
NAVAL AIR STATION (NAS) MIRAMAR ELEMENT

PRIMARY GOAL

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

EXISTING CONDITIONS

NAS 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 Miramar presently accommodates approximately 220,000 to 260,000 flight operations per year. Included in this total are 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.

ISSUES

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.

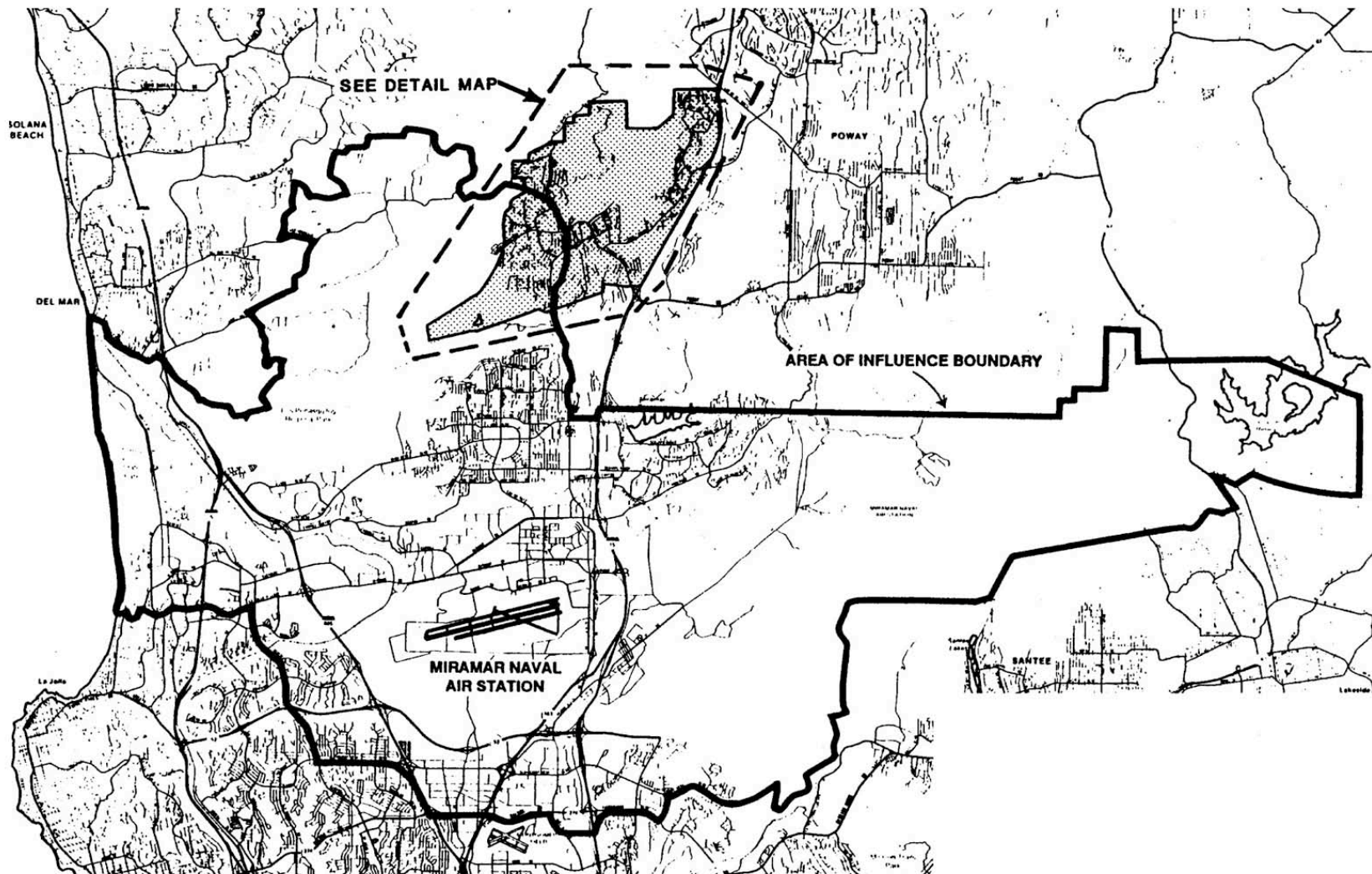
POLICIES

- Rancho Peñasquitos residents should be informed and allowed to review and comment on any future change in NAS 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 Miramar, SANDAG and community groups when any change or modification to operations at NAS 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 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 Comprehensive Land Use Plan for NAS Miramar. The Airport Noise/Land Use Compatibility Matrix specifies compatible uses based on CNELs.
- Residential developers should work with the City and the Navy 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			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-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