

**Montgomery Field Land Use Plan**  
**Kearny Mesa Community Plan**

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 FIGURE

# AIRPORT ELEMENT - MONTGOMERY FIELD

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## 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.

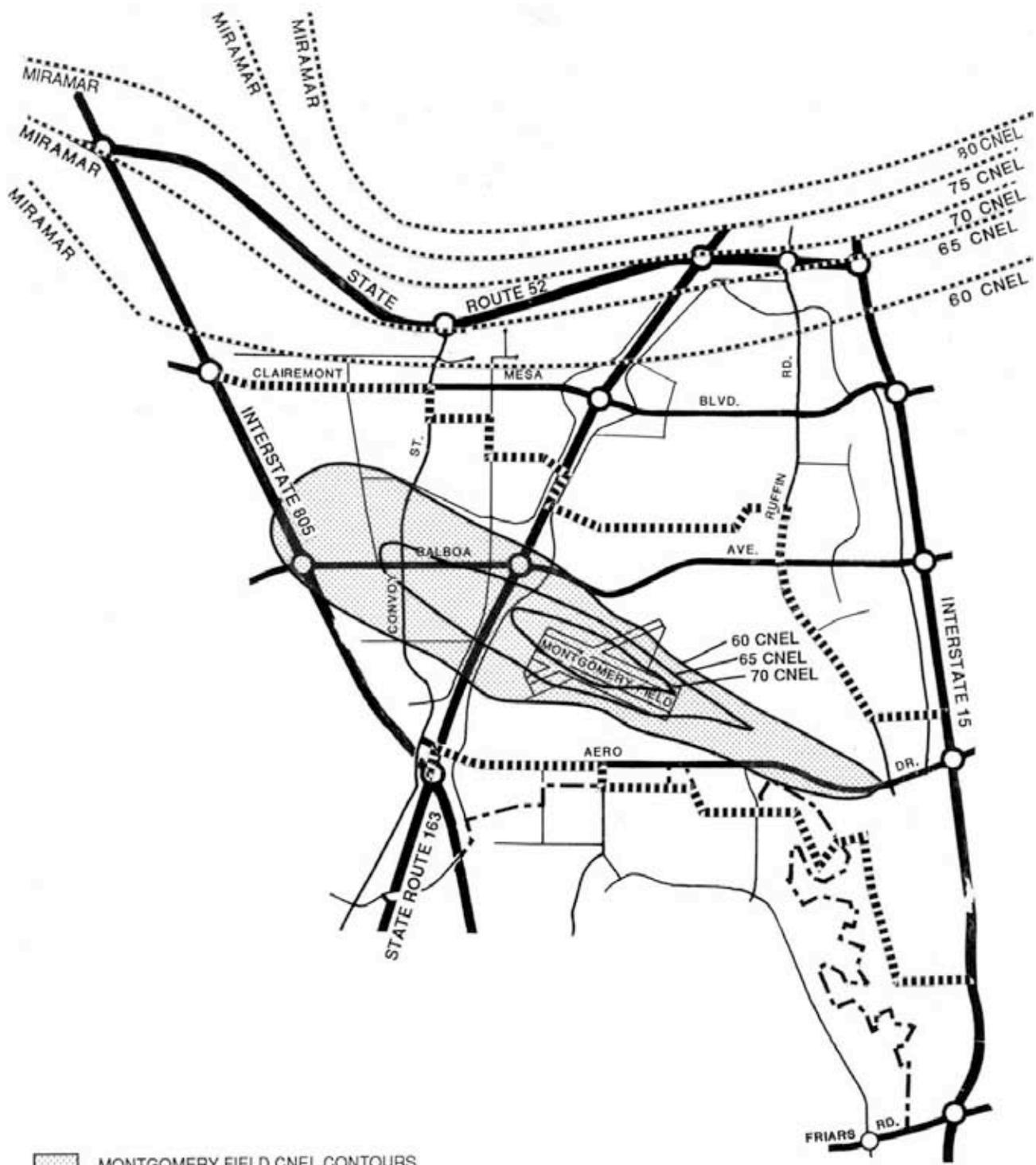
Montgomery Field is the busiest airport in San Diego County in terms of landings and takeoffs, due in large part to its central location and freeway accessibility. While the airport does not accommodate commercial airlines because of runway length and weight limitations, it serves as a base of operation 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 Comprehensive Land Use Plan (CLUP) 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.



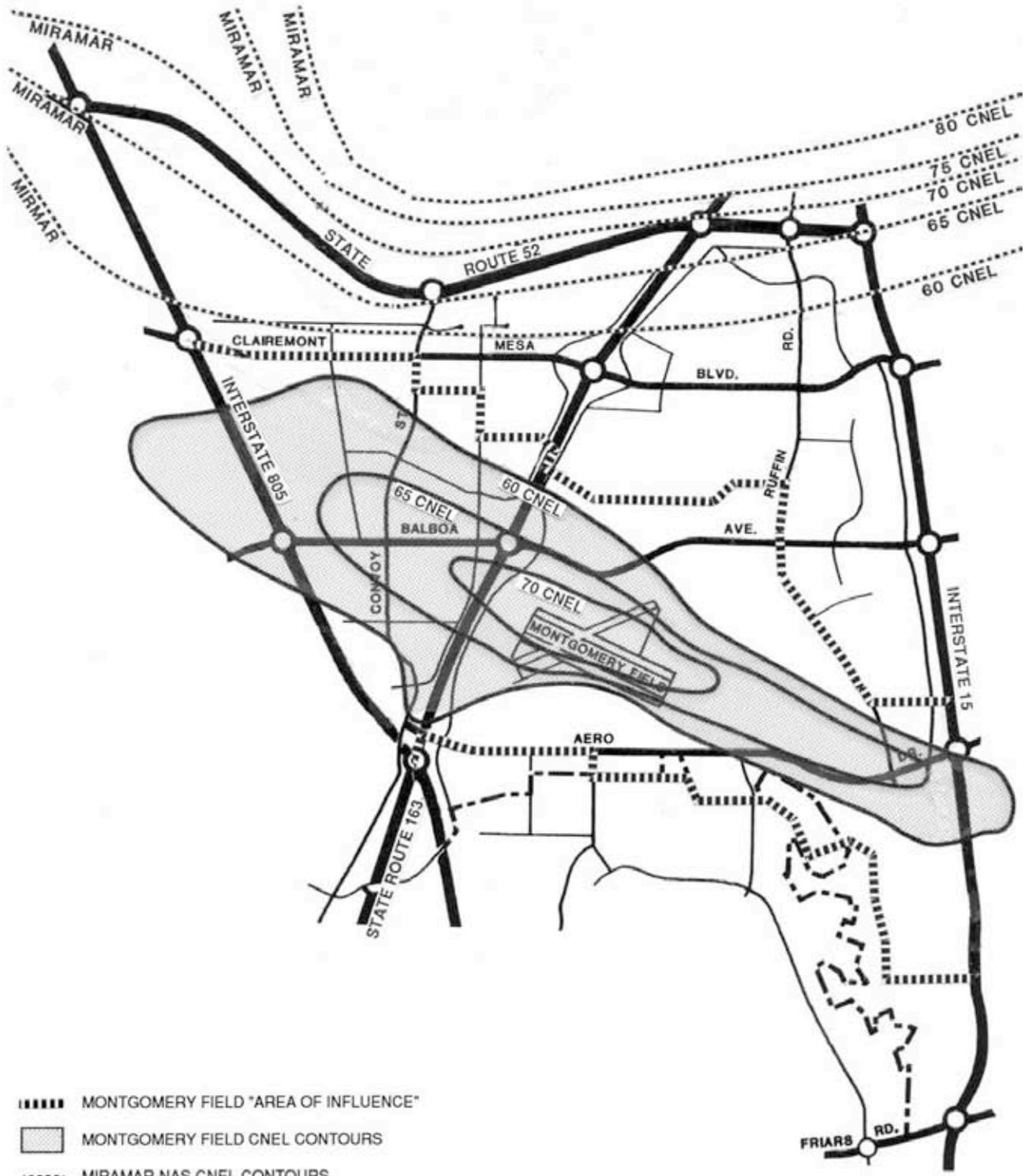
-  MONTGOMERY FIELD CNEL CONTOURS
-  MIRAMAR NAS CNEL CONTOURS
-  MONTGOMERY FIELD "AREA OF INFLUENCE"



**Existing Community Noise Equivalent Level Contours (CNEL)**

**Kearny Mesa Community Plan**

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FIGURE



- ▬▬▬▬ MONTGOMERY FIELD "AREA OF INFLUENCE"
- ▨ MONTGOMERY FIELD CNEL CONTOURS
- ⋯⋯⋯ MIRAMAR NAS CNEL CONTOURS (NOT FORECAST TO CHANGE)



Year 2000 Projected Community Noise Level Contours (CNEL)

Kearny Mesa Community Plan

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FIGURE

AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX					
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, & R.O.W.					

**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

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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**

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.

## 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 aviation 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.



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 overflowed 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, 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 Comprehensive Land Use 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.



**Montgomery Field Flight Activity Zones**  
 Kearny Mesa Community Plan

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 FIGURE

- The areas designated as environmentally sensitive should be retained.
- The airport should be attractively designed and well maintained for general aviation use. Non-runway areas should be developed with airport-related uses, and all operations and adjacent land uses should conform to FAA regulations and policies.
- Areas around the runway should be landscaped and a planting screen provided along Aero Drive and Kearny Villa Road.