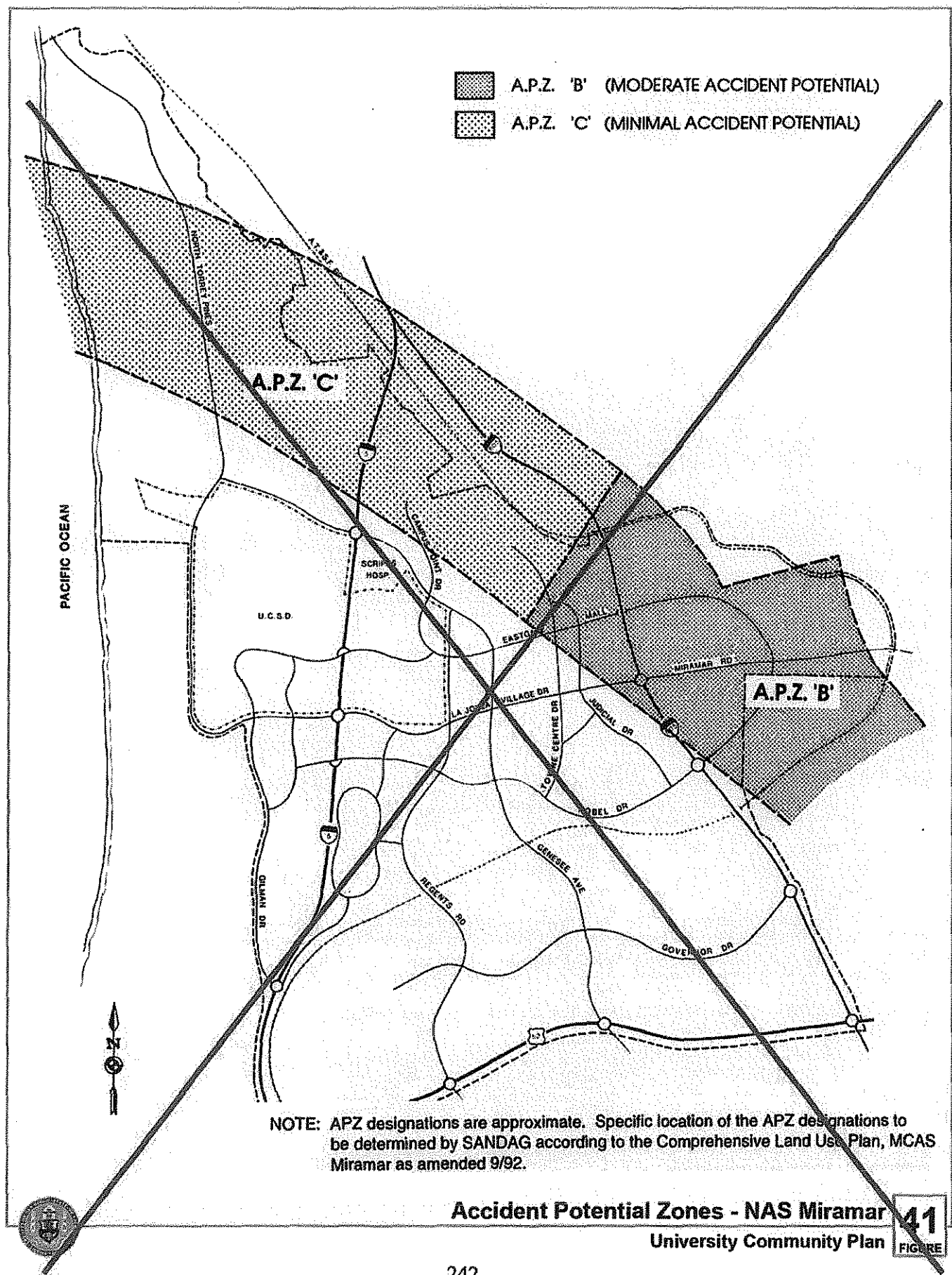
A portion of the University community is impacted by the aircraft accident potential from NAS MCAS Miramar. Departures to the west along the Seawolf Departure create a safety hazard for the areas along Eastgate Mall, Miramar Road, Sorrento Valley and adjacent slopes and the Torrey Pines mesa.

The NAS MCAS Miramar Comprehensive Airport Land Use Compatibility Plan delineates the boundaries of the Safety Zones two (Accident Potential Zones I and II and a Transitional Zone and the Airspace Protection Area). Only the northeast section of the community is impacted by Accident Potential Zone 1. The mesas and slopes north of Genesee Avenue and portions of the Torrey Pines mesa are located within APZ 2. The locations of the Accident Potential Zones are illustrated in Figure 41.

The Airport Land Use Compatibility Plan Navy has defined defines the types of land uses which are compatible with the crash hazard Safety zZones. The matrix in Figure 42 illustrates which land use types are considered suitable for the two APZ zones, according to the AICUZ study and Miramar Comprehensive Land Use Plan prepared by SANDAG. Further, the Navy Federal Government has purchased in fee those properties which are most critical to the maintenance of a safe departure corridor.

II. GOALS

- A. Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards.
- B. Ensure that proposed development does not create or increase geologic hazards either on- or off-site.
- C. Promote public safety by taking into account aircraft accident potential in the placement of structures and activities.
- D. Provide for the safe operation of NAS MCAS Miramar through the preservation of appropriate departure corridors.



NOTE: APZ designations are approximate. Specific location of the APZ designations to be determined by SANDAG according to the Comprehensive Land Use Plan, MCAS Miramar as amended 9/92.

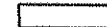
Accident Potential Zones - NAS Miramar
 University Community Plan

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 FIGURE

SOURCE: 1976 AIR INSTALLATION COMBATIBLE USE ZONE (AICUZ) STUDY: N.A.S. MIRAMAR

LAND USE	APZ A	APZ B	APZ C
RESIDENTIAL-SINGLE FAMILY, DUPLEX, AND MOBILE HOMES			1
RESIDENTIAL-MULTIPLE FAMILY			
TRANSIENT LODGING			
SCHOOL CLASSROOMS, LIBRARIES, AND CHURCHES			
HOSPITALS AND NURSING HOMES			
AUDITORIUMS, CONCERT HALLS, AND MUSIC SHELLS			
SPORTS ARENAS, AND OUTDOOR SPECTATOR SPORTS			
PLAYGROUNDS AND NEIGHBORHOOD PARKS			
GOLF COURSES, RIDING STABLES, WATER RECREATION, AND CEMETERIES	3	2	
OFFICE BUILDINGS, PERSONAL, BUSINESS AND PROFESSIONAL			
COMMERCIAL-RETAIL, MOVIE THEATERS, AND RESTAURANTS			
COMMERCIAL-WHOLESALE, SOME RETAIL, INDUSTRIAL, MANUFACTURING, AND UTILITIES		4	
LIVESTOCK FARMING, AND ANIMAL BREEDING			
AGRICULTURAL (EXCEPT LIVESTOCK), MINING AND FISHING	3		
PUBLIC RIGHT-OF-WAY			
EXTENSIVE NATURAL RECREATION AREAS			

INTERPRETATION



CLEARLY ACCEPTABLE

EXPOSURE TO ACCIDENT POTENTIAL IS SUCH THAT THE ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE OR SUBSTANTIAL LOSS OF LIFE AND PROPERTY.



NORMALLY ACCEPTABLE

EXPOSURE TO ACCIDENT POTENTIAL IS GREAT ENOUGH TO BE OF SOME CONCERN, BUT DENSITY OF PEOPLE AND STRUCTURES, WHEN PROPERLY PLANNED, WILL ALLOW THE ACCIDENT POTENTIAL ENVIRONMENT TO BE ACCEPTABLE.



NORMALLY UNACCEPTABLE

THE EXPOSURE TO ACCIDENT POTENTIAL IS SIGNIFICANTLY MORE SEVERE, SO THAT UNUSUAL DENSITY RESTRICTIONS ARE NECESSARY TO ENSURE ADEQUATE SAFETY OF LIFE AND PROPERTY.



CLEARLY UNACCEPTABLE

THE EXPOSURE TO ACCIDENT POTENTIAL AT THE SITE IS SO SEVERE, DUE TO POTENTIAL LOSS OF LIFE AND PROPERTY, THAT PERFORMANCE OF LAND USE ACTIVITIES IS PROHIBITIVE.

1. SUGGESTED MAXIMUM DENSITY OF 1-2 DU/ACRE, POSSIBLY INCREASED UNDER A PLANNED UNIT DEVELOPMENT, WHERE LOT COVERAGE IS LESS THAN 20%.
2. CLUB HOUSES, RIDING RINGS WITH LARGE CLASSES, CHAPELS NOT RECOMMENDED.
3. GOLF COURSE, AGRICULTURE MAY BE ACCEPTABLE IF TREES, FENCES DO NOT POSE A NAVIGATIONAL HAZARD.
4. MANUFACTURE OF PETROLEUM, CHEMICAL OR SIMILAR PRODUCTS HAVING A SERIOUS FIRE OR EXPLOSION POTENTIAL CLEARLY UNACCEPTABLE.

Land Use Suitability in Accident Potential Zones

University Community Plan

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FIGURE

III. PROPOSALS

A. Geologic Hazards

1. Geologic Studies

When geologic hazards are known or suspected, a geologic reconnaissance should be performed prior to project approval to identify development constraints. This requirement would supplement the need for a full geotechnical report, which may be required at a later time in the permit process.

2. Hydrology

Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid over-watering.

3. Vegetation

Native vegetation should be retained where possible. Graded slopes should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions.

4. Torrey Pines City Park

Any future improvements to the City park should be designed to promote public safety and minimize further bluff damage. Pedestrian walkways and other improvements along the bluffs should be placed so as to avoid and prevent bluff instability hazards.

B. Marine Corps Air Station Miramar Naval Air Station

1. Compatible Land Uses

New projects in the community should be reviewed by the City for compatibility within the established Accident Potential Zones Airport Influence Area as delineated in both the Air Installations Compatible Use Zones Study (AICUZ) and the Comprehensive Airport Land Use Compatibility Plan (SANDAG) for NAS MCAS Miramar or subsequent similar documents. Where Navy-Federal Government easements are used to control development coverage, height limitations or specific uses, such easements should be considered as providing adequate assurance of compatibility with aircraft accident potential. In all cases, it will be the intention of ~~The~~ the City of San Diego to work with the Navy-Airport Land Use Commission and MCAS Miramar in the implementation of the AICUZ and Comprehensive Airport Land Use Compatibility Plan recommendations.

2. Land Use Control

Encourage the fee simple acquisition or the purchase of easements by the Navy Federal Government for land affected by the aircraft accident potential. The safety and airspace protection policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations. Also, encourage the development of a special zone surrounding NAS Miramar to restrict land uses and densities to those compatible with the Accident Potential Zones. In the absence of special zoning, the type and intensity of land use should be controlled through required development standards in planned developments or CPIOZ permits. If areas currently owned by the Navy Federal Government are released into public or private use, special studies and amendments to the community plan should be conducted prior to rezoning or development to ensure traffic and overflight compatibility.

GENERAL PLAN CONSISTENCY ELEMENT

I. INTRODUCTION

As part of the update of the Plan, specific recommendations have been included to implement the goals and objectives of the General Plan.

This Plan contains a number of recommendations which help to meet General Plan goals in the areas of industrial development, commercial development, transportation, housing, urban design and conservation. Outlined below are proposed actions which help to implement or otherwise affect General Plan goals:

II. INDUSTRIAL DEVELOPMENT

This Plan proposes two types of industrial development, scientific research and restricted industrial. The General Plan identifies a citywide shortage of land suitable for manufacturing activities and a need to protect a reserve of manufacturing land from non-manufacturing uses. The restricted industrial designations would permit light manufacturing uses, thereby providing additional land suitable for manufacturing activities. In particular, the restricted industrial area, which is covered by Navy-Federal Government easements, would be protected from encroachment because of the limited permitted uses. The General Plan encourages the development of industrial land that is zoned and provides a full range of community services and facilities. The development of scientific research (SR zone) uses in the North Torrey Pines mesa area, Campus Point and Eastgate Technology Park is consistent with the Plan by providing support services to the University and community.

III. COMMERCIAL DEVELOPMENT

The General Plan recognizes the importance of new shopping centers which combine a mixture of uses such as: housing, retail, offices, and recreation. The high-density mixture of uses proposed for the core areas of the community (University Towne Centre and La Jolla Village Square area) are consistent with the General Plan recommendation. This Plan limits the location of commercial uses in designated industrial and scientific research areas, with the exception of support commercial uses, consistent with the General Plan recommendation regarding preemption of industrial development by non-industrial uses. Proposed neighborhood commercial development to serve the increasing residential population, and additional visitor commercial uses in the community are supportive of the General Plan recommendation to develop a balance of commercial facilities which complement existing commercial areas. This plan provides a range of commercial services including regional, community and neighborhood commercial, visitor commercial and commercial office to serve the community and city.