SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT LAND USE COMMISSION AGENDA

Thursday, September 3, 2020
9:00 AM or immediately following the Board Meeting

San Diego International Airport
SDCRAA Administration Building
Board Room
3225 N. Harbor Drive
San Diego, California 92101

This meeting of the Board of the San Diego County Regional Airport Authority Board will be conducted pursuant to the provisions of California Executive Order N-29-20 which suspends certain requirements of the Ralph M. Brown Act. During the current State of Emergency and in the interest of public health, all Board members will be participating in the meeting electronically. In accordance with the Executive Order, there will be no members of the public in attendance at the Board Meeting. We are providing alternatives to in-person attendance for viewing and participating in the meeting. In lieu of in-person attendance, members of the public may submit their comments in the following manner.

Comment on Non-Agenda Items

Public comments on non-agenda items must be submitted to the Authority Clerk at clerk@san.org, no later than 4:00 p.m. the day prior to the posted meeting in order to be eligible to be read into the record. The Authority Clerk will read the first 30 comments received by 4:00 p.m. the day prior to the meeting into the record. The maximum number of comments to be read into the record on a single issue will be 16. All other comments submitted, including those received after 4:00 p.m. the day prior and before 8:00 a.m. the day of the meeting, will be provided to the Authority Board and submitted into the written record for the meeting.

Public comments on agenda items received no later than 8:00 a.m. on the day of the meeting will be distributed to the Board and included in the record.

Comment on Agenda Items

If you'd like to speak to the Board live during the meeting, please follow these steps to request to speak:

- **Step 1**: Fill out the online **Request to Speak Form** to speak during the meeting via teleconference. The form must be submitted by 4 p.m. the day before the meeting or by 4:00 p.m. the Friday before a Monday meeting. After completing the form, you'll get instructions on how to call in to the meeting.

- **Step 2:** Watch the meeting via the Webcast located at the following link, https://stream1.sdcoe.net/wc/sdcraa090320/
- **Step 3:** When the Board begins to discuss the agenda item you want to comment on, call in to the conference line, you will be placed in a waiting area. ***Please do not call until the item you want to comment on is being discussed.***
- **Step 4:** When it is time for public comments on the item you want to comment on, Authority Clerk staff will invite you into the meeting and unmute your phone. Staff will then ask you to state your name and begin your comments.

You may also view the meeting online at the following link: https://www.san.org/Airport-Authority/Meetings-Agendas/ALUC

REQUESTS FOR ACCESSIBILITY MODIFICATIONS OR ACCOMMODATIONS

As required by the Americans with Disabilities Act (ADA), requests for agenda information to be made available in alternative formats, and any requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for alternatives to observing meetings and offering public comment as noted above, may be made by contacting the Authority Clerk at (619) 400-2550 or mailto:clerk@san.org. The Authority is committed to resolving accessibility requests swiftly in order to maximize accessibility.

Pursuant to California Public Utilities Code §§ 21670-21679.5, the Airport Land Use Commission ("Commission") is responsible for coordinating the airport planning of public agencies within San Diego County. The Commission has the legal responsibility to formulate airport land use compatibility plans ("ALUCPs") that will (a) provide for the orderly growth of each public airport and the areas surrounding the airport within the County and (b) safeguard the general welfare of the inhabitants within the vicinity of each airport and the public in general. Pursuant to §21670.3, the San Diego County Regional Airport Authority serves as the Commission.

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. ***Please note that agenda items may be taken out of order.*** If comments are made to the Board without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

Staff Reports and documentation relating to each item of business on the Agenda are on file in Board Services and are available for public inspection.

NOTE: Pursuant to Authority Code Section 2.15, all Lobbyists shall register as an Authority Lobbyist with the Authority Clerk within ten (10) days of qualifying as a lobbyist. A qualifying lobbyist is any individual who receives $100 or more in any calendar month to lobby any Board Member or employee of the Authority for the purpose of influencing any action of the Authority. To obtain Lobbyist Registration Statement Forms, contact the Board Services/Authority Clerk Department.

CALL TO ORDER:

ROLL CALL:

NON-AGENDA PUBLIC COMMENT:
Non-Agenda Public Comment is reserved for members of the public wishing to address the Commission on matters for which another opportunity to speak **is not provided on the Agenda**, and which is within the jurisdiction of the Commission. Please submit a completed speaker slip to the Authority Clerk. ***Each individual speaker is limited to three (3) minutes. Applicants, groups and jurisdictions referring items to the Board for action are limited to five (5) minutes.***

Note: Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Commission.

CONSENT AGENDA (Items 1-2):
The Consent Agenda contains items that are routine in nature and non-controversial. It also contains consistency determinations that have been deemed consistent or conditionally consistent. The matters listed under 'Consent Agenda' may be approved by one motion. Any Commission Member may remove an item for separate consideration. Items so removed will be heard before the scheduled New Business items, unless otherwise directed by the Chair.

1. **APPROVAL OF MINUTES:**
   RECOMMENDATION: Approve the minutes of the July 9, 2020 regular meeting.

CONSISTENCY DETERMINATIONS

2. **REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS: SAN DIEGO INTERNATIONAL AIRPORT 2183 BACON STREET, CITY OF SAN DIEGO, 2816 BAYSIDE WALK, CITY OF SAN DIEGO, 2001 4TH AVENUE, CITY OF SAN DIEGO AND 2455 CUSHING ROAD, CITY OF SAN DIEGO; MARINE CORPS AIR STATION MIRAMAR 9255 CAMINO SANTA FE, CITY OF SAN DIEGO:**
   RECOMMENDATION: Receive the report.
   (Planning & Environmental Affairs: Ralph Redman)

PUBLIC HEARINGS:

3. CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE NAVAL AIR STATION NORTH ISLAND AIRPORT LAND USE COMPATIBILITY PLAN:

RECOMMENDATION: Adopt Resolution No. 2020-0001 ALUC, certifying the Final Environmental Impact Report for the Naval Air Station North Island Airport Land Use Compatibility Plan and adopting a California Environmental Quality Act (CEQA) Findings of Fact, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.
(Planning & Environmental Affairs: Ralph Redman)

OLD BUSINESS:

NEW BUSINESS:

4. ADOPTION OF THE NAVAL AIR STATION NORTH ISLAND AIRPORT LAND USE COMPATIBILITY PLAN:

RECOMMENDATION: Adopt Resolution No. 2020-0002 ALUC, adopting the Airport Land Use Compatibility Plan for Naval Air Station North Island.
(Planning & Environmental Affairs: Ralph Redman)

COMMISSION COMMENT:

ADJOURNMENT:

Policy for Public Participation in Board, Airport Land Use Commission (ALUC), and Committee Meetings (Public Comment)

1) Persons wishing to address the Board, ALUC, and Committees shall complete a "Request to Speak" form prior to the initiation of the portion of the agenda containing the item to be addressed (e.g., Public Comment and General Items). Failure to complete a form shall not preclude testimony, if permission to address the Board is granted by the Chair.
2) The Public Comment Section at the beginning of the agenda is reserved for persons wishing to address the Board, ALUC, and Committees on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board.
3) Persons wishing to speak on specific items listed on the agenda will be afforded an opportunity to speak during the presentation of individual items. Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board, ALUC and Committees.
4) If many persons have indicated a desire to address the Board, ALUC and Committees on the same issue, then the Chair may suggest that these persons consolidate their respective testimonies. Testimony by members of the public on any item shall be limited to **three (3) minutes per individual speaker and five (5) minutes for applicants, groups and referring jurisdictions.**
5) Pursuant to Authority Policy 1.33 (8), recognized groups must register with the Authority Clerk prior to the meeting.
6) After a public hearing or the public comment portion of the meeting has been closed, no person shall address the Board, ALUC, and Committees without first obtaining permission to do so.

Additional Meeting Information

NOTE: This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2400 at least three (3) working days prior to the meeting to ensure availability.

For your convenience, the agenda is also available to you on our website at www.san.org.

For those planning to attend the Board meeting, parking is available in the public parking lot located directly in front of the Administration Building. Bring your ticket to the third floor receptionist for validation.

You may also reach the SDCRAA Building by using public transit via the San Diego MTS System, Route 992. For route and fare information, please call the San Diego MTS at (619) 233-3004 or 511.

DRAFT
AIRPORT LAND USE COMMISSION
MINUTES
THURSDAY, JULY 9, 2020
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM

CALL TO ORDER: Chairman Boling called the meeting of the Airport Land Use Commission to order at 9:43 a.m. on Thursday, July 9, 2020, electronically and via teleconference pursuant to Executive Order N-29-20 at the San Diego International Airport, Administration Building, 3225 North Harbor Drive, San Diego, CA 92101.

ROLL CALL:

PRESENT:	Commissioners:	Blakespear, Boling, Dallarda (Ex-Officio), Dockery (Ex-Officio), Kersey, Lloyd, McNamara, Robinson, Schiavoni, West
ABSENT:	Commissioners:	Cox, Miller (Ex-Officio)

ALSO PRESENT: Kimberly J. Becker, President/CEO; Amy Gonzalez, General Counsel; Tony R. Russell, Director, Board Services/Authority Clerk; Martha Morales, Assistant Authority Clerk I

NON-AGENDA PUBLIC COMMENT: None.

CONSENT AGENDA (Items 1-2):

ACTION: Moved by Commissioner West and seconded by Commissioner Robinson to approve the Consent Agenda. Motion carried by the following votes: YES –Blakespear, Boling, Kersey, Lloyd, McNamara, Robinson, Schiavoni, West; NO – None; ABSENT – Cox; (Weighted Vote Points: YES – 92; NO – 0; ABSENT – 8)

1. **APPROVAL OF MINUTES:**
   RECOMMENDATION: Approve the minutes of the June 4, 2020 regular meeting.

CONSISTENCY DETERMINATIONS

2. **REPORT OF DETERMINATIONS OF CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS: SAN DIEGO INTERNATIONAL AIRPORT 4430 SARATOGA AVENUE, CITY OF SAN DIEGO; BROWN FIELD MUNICIPAL AIRPORT AMENDMENTS TO MUNICIPAL CODE FOR ACCESSORY AND JUNIOR ACCESSORY DWELLING UNITS, CITY OF CHULA VISTA; SAN DIEGO INTERNATIONAL AIRPORT, BROWN FIELD MUNICIPAL AIRPORT, GILLESPIE FIELD, MARINE CORPS AIR STATION MIRAMAR & MONTGOMERY-GIBBS EXECUTIVE AIRPORT GENERAL PLAN HOUSING ELEMENT UPDATE, 2021-29, CITY OF SAN DIEGO:**
   RECOMMENDATION: Receive the report.

PUBLIC HEARINGS: None.

OLD BUSINESS: None.

NEW BUSINESS: None.

COMMISSION COMMENT: None.

ADJOURNMENT: The meeting adjourned at 9:45 a.m.

APPROVED BY A MOTION OF THE AIRPORT LAND USE COMMISSION THIS 3RD DAY OF SEPTEMBER, 2020.

ATTEST:

_____
TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

_____
AMY GONZALEZ
GENERAL COUNSEL

Airport Land Use Commission

Report of Determinations of Consistency with Airport Land Use Compatibility Plans

Item No. 2

Meeting Date: **September 3, 2020**

Pursuant to Airport Authority Policy 8.30, and acting in its delegated capacity as the Airport Land Use Commission (ALUC) for San Diego County, Airport Authority staff has issued the following consistency determinations per their respective ALUCPs:

San Diego International Airport (SDIA) ALUCP

Construction of an Attached Residential Unit within an Existing Mixed-Use Building at 2183 Bacon Street, City of San Diego

Deemed Complete & Conditionally Consistent on June 23, 2020

Description of Project: The project involves the construction of one new, attached residential unit within an existing mixed-use building on a property of 9,148 square feet with two other existing buildings to remain unchanged.

Noise Contours: The proposed project lies within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise exposure contour. The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as conditionally compatible with airport uses, provided that the building is sound attenuated to 45 dB CNEL interior noise level. The ALUCP requires that an avigation easement for aircraft noise and height be recorded with the County Recorder. Therefore, as a condition of project approval, the building must be sound attenuated to 45 dB CNEL interior noise level and an avigation easement for aircraft noise and height be recorded with the County Recorder.

Airspace Protection Surfaces: No change is proposed in the height of the existing building.

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. In instances when an avigation easement is required, the overflight notification requirement is satisfied.

Construction of a Detached Residential Unit at 2816 Bayside Walk, City of San Diego

Deemed Complete & Conditionally Consistent on July 28, 2020

Description of Project: The project involves the construction of a detached, three-story single family residence of 3,254 square feet on a property of 2,977 square feet.

Noise Contours: The proposed project lies within the 60-65 dB CNEL noise exposure contour. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the building is sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the building must be sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The maximum height of the proposed project structure will be 35 feet above mean sea level. The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The proposed project is in compliance with the ALUCP airspace protection surfaces because the project sponsor has certified that notice of construction is not required to the Federal Aviation Administration (FAA) because the project is located within an urbanized area, is substantially shielded by existing structures or natural terrain, and cannot reasonably have an adverse effect on air navigation.

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided.

Establishment of 75 Attached Residential Units with Leasable Commercial Space in Three Existing Buildings at 2001 4th Avenue, City of San Diego

Deemed Complete & Conditionally Consistent on August 3, 2020

Description of Project: The project involves the establishment of 75 attached residential units and 1,063 square feet of leasable high-intensity service commercial space within three, adjacent, existing buildings of 68,667 square feet total and an existing surface parking area to remain on a 1.38-acre property.

Noise Contours: The project lies within the 75+ dB CNEL noise exposure contour. The ALUCP identifies residential and high-intensity service uses located within the 75+ dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and the service use is attenuated to 50 dB CNEL interior noise level. The ALUCP requires that an avigation easement for aircraft noise and height be recorded with the County Recorder.

Therefore, as conditions of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level, the service use must be sound attenuated to 50 dB CNEL interior noise level, and an avigation easement for aircraft noise and height must be recorded with the County Recorder.

Airspace Protection Surfaces: The proposed project is in compliance with the ALUCP airspace protection policies, including the SDIA TSS, because no increase in height is proposed to the existing buildings. The proposed project is located within an area where the natural terrain already penetrates Part 77 airspace surfaces but only interior improvements are proposed to the existing buildings with no further increases in the existing height.

Safety Zones: The project is located within Safety Zone 2 East – Uptown. The ALUCP identifies residential and high-intensity service uses located within Safety Zone 2 East – Uptown as conditionally compatible with airport uses, provided that the project complies with an intensity of 272 people per acre, which equates to a total of 376 people for the entire property of 1.38 acres. Only half of the site is being developed per the project description, and the remaining surface parking area is not part of the project under a municipal transit priority area waiver of parking requirements for the mixed-use development.

The ALUCP provides that for a project with a mixture of residential and nonresidential uses, a maximum of half of the people per acre may be in residential units, calculated at persons per household as specified in the ALUCP. The persons per household for Safety Zone 2 East – Uptown is 1.51, which yields a maximum of 124 residential units, and the project complies with 75 units proposed. The remaining nonresidential half of 188 people is limited to the occupancy factor for the applicable use. The project high-intensity service use of 1,063 square feet proposed equates to 18 people at 60 square feet per person per the ALUCP, and therefore does not exceed the 188 people limit.

Since the remaining surface parking area of the property is not part of the project, the 1.38-acre property has capacity for up to 49 residential units and 170 additional people in future redevelopment. Since the project does not consume the entire compatible density and intensity thresholds of the ALUCP for its property area, the entire property must be limited in density and intensity to the limits of the ALUCP as stated above. In order to assure that future uses of the property not part of the project abide with the ALUCP thresholds across the entire property, a recorded means restricting uses of the entire property to the ALUCP density and intensity limits must be applied.

Therefore, as a condition of project approval, a notice of restriction must be recorded with the County Recorder over the entire 1.38-acre property limiting its total occupancy to no greater than 376 people, with a maximum of those 376 people in no greater than 124 residential units.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. In instances when an avigation easement is required, the overflight notification requirement is satisfied.

Establishment of Office and Adult Assembly within Existing Building at 2455 Cushing Road, City of San Diego

Deemed Complete & Conditionally Consistent on August 10, 2020

Description of Project: The project involves the establishment of an office and adult assembly use within an existing building of 19,651 square feet on a property of 44.23 acres.

Noise Contours: The proposed project lies within the 65-70 dB CNEL noise exposure contour. The ALUCP identifies office uses located within the 65-70 dB CNEL noise contour as compatible and adult assembly uses as conditionally compatible with airport uses, provided that the building is sound attenuated to 45 dB CNEL interior noise level and that an avigation easement for aircraft noise and height is recorded with the County Recorder. The ALUCP identifies children's assembly uses located within the 65-70 dB CNEL noise contour as incompatible with airport uses. Therefore, as a condition of project approval, the building must not allow children's assembly and must be sound attenuated to 45 dB CNEL interior noise level and an avigation easement for aircraft noise and height must be recorded with the County Recorder.

Airspace Protection Surfaces: No change is proposed in the height of the existing building.

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification: The proposed project is located within the overflight notification area, but does not involve any new residential use subject to overflight notification requirements.

Marine Corps Air Station (MCAS) Miramar ALUCP

Establishment of Community Plan Implementation Overlay Zone for Carroll Canyon Master Plan at 9255 Camino Santa Fe, City of San Diego

Deemed Complete & Conditionally Consistent on July 9, 2020

Description of Project: The project involves the establishment of a Community Plan Implementation Overlay Zone within the Carroll Canyon Master Plan area which would require discretionary permit review of future projects if the Master Plan Development Permit expired without being vested. The project does not change the Community Plan Amendment and Rezone that was determined to be conditionally consistent by the ALUC in 2018.

Noise Contours: The proposed project lies within the 60-65 and 65-70 dB CNEL noise exposure contour. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the building is sound attenuated to 45 dB CNEL interior noise level, and the ALUCP identifies residential uses located with the 65-70 dB CNEL noise contour as being incompatible with airport uses.

The ALUCP identifies retail and commercial uses located with the 60-65 dB CNEL noise contour as compatible with airport uses, and retail and commercial uses located with the 65-70 dB CNEL noise contour as conditionally compatible with airport uses, provided that the building is sound attenuated to 50 dB CNEL interior noise level.

The ALUCP identifies park and open space uses located within the 60-65 and 65-70 dB CNEL noise contours as compatible with airport uses.

Therefore, as a condition of project approval, residences located in the 60-65 dB noise contour muse be sound attenuated to 45 dB CNEL interior noise level, and retail and commercial uses located in the 65-70 dB noise contour must be sound attenuated to 50 dB CNEL interior noise level. Additionally, residences must not be located in the 65-70 dB CNEL noise contour.

Airspace Protection Surfaces: The maximum height of the proposed project structures will be 65 feet above mean sea level. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification: The proposed project is located within the overflight notification area. The ALUCP requires that a means of overflight notification be provided for new residential land uses. Therefore, as a condition of project approval, a means of overflight notification must be provided for new residential land uses.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
AIRPORT LAND USE COMMISSION

Item No. 3 & 4

STAFF REPORT

Meeting Date: **SEPTEMBER 3, 2020**

Subject:

Certification of an Environmental Impact Report for the Naval Air Station North Island Airport Land Use Compatibility Plan and Adoption of the Naval Air Station North Island Airport Land Use Compatibility Plan

Recommendation:

Adopt Resolution 2020-0001 ALUC, certifying the final Environmental Impact Report for the Naval Air Station North Island Airport Land Use Compatibility Plan and adopting California Environmental Quality Act Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program; and

Adopt Resolution 2020-0002 ALUC, adopting the Airport Land Use Compatibility Plan for Naval Air Station North Island.

Background/Justification:

Acting in its capacity as the ALUC, the Airport Authority is required to prepare and adopt an ALUCP for each public use and military airport within San Diego County, which includes Naval Air Station North Island (NASNI) (Pub. Util. Code §21674(c)).

The purpose of an ALUCP is to protect airport operations, including aircraft in flight, from encroachment by incompatible land uses with concurrent land use policies to minimize public exposure to excessive noise and safety hazards within areas around airports located in the county, “to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses” (Pub. Util. Code §21674).

In preparing an ALUCP, the ALUC must be guided by the California Department of Transportation, Division of Aeronautics (Caltrans) *Airport Land Use Planning Handbook* (*Handbook*) (Pub. Util. Code, §21674.7(a)). Moreover, an ALUCP for military airports must also be consistent with the safety and noise compatibility standards in the *Air Installation Compatible Use Zone* (AICUZ) study for that airport (Pub. Util. Code §21675(b)). While the AICUZ includes noise and safety compatibility standards, the *Handbook* provides guidance to the ALUC for the protection of federally regulated airspace and notification to new residential property owners about the effects of aircraft overflight.

An ALUCP is usually based on forecasted operations in an Airport Master Plan (AMP) or an Airport Layout Plan (ALP) with concurrence by Caltrans (Pub. Util. Code §21675(a)). As a military installation, NASNI has no AMP or ALP; therefore, the proposed ALUCP has been prepared based upon the airfield diagram and operations as described in the 2011 AICUZ prepared by the U.S. Department of the Navy. The ALUC has received written concurrence from Caltrans that the ALUC is required to prepare an ALUCP for NASNI.

With concurrence from the Department of the Navy and Caltrans, staff has prepared the proposed ALUCP consistent with the Navy's 2011 AICUZ, the requirements of the State Aeronautics Act, and guidance from the *Handbook*. Detailed ALUCP compatibility policies and standards relative to future land uses specifically address noise contours, safety zones, airspace protection surfaces, and overflight notification areas. Appendices in the proposed ALUCP include supplemental, technical data regarding the current and proposed features of the airport, the existing environs, and the data and assumptions upon which the compatibility policies, standards, and affected area maps of the ALUCP are based.

The AICUZ for NASNI considers most land uses, including residential, commercial, and lodging facilities, located within its noise contours and safety zones to be incompatible with its operations. However, the AICUZ does acknowledge that the City of Coronado is "nearly completely developed" (AICUZ, p.6-8). Recognizing that redevelopment and infill are the most likely future development scenarios, the AICUZ states that local governments should "not take actions that would make an existing land use compatibility (or incompatibility) situation worse" (AICUZ, p. 7-3). This principle is the foundation of the proposed ALUCP compatibility policies.

Public Input/Outreach

California Public Utilities Code section 21675(c) requires the ALUC to engage in a public collaborative planning process to prepare an ALUCP. Consistent with these requirements, staff formed a Working Group, conducted community meetings, and consulted with and sought comments from the affected local agencies over a three-year period regarding the compatibility factors that establish the Airport Influence Area (AIA) and the corresponding policies and standards of the proposed ALUCP to facilitate implementation of the plan.

Staff has prepared the proposed ALUCP consistent with ALUC policy direction provided in November 2017 and input from numerous meetings of the Working Group. ALUC staff has solicited and received extensive input from public and private stakeholders on the development of ALUCP compatibility policies and criteria specific to NASNI. (Pub. Util. Code §§21670.3; 21675(b)]. The proposed ALUCP is complete unto itself and is separate and independent from the ALUCPs prepared by the ALUC for the other airports located in San Diego County.

While 86% of the non-military incorporated land area comprising the City of Coronado is located outside of the AICUZ 65+ decibel Community Noise Equivalent Level (dB CNEL) noise contours and safety zones and the noise and safety zones in the ALUCP (which are identical to the AICUZ noise and safety zones), properties within the noise contours and safety zones are subject to ALUCP compatibility policies and standards (see inset on Figure 1). The Coronado City Council requested in November 2015 that the following constituencies be represented on the Working Group to draft ALUCP policies, which ALUC staff thereafter convened:

1. Clear Zone (CZ) Property Owner
2. Accident Potential Zone (APZ) I Residential Property Owner
3. APZ I Commercial Property Owner
4. APZ II Property Owner
5. Hotel del Coronado
6. Coronado Community Development Department
7. Coronado City Manager's Office
8. Coronado City Councilmember
9. Coronado Real Estate Association
10. Coronado Main Street

11. Coronado Chamber of Commerce
12. Coronado Tourism Improvement District (CTID)
13. Coronado Port Commissioner
14. Coronado School District Board
15. Coronado Historical Association
16. American Institute of Architects San Diego Chapter
17. San Diego County Regional Airport Authority Board Member/ALUC Commissioner

Local agencies whose land use jurisdiction would be affected by the NASNI ALUCP were also invited to participate in the Working Group meetings and most regularly attended, including the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego; the County of San Diego; and the San Diego Unified Port District.

Prior to each Working Group meeting, ALUC staff met with City of Coronado staff to review and receive feedback on each proposed meeting agenda and presentations. In order to keep the public informed of the ALUCP development process and Working Group proceedings, community meetings were held approximately one week after each Working Group meeting. Several meetings were also held with representatives from the Hotel del Coronado, a key stakeholder. In addition briefings were conducted with City of Coronado and various other elected officials and their staff representatives since the initiation of ALUCP preparation. The table below summarizes the outreach meetings held.

Meeting Type	Quantity
Working Group Meetings	12
Community Meetings	10
City of Coronado Staff Coordination Meetings/Briefings	19 (2 also included the Hotel del Coronado)
Hotel del Coronado Coordination Meetings	6 (2 also included City of Coronado staff)
Elected Official Briefings	14

The community meetings were hosted at public facilities in Coronado and were advertised with notices on the websites of both the *Coronado Times* and the *Coronado Eagle & Journal* prior to each meeting. A notice about the kick-off of the ALUCP public outreach process was mailed in March 2016 to over 3,000 owners and/or occupants with property in the AICUZ noise contours or safety zones, and another notice was again mailed in April 2016 to provide the schedule of confirmed community meeting dates. A notice was again mailed to over 3,000 owners and/or occupants in April 2019 to notify them about the May 6, 2019 environmental impact report (EIR) scoping meeting, in addition to the standard public notice process required under California Environmental Quality Act (CEQA).

Residents who attended a community meeting and requested to be notified by email of each subsequent community meeting were so notified by a continuously updated email distribution list. All community meeting presentation documents were posted on the Airport Authority website at www.san.org/nasni following each meeting. A dedicated email address of ALUCPcomments@san.org was advertised and maintained by ALUC staff to allow anyone to easily provide feedback and/or request information.

Public Input Results
As shown by the numerous meetings and public outreach efforts outlined above, the Draft NASNI ALUCP is the product of many years of collaboration with local agencies, key stakeholders, and the public. As previously noted, the AICUZ considers most land uses located within its noise contours and safety zones as incompatible. To acknowledge existing land uses and prevailing development patterns in the City of Coronado, while still being consistent with the AICUZ noise and safety standards for future land uses, significant modifications were made in the Draft ALUCP. Below is a summary of those modifications:

Proposed ALUCP Residential Policies:

- Allows expansion and reconstruction of existing residences in safety zones or construction of new single family homes on existing legal lots (as required by law)
- Allows new accessory dwelling units in safety zones
- Allows expansion and reconstruction of residences in the 65+ dB CNEL noise contour

Proposed ALUCP Nonresidential Policies:

- Allows numerous commercial uses (e.g., eating and drinking establishments, hotels, retail, professional services, etc.), which already exist within the safety zones but are incompatible with the AICUZ, to be remodeled and reconstructed as long as the gross floor area is not expanded
- Allows new development to be exempt from noise and safety policies if less than 50 percent of structure is located within a noise contour or safety zone

In addition, the following exemptions from ALUC review were developed as part of the Working Group process. All of these are subject to stipulations in order to be exempt from ALUC review per Table 3 in the proposed ALUCP:

- Existing land uses
- Uses with vested rights
- Alterations to existing residential and nonresidential uses
- Projects outside noise and safety zones within Airport Influence Area
- Unoccupied accessory structures
- Temporary uses and activities
- Resumption of a discontinued use

ALUCP Compatibility Maps, Policies, & Standards
Through the extensive public outreach process conducted with the City of Coronado, the Working Group, general public, and key stakeholders like the Hotel del Coronado, ALUC staff has developed ALUCP policies that provide for the redevelopment of existing land uses surrounding NASNI while generally avoiding actions that would make existing land use incompatibilities with the AICUZ “worse,” consistent with AICUZ policies.

At the November 2, 2017 ALUC meeting, staff requested direction from the ALUC regarding these ALUCP compatibility policies and standards. The ALUC concurred with the staff recommendations and provided direction to move forward with the development of the draft ALUCP per those policies and prepare the required environmental analysis consistent with CEQA.

The release of the Notice of Preparation (NOP) and Initial Study for the Draft EIR was delayed until the U.S. Department of the Navy had concluded its environmental review process under the National Environmental Policy Act (NEPA) for the proposed C2A to CMV-22B aircraft fleet transition. The delay was necessary to determine if the proposed aircraft fleet transition would require an update to the current AICUZ study. The Navy's Finding of No Significant Impact (FONSI), published on November 1, 2018, concluded that all proposed project alternatives would have no impact to the AICUZ program at NASNI and made no recommendations to update the study. After the Navy's issuance of the FONSI, ALUC staff moved forward with the development of the Initial Study for the draft ALUCP.

The following sections provide a brief discussion of the NASNI ALUCP's main components.

Airport Influence Area
The ALUCP establishes the Airport Influence Area (AIA) (Figure 1) as "the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on land use" (Bus. & Prof. Code §11010(b)(13)(B)). The cities of Chula Vista, Coronado, Imperial Beach, National City, and San Diego; the County of San Diego; and the Unified Port of San Diego have been included in the NASNI outreach process because the AIA affects land within their jurisdictions, and consultation with affected agencies is required when establishing an AIA [Pub. Util. Code §21675(c)). The AIA is the area within which State law requires the disclosure of airport proximity and effects of airport operations and aircraft in flight in real estate sales and rental transactions and the area within the jurisdiction of the ALUC.

Noise & Safety Compatibility Standards
Because the lands affected by the ALUCP noise contours and safety zones substantially overlap, the noise and safety compatibility factors for NASNI were combined into one compatibility map (Figure 2) and corresponding matrix (Table 1) for ease of implementation. Similar to other ALUCPs, new uses or the expansion of existing uses are defined as "compatible" (green), "conditionally compatible" (yellow), or "incompatible" (red) according to that use's location compared to the noise and safety standards in the compatibility matrix.

Standards for noise and safety compatibility apply to redevelopment and the reconstruction of, additions to, or changes in the use of existing residences and nonresidential buildings. The goals of the noise and safety compatibility standards are to:

- Limit new noise- and risk-sensitive uses within the noise contours and safety zones
- Ensure new noise-sensitive development meets interior sound level performance standards
- Avoid increasing the degree of existing land use incompatibility within the noise contours and safety zones

Airspace Protection
The airspace protection boundary establishes the geographic area in which airspace protection and flight safety policies and standards apply (Figure 3). The airspace boundary is based upon existing Federal Aviation Administration (FAA) requirements for airspace surfaces surrounding NASNI runways. The policies and standards protect NASNI airspace and flight safety by:

- Limiting the height of new structures and objects to prevent hazard penetrations of FAA airspace
- Preserving the operational ability of NASNI
- Limiting potential hazards to flight (e.g., glare, distracting lighting, bird attractants, etc.)

The airspace protection and flight safety policies and standards reinforce the need for sponsors of proposed land use projects to comply with Federal law that requires notice to the FAA for proposed construction or alteration of structures or objects exceeding certain heights or that could potentially interfere with airspace navigational aids.

Overflight Notification
The goal of the overflight compatibility factor is to provide notice to prospective buyers of new housing within the overflight boundary regarding the potential effects (noise, dust, vibration, fumes, etc.) of aircraft overflight (Figure 4). This factor does not place any restrictions on property and only applies to new residential units, including the complete reconstruction of existing dwelling units and accessory dwelling units. The boundary was created based on the frequency of low-altitude flight tracks and plotted noise complaint locations. It extends into East County due to significant helicopter operations between NASNI and the Mountain Warfare Training Camp Monsoor near Campo along which flightpath documented noise complaints have occurred.

Concerns Among Certain Stakeholders

In 2017, stakeholders brought up several concerns during the development of the draft ALUCP with the Working Group. ALUC staff responded in writing to those stakeholder concerns at the time and many of those same concerns were submitted again during public review of the Draft EIR in 2020. In addition, two new concerns were raised regarding the Regional Housing Needs Assessment (RHNA) and urban decay. Summaries of the recurring 2017 and new concerns are described below.

Validity of the 2011 AICUZ/Not a Long-Range 20-year Master Plan
The current AICUZ Study, which includes NASNI and Naval Outlying Landing Field Imperial Beach (NOLF IB), was published in 2011 by the Navy. As indicated in the 2011 AICUZ, the prospective level of aircraft operations is based on the anticipated transition of aircraft types and flight activity for 2020, consistent with Navy guidance: “Based on the currently available unclassified information, each installation will develop a forecast of air operations activity levels (normally for a time frame 5 to 10 years forward). Forecasts may be based upon historical trends or projected aircraft base loading and should address expected mission changes.”[1]

[1] OPNAV Instruction 11010.36C, Air Installations Compatible Use Zones (AICUZ) Program, Chief of Naval Operations and Commandant of the Marine Corps, 9 October 2008, p. 4-1.

A number of comments were received requesting that the AICUZ study be updated prior to preparing an ALUCP. However, according to the Navy's AICUZ guidance, frequent AICUZ study updates are not advisable, because a primary purpose of the program is to promote long-term land use compatibility planning.[2] Frequent changes in key planning parameters, including noise contours and accident potential zones, can undermine a long-term land use compatibility-planning framework. The guidance states that "AICUZ reviews should be conducted when new requirements are anticipated at an installation such as basing of a new type of aircraft, significant increases in operational levels, or significant increases in nighttime (2200 to 0700 hours) flying activities."[3]

In addition, in two letters dated October 30, 2017, and March 25, 2020, from the Commander of Naval Base Coronado to the SDCRAA Director of Planning and Environmental Affairs, the Commander specifically addressed the question of whether the NASNI AICUZ Study had an expiration date. The Commander explained in the 2017 letter, "Navy policy emphasizes AICUZ studies are intended to be long term planning documents and regular updates are not required. AICUZ studies are reviewed when new requirements are anticipated at an installation, such as basing of a new type of aircraft, significant increases in operational levels, or significant increases in nighttime flying activities. At this time, the Navy is not anticipating new operational requirements at either NASNI or NOLFIB that would require such a review; therefore the current 2011 AICUZ study is valid indefinitely."[4] The same language appears in the 2020 letter, which further states, "The future year forecast and analysis is not intended to reflect the lifespan or an expiration date of the AICUZ study." The 2020 letter goes on to say, "Please note that the National Environmental Policy Act analysis for the transition from the C2A aircraft to the Navy V22 [CMV-22B] aircraft at Fleet Logistics Centers, including NASNI, indicate that the proposed operations and noise contours associated with the aircraft transition are within the established parameters of the 2011 AICUZ study and a new study is not required."[5]

As discussed in the Draft EIR, the Navy recently reviewed the AICUZ study as part of its Environmental Assessment (EA) of the planned conversion from C-2A Greyhound fixed-wing aircraft to CMV-22B Osprey tilt-rotor aircraft, starting in 2020 and finishing by 2028. The EA concluded that no significant environmental impacts would occur with the proposed project.[6] In addition, the EA concluded that no changes to the AICUZ study, prepared in 2011, would be required. [7]

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[2] OPNAV Instruction 11010.36C, Air Installations Compatible Use Zones (AICUZ) Program, Chief of Naval Operations and Commandant of the Marine Corps, 9 October 2008, p. 1-1.

[3] OPNAV Instruction 11010.36C, Air Installations Compatible Use Zones (AICUZ) Program, Chief of Naval Operations and Commandant of the Marine Corps, 9 October 2008, p. 5-1.

[4] S.T. Mulvehill, Captain U.S. Navy, Commanding Officer Naval Base Coronado, letter to Brendan Reed, Director, Planning and Environmental Affairs, SDCRAA, 30 October 2017.

[5] J.W. DePree, Commanding Officer, Naval Base Coronado, letter to Brendan Reed, Director, Planning & Environmental Affairs, SDCRAA, March 25, 2020.

[6] Naval Facilities Engineering Command, Atlantic Division, *Final Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, July 2018, pp. ES-5 – ES-13. Cited in NASNI ALUCP Draft EIR, p. 4-19.

[7] Naval Facilities Engineering Command, Atlantic Division, *Final Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, July 2018, p. ES-6. Cited in NASNI ALUCP Draft EIR, p. 4-19; Finding of No Significant Impact for the Environmental Assessment for the

ALUC Authority over Changes to Existing Land Uses

Perhaps foremost among the statutory limitations on ALUCs is that they have no authority over existing land uses regardless of whether such uses are incompatible with airport activities.[8] The ALUC's purpose is to ensure "the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."[9] [Emphasis added]

Certain modifications to existing land uses are subject to the statute:

> It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook [Handbook], published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan [ALUCP] prepared by a commission [ALUC] pursuant to Section 21675.[10] [Emphasis added]

The *Handbook* explains that, "The limitation on ALUC authority over existing land uses applies only to the extent that the use remains constant. Merely because a land use exists on a property does not entitle the owner to expand the use, convert it to a different use, or otherwise redevelop the property if new or increased compatibility conflicts would result. To the extent that such land use changes require ministerial or discretionary approval on the part of the county or city, they fall within the authority of the ALUC to review."[11] [Emphasis added]

The Public Utilities Code does not define when in the land use planning and development process a proposed new land use effectively becomes an existing use. The Draft ALUCP (Table 3) addresses this matter by defining "existing land use" as follows:

> Any use occurring as of the effective date of this ALUCP that remains constant without increase in density or height of habitable space or physical change to a nonresidential structure's gross floor area or height that would increase intensity

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Transition From C-2A to Cmv-22B Aircraft at Fleet Logistics Centers - Naval Air Station North Island, California and Naval Station Norfolk, Virginia, November 1, 2018, p. 7 of 17.

[8] Pub. Util. Code §§21670(a) and 21674(e).

[9] Pub. Util. Code §21670(a)(2) (emphasis added).

[10] Pub. Util. Code §21674.7(2b) (emphasis added).

[11] The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California,* prepared for NAVFAC-SW, 2011, p. 4-41.

A land use is considered existing if a vested right is obtained in any of the following ways prior to adoption of this ALUCP:

- Issuance of a valid building permit or other development permit with substantial work performed and substantial liabilities incurred in good faith reliance on the permit[12]
- An executed and valid development agreement[13]
- An approved and unexpired vesting tentative map[14]

In addition, the Public Utilities Code does not address the question of whether or how much an existing use can be modified or reconstructed without being subject to the ALUCP. These types of issues have been addressed directly by provisions in the Draft ALUCP. Specifically, the Draft ALUCP would apply to some proposed changes in existing land uses, such as proposals for change to an incompatible land use and increases in structure height. Proposals to expand or reconstruct residences by 50 percent or more of the habitable area would be compatible subject to the achievement of interior sound level performance standards (45 dB CNEL) in the expanded or reconstructed parts of the dwelling. Table 3 in the Draft ALUCP describes the modifications to existing land uses that are exempt from ALUC review.

Mandate to Prepare ALUCP

The ALUC is required by state law to adopt an ALUCP for NASNI, and this requirement has not been suspended. See, e.g., Gov. Code §17581; California Commission on State Mandates Decision 03-TC-12, 4507. In a letter to the ALUC Chair, dated August 30, 2017, the Chief of the Office of Aviation Planning, Caltrans Division of Aeronautics, emphasizes that the ALUCP for NASNI is statutorily mandated, as quoted below.

> First, we would like to point out that an ALUCP for NASNI is statutorily mandated. This mandate is in accordance with the California Public Utilities Code (PUC) sections 21675 (a) and (b), which specifically require that each ALUC shall formulate an ALUCP for each public airport and the area surrounding the airport within the jurisdiction of the ALUC, including areas surrounding any military airport regardless of whether the City is “built-out."

Government Code section 17581 specifies when local agencies are not required to implement a state law because the law is an unfunded state mandate. In order for a local agency to not be “required to implement or give effect to any statute or executive order,” both of the following conditions must be met: 1) the statute must have been found to mandate a new program or higher level of service requiring reimbursement of local agencies pursuant to Section 6 of Article XIII B of the California Constitution; and 2) the statute has been specifically identified by the Legislature as being one for which reimbursement is not provided.

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[12] Pursuant to the California Supreme Court decision in *Avco Community Developers, Inc. v. South Coast Regional Com.* (1976) 17 Cal.3d 785,791 and its progeny.

[13] Gov. Code §65866.

[14] Go. Code §66498.1.

The second requirement has been met because the Legislature has specifically identified "Airport Land Use Commission/Plans" as a suspended state mandate for 2016/17. However, the first requirement of the statute mandating a new program or higher level of service requiring reimbursement has not been met. Specifically, the California Commission on State Mandates ("CSM") has found that the preparation of an ALUCP is not a reimbursable state mandate because the state requirement to prepare ALUCPs found in Public Utilities Code section 21675 predated 1975 (and is thus not subject to reimbursement pursuant to Art XIII(B)(6)(a)(3) of the California Constitution) and state reimbursement is not required when the expense incurred by the local agency can be recovered through charging fees (Pub. Util. Code § 21671.5(f) authorizes fees related to the preparation of ALUCPs). Because the CSM has specifically found that the preparation of ALUCPs does not create a new program or higher level of service requiring reimbursement of local agencies, the first requirement of Government Code section 17581 has not been satisfied and this section cannot be relied on to relieve the Authority of its legal obligation to prepare ALUCPs under Public Utilities Code section 21675.

Impact of ALUCP on City of Coronado's Compliance with RHNA

As explained in Section 4.2.4.1 of the Draft EIR, implementation of the Draft ALUCP could result in the displacement of up to 36 dwelling units (28 single-family units on 19 oversized lots and 8 multiple-family units on 4 lots) from the safety zones within the City of Coronado.[15] Section 4.2.4.7 of the Draft EIR explains the speculative nature of this potential residential development, especially the single-family development.[16] It also notes that although most of the land in Coronado is developed, opportunities for development similar to those in the Draft ALUCP safety zones are likely to exist in residential-zoned areas elsewhere in Coronado.[17] Importantly, however, Section 4.2.4.7 of the Draft EIR also notes that the City lacks the ability to expand through annexation. "Thus, without rezoning to allow higher residential densities [outside the safety zones], the city has a finite capacity for additional housing development. Thus, it must be recognized that implementation of the Draft ALUCP would reduce the total housing capacity of the city by 36 dwelling units."[18]

It should be noted that the development of new accessory dwelling units within the safety zones would be consistent with the Draft ALUCP.[19]

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[15] *NASNI ALUCP Draft EIR*, December 2019, p. 4-23 – 4-24.

[16] *NASNI ALUCP Draft EIR*, December 2019, p. 4-23 – 4-24. "These [19] lots could accommodate up to an additional 28 homes if they could be subdivided. For this to be possible, however, the large homes on the affected lots may have to be demolished for the split lots to be configured to accommodate new homes. Given the high value of the real estate in the area, this may be a future possibility. On the other hand, the existing homes are quite substantial and expensive and may continue to be highly valued by the market as they are. Thus, the potential redevelopment of the properties (without implementation of the ALUCP) can only be considered speculative."

[17] *NASNI ALUCP Draft EIR*, December 2019, p. 4-41.

[18] *NASNI ALUCP Draft EIR*, December 2019, p. 4-45.

[19] Draft NASNI ALUCP, December 2019, p. 21.

The Draft EIR concluded that "it is possible that implementation of the ALUCP could interact with the updated RHNA allocation [for Coronado] and the updated [Coronado] Housing Element to create cumulative impacts."[20] While the Draft EIR established the appropriate footing and foundation as required by CEQA, in light of the controversy surrounding this issue, the ALUC has confirmed that the text in the Draft EIR still accurately captures the current state of affairs, including the City of Coronado's final SANDAG-approved allocation of 912 dwelling units.[21]

Create Undue Burden on Projects, Leading to Urban Decay

The policies and standards of the Draft ALUCP are limited in their application to new land uses and specific changes in existing land uses. As such, they are unlikely to lead to the alteration of the character of the affected area or result in blighting influences. All existing land uses, as that term is defined in the Draft ALUCP, located within the safety zones and 65 dB CNEL contour are unaffected by and exempt from the Draft ALUCP. Only new uses and certain proposed changes to existing land uses would be subject to Draft ALUCP policies and standards. Many kinds of development would be unaffected by implementation of the ALUCP. As described in Table 3 of the Draft ALUCP,[22] various development projects would be exempt from ALUC review, and other projects would require only measures to attenuate outdoor noise to maximum interior levels of 45 dB CNEL.[23]

Section 4.2.4 of the Draft EIR analyzes the impacts of the Draft ALUCP on potential future development within the Area of Potential Impact.[24] Section 4.2.4.7 of the Draft EIR summarizes those impacts.[25] As the analysis indicates, all potential land use impacts are speculative.

- No undeveloped land exists in the Area of Potential Impact.
- The nineteen single-family zoned properties subject to the potential displacement of 28 future residences are all currently developed and would have to be subdivided to accommodate any additional residences (other than accessory dwelling units). In at least some cases, the existing homes would have to be removed to allow for the subdivision and siting of new homes on the affected lots.
- The four multiple-family zoned properties subject to the displacement of eight future dwelling units are all currently developed and would likely require redevelopment in order to accommodate more housing.
- Two existing C—Commercial-zoned properties, which are currently developed, would be subject to the Draft ALUCP policy limiting increases in gross floor area.

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[20] *NASNI ALUCP Draft EIR*, December 2019, p. 4-53 – 4-54.

[21] SANDAG, *Proposed Final 6th Cycle Regional Housing Needs Assessment Plan*, June 26, 2020, Table 4.7, p. 27. https://www.sandag.org/uploads/projectid/projectid_189_27666.pdf, accessed July 14, 2020.

[22] San Diego County Regional Airport Authority, *Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, p. 9 – 10.

[23] San Diego County Regional Airport Authority, *Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, p. 21 – 24.

[24] San Diego County Regional Airport Authority, *Draft Environmental Impact Report for the Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, p. 4-22 – 4-48.

[25] San Diego County Regional Airport Authority, *Draft Environmental Impact Report for the Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, p. 4-39 – 4-48.

- One H-M—Hotel-Motel-zoned property, the Hotel del Coronado, would be subject to the Draft ALUCP policy limiting increases in gross floor area. The Amended Master Plan for the property, however, would be unaffected by that limitation as it has been approved and has vested rights to build additional square footage. Thus, only speculative long-term development, for which there are currently no plans, would be affected by implementation of the Draft ALUCP.

The Draft ALUCP would consider the development of various new land uses, none of which currently exist within the safety zones, to be incompatible. These include uses serving large assemblies of people and people with limited effective mobility and uses involving the storage or processing of large quantities of hazardous materials.[26] Because no undeveloped land remains within the safety zones, these uses could only be accommodated through reconstruction or the adaptive reuse of existing buildings (the overwhelming majority of which are currently residential). Most of the incompatible nonresidential uses are institutional or public service uses, which are both subject to limited development demand and priced out of the local real estate market.[27]
No commenters have provided any evidence of how the speculative effects described above could set in motion a downward spiral of disinvestment and urban decay, especially in an area so highly valued in the real estate market.[28]

In administering ALUCPs for the other 15 airports in San Diego County, the ALUC has established project review procedures ensuring the efficient processing of referrals for ALUCP consistency review. Although permitted by state law to do so, the ALUC does not charge any fees for its review. While the law requires the ALUC to make a consistency determination within 60 days of receiving a complete application for a determination of consistency with the ALUCP, based on the ALUC's experience, the entire consistency review process typically ranges from one to three weeks, assuming initial receipt of a complete application. Unless the proposed land use is considered to be inconsistent with the ALUCP, ALUC staff have authorization to issue the consistency determination; only those land use actions which are incompatible with one or more of the ALUCP compatibility factors must go before a noticed hearing of the full ALUC. Thus, the costs and timeline of obtaining consistency determinations are not so burdensome as to unduly delay the processing time of development permits, as the ALUC's review runs concurrent with, not consecutive to, the City's own permit processing schedule.

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[26] San Diego County Regional Airport Authority, *Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, p. 21–24.

[27] San Diego County Regional Airport Authority, *Draft Environmental Impact Report for the Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, p. 4-47 – 4-48.

[28] "In January 2019, average prices for homes in the neighborhoods within the safety zones listed on trullia.com ranged from $25,000,000 to $1,398,000 (https://www.trulia.com/real_estate/Coronado-California/, accessed January 30, 2019). A search of homes listed on Zillow found 18 homes in the study area listed for sale with prices ranging up to $25,000,000. Ten of the homes were listed for more than $3,500,000 (https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/, accessed January 30, 2019)." See San Diego County Regional Airport Authority, *Draft Environmental Impact Report for the Draft Naval Air Station North Island Airport Land Use Compatibility Plan*, December 2019, footnote 58, p. 4-27.

Moreover, the City of Coronado has the ability to implement the ALUCP into its own General Plan and zoning code, which, once found consistent with the ALUCP by the ALUC, will alleviate the need for individual project referrals for consistency determination to the ALUC. This expeditious statutory process has been effectively accomplished by a number of jurisdictions in San Diego County, such as the cities of Carlsbad, El Cajon, Imperial Beach, and San Diego as well as the County of San Diego. One method of implementing the ALUCP is through adoption of an overlay-zoning ordinance, applying the ALUCP policies and standards within overlay zones corresponding with the ALUCP noise contours and safety zones. Such action by the City of Coronado would reduce the administrative burden and timeline to the full extent possible. Alternatively, the City of Coronado may overrule the ALUCP (or portions of it), which would make project referrals to the ALUC unnecessary.

The ALUC has been administering ALUCPs for other airports in San Diego County for over 10 years. Parts of the airport influence areas for those ALUCPs include mature communities that have been developed for many decades. Examples include the communities near San Diego International Airport, Montgomery-Gibbs Executive Airport, Gillespie Field, and Brown Field Municipal Airport. None of the affected communities have reported any reduction in community investment or increases in urban decay attributable to ALUCP policies.

ALUCP Implementation

State law requires that each local agency having jurisdiction over land uses within an AIA modify its General Plan and/or zoning ordinance to be consistent with the ALUCP, or to take steps necessary to overrule the ALUCP as a whole or in part. ALUC staff has met with the City of Coronado on numerous occasions in order to explain the proposed ALUCP policies and standards and answer questions related to implementation of the plan. While the City of Coronado's General Plan's strategic vision is consistent with the Draft ALUCP, there are conflicts with the City's zoning ordinance. Implementation of the ALUCP would require greater restrictions on the density and intensity of development and the designation of specific land use types as incompatible within certain safety zones and noise contours. ALUC staff will continue to work with the affected local agencies after the adoption of the proposed ALUCP to provide any assistance that might be required during the implementation process.

Staff submits the following documents for ALUC consideration:

- The Final EIR for the NASNI ALUCP, which includes ALUC staff responses to public comments received on the Draft EIR and ALUCP, and all other related environmental documentation;
- The proposed Resolution 2020-0001 ALUC, certifying the Final EIR for the NASNI ALUCP (including Attachment A – Statement of Overriding Considerations and Attachment B – Mitigation Monitoring and Reporting Program);
- The proposed NASNI ALUCP; and
- The proposed Resolution 2020-0002, adopting the proposed ALUCP for NASNI.

These documents are intended to provide all the information sufficient and necessary for the ALUC to certify the Final EIR for NASNI as the appropriate environmental document for the proposed ALUCP and adopt the ALUCP for NASNI.

Fiscal Impact:

Adequate funding for the NASNI ALUCP is included in the adopted FY 2021 and conceptually approved FY 2022 Operating Expense Budgets within the Planning and Environmental Affairs Department's personnel and professional services budget line items.

Authority Strategies/Focus Areas:

This item supports one or more of the following *(select at least one under each area)*:

Strategies

☒ Community Strategy	☒ Customer Strategy	☐ Employee Strategy	☐ Financial Strategy	☐ Operations Strategy

Focus Areas

☐ Advance the Airport Development Plan	☒ Transform the Customer Journey	☐ Optimize Ongoing Business

Environmental Review:

A. CEQA: In accordance with the California Environmental Quality Act (CEQA), staff has considered whether the proposed ALUCP may have a significant effect on the environment using the CEQA Guidelines, set forth in Title 14 of the California Code of Regulations at Section 15000 et seq., and the Airport Authority's own CEQA Procedures. Environmental effects of the proposed ALUCP were initially documented in a Notice of Preparation (NOP) with an Initial Study, which were circulated for a 30-day period of public review beginning April 22, 2019. The Initial Study indicated that the proposed ALUCP may result in potentially significant impacts to the following environmental category: Land Use and Planning. Staff held a scoping meeting on May 6, 2019 to allow the public to express their opinions on the scope of the environmental analysis. Staff received six comments/letters in response to the circulated NOP and Initial Study, and the relevant comments were incorporated into the subsequent environmental analysis and documentation.

   Pursuant to the Initial Study, ALUC staff prepared a Draft EIR which concluded that the proposed ALUCP may result in potentially significant and unavoidable impacts to Land Use and Planning. The Draft EIR was circulated for public review and comment for 62 days, beginning December 19, 2019, in response to a request made by the City of Coronado to extend it beyond the 45-day period required by CEQA. ALUC staff subsequently received four letters from governmental entities and 51 letters and emails from members of the public. In addition, 335 members of the public submitted the same comment letter.

B. California Coastal Act Review: This ALUC action is not a "development" as defined by the California Coastal Act. (Pub. Res. Code §30106).

C. NEPA: This ALUC action is not a project that involves additional approvals or actions by the FAA and, therefore, no formal review under the National Environmental Policy Act (NEPA) is required.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

Figure 1 Airport Influence Area

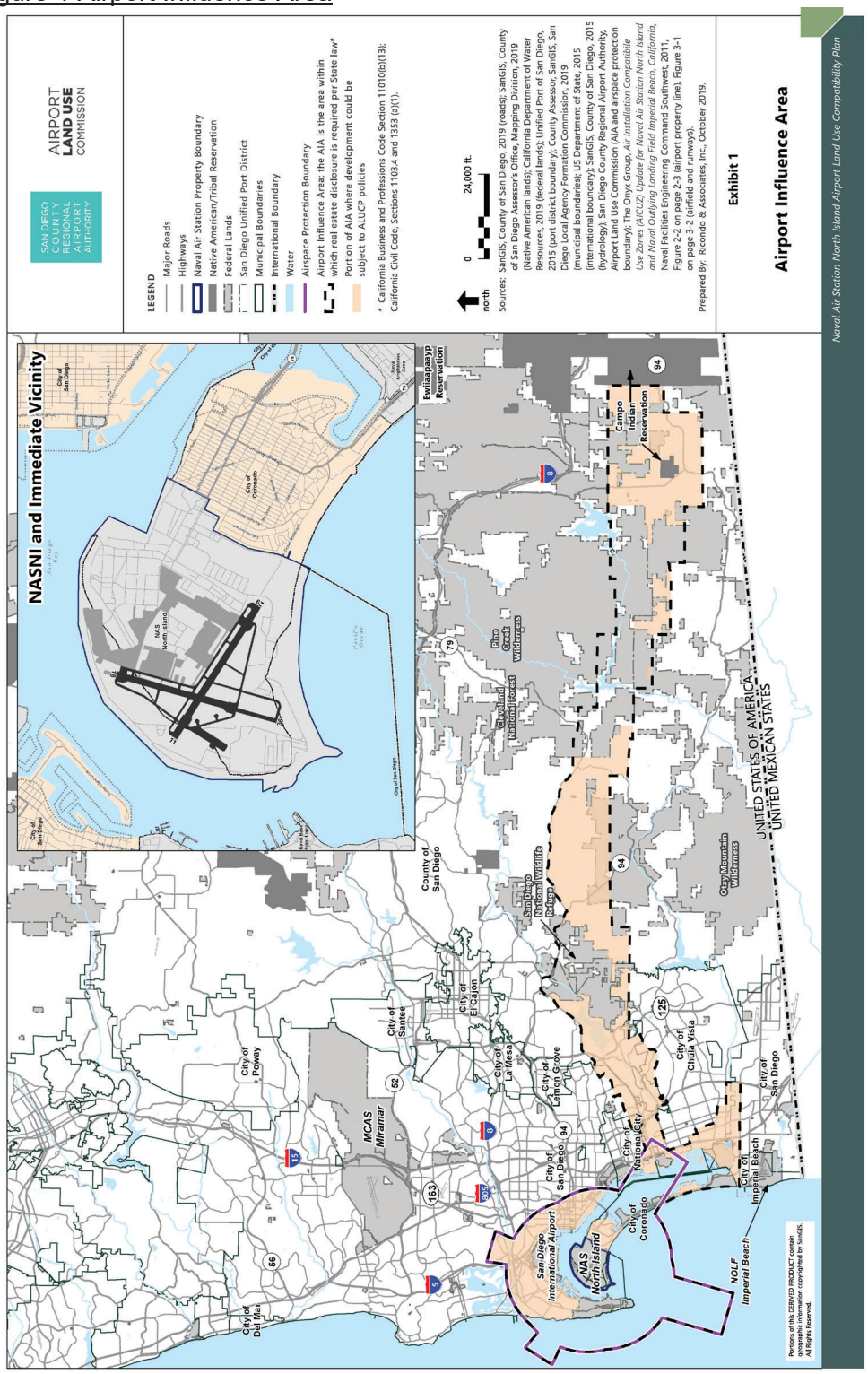


Figure 2 Safety Zones and Noise Contours

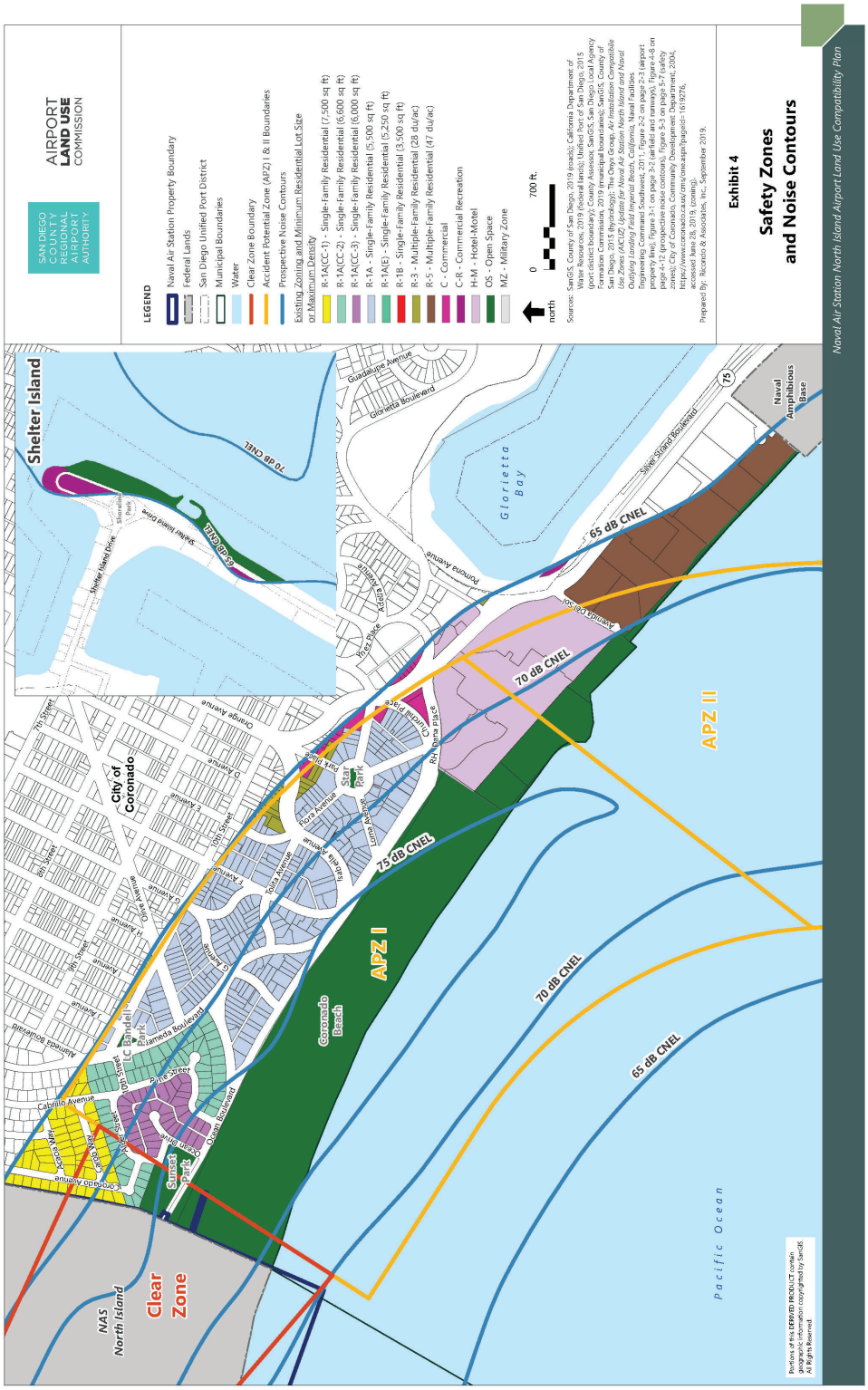


Table 1 Land Use Standards for Noise and Safety Compatibility

SAN DIEGO COUNTY AIRPORT LAND USE COMMISSION

Table 4 (1 of 4) Standards for Noise and Safety Compatibility

SLUCM[2] CODE	LAND USE TYPE[1]	CZ	APZ I	APZ II	INSIDE 65 dB CNEL[3] & OUTSIDE SAFETY ZONES	STANDARDS[4]
10	**Residences and Lodging**					
111	Single-Family including accessory dwelling units; Supportive housing; Transitional housing	45	45	45	45	**CZ, APZ I/II:** One dwelling unit per legal lot of record at the time of ALUCP adoption, in addition to an accessory dwelling unit **All Zones:** For new or reconstructed or expanded portions of buildings, interior noise must perform to sound level indicated.
112, 113, 12	Multi-Family; Group quarters; Bed and breakfast inn		45	45	45	**APZ I/II:** Residential density limited to the density existing at time of ALUCP adoption; for new or reconstructed or expanded portions of buildings, interior noise must perform to sound level indicated. **Inside 65 dB CNEL:** For new or reconstructed or expanded portions of buildings, interior noise must perform to 45 dB CNEL.
13, 14, 15, 19	Residential Hotel; Mobile home park; Hotel/motel				45	**Inside 65 dB CNEL:** For new or reconstructed or expanded portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.
20-30	**Manufacturing**					
23, 28, 29, 31, 35, 3999	Manufacturing: Apparel; Chemicals; Hazardous materials; Petroleum; Rubber; Plastic; Precision instruments					
21, 22, 32-34	Manufacturing: Food; Metals; Stone, clay, and glass; Textiles			50		**APZ II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
24-27, 39	Manufacturing: Furniture and fixtures; Lumber and wood products; Paper; Printing and publishing; Miscellaneous manufacturing		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.

Table 4 (2 of 4) Standards for Noise and Safety Compatibility

SLUCM[2] CODE	LAND USE TYPE[1]	CZ	APZ I	APZ II	INSIDE 65 DB CNEL[3] & OUTSIDE SAFETY ZONES	STANDARDS[4]
40	**Transportation, Communication, and Utilities**					
41-46, 49	Auto parking; Boat launch ramp; Vehicle, freight, equipment storage					**APZ I/II:** No passenger facilities
47, 48	Communication: Telephone, radio, television; Utilities: Electrical, including wind and solar farms; Gas; Water; Wastewater					
485	Refuse Disposal: Sanitary landfill, solid waste/recycling center[5]					
50	**Trade**					
51-59	Wholesale/Retail Trade, including eating/drinking establishment		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
60	**Services**					
61, 62, 63, 65, 67, 69	Office: Finance, insurance, real estate, medical/dental; Services: Personal/professional/government; Research & Development		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6242, 637, 64, 66	Cemetery; Warehousing/storage (not including hazardous materials); Repair, including auto, electronics, furniture; Contract construction services		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6379	Warehousing/storage of hazardous materials					
6513, 6516	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility				45	**Inside 65 dB CNEL:** Interior noise must perform to 45 dB CNEL.
68	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university				45	**Inside 65 dB CNEL:** Interior noise must perform to 45 dB CNEL.
6911, 6994	Indoor Public Assembly: Religious, fraternal				45	**Inside 65 dB CNEL:** Interior noise must perform to 45 dB CNEL.

Table 4 (3 of 4) Standards for Noise and Safety Compatibility

SLUCM[2] CODE	LAND USE TYPE[1]	CZ	APZ I	APZ II	INSIDE 65 DB CNEL[3] & OUTSIDE SAFETY ZONES	STANDARDS[4]
70	**Culture, Entertainment, and Recreation**					
71	Library; Museum; Art gallery; Planetarium; Aquarium		45	45	45	**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; new or reconstructed portions of buildings, interior noise must perform to sound level indicated. **Inside 65 dB CNEL:** Interior noise must perform to 45 dB CNEL.
723	Indoor Entertainment Assembly: Auditorium, concert hall, theater				45	**Inside 65 dB CNEL:** Interior noise must perform to 45 dB CNEL.
721, 722	Outdoor Assembly: Amphitheater, music shell; Spectator sports arena, stadium					
7123, 7124, 741, 743, 744,	Outdoor Participant Sports: Golf course, tennis court, riding stable, water recreation; Botanical garden; Zoo					**APZ I/II:** No clubhouse, indoor meeting place, or auditorium.
73	Amusement park; Golf driving range; Go-cart track; Miniature golf course					
742, 7414, 7415, 7417, 79	Athletic club; Gym; Fitness facility; Bowling alley; Recreation center; Skating rink		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; in new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
76	Park					**CZ:** No above-ground structures **APZ I/II:** No clubhouse, indoor meeting place, or auditorium.
749, 752	Campground				45	**Inside 65 dB CNEL:** In new or reconstructed portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.
751	Resort		45/50	45/50	45	**APZ I/II:** No increase in gross floor area of existing uses; reconstructed building(s) limited to gross floor area at time ALUCP adoption; interior noise in new or reconstructed portion of building must perform to 45 dB CNEL in sleeping areas and 50 dB CNEL in all other areas; no new uses that are classified as incompatible in this table. **Inside 65 dB CNEL:** In new or reconstructed portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.

Table 4 (4 of 4) Standards for Noise and Safety Compatibility

SLUCM[2] CODE	LAND USE TYPE[1]	CZ	APZ I	APZ II	INSIDE 65 DB CNEL[3] & OUTSIDE SAFETY ZONES	STANDARDS[4]
80	**Resource Production and Extraction**					
81-85, 89	Agriculture, aquaculture, mining					

KEY TO TABLE 4:

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

NOTES TO TABLE 4:

1 The reuse of any land use for an incompatible use per this table is inconsistent with this ALUCP.

2 *Standard Land Use Coding Manual*, U.S. Department of Commerce, Urban Renewal Administration and Bureau of Public Roads, 1965. The SLUCM is a comprehensive land use classification system defined with a hierarchical set of codes. The most detailed level of classification uses 4 digits (say, 6911 for "churches, synagogues, and temples"), the next most detailed level uses three digits (691 for "religious activities"), a more generalized level uses two digits (69 for "miscellaneous services"), and the most generalized level uses one digit (6 for "services"). In this land use compatibility table, the generalized two-digit SLUCM codes have been used where possible. The standards applicable to each two-digit level of land uses apply to all of the more detailed land uses (using three-digit and four-digit codes) within the two-digit category, unless a more detailed SLUCM Code is used elsewhere in the table. For example, in the second row of the "Transportation, Communication and Utilities" category, SLUCM Codes 47 and 48 include communications and utilities land uses. In the third row, however, SLUCM Code 485, refuse disposal, is called out as a distinct land use for purposes of land use compatibility. Thus, SLUCM Code 48, in the second row, should be interpreted as including all uses described in the SLUCM under the "48 code," except for Code 485.

3 Community Noise Equivalent Level

4 Per Section 5.1.6 of the ALUCP, Reconstruction of Existing Nonresidential Uses, gross floor area includes vested development.

5 While refuse disposal and related uses are not noise-sensitive, they are considered incompatible within the 65 dB CNEL contour because of their tendency to attract birds, a potential hazard to flight. These uses are considered incompatible throughout the Airspace Protection Area, which includes all areas within the 65 dB CNEL contour. See Section 5.2.5.6, Wildlife Attractants of the ALUCP.

SOURCES: San Diego County Airport Land Use Commission, September 2020. Adapted from Tables C-1 and C-2 in the 2011 AICUZ (The Onyx Group, *Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, pages C-1 - C-10.)

Figure 3 Airspace Protection Boundary

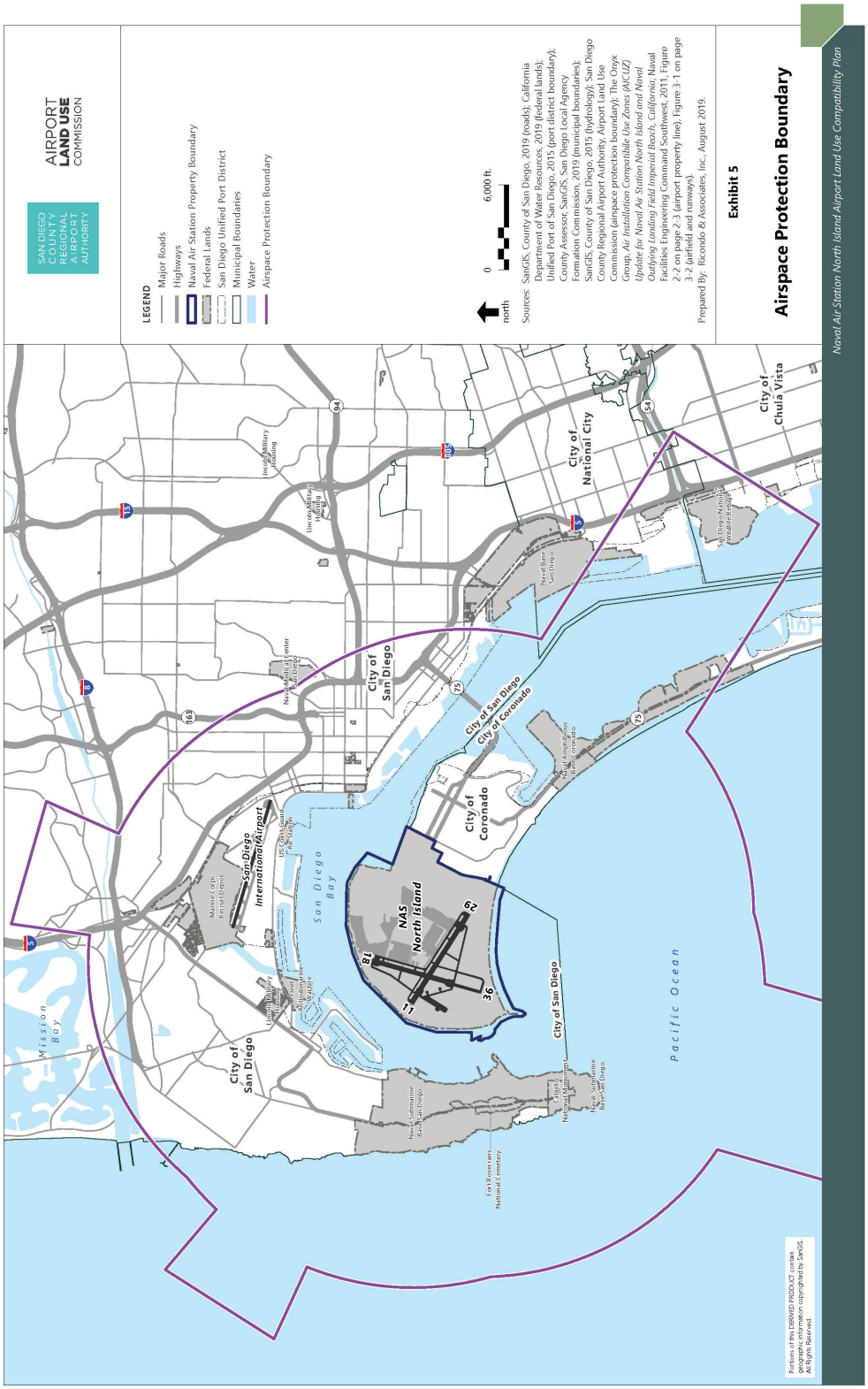
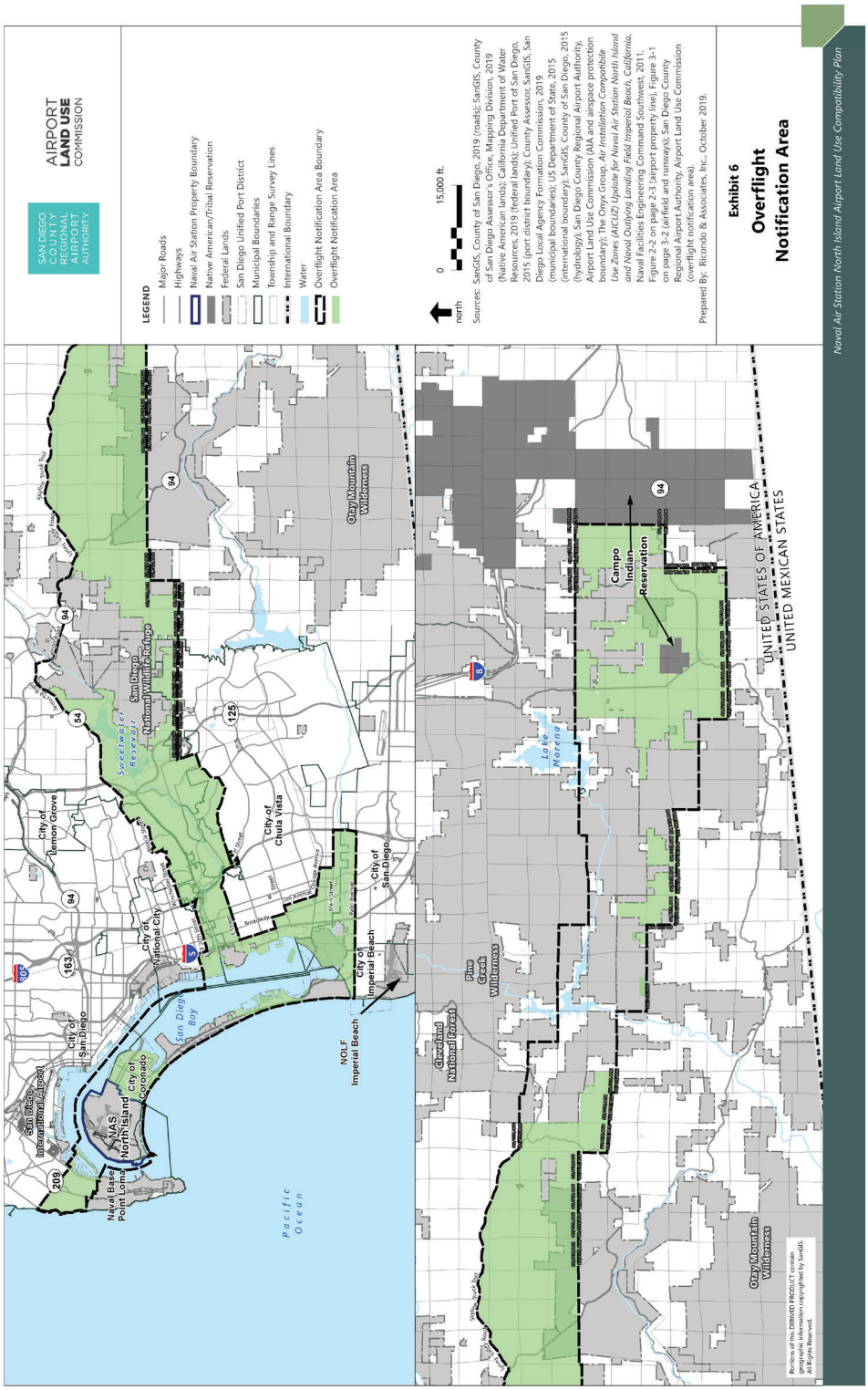


Figure 4 Overflight Area Boundary



RESOLUTION NO. 2020-0001

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR NAVAL AIR STATION NORTH ISLAND AIRPORT LAND USE COMPATIBILITY PLAN AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS OF FACT, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, is required to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station North Island (NASNI) (see Pub. Util. Code, §§21670.3(a); 21675(b)); and

WHEREAS, in preparing the NASNI ALUCP (also referred to herein as the proposed Project), the ALUC is required to comply with the California Environmental Quality Act (CEQA; Pub. Res. Code, §21000 et seq.), the State CEQA Guidelines (CEQA Guidelines; Cal. Code Regs., tit. 14, §15000 et. seq.), and the Airport Authority's own CEQA Procedures; and

WHEREAS, in accordance with CEQA, on April 22, 2019, ALUC staff prepared and circulated, for a thirty (30) day public review period, a Notice of Preparation (NOP) and Initial Study for the proposed Project (State Clearinghouse No. 2019049125); and

WHEREAS, the NOP and Initial Study concluded that the NASNI ALUCP may result in potentially significant environmental impacts to land use and planning; and

WHEREAS, the NOP and Initial Study concluded that the proposed Project would not result in potentially significant impacts to any of the following environmental impact areas: aesthetics; agriculture and forestry resources; air quality; biological resources; cultural resources; energy; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; mineral resources; noise; population and housing, public services; recreation; transportation and traffic; tribal cultural resources; utilities and service systems; and wildfire; and

WHEREAS, on May 6, 2019, after providing the public with notice via the NOP, direct mailings, and advertisements on the Authority website and in multiple local publications, ALUC staff held a scoping meeting in order to provide interested parties with an additional opportunity to comment on the scope of the environmental analysis for the proposed Project; and

WHEREAS, ALUC staff received six (6) comment letters in response to the NOP and Initial Study (one from a state agency, three from local agencies, one from a Native American tribe, and one from an individual); and

WHEREAS, a Draft Environmental Impact Report (Draft EIR) (State Clearinghouse No. 2019049125) for the proposed Project was prepared pursuant to CEQA and the CEQA Guidelines and the Airport Authority's CEQA Procedures; and

WHEREAS, ALUC staff sent a Notice of Availability (NOA) of the Draft EIR, via certified mail, regular mail and email to all individuals, entities, agencies, and others on its distribution list, including the affected local agencies (the cities of San Diego, Coronado, National City, Chula Vista and Imperial Beach; the County of San Diego; and the San Diego Unified Port District), posted the NOA at the San Diego County Clerk's Office, and published the NOA in multiple local publications; and

WHEREAS, the Draft EIR was circulated for public review on December 19, 2019, for a forty-five (45) day comment period, which was then extended to sixty-two (62) days (due to an extension request by the City of Coronado), concluding on February 18, 2020; and

WHEREAS, ALUC staff received fifty-five (55) comment letters on the Draft EIR from state agencies, local agencies, organizations, and individuals, in addition to a form letter from 335 people; and

WHEREAS, ALUC staff prepared individual responses to each of the comment letters received on the Draft EIR, as well as eighteen (18) topical responses for areas addressed in a number of the comment letters received on the Draft EIR; and

WHEREAS, a Final EIR was prepared pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, the Final EIR was released on August 20, 2020, and incorporated the Draft EIR and included written responses to the comments received during the review and comment period; and

WHEREAS, ALUC staff sent a Notice of Availability (NOA) of the Final EIR, via email or overnight mail, to the 390 commenters on August 20, 2020, and the commenters were notified that a public hearing to consider the proposed Project and supporting CEQA documentation would be held on September 3, 2020; and

WHEREAS, the Final EIR concluded that the proposed Project may result in significant and unavoidable impacts on a project-specific and cumulative basis to Land Use and Planning; and

WHEREAS, a Mitigation Monitoring and Reporting Program is required under the CEQA (Pub. Res. Code§ 21081.6) to provide for the monitoring of mitigation measures which are part of the proposed Project; and

WHEREAS, the ALUC held a duly noticed public meeting on September 3, 2020, to receive and consider public testimony with respect to the NASNI ALUCP and the completeness and adequacy of the Final EIR for the proposed ALUCP; and

WHEREAS, the ALUC has reviewed and considered all of the information presented to it as set forth above, and this Resolution and action taken hereby is a result of the ALUC's independent judgment and analysis; and

NOW, THEREFORE, BE IT RESOLVED that the ALUC:

(1) Certifies that the Final EIR has been prepared and completed in compliance with CEQA, the CEQA Guidelines and the Airport Authority's own CEQA Procedures; and

(2) Certifies that it has reviewed and considered the Final EIR, including the information contained therein, and the whole record of these proceedings; and

(3) Certifies that the Final EIR reflects the ALUC's independent judgment and analysis; and

(4) Adopts the attached Findings of Fact and Statement of Overriding Considerations (Attachment A to this Resolution), which the ALUC finds are supported by substantial evidence; adopts the attached Mitigation Monitoring and Reporting Program (Attachment B to this Resolution); and directs staff to file a Notice of Determination with respect to the NASNI ALUCP within five (5) days of approval of the NASNI ALUCP and in accordance with the requirements of CEQA Guidelines section 15094.

PASSED, ADOPTED, AND APPROVED by the ALUC for San Diego County at a regular meeting this 3rd day of September 2020, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

ATTACHMENT A

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE NAVAL AIR STATION NORTH ISLAND - AIRPORT LAND USE COMPATIBILITY PLAN ENVIRONMENTAL IMPACT REPORT

1.0 INTRODUCTION

This document constitutes the independent findings and reflects the independent judgment of the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County (County). The findings are fully and completely supported by substantial evidence.[1] All language in this document constitutes findings, whether or not any particular sentence or clause includes a statement to that effect.

In that regard, all summaries of information and the findings presented herein are based on the Final Environmental Impact Report (EIR),[2] the Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) (*i.e.*, the proposed Project), and other evidence in the record, including the 2011 *Air Installation Compatible Use* (AICUZ) study, as published by the Department of the Navy, and *California Airport Land Use Planning Handbook* (*Handbook*; Oct. 2011), as published by the State of California Department of Transportation, Division of Aeronautics (Caltrans). The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. The summaries of information below are only summaries. Therefore, cross-references to the Final EIR and other evidence in the record have been made where helpful, and reference should be made directly to the Final EIR and other evidence in the record for more precise information regarding the facts on which any summary is based. In addition, unless noted or stated otherwise, the rationale for the findings is set forth in the Final EIR (including the responses to comments) or elsewhere in the administrative record.

1.1 STATUTORY REQUIREMENTS FOR FINDINGS

The Final EIR identified significant environmental impacts associated with the proposed NASNI ALUCP. Under the California Environmental Quality Act (CEQA)[3], approval of a project with significant and unavoidable impact(s) must be supported by findings of fact made by the lead agency.[4] Specifically, the Airport Authority, acting in its capacity as the ALUC for the County, must make one or more of the following written findings:

a. Changes or alterations have been required in, or incorporated into, the proposed NASNI ALUCP that avoid or substantially lessen the significant environmental impacts identified in the Final EIR;

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1 See Pub. Res. Code, §§21081.5 and 21082.1(c).

2 The Final EIR consists of the Draft EIR (December 2019) and Final EIR (September 2020).

3 Pub. Res. Code, §21000 *et seq*.

4 Pub. Res. Code, §21081.

b. Such changes or alterations are within the responsibility and jurisdiction of another public agency, and such changes have been adopted by such other agency or can and should be adopted by such other agency; and/or

c. Specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.[5]

Accordingly, the ALUC's findings contained herein accomplish the following:

a. They address the significant environmental impacts identified in the Final EIR for the proposed NASNI ALUCP;

b. They incorporate by reference and adopt all mitigation measures recommended in connection with the significant impacts identified in the Final EIR, and the Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed ALUCP (see Attachment B);

c. They indicate whether a significant impact is avoided or reduced by the adopted mitigation measures to a less-than-significant level, or otherwise remains significant and unavoidable either because there are no feasible mitigation measures, or because even with implementation of mitigation measures a significant impact will occur, or because such changes or alterations are within the responsibility and jurisdiction of another public agency;

d. They address the feasibility of all Project alternatives and mitigation measures identified in the Final EIR; and

e. They incorporate and adopt a Statement of Overriding Considerations for all environmental impacts of the proposed Project that remain significant and unavoidable. (See **Section 12.0**, below.)

2.0 DESCRIPTION OF PROPOSED PROJECT

The proposed Project is the NASNI ALUCP. The Airport Authority, acting in its capacity as the ALUC for the County, is required by law to adopt an ALUCP for "area[s] within the jurisdiction of the [ALUC] surrounding any military airport."[6] The NASNI site lies within the jurisdiction of the ALUC.

The basic function of an ALUCP is to promote compatibility between an airport and the land uses that surround the airport and lie within the airport's designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses.[7] The AIA is comprised of the areas in which current or future airport-related noise, overflight, safety, and/or airspace protection concerns may affect future land uses or necessitate restrictions on those uses. The NASNI AIA includes portions of

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5 California Code of Regulations, Title 14, §15091(a).

6 California Public Utilities Code, §21675(b).

7 Pub. Util. Code, §21675(a).

the cities of Chula Vista, Coronado, Imperial Beach, National City, and San Diego; the County of San Diego; and the San Diego Unified Port District.

Accordingly, the proposed NASNI ALUCP would provide compatibility policies and standards for the future development of new residential and nonresidential uses, and other noise or risk-sensitive uses within the AIA based on multiple factors established by the ALUCP, including the location of the development relative to the safety zones, the community noise equivalent level (CNEL) contours, the airspace protection surfaces, and the areas subject to overflight. The proposed ALUCP's policies and standards indicate whether the future development of specified land uses in certain portions of the AIA is incompatible, conditionally compatible, or compatible.

In addition, the proposed NASNI ALUCP would be utilized by the ALUC when it reviews proposed land use plans and regulations and projects within the AIA. The ALUCP also would assist local agencies in their preparation or amendment of land use plans and ordinances, as state law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified time frame.[8]

3.0 FINDINGS OF NO IMPACT

As noted in **Section 1.6** of the Draft EIR and in **Section 4.2** of the Initial Study (Appendix A of the Draft EIR), no impacts to agricultural and forestry resources are anticipated with implementation of the proposed project.

4.0 IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

As specifically addressed in **Section 1.6** of the Draft EIR and in the Initial Study (**Sections 4.1** and **4.3** through **4.20** of Appendix A of the Draft EIR), certain potential impacts to various environmental categories were determined to be less than significant. These environmental impact categories include:

- Aesthetics
- Air quality
- Biological resources
- Cultural resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality

[8] Pub. Util. Code, §21676.

- Mineral resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and traffic
- Tribal Cultural Resources
- Utilities and service systems
- Wildfire

The ALUC hereby adopts and incorporates by reference the reasons stated in **Sections 4.1** and **4.3** through **4.20** of Appendix A of the Draft EIR as its grounds for determining that the NASNI ALUCP will have a less-than-significant impact on each of these environmental impact categories.

5.0 LAND USE AND PLANNING IMPACTS IDENTIFIED AND ANALYZED AND DETERMINED TO HAVE NO SIGNIFICANT IMPACT

The ALUC finds and determines that the land use and planning impacts described and summarized in this Section and identified and evaluated in the Final EIR are not significant environmental impacts and that no mitigation measures are needed. The significance thresholds identified below in italics and used to render these impact determinations are found in Appendix G of the CEQA Guidelines.

The parenthetical citations included with each "impact threshold" refer to the labeling of the impact thresholds in **Section 4.11** in Appendix A of the Draft EIR.

Impact Threshold: a. Physically divide an established community.

Finding: The ALUC finds that implementation of the proposed Project will have no impact with regard to physically dividing an established community, and therefore no mitigation is required.

As discussed in **Section 4.2.3** of the Draft EIR and **Section 4.11** in Appendix A of the Draft EIR, the NASNI ALUCP does not propose or entail any new development, construction, or changes to existing land uses or the environment. Therefore, the ALUCP would not result in the physical division of an established community.

Impact Threshold: b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Finding: The ALUC finds that implementation of the proposed Project will have a less-than-significant impact with regard to conflicting with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, and therefore no mitigation is required.

As discussed in **Section 4.2.3** of the Draft EIR and **Section 4.11** in Appendix A of the Draft EIR, the NASNI ALUCP does not propose or entail any new development, construction, or changes to existing land uses or the environment. While the ALUCP conflicts with existing zoning in parts of the ALUCP Area of Potential Impact by limiting the density of new residential development, limiting the intensity of new nonresidential development, and designating certain new land uses as incompatible, as discussed in **Section 4.11** of Appendix A of the Draft EIR, those conflicts would not interfere with any land use plans, policies, or regulations intended to mitigate or avoid an environmental effect. It is possible that the policies and standards of the ALUCP could result in a shift in development patterns that could result in conflicts with applicable land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect. Any such shifts are subject to considerable uncertainty and would depend on a combination of factors that are extremely difficult to predict, including future market forces and the preferences of developers and property owners. Therefore, the proposed Project cannot reasonably be considered to result in significant impacts with respect to applicable land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect.

6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF INSIGNIFICANCE

The Final EIR identified the following significant and unavoidable impacts associated with Project approval, and, where feasible, recommended mitigation measures. The ALUC hereby finds that this significant and unavoidable impact is outweighed by the public benefits provided by the proposed Project, and is acceptable, as more fully specified in the "Statement of Overriding Considerations" (**Section 13.0**, below.) As noted above, the significance thresholds used to render these impact determinations are found in Appendix G of the CEQA Guidelines.

6.1 ENVIRONMENTAL IMPACTS – LAND USE AND PLANNING

Section 4.2.4 of the Draft EIR presents an analysis of the impacts of the proposed Project on Land Use and Planning. Approximately 52 percent of the Hotel-Motel (H-M) zoned land in Coronado is within the proposed ALUCP safety zones. Implementation of the NASNI ALUCP could potentially result in the potential maximum displacement of 38,023 square feet of future nonresidential development in the H-M zoning district.

Given the range of potential displacement that could be caused by implementation of the NASNI ALUCP and the relatively limited areas of H-M-zoned land outside the safety zones, the potential impact of the NASNI ALUCP on hotel, motel, and resort development is considered significant.

6.2 MITIGATION MEASURES

Two mitigation measures that would reduce the substantial incompatibilities with the City of Coronado's adopted land use plans to less-than-significant levels were identified in **Section 4.2.5** of the Draft EIR and are hereby adopted by the ALUC. They would require action by the City of Coronado.

1: Following adoption of the NASNI ALUCP, the City of Coronado can and should amend its land use regulations to achieve consistency with the NASNI ALUCP.

2: Following adoption of the NASNI ALUCP, the City of Coronado can and should amend its General Plan, relevant specific plans, and Zoning Code to increase the allowable residential density or nonresidential development intensity (e.g., floor area ratios) in selected areas outside the ALUCP safety zones to compensate for the future development displaced from the safety zones.

Unless they choose to overrule an ALUCP, as provided by law, affected cities and counties are required to make their land use plans and zoning regulations consistent with new or amended ALUCPs.[9] Implementation of the ALUCP policies and standards by the City of Coronado can be achieved by adoption of an Overlay Zone for the NASNI AIA. By such action, this would eliminate substantial incompatibilities between the proposed ALUCP and the City's zoning ordinance. At the same time, however, the maximum future residential units and nonresidential floor area within the ALUCP Area of Potential Impact would be reduced compared with existing conditions. If the potential development of those potentially displaced land uses is to be fully offset, then additional residential and nonresidential development must be allowed elsewhere. This could be accommodated through zoning amendments increasing allowable residential densities and allowable nonresidential floor area ratios in areas outside the safety zones of the proposed ALUCP.

Under the law, the City of Coronado also can overrule the proposed ALUCP, rather than implement it through amendments to zoning regulations. Thus, implementation of the proposed ALUCP cannot be guaranteed by the ALUC. If the City chooses to overrule the proposed ALUCP, no adverse environmental impacts would result, although the City would be required to adopt findings demonstrating that overruling of the proposed ALUCP would be consistent with the intent of the ALUC statute (Pub. Util. Code §21670, *et seq*.) as required by law.[10]

6.3 CUMULATIVE IMPACTS

Section 4.5 of the Draft EIR assessed potential cumulative impacts associated with the NASNI ALUCP in combination with the following actions that have recently been implemented or that are planned for the future.

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9 California Public Utilities Code §§21675.1(d), 21676, 21676.5.

10 To overrule the ALUCP, a local governing body must make specific findings that its current land use plans and regulations are consistent with the purposes of the state's airport land use compatibility law and approve the overrule resolution by a two-thirds majority vote. See Public Utilities Code, §§21675.1(d) and 21676.5(a).

- City of Coronado Ordinance 2062 – Residential Standards Improvement Program
- City of Coronado Ordinance 2088 – Amended Historic Resources Code
- Regional Planning For Rising Sea Levels
- CMV-22B Conversion at NASNI
- Regional Housing Needs Assessment Update Process

In addition to these five actions, the potential cumulative impact of the NASNI ALUCP in combination with the other ALUCPs in San Diego County is discussed below.

Cumulative Impact Threshold: Do the impacts of the proposed ALUCP, in combination with the impacts of other projects, have the potential to become cumulatively significant.

6.3.1 Ordinance 2062 – Residential Standards Improvement Program

This ordinance amended the Zoning Code by adding design standards for residential development. The additional standards are intended to ensure light and air for properties adjacent to those that are undergoing development or expansion by limiting building heights and mass. The standards also adjusted residential yard and building setback requirements. These zoning amendments would not alter the effect of the proposed policies and standards of the ALUCP on potential residential development and would not lead to cumulative impacts on residential development.

6.3.2 Ordinance 2088 – Amended Historic Resources Code

This ordinance amended some of the criteria for buildings to qualify as historic resources and modified administrative processes related to applying for historic resource designation. Certain editorial revisions were also made. [11] The amendments to the Historic Resources Code would not change the relationship of the Code to the ALUCP, nor would the amendments interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

6.3.3 Regional Planning for Rising Sea Levels

The City of Coronado has been coordinating with other San Diego Bay area governments and stakeholders in studying the potential impact of rising sea levels on the local natural and built environment. The City was represented on the Steering Committee and Technical Advisory Committee that participated in the preparation of an adaptation strategy document in 2012.[12]

At this point, no specific regulations or development standards related to sea level rise have been adopted by the City of Coronado. Neither the comprehensive strategies

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[12] ICLEI Local Governments for Sustainability, Sea Level Rise Adaptation Strategy for San Diego Bay, January 2012. Prepared for the project's Public Agency Steering Committee, with the support of The San Diego Foundation.

nor the targeted strategies related to the building stock would interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

6.3.4 CMV-22B Conversion at NASNI

The U.S. Navy is planning a conversion from C-2A Greyhound fixed-wing aircraft to CMV-22B Osprey tilt-rotor aircraft, starting in 2020 and finishing by 2028. The Environmental Assessment (EA)[13] for the proposed project concluded that no significant environmental impacts would occur with either of the two alternatives.[14] No changes to the AICUZ study, prepared in 2011, would be required.[15]

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

6.3.5 Regional Housing Needs Assessment Update Process

The San Diego Association of Governments (SANDAG) is in the process of updating the Regional Housing Needs Assessment (RHNA) for the 6th Housing Element Cycle (2021 – 2029). The ultimate objective of that process is to allocate the region's needed housing units for the period, as determined by the State Department of Housing and Community Development (HCD), among the local governments throughout the region. Local governments are then required to update their housing elements with the goal of achieving their RHNA allocations.

The final RHNA allocation was approved by SANDAG on June 26, 2020. The final allocation for Coronado was 912 dwelling units.[16] The City must now update the Housing Element of the General Plan to account for achievement of their RHNA allocations by April 2021. [17]

As presented in **Section 4.2.4** and summarized in **Table 4-10** of the Draft EIR, the implementation of the proposed ALUCP could result in the displacement of 28 single-

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

14 Naval Facilities Engineering Command, Atlantic Division, *Final Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, July 2018, pp. ES-5 – ES-13.

15 Naval Facilities Engineering Command, Atlantic Division, *Final Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, July 2018, p. ES-6.

16 *SANDAG,* Proposed Final 6th Cycle Regional Housing Needs Assessment Plan*, June 26, 2020, Table 4.7, p. 27. https://www.sandag.org/uploads/projectid/projectid_189_27666.pdf, accessed July 14, 2020.*

17 https://www.sandag.org/index.asp?classid=12&subclassid=116&projectid=189&fuseaction=projects.detail. Accessed November 1, 2019.

family and 8 multiple-family housing units. Until the City of Coronado updates the Housing Element of its General Plan, the potential contribution of the ALUCP to cumulative impacts on housing development cannot be determined. Nonetheless, given the potential for a substantial increase in Coronado's RHNA allocation, it is possible that implementation of the ALUCP could interact with the updated RHNA allocation and the updated Housing Element to create cumulative land use impacts.

6.3.6 Other ALUCPs in San Diego County

Since 2006, the ALUC has approved ALUCPs for 15 other airports in San Diego County (six rural, general aviation airports; five urban, general aviation airports; two Marine Corps air installations; one Navy air installation; and one commercial service airport), two of which affected land in the City of Coronado. Parts of the airspace protection boundaries and overflight areas of the San Diego International (SDIA) and Naval Outlying Landing Field Imperial Beach ALUCPs extend over parts of Coronado, as indicated in **Exhibit 3-10** in the Draft EIR. Exhibit 3-10- also depicts parts of the NASNI airspace protection boundary extending over the SDIA and Montgomery-Gibbs Airport Influence Areas. Adoption of the NASNI ALUCP will result in these areas of AIA overlap being subject to the airspace protection and overflight notification policies of the NASNI ALUCP, in addition to the airspace protection and overflight notification policies of the respective ALUCPs. This will not result in significant cumulative impacts for the following reasons:

- The airspace protection policies and standards of the affected ALUCPs are essentially the same, requiring observance of the 14 CFR Part 77 regulations and compliance with the FAA's Obstruction Evaluation/Airport Airspace Analysis process. Those policies and standards do not involve any limitation on the density or intensity of future land uses.
- The overflight notification policies of the affected ALUCPs are the same. Buyers of future housing development in the Airport Influence Areas are to be informed that the property is within an AIA and is subject to potential airport-related effects. The notification policies do not involve any limitation on the density or intensity of future land uses.

7.0 ALTERNATIVES ANALYZED IN THE EIR

A reasonable range of alternatives to the proposed Project that could potentially attain at least some of the objectives of the proposed Project must be described and evaluated under CEQA. Included in this range of alternatives must be the "No Project" alternative. The purpose of the alternatives analysis is to explain potentially feasible ways to avoid or minimize significant impacts caused by the proposed Project.

An alternative may be eliminated from detailed consideration in the Draft EIR if it fails to meet most of the basic project objectives, is infeasible, or is unable to avoid significant environmental impacts.

As discussed in **Sections 5.4.3, 5.5.2,** and **5.6.2** of the Final EIR, the ALUC is constrained by the requirement for the ALUCP to be consistent with the noise and safety standards of the Air Installations Compatible Use Zones (AICUZ)[18] and to "be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook…"[19] The statute further explains that "it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook…"[20]

The alternatives identified and subject to a detailed analysis in **Section 5.0** of the Final EIR are discussed below.

7.1 Alternative 1 – No Project

CEQA requires evaluation of the "No Project" alternative.[21] Where the project is the "revision of an existing land use or regulatory plan . . ., the 'no project' alternative will be the continuation of the existing plan . . . into the future."[22] Because an ALUCP has never been adopted for NASNI, the "No Project" alternative involves the continued applicability of the existing local agency land use planning and regulatory framework.

As discussed in **Section 5.4** of the Draft EIR, all environmental impacts associated with the Proposed Project, as described in the Initial Study[23] and in **Section 4.2.4** of the Draft EIR, would be avoided with the "No Project" alternative. The "No Project" alternative would only partially achieve one of the Project objectives and would fail to achieve the others, as described in **Table 5-2** in the Draft EIR and summarized below:

> ***Objective 1:*** *Promote the compatibility of land uses within noise contours by:*
>
> *a) Limiting new noise-sensitive development within the 65 dB CNEL and higher noise contours to avoid an increase in existing land use incompatibility*

The Noise Element of the Coronado General Plan describes single-family and multiple-family dwellings, schools, churches, libraries, parks and playgrounds as "clearly unacceptable" at noise levels above 75 dB CNEL. Mobile homes, auditoriums, and concert halls are considered "clearly unacceptable" above 70 dB CNEL. Land uses considered "normally unacceptable" include schools, churches, libraries, auditoriums, and concert halls above 60 dB CNEL, single-family and multiple-family dwellings, schools, churches, libraries, parks and playgrounds above 65 dB CNEL, and high-rise residences,

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18 Pub. Util. Code, § 21675(b).

19 Public Util. Code §21674.7(a).

20 Pub. Util. Code §21674.7(b).

21 California Code of Regulations, Title 14, §15126.6(e)(1).

22 California Code of Regulations, Title 14, §15126.6(e)(3)(A).

23 Appendix A, Naval Air Station North Island Airport Land Use Compatibility Plan CEQA Initial Study, April 2019, Section 4, Environmental Impacts.

hotels, motels, golf courses, and riding stables above 70 dB CNEL.[24] No land use regulations implementing these provisions have been adopted by the City of Coronado. Therefore, those noise-sensitive land uses continue to be permitted under current Coronado zoning. Thus, this Project objective would not be satisfied by the "No Project" alternative.

b) Ensuring that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meets interior sound level standards

Although the implementation section of the Noise Element calls for the establishment of building code requirements ensuring adequate sound insulation for uses considered "normally unacceptable" in noise exposure areas,[25] no such regulations have been adopted by the City of Coronado. Therefore, this Project objective would not be satisfied by the "No Project" alternative.

Objective 2: *Protect public safety by:*

a) Limiting new risk-sensitive land uses within safety zones

The Safety Element of the Coronado General Plan includes a policy stating that "the most current 'Air Installations Compatible Use Zones Study' … will be consulted by the City prior to approval of any discretionary land use permit or approval that would modify the use, density, or intensity of development permitted for a property in said Compatible Use Zones."[26] No corresponding land use regulations have been adopted by the City of Coronado. Therefore, this Project objective would not be satisfied by the "No Project" alternative.

b) *Avoiding an increase in existing land use incompatibility within the safety zones*

See discussion of Safety Element of the Coronado General Plan, 2a) above. This Project objective would also not be satisfied by the "No Project" alternative.

Objective 3: *Protect NASNI airspace and the safety of flight by:*

a) Limiting the height of new structures and objects within the airspace protection boundary per Federal Aviation Administration (FAA) standards

While the federal Part 77 regulations and state law enforcing FAA airspace determinations[27] are in effect, whether or not the Draft ALUCP is adopted, some local agencies are not informing local developers of the FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) process. Thus, compliance with the federal regulations in the airspace protection area is less than complete. Without ALUCP policies directing compliance with Part 77, local agencies may not incorporate the OE/AAA process in their

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24 *City of Coronado General Plan*, Chapter L, Noise Element, September 17, 1974, April 20, 1999 (Revised), Figure 2.

25 *City of Coronado General Plan*, Chapter L, Noise Element, September 17, 1974, April 20, 1999 (Revised), p. II-L15.

26 *City of Coronado General Plan,* Chapter K, Safety Element, February 15, 2005, p. II-K22.

27 California Public Utilities Code, §§ 21657, 21659(b).

project reviews, potentially resulting in the construction by local developers of potential obstructions and hazards without FAA review. Therefore, this Project objective would not be satisfied by the "No Project" alternative.

b) *Limiting potential hazards to flight within the airspace protection boundary*

As noted above, while the federal Part 77 regulations and state law enforcing FAA airspace determinations[28] are in effect, some local agencies are not informing local developers of the FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) process. Without ALUCP policies directing compliance with Part 77, local agencies may not incorporate the OE/AAA process into their project reviews, potentially resulting in the construction by local developers of potential obstructions and hazards without FAA review. In addition, other potential hazards to flight would be less likely to be identified, including sources of glare; lighting that can interfere with vision or be confused with airport identification and navigational lighting; dust, water vapor, and smoke; thermal plumes; electromagnetic interference with communications, radar, and navigational signals; and bird attractants. Therefore, this Project objective would not be satisfied by the "No Project" alternative.

Objective 4: *Promote awareness to prospective buyers of new housing regarding the potential effects of aircraft overflights within the AIA*

Without the AIA established in the proposed ALUCP, the buyer awareness measures of the state real estate law would apply to an area within two statute miles of NASNI,[29] and within other areas covered by the AIAs for San Diego International Airport, NOLF Imperial Beach, and Brown Field Municipal Airport. These combined areas are considerably smaller than the AIA in the proposed ALUCP. Therefore, this Project objective would only partially satisfy the "No Project" alternative.

Other major shortcomings of the "No Project" alternative include:

- Failure of the ALUC to achieve its statutory mandate to establish an ALUCP for NASNI[30]
- Failure to reflect the most recent AICUZ study for NASNI in an ALUCP[31]
- Failure to consider the noise compatibility guidance in the 2011 Caltrans Handbook[32]
- Failure to consider the safety compatibility guidance in the 2011 Caltrans Handbook[33]

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28 California Public Utilities Code, §§ 21657, 21659(b).

29 California Civil Code §1102.6a(d).

30 California Public Utilities Code, §§ 21675(a) and (b).

31 California Public Utilities Code, § 21675(b).

32 California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011, pp. 3-2 –3-5, 3-47 – 3-48, 4-1 – 4-12, 4-46.

33 California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011, pp. 3-11 –3-12, 3-47 – 3-48, 4-15 – 4-34, 4-41 – 4-43.

- Failure to apply guidance from the 2011 Caltrans Handbook for the avoidance of potential hazards to flight[34]
- Failure to reflect the overflight notification guidance in the 2011 Caltrans Handbook[35]

In conclusion, the "No Project" alternative would fail to fully meet all of the project objectives identified in **Section 5.3** of the Final EIR and would fail to consider the guidance in the Caltrans Handbook. Most importantly, the "No Project" alternative would fail to comply with state laws mandating the adoption of an ALUCP for NASNI[36] and that the ALUCP be consistent with the noise and safety policies of the AICUZ prepared for NASNI.[37]

Finding: Based on the analysis in Section 5.4 of the Draft EIR, summarized above, the ALUC finds that Alternative 1 would avoid all environmental impacts of the proposed Project. However, Alternative 1 could only partially achieve Objective 4, but would fail to achieve Project Objectives 1, 2, and 3. This alternative would also fail in meeting the legal requirements that the ALUCP be consistent with the noise and safety standards of the AICUZ,[38] the ALUC adopt an ALUCP for NASNI,[39] and the ALUC be guided by the Caltrans Handbook in preparing the ALUCP.[40] Therefore, the ALUC finds that adoption of Alternative 1 would be inconsistent with the AICUZ, the intent of the *Handbook,* and ALUC statute and, therefore, is infeasible.

7.2 Alternative 2 – Elimination of Limits on Increases in Density and Intensity in Safety Zones

Alternative 2 was identified during the preparation of the proposed ALUCP policies and standards and based on scoping comments received from the City of Coronado. Alternative 2 would eliminate the limits on increases in existing residential density (number of dwelling units per acre) and existing nonresidential intensity (gross floor area) in the safety zones. Thus, this alternative would enable increases in existing residential density and nonresidential gross floor area up to the maximums allowed under current zoning.[41] This alternative would not change the ALUCP standards limiting the

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34 California Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011, pp. 3-28 –3-36, 3-47 – 3-48, 4-34 – 4-41.

35 California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-8 –3-11, 3-47 – 3-48, 4-13 – 4-15.

36 California Public Utilities Code § 21675(a).

37 California Public Utilities Code § 21675(b).

38 California Public Utilities Code § 21675(b).

39 California Public Utilities Code § 21670.3, § 21675.

40 California Public Utilities Code § 21674.7.

41 Changes in General Plan land use designations and rezonings to increase residential density and nonresidential intensity above the maximums allowed under current zoning would continue to be considered incompatible.

development of new, incompatible nonresidential land uses in the safety zones. The noise, airspace, and overflight policies and standards of the proposed ALUCP also would remain unchanged.

This alternative was developed recognizing that most of the displacement impacts attributable to the proposed ALUCP would be caused by the limits on increases in residential density and nonresidential floor area. Thus, Alternative 2 would reduce, but not fully eliminate, the environmental displacement impacts of the proposed ALUCP.

An evaluation of Alternative 2 revealed that it would only partially achieve some of the Project objectives and would fail to achieve others, as described in the Final EIR and summarized below (refer to **Section 5.5** and **Table 5-5** of the Final EIR for greater detail):

Objective 1: *Promote the compatibility of land uses within noise contours by:*

a) Limiting new noise-sensitive development within the 65 dB CNEL and higher noise contours to avoid an increase in existing land use incompatibility

While implementation of Alternative 2 would limit the development of new incompatible nonresidential land uses in the portion of the 65 dB CNEL contour within the safety zones (just as the proposed ALUCP), it would allow the potential development of up to 36 new residential units in those areas. By failing to limit the increase in land use incompatibility, this alternative would also conflict with the AICUZ and state law which discourages the development of incompatible land uses near airports and advises local agencies to be guided by, among other factors, noise criteria established in the Airport Land Use Planning Handbook.[42]

b) Ensuring that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meets interior sound level standards

The noise level reduction standards of the proposed ALUCP would be unchanged with Alternative 2.

Objective 2: *Protect public safety by:*

a) Limiting new risk-sensitive land uses within safety zones

While implementation of Alternative 2 would limit the development of new incompatible nonresidential land uses within the safety zones (just as the proposed ALUCP), the potential development of up to 36 new residential units in those areas would be possible. By failing to limit the increase in land use incompatibility, this alternative would also conflict with the AICUZ and state law which discourages the development of incompatible

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42 California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.

land uses near airports and advises local agencies to be guided by, among other factors, safety criteria established in the Airport Land Use Planning Handbook. [43]

b) Avoiding an increase in existing land use incompatibility within the safety zones

While implementation of Alternative 2 would limit the development of new incompatible nonresidential land uses in the safety zones, the potential development of up to 36 new residential units and 41,873 to 63,573 square feet of nonresidential development expansion in those areas would be possible. Given the maximum development intensity permitted in the H-M zoning district (FAR of 1.8), a risk, however remote, of substantially greater development would occur with this alternative. By failing to limit the increase in land use incompatibility, this alternative would also conflict with the AICUZ and state law which discourages the development of incompatible land uses near airports and advises local agencies to be guided by, among other factors, safety criteria established in the Airport Land Use Planning Handbook. [44]

***Objective 3**: Protect NASNI airspace and the safety of flight by:*

a) Limiting the height of new structures and objects within the airspace protection boundary per FAA standards

The airspace protection policies and standards of the proposed ALUCP would be unchanged with Alternative 2.

b) Limiting potential hazards to flight within the airspace protection boundary

The flight safety policies and standards of the proposed ALUCP would be unchanged with Alternative 2.

***Objective 4:** Promote awareness to prospective buyers of new housing regarding the potential effects of aircraft overflights within the AIA*

The overflight notification policy of the proposed ALUCP would be unchanged with Alternative 2.

Finding: Based on the analysis in Section 5.5 of the Draft EIR, summarized above, the ALUC finds that Alternative 2 would not avoid or substantially lessen any of the significant impacts of the proposed Project. And, while Alternative 2 would achieve Project Objectives 3 and 4, would partially

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43 ~~California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.~~ibid.

44 ~~California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.~~ibid.

achieve Objective 1, but would fail to achieve Objective 2, the small reduction in environmental impacts is not great enough to warrant adoption of Alternative 2 in place of the proposed Project. Furthermore, this alternative would fail in meeting the legal requirements that the ALUCP be consistent with the noise and safety standards of the AICUZ[45] and the ALUC be guided by the noise and safety criteria of the Caltrans Handbook in preparing the ALUCP.[46] Therefore, the ALUC finds that adoption of Alternative 2 would be inconsistent with the AICUZ, the intent of the *Handbook,* and ALUC statute and, therefore, is infeasible.

7.3 Alternative 3 – Application of ALUCP Noise and Safety Standards Only to Parcels Sited Completely Inside Noise Contours or Safety Zones

The boundaries of the proposed ALUCP noise contours and safety zones split many parcels. A proposed ALUCP policy states that new or reconstructed buildings would be subject to the standards of the safety zone and/or noise contour in which the greatest proportion of habitable space of a residential building or gross floor area of a nonresidential building is located.

Alternative 3 would apply the noise and safety standards of each noise contour range and safety zone only to parcels that are sited completely within a given noise contour range and/or safety zone. Parcels that are split by those boundaries would have to comply with the standards of the less restrictive noise contour range or safety zone. Thus, a parcel split by the 70 dB CNEL contour would have to comply with the standards of the 65 to 70 dB CNEL range. Parcels split between APZ I and APZ II would have to comply with the standards of the APZ II safety zone. Parcels that are split by the 65 dB CNEL contour would not be subject to any noise standards. Parcels that are partially inside a safety zone and partially outside any other safety zone would not be subject to any safety standards.

Thirty-six parcels that would be subject to the proposed ALUCP would be exempted from the ALUCP under Alternative 3. These parcels have more than 50 percent of their area within the safety zones or 65 dB CNEL contour, while the remainder of their area lies outside any safety zone or noise contour.

An evaluation of Alternative 3 revealed that it would only partially achieve some of the Project objectives and would fail to achieve others, as described in the Final EIR and summarized below (refer to **Section 5.6** and **Table 5-8** of the Final EIR for greater detail):

Objective 1: *Promote the compatibility of land uses within noise contours by:*

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45 California Public Utilities Code § 21675(b).

46 California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.

a) Limiting new noise-sensitive development within the 65 dB CNEL and higher noise contours to avoid an increase in existing land use incompatibility

With Alternative 3, three multiple-family zoned lots within the 65 dB CNEL contour would be removed from APZ I, enabling an additional 2 multiple-family residential units to be developed in those areas compared with the proposed ALUCP. By failing to limit the increase in land use incompatibility, this alternative would also conflict with the AICUZ and state law which discourages the development of incompatible land uses near airports and advises local agencies to be guided by, among other factors, noise criteria established in the Airport Land Use Planning Handbook. [47]

b) Ensuring that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meets interior sound level standards

By effectively removing approximately 14 single-family residential-zoned lots from within the 65 dB CNEL contour, Alternative 3 would increase the number of noise-sensitive land uses that could be expanded without being treated to reduce interior sound levels per the proposed ALUCP, including reconstructed homes and accessory dwelling units. This alternative also implicitly reduces the size of the AICUZ noise contours by removing split parcels from providing the level of sound reduction necessary to attenuate noise in the higher noise contour range. This makes this alternative inconsistent with the standards of the AICUZ and state law, which discourages the development of incompatible land uses near airports and advises local agencies to be guided by, among other factors, noise criteria established in the Airport Land Use Planning Handbook. [48]

Objective 2: *Protect public safety by:*

a) Limiting new risk-sensitive land uses within safety zones

By effectively removing 22 properties (16 single-family zoned, 3 multiple-family zoned, 2 commercial zoned, and 1 hotel-motel zoned) from the safety zones, Alternative 3 would increase the number of risk-sensitive land uses that could potentially be developed within the safety zones. As indicated in **Table 5-6** of the Final EIR, two additional multiple-family residential units could potentially be developed. As indicated in **Table 5-7** of the Final EIR, an additional 3,280 square feet of leasable area in existing buildings and 31,451 square feet of land area would become available for the development of new incompatible nonresidential land uses. This alternative also implicitly reduces the size of the safety

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47 ~~California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.~~ ibid.

48 ~~California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.~~ ibid.

zones by removing split parcels from the need to comply with standards of the more restrictive safety zone. This makes this alternative inconsistent with the standards of the AICUZ and state law, which discourages the development of incompatible land uses near airports and advises local agencies to be guided by, among other factors, safety criteria established in the Airport Land Use Planning Handbook. .[49]

b) Avoiding an increase in existing land use incompatibility within the safety zones

By effectively removing 22 properties from the safety zones, Alternative 3 would increase the number of properties, where existing incompatible development could be expanded. An additional 2 new multiple-family residential units and 41,873 to 63,573 square feet of nonresidential development expansion could occur. Given the maximum development intensity permitted in the H-M zoning district (FAR of 1.8), a risk, however remote, of substantially greater development would occur with this alternative. This alternative also implicitly reduces the size of the safety zones by removing split parcels from the need to comply with standards of the more restrictive safety zone, potentially allowing the development of 2 more multiple-family residential units than the proposed ALUCP. This makes this alternative inconsistent with the standards of the AICUZ and state law, which discourages the development of incompatible land uses near airports and advises local agencies to be guided by, among other factors, safety criteria established in the Airport Land Use Planning Handbook. .[50]

***Objective 3**: Protect NASNI airspace and the safety of flight by:*

a) Limiting the height of new structures and objects within the airspace protection boundary per FAA standards

The airspace protection policies and standards of the proposed ALUCP would be unchanged with Alternative 3.

b) Limiting potential hazards to flight within the airspace protection boundary

The flight safety policies and standards of the proposed ALUCP would be unchanged with Alternative 3.

***Objective 4:** Promote awareness to prospective buyers of new housing regarding the potential effects of aircraft overflights within the AIA*

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49 ~~California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.~~ ibid.

50 ~~California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.~~ ibid.

The overflight notification policy of the proposed ALUCP would be unchanged with Alternative 3.

Finding: Based on the analysis in Section 5.6 of the Draft EIR, summarized above, the ALUC finds that Alternative 3 would not avoid or substantially lessen any of the significant impacts of the proposed Project, because appreciable quantities of potential displacement would remain in both residential and nonresidential land use categories. And, while Alternative 3 would achieve two of the four Project Objectives (3 and 4), it would fail to achieve Objectives 1 and 2. Furthermore, this alternative would fail in meeting the legal requirements that the ALUCP be consistent with the noise and safety standards of the AICUZ[51] and the ALUC be guided by the Caltrans Handbook in preparing the ALUCP,.[52] Therefore, the ALUC finds that adoption of Alternative 3 would be inconsistent with the AICUZ, the intent of the Caltrans Handbook, and ALUC statute and, therefore, is infeasible.

8.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

An EIR must discuss any potentially significant effects on the environment that would be irreversible if the proposed project were implemented.[53] As discussed in **Section 4.3** of the Draft EIR, the NASNI ALUCP is a land use planning policy document, and no significant irreversible environmental changes would result from its approval and implementation. Specifically, because implementation of the ALUCP will not propose or entail any new development, construction, or changes to the existing land uses or the environment, the proposed Project will not require the commitment or use of any nonrenewable resources. Accordingly, the NASNI ALUCP will not result in significant irreversible environmental changes stemming from the use of nonrenewable resources or the irretrievable commitment of resources.

9.0 GROWTH-INDUCING IMPACTS

An EIR also must discuss the "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."[54] As discussed in **Section 4.4** of the Draft EIR, the NASNI ALUCP does not directly facilitate growth as it does not contain any

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51 California Public Utilities Code § 21675(b).

52 California Public Utilities Code § 21674.7. For guidance relating to the development of ALUCP policies for military airports, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-26 – 3-27, 3-47 – 3-48. These portions of the Handbook advise ALUCs to consider AICUZ compatibility criteria as minimum standards. ALUCs are advised to review and revise the AICUZ criteria as necessary to apply to local conditions. ALUCs are also advised to consider setting higher standards.

53 California Public Resources Code, §21100(b)(2)(B); California Code of Regulations, Title 14, §15126.2(c).

54 California Code of Regulations, Title 14, §15162.2(d); California Public Resources Code, §21100(b)(5).

growth-accommodating features (*e.g.*, infrastructure). Further, the proposed Project does not directly necessitate the construction of growth-accommodating facilities, because the Project, which is a planning policy document, will not directly attract residential and/or non-residential growth.

The NASNI ALUCP may indirectly displace planned land uses from certain areas within the ALUCP Area of Potential Impact, potentially setting in motion a chain of events that could induce growth in areas outside the ALUCP Area of Potential Impact. However, it is entirely speculative whether any such displacement would actually occur at all, given the built-out nature of a stable community of long establishment. There is a range of potential outcomes that could occur with implementation of the proposed ALUCP.

1. The future development potentially displaced from the Area of Potential Impact would never occur with or without implementation of the ALUCP
2. The future development potentially displaced from the Area of Potential Impact would not be replaced – the development would have occurred without implementation of the ALUCP, but would not occur anywhere else with implementation of the ALUCP
3. The future development potentially displaced from the Area of Potential Impact would occur outside the Area of Potential Impact in other parts of the City of Coronado
4. The future development potentially displaced from the Area of Potential Impact would occur elsewhere, scattered throughout the metro area
5. Various combinations of the four previous outcomes could occur

As explained in **Section 4.4** of the Final EIR, it is not possible to predict how the real estate market, local developers, and property owners would respond to the displacement of potential development from the ALUCP Area of Potential Impact. While some of the displaced development may induce growth in certain areas outside the ALUCP Area of Potential Impact, it is impossible to predict the location and magnitude of such an effect. Any development that would be displaced from the ALUCP Area of Potential Impact would be subject to existing land use plans and regulations that apply outside the ALUCP Area of Potential Impact. Therefore, it can reasonably be concluded that implementation of the proposed ALUCP would result in less than significant growth-inducing impacts, because the development that would be displaced is allowed in other parts of the City of Coronado under existing land use plans and regulations.

10.0 ABSENCE OF SIGNIFICANT NEW INFORMATION

The CEQA Guidelines require a Lead Agency to recirculate an EIR for further review and comment, when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR, but before certification.[55] New

[55] California Code of Regulations, Title 14, §15088.5.

information includes: (i) changes to the project; (ii) changes in the environmental setting; or (iii) additional data or other information.[56] The CEQA Guidelines further provide that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."[57]

Here, the Final EIR incorporated a number of changes and revisions to the proposed Project. However, these changes and revisions do not result in any new significant environmental impacts or a substantial increase in the severity of an environmental impact, which cannot be mitigated. In addition, all feasible mitigation measures are included in the MMRP, which is hereby adopted and incorporated into the Project. Therefore, having reviewed the information in the Final EIR, the administrative record, the requirements of the CEQA Guidelines, and applicable judicial authority, the ALUC hereby finds that no new significant information was added to the Draft EIR following public review and thus recirculation of the EIR is not required by CEQA.

11.0 PAYMENT OF FISH AND GAME FILING FEE

As discussed above, an Initial Study was prepared by ALUC staff in order to evaluate the NASNI ALUCP's potential to result in adverse environmental impacts. Based on the information presented in the Initial Study, and the record as a whole, there is no substantial evidence before the ALUC that the NASNI ALUCP may result in a significant adverse effect on wildlife resources or the habitat on which the wildlife depends. Nevertheless, because an EIR has been prepared for the NASNI ALUCP, the Airport Authority will remit the required filing fees to the San Diego County Clerk at the time of filing the Notice of Determination in compliance with state law.[58]

12.0 MITIGATION MONITORING AND REPORTING PLAN (MMRP)

Pursuant to Public Resources Code section 21081.6, the ALUC is required to adopt an MMRP for the proposed Project in order to ensure compliance with the adopted mitigation measures during project implementation.[59] The ALUC finds that the impacts of the proposed Project have been mitigated to the extent feasible by the mitigation measures identified in the Final EIR and MMRP. Further, by these findings, the ALUC adopts the MMRP (see Attachment B) that accompanies the Final EIR.

The ALUC reserves the right to make amendments or substitutions to the mitigation measures, if it is determined that the amended or substituted measure will mitigate the identified potential environmental impact to at least the same degree as the

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56 California Code of Regulations, Title 14, §15088.5.

57 California Code of Regulations, Title 14, §15088.5.

58 California Fish and Game Code, §711.4 (d)(3).

59 Also, see California Code of Regulations., Title 14, §15091(e).

original measure, and if the amendment or substitution would not result in a significant new environmental impact that cannot be mitigated.

13.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the NASNI ALUCP identified significant and unavoidable impacts to Land Use and Planning that may result from implementation of the proposed Project. These impacts are summarized in the findings above, adopted by the Board of the Airport Authority, acting in its capacity as the ALUC for the County, pursuant to section 15091 of Title 14 of the California Code of Regulations.

CEQA requires the decision-making body to balance the economic, legal, social, technological, or other benefits of a project against its significant and unavoidable impacts when determining whether to approve a project.[60] If the benefits of a project outweigh the significant and unavoidable impacts, those impacts may be considered acceptable. CEQA also requires the public agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

The Airport Authority finds that the economic, social, and other benefits of the proposed Project outweigh the significant and unavoidable impacts identified in the Final EIR and elsewhere in the record. In making this finding, the Airport Authority has balanced the benefits of the proposed Project against its significant and unavoidable environmental impacts and has indicated its willingness to accept those impacts in light of the benefits to the community surrounding NASNI and the benefits associated with protecting the long-term viability of NASNI that would stem from Project approval. The Airport Authority further finds that each one of the following benefits of the proposed Project, independent of the other benefits, warrant approval of the proposed Project notwithstanding the significant and unavoidable impacts of the proposed Project:

1. The proposed Project is consistent with the noise and safety standards provided in the 2011 AICUZ study for NASNI. Therefore, adoption of the proposed Project ensures that the Airport Authority complies with existing state law when adopting an ALUCP for NASNI.[61]
2. In addition to ensuring that the Airport Authority complies with state law by adopting an ALUCP that is consistent with the AICUZ, the Airport Authority also assists in supporting the Department of Navy's continued operation of NASNI and concurrently protecting public health, safety and welfare and safeguarding the general welfare of the inhabitants within the vicinity of NASNI. In addition, by adopting an ALUCP that is consistent with the AICUZ, the Airport Authority strengthens the AICUZ recommendations of the Department of Navy to ensure the military mission of the air installation as a matter of national security without

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60 California Code of Regulations, Title 14, §15093.

61 Pub. Util. Code §21675(b).

undue encroachment by incompatible uses that would restrict operations while concurrently protecting the public health, safety, and welfare.

3. The Airport Authority has duly considered the guidance provided in the *California Airport Land Use Planning Handbook*,[62] published by the Caltrans Division of Aeronautics, as required by law.[63] Furthermore, the proposed Project is consistent with the *Handbook* guidance. Therefore, adoption of the proposed Project ensures that the Airport Authority complies with existing state law when adopting an ALUCP for NASNI.
4. The proposed Project will assist the Airport Authority and local agencies (specifically, the cities of Chula Vista, Coronado, Imperial Beach, National City and San Diego, the County of San Diego, and the San Diego Unified Port District) in ensuring that future land use development within the vicinity of NASNI is compatible with the Airport's operations.
5. The proposed Project will enable the Airport Authority to coordinate land use planning at the local level in order to provide for the orderly development of NASNI, while at the same time protecting the public health, safety, and welfare, as required by the State Aeronautics Act.[64]
6. The proposed Project will protect the public health, safety, and general welfare of the inhabitants within the vicinity of NASNI and the public in general by establishing land use measures that minimize the public's exposure to excessive noise and safety hazards to the extent that these areas are not already devoted to incompatible uses. This is of particular importance with respect to the policies and standards related to the future development of noise-sensitive land uses and other land uses posing safety concerns (*e.g.*, facilities serving people with low effective mobility) near NASNI.
7. The proposed Project will promote the continued operation of NASNI, to the extent that the aeronautical activities otherwise could be impacted by adjacent land use development, in accordance with its mission and operational capabilities.

The Airport Authority hereby finds that each of the reasons stated above constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the significant and unavoidable environmental effects of the proposed Project. In addition, each reason is independently supported by substantial evidence contained in the administrative record.

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62 California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, 2011.

63 Pub. Util. Code, §21674.7(a).

64 Public Util. Code, §21670(a).

14.0 CUSTODIAN OF RECORD

Public Resources Code section 21081.6, subdivision (a)(2), requires the Lead Agency (*i.e.*, the Airport Authority, acting in its capacity as the ALUC) to specify the location and custodian of the documents or other material that constitute the record of proceedings, upon which the decision is based.[65]

The custodian of the record for the proposed Project is the Airport Authority. The documents constituting the record are available to the public during ordinary business hours at the Airport Authority's offices, which are located at 3225 North Harbor Drive, San Diego, California 92101.

[65] Also, see California Code of Regulations, Title 14, §15091(e).

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM
NAVAL AIR STATION NORTH ISLAND
AIRPORT LAND USE COMPATIBILITY PLAN

AUTHORITY

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Section 21081.6 of the California Public Resources Code in order to provide for the monitoring of mitigation measures required for the proposed Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP), as set forth in the Final Environmental Impact Report (EIR) prepared for the proposed ALUCP.[1] (The Final EIR consists of the Draft EIR (December 2019), Final EIR (September 2020.)

Concurrent with certification of the Final EIR, the MMRP will be adopted by the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County and the lead agency for the proposed ALUCP. The MMRP will be kept on file in the offices of the Airport Authority, located at 3225 North Harbor Drive, San Diego, California 92101.

MONITORING REQUIREMENTS

The Airport Authority will be responsible for ensuring compliance with the MMRP to the extent it is able. Importantly, as noted in the Final EIR, implementation of the mitigation measures on pages 4-48 and 4-49 of the Draft EIR are within the responsibility and jurisdiction of the City of Coronado, rather than the Airport Authority. The City may elect not to implement the mitigation measures identified by the Airport Authority. In that instance, the impacts to Land Use and Planning identified and analyzed in the Final EIR would remain significant and unavoidable.

Although the Airport Authority does not have the capacity to require implementation of these mitigation measures, it will collaborate with the City of Coronado in implementing the mitigation measures, if the City requests the assistance of the Airport Authority. Specifically, the Airport Authority, acting in its capacity as the ALUC, will coordinate with the City to facilitate its efforts to make its Zoning Code consistent with the proposed ALUCP. The Airport Authority will also coordinate with the City of Coronado, if the City chooses to amend its General Plan and any specific plans to reflect policies, standards, and guidelines in the ALUCP.[2]

REPORTING REQUIREMENTS, AND CHANGES TO MITIGATION MEASURES

Any substantive change(s) in the MMRP made by the Airport Authority shall be recorded in writing. Reference to such change(s) shall be made in the Mitigation Monitoring Report

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[1] Also, see California Code of Regulations, Title 14, §15097.

[2] The City's General Plan and specific plans do not conflict with the NASNI ALUCP and do not require amendment. Amendments may be helpful, however, by incorporating ALUCP policy guidance into the General Plan, thus providing a local policy basis for the required zoning amendments.

prepared by the Airport Authority no earlier than one hundred eighty (180) days following approval of the proposed ALUCP.

Modifications to the mitigation measures may be made by the Airport Authority subject to one of the following findings, documented by evidence in the record:

(a) The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the ALUCP, changes in conditions of the environment, or other factors.

OR

(b) The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measure does not have significant adverse effects on the environment in addition to or greater than those that were considered by the Airport Authority in its decisions on the Final EIR and the proposed ALUCP; and

The modified or substitute mitigation measure is feasible, and the affected Airport Authority, through measures included in the MMRP or its procedures, can assure its implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

FORMAT OF MITIGATION MONITORING MATRIX

The following matrix identifies the environmental issue areas for which mitigation is required, the required mitigation measures, the time frame for monitoring, and the responsible monitoring agencies.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
NASNI ALUCP, MITIGATION MONITORING AND REPORTING PROGRAM

	MITIGATION MEASURES	TIME FRAME/ MONITORING MILESTONE	RESPONSIBLE MONITORING PARTY
LAND USE AND PLANNING			
1	Following adoption of the NASNI ALUCP, the City of Coronado can and should amend its land use regulations to achieve consistency with the NASNI ALUCP.	Within 180 Days of ALUCP Adoption	City of Coronado
2	Following adoption of the NASNI ALUCP, the City of Coronado can and should amend its General Plan, relevant specific plans, and Zoning Code to increase the allowable residential density or nonresidential development intensity (e.g., floor area ratios) in selected areas outside the ALUCP safety zones to compensate for the future development displaced from the safety zones.	Within 180 Days of ALUCP Adoption	City of Coronado
NOTE: Potential mitigation measures are discussed in the third paragraph of Section 4.2.5 of the Draft EIR (pages 4-48 and 4-49).			

RESOLUTION NO. 2020-0002

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY, ADOPTING THE AIRPORT LAND USE COMPATIBILITY PLAN FOR NAVAL AIR STATION NORTH ISLAND

WHEREAS, the San Diego County Regional Airport Authority (Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, is required to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station North Island (NASNI) (see Pub. Util. Code, §21670.3(a); 21675(b)); and

WHEREAS, the ALUC is required to prepare and adopt an ALUCP for each public-use and military airport and the areas surrounding such airport within its jurisdiction in order to provide for the orderly growth of that airport and safeguard the general welfare of the public (Pub. Util. Code, §§21674(c); 21675(b)); and

WHEREAS, ALUCPs are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility; and

WHEREAS, the ALUC is required to be guided by the *California Airport Land Use Planning Handbook*, State of California, Department of Transportation Division of Aeronautics (Caltrans *Handbook*) in preparing ALUCPs (Pub. Util. Code, §21674.7(a)); and

WHEREAS, an Air Installations Compatible Use Zones (AICUZ) study update for Naval Air Station North Island (NASNI) was completed in 2011, intended to serve as a guide for the review and update of the community plans and general plans for the City of Coronado in order to protect the health, safety and welfare of those living near a military airfield while preserving the operational capability of the airfield; and

WHEREAS, ALUCPs for military airports are required to be “consistent with the safety and noise standards” in the AICUZ prepared for that airport (Pub. Util. Code §21675(b)); and

WHEREAS, the ALUC, the lead agency for the NASNI ALUCP, also prepared and circulated an Environmental Impact Report (EIR) for the proposed ALUCP in accordance with the requirements of the California Environmental Quality Act (CEQA), which is set forth in the Public Resources Code, section 21000 et seq.), and the State CEQA Guidelines (CEQA Guidelines), which are set forth in the California Code of Regulations, Title 14, section 15000 et seq., and the Airport Authority's own CEQA Procedures; and

WHEREAS, the ALUC held a scoping meeting on May 6, 2019, in order to provide additional opportunity for public comment on the proposed ALUCP; and

WHEREAS, the ALUC provided the public the opportunity to comment on the proposed NASNI ALUCP for sixty-two (62) days, beginning on December 19, 2019, and concluding on February 18, 2020; and

WHEREAS, the ALUC provided notice of the opportunity to comment on the proposed ALUCP to interested individuals, organizations, agencies, and the affected local agencies (i.e., the cities of Chula Vista, Coronado, Imperial Beach, National City, and San Diego; the County of San Diego; and the San Diego Unified Port District); and

WHEREAS, the ALUC received fifty five (55) written public comments on the NASNI ALUCP from state/local agencies, organizations and individuals; and

WHEREAS, the ALUC staff prepared detailed individual responses to each of the comment letters received on the Draft EIR, as well as eighteen (18) topical responses for areas addressed in a number of the comment letters received on the Draft EIR; and

WHEREAS, the ALUC also made minor changes to the proposed ALUCP to provide clarifying information related to definitions, exemptions from ALUC review, ALUC review details, local agency ALUCP implementation options, and ALUC project submission requirements; and

WHEREAS, on August 20, 2020, the ALUC made available to the public: (i) minor revisions to the proposed ALUCP (as necessary and/or in response to comments received) depicted in redline/strikeout, (ii) comments received during the public comment period that were bracketed by issue, and (iii) responses to public comments on the ALUCP; and

WHEREAS, in conjunction with extensive public outreach, community involvement and collaboration efforts between the ALUC, NASNI Working Group, affected local agencies and the general public, the ALUC has prepared an ALUCP for NASNI that is consistent with the overall objectives of the State Aeronautics Act, consistent with the noise and safety policies in the 2011 NASNI AICUZ study, and the guidance provided by the Caltrans *Handbook*; and

WHEREAS, the ALUC held a duly noticed public meeting on September 3, 2020, to receive and consider public testimony with respect to the NASNI ALUCP and the completeness and adequacy of the Final EIR for the proposed ALUCP; and

WHEREAS, the ALUC has reviewed all of the CEQA documentation for the NASNI ALUCP and determined that, on the basis of the whole record before it, there is substantial evidence that the proposed ALUCP will have a significant and unavoidable impact on Land Use and Planning; this impact is acceptable in light of the benefits identified in the Statement of Overriding Considerations; the Final EIR reflects the ALUC's independent judgment and analysis; and, the Final EIR is complete, adequate and fully complies with all requirements of CEQA, the State CEQA Guidelines and the Airport Authority's CEQA Procedures; and

WHEREAS, on September 3rd, 2020, the ALUC approved Resolution No. 2020-0001 ALUC certifying the Final EIR prepared for the NASNI ALUCP on the basis of the findings summarized above and more extensively detailed in Resolution No. 2020-0001.

NOW, THEREFORE, BE IT RESOLVED that the ALUC approves and adopts the Airport Land Use Compatibility Plan for Naval Air Station North Island.

BE IT FURTHER RESOLVED by the ALUC that it finds that this ALUC action is not a "development" as defined by the California Coastal Act (Pub. Res. Code §30106).

PASSED, ADOPTED, AND APPROVED by the ALUC for San Diego County at a regular meeting this 3rd day of September 2020, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

Item 3 & 4

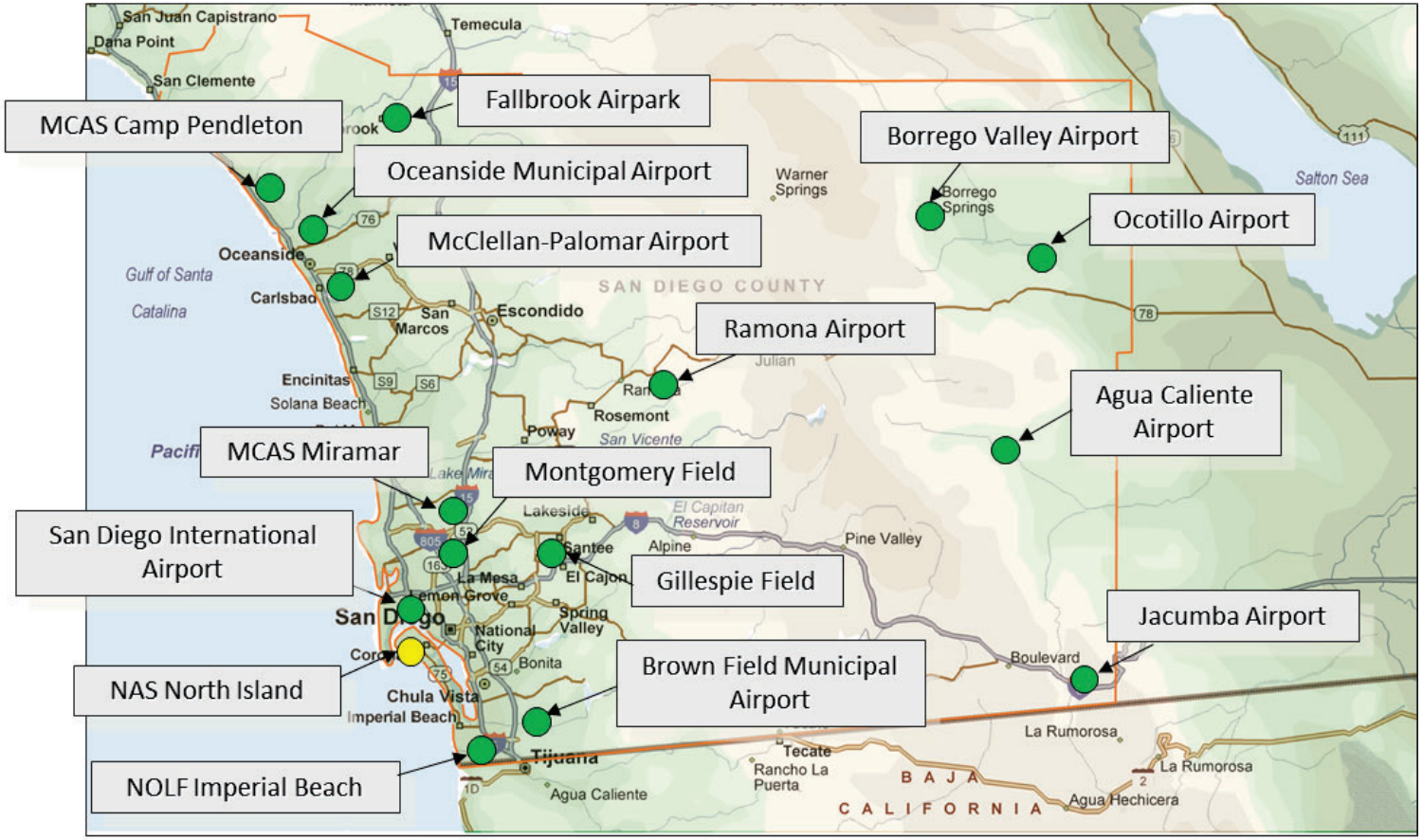
AIRPORT
LAND USE
COMMISSION

Certification of an Environmental Impact Report for the Naval Air Station North Island – Airport Land Use Compatibility Plan and Adoption of the Naval Air Station North Island – Airport Land Use Compatibility Plan

September 3, 2020

Presented by:
Ralph Redman
Manager, Planning & Environmental Affairs

ALUCP Adoption Status



AIRPORT
LAND USE
COMMISSION

ALUC Must Prepare an Airport Land Use Compatibility Plan (ALUCP)*

- "…[T]hat will provide for the **orderly growth** of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will **safeguard the general welfare** of the inhabitants within the vicinity of the airport and the public in general..."

- …[T]hat shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any **military** airport…"

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* California Public Utilities Code, § 21675(a), (b).

ALUCP Overview

AIRPORT
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COMMISSION

Role of Caltrans *Handbook*

- An ALUC that prepares an ALUCP "shall be guided by information [in] the [Caltrans] *Airport Land Use Planning Handbook*."

[California Public Utilities Code §21674.7(a)]

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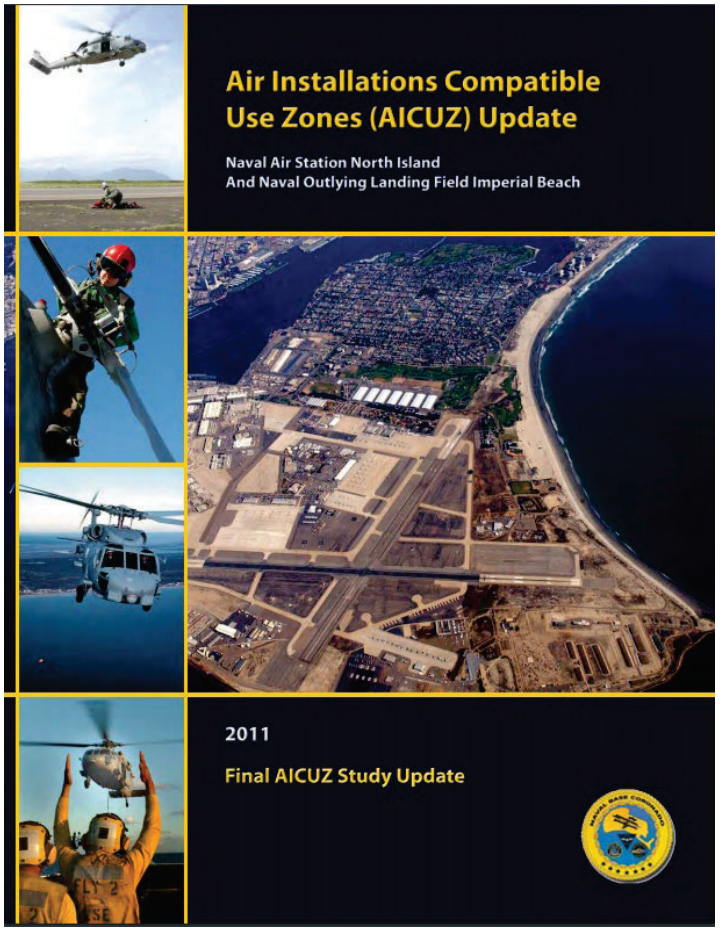
Role of AICUZ

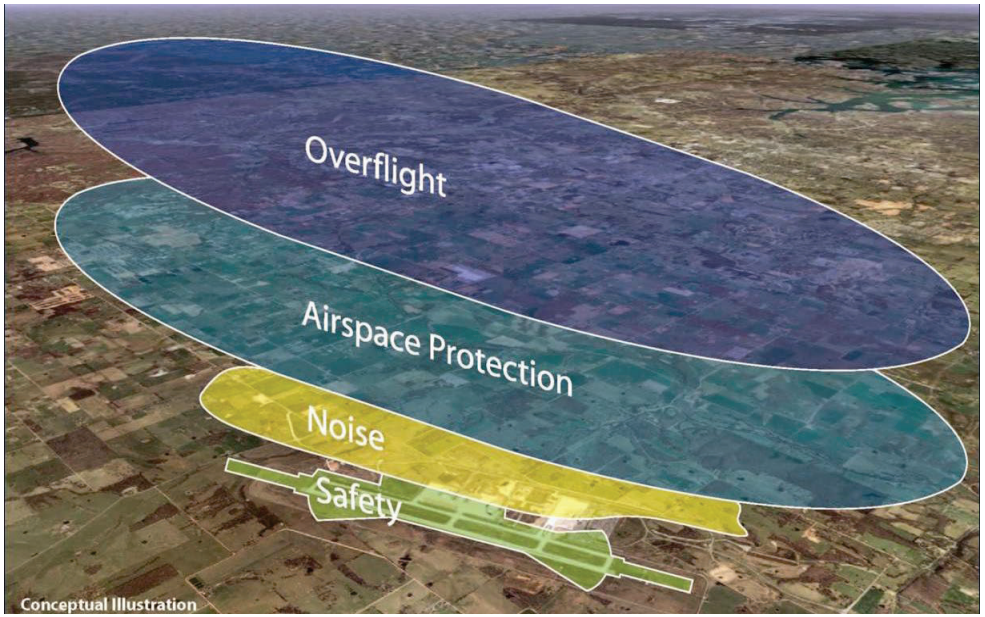
- ALUCPs "shall be consistent with the safety and noise standards in the Air Installations Compatible Use Zones (AICUZ) study prepared for that military airport."

  PUC §21675(b)



AIRPORT LAND USE COMMISSION

Four Components of an ALUCP



1. **Safety** – policies address potential risk of an aircraft accident
2. **Noise** – policies address potential noise-sensitive land uses
3. **Airspace Protection** – policies address potential hazards to flight
4. **Overflight** – policies address notice to owners of new homes in flight paths

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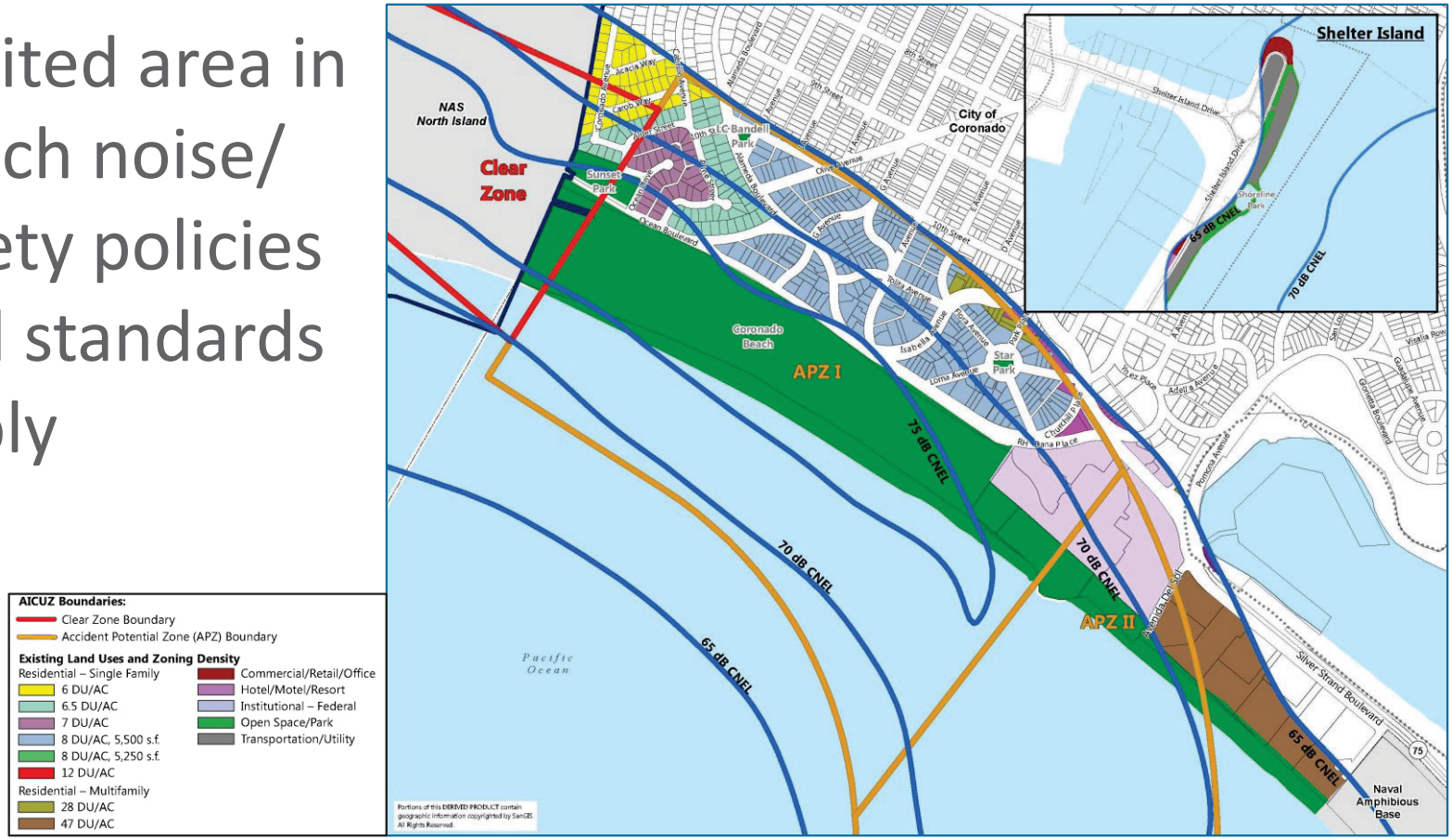
Noise & Safety Compatibility

- Limited area in which noise/ safety policies and standards apply



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Noise & Safety Compatibility Standards

SLUCM[2] CODE	LAND USE TYPE[1]	CZ	APZ I	APZ II	INSIDE 65 dB CNEL[3] & OUTSIDE SAFETY ZONES	STANDARDS[4]
10	**Residences and Lodging**					
111	Single-Family including accessory dwelling units; Supportive housing; Transitional housing	45	45	45	45	**CZ, APZ I/II:** One dwelling unit per legal lot of record at the time of ALUCP adoption, in addition to an accessory dwelling unit **All Zones:** For new or reconstructed or expanded portions of buildings, interior noise must perform to sound level indicated.
60	**Services**					
61, 62, 63, 65, 67, 69	Office: Finance, insurance, real estate, medical/dental; Services: Personal/professional/government; Research & Development		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6242, 637, 64, 66	Cemetery; Warehousing/storage (not including hazardous materials); Repair, including auto, electronics, furniture; Contract construction services		50	50		**APZ I/II:** No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB

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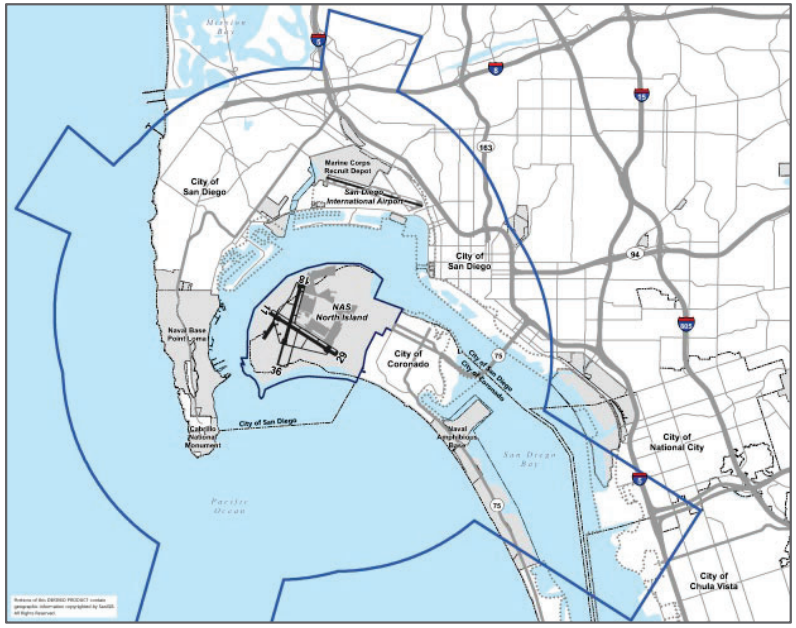
COMMISSION

Airspace Compatibility

- Compliance with Federal law – FAA 7460 process
- Land use projects determined to be hazards by the FAA are incompatible
- Hazards to flight are incompatible
  - Glare
  - Certain lighting
  - Dust, water vapor, smoke
  - Thermal Plumes
  - Signal interference
  - Bird attractants



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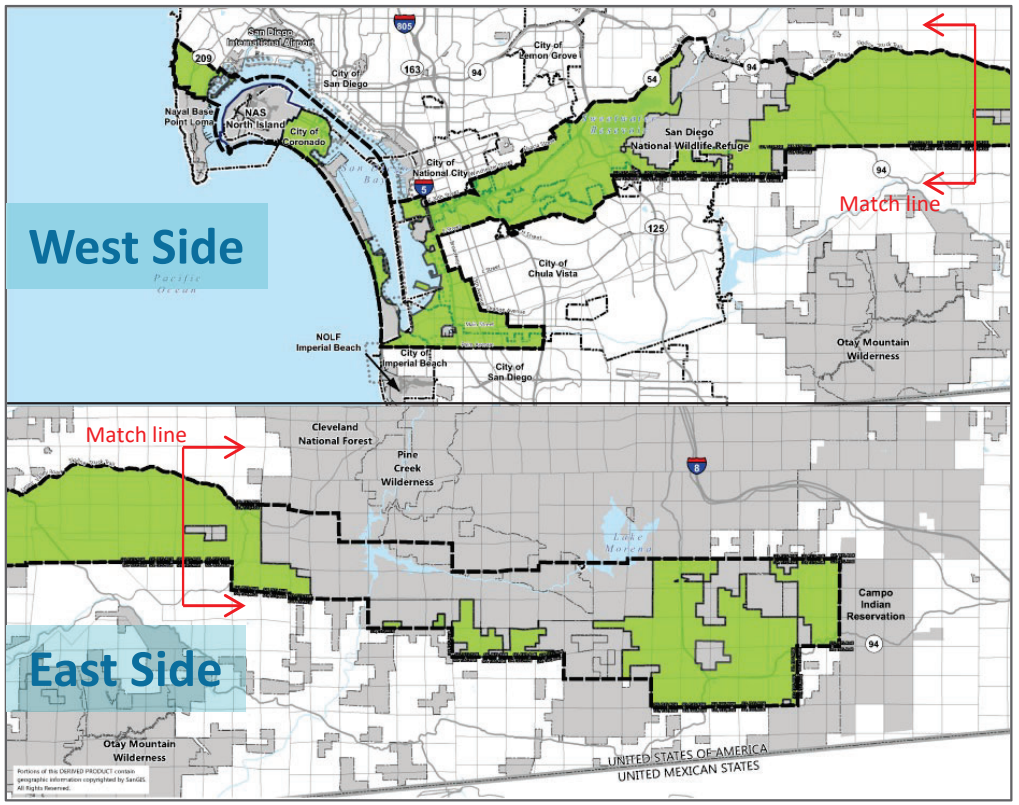
Overflight

- For <u>new or totally reconstructed</u> residences, local agencies should provide a means to notify owners of potential for aircraft overflight



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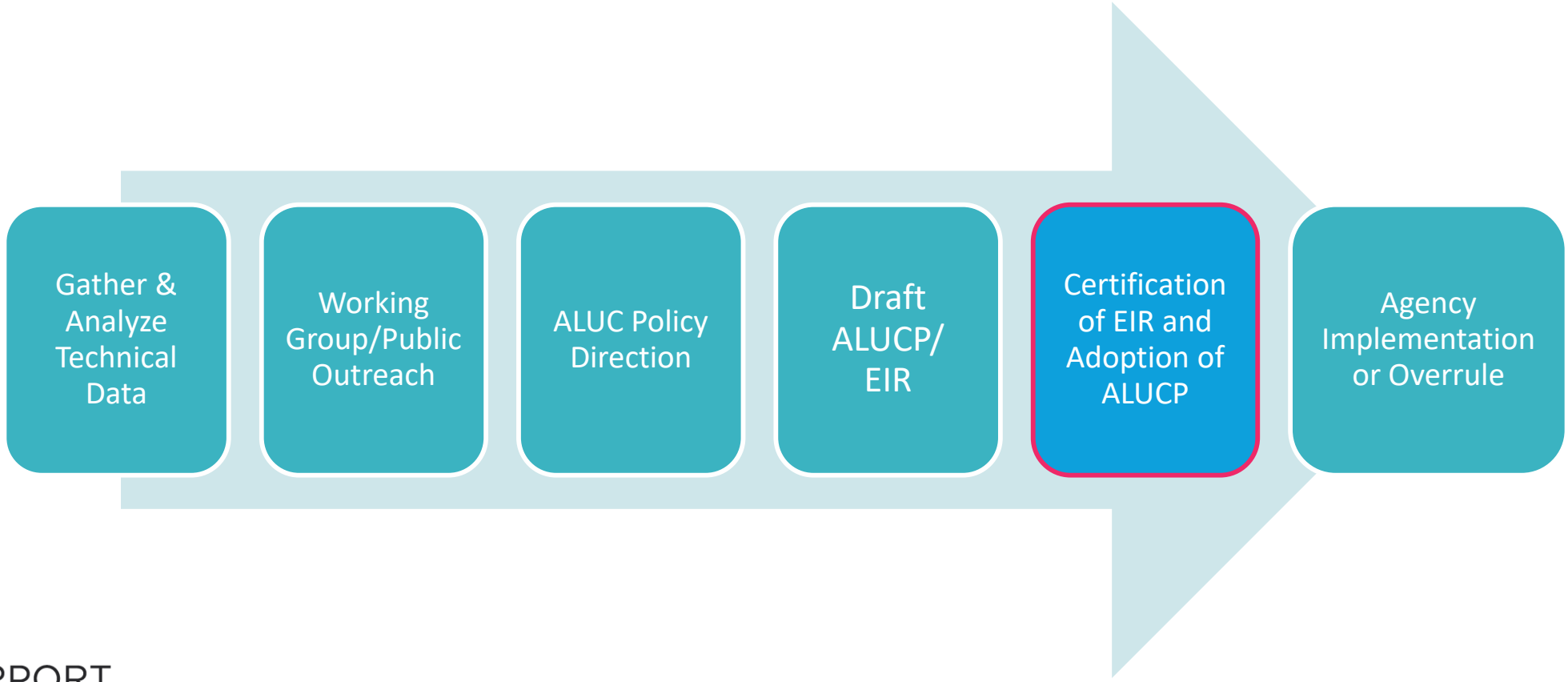
NASNI ALUCP Process



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Public Input/Outreach Process

Meeting Type	Quantity	Time Period
Working Group	12	March 2016 – Aug. 2017
Community Meetings	11	March 2016 – May 2019
City of Coronado Staff Coordination Meetings/Briefings	19	Sept. 2015 – Jan. 2019
Hotel del Coronado Coordination Meetings	6	Feb. 2016 – June 2017
Elected Official Briefings	11	Jan. 2016 – August 2020

Public Input/Outreach Strategy

- Majority of Working Group membership held by local community members (14 seats)
- All community meetings held in City of Coronado
- Meeting notices included advertisements and direct mailings

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Working Group Input on ALUCP

In response to feedback, the following actions were considered compatible:

- Expansion/reconstruction of residences in safety zones or construction of new homes on existing legal lots
- New accessory dwelling units in safety zones
- Expansion/reconstruction of residences in the 65+ dB CNEL contour
- Changes to existing commercial uses that do not increase the level of incompatibility
- Development to be exempt from noise and safety policies if less than 50% of structure located within a noise contour or safety zone

How Local Agencies are Affected

After ALUCP adoption, agency must:

Refer

- Refer all development projects to ALUC

or

Amend

- Amend land use plans and regulations to be consistent with ALUCP; or

or

Overrule

- Overrule all or part of ALUCP

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Environmental Impact Report Overview

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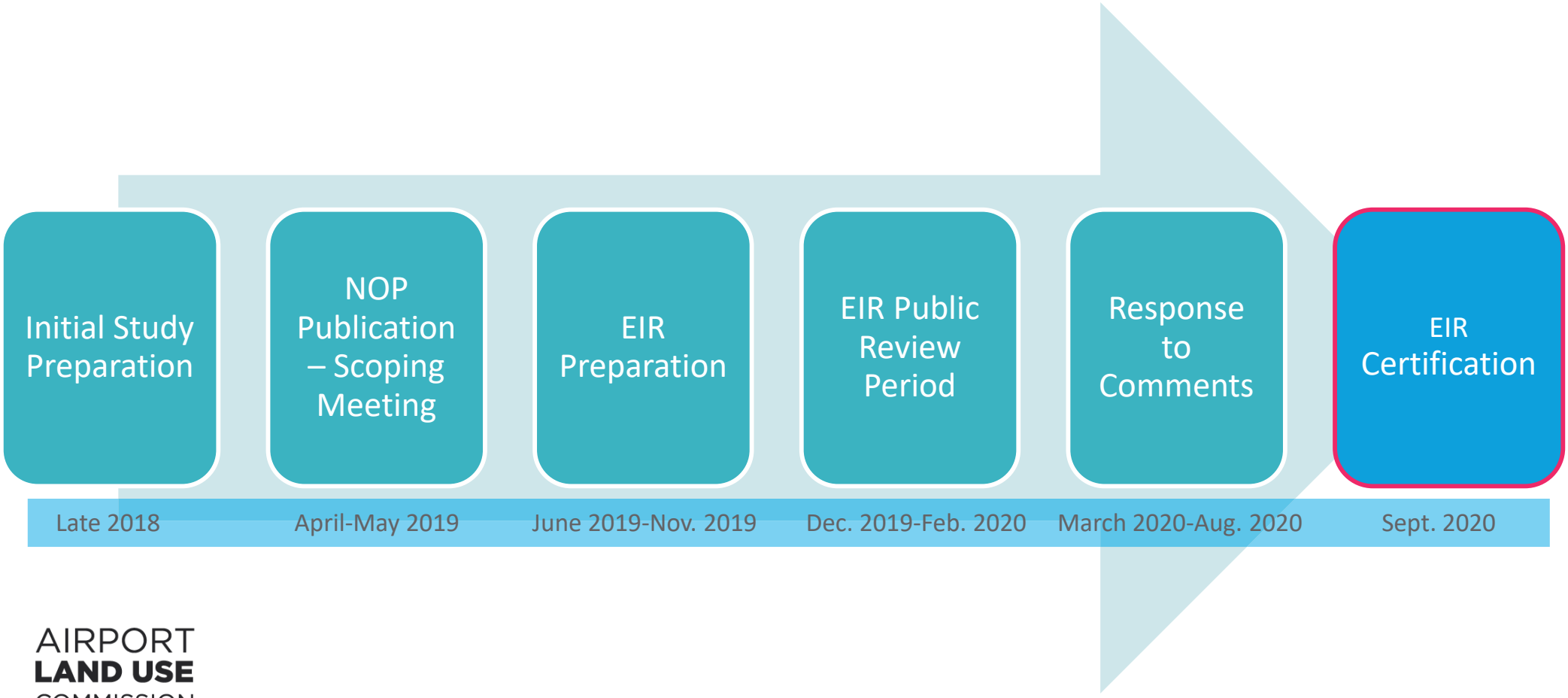
EIR Timeline



AIRPORT LAND USE COMMISSION

EIR Findings

The proposed ALUCP's policies and standards would potentially limit future development within the ALUCP Safety Zones in the following ways:

1. Limiting increases in the density of residential development
2. Limiting increases in the intensity of nonresidential development
3. Designating new development of certain land uses as incompatible

POTENTIAL DEVELOPMENT DISPLACEMENT WITH ALUCP		
LAND USE	DWELLING UNITS	EXPANDED GROSS FLOOR AREA (SQ FT)
Single-Family Residential	28	–
Multiple-Family Residential	8	–
Commercial	–	3,850 to 25,550
Hotel/Resort	–	38,023
Totals	**36**	**41,873 to 63,573**

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Project Objectives

1 - Promote the compatibility of land uses within noise contours

- Limit new noise-sensitive development within the 65+ dB CNEL noise contour
- Ensure that new noise-sensitive development within the 65+ dB CNEL meets interior sound level standards

2 - Protect public safety

- Limit new risk-sensitive land uses within safety zones
- Avoid increases in existing land use incompatibility within the safety zones

3 – Protect airspace and the safety of flight

- Limit height of new structures and objects within the airspace protection boundary per FAA standards
- Limit potential hazards to flight within the airspace protection boundary

4 - Promote awareness of potential effects of aircraft overflights

AIRPORT
LAND USE
COMMISSION

EIR Alternatives Evaluation

Alt. 1- No Project	Alt. 2 – Elimination of Density/Intensity Limits in Safety Zones	Alt. 3 – Application of Noise/Safety Standards to Parcels Sited Completely Inside Zones	Preferred Alternative (Draft ALUCP)
Objective 1 ☒ Objective 2 ☒ Objective 3 ☒ Objective 4 -partially Summary – Alt. 1 fails to meet project objectives and to comply with state laws mandating the adoption of an ALUCP for NASNI	Objective 1 - partially Objective 2 ☒ Objective 3 ☑ Objective 4 ☑ Summary – Alt. 2 fails to limit the increase in land use incompatibility by allowing for increases in density/intensity within the safety zones beyond existing conditions	Objective 1 ☒ Objective 2 ☒ Objective 3 ☑ Objective 4 ☑ Summary – Alt. 3 would fail to meet project objectives 1 and 2 and would not meet the requirements of following the noise and safety standards of the AICUZ	Objective 1 ☑ Objective 2 ☑ Objective 3 ☑ Objective 4 ☑ Summary – Alternative meets all project objectives

Significant and Unavoidable Impacts

- Significant and unavoidable impacts to:
  - Maximum potential displacement of future nonresidential development in Hotel-Motel zoning district – 38,023 sf (assuming buildout of Hotel del Coronado Master Plan)
  - 52% of all H-M-zoned land in Coronado is in ALUCP safety zones
- Mitigation includes working with local agencies to implement

Statement of Overriding Considerations

The ALUCP provides for the orderly development of NASNI, while protecting the public health, safety and welfare, as required by the State Aeronautics Act. The ALUCP

- is consistent with the 2011 AICUZ noise and safety standards and Caltrans *Handbook* guidance;
- ensures that future land use development within the vicinity of NASNI is compatible with the Airport's operations;
- establishes land use measures that minimize the public's exposure to excessive noise and safety hazards; and
- secures the continued operation of NASNI, to the extent that the aeronautical activities otherwise could be impacted by adjacent land use development.

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Staff Recommendation

Staff recommends that the Airport Land Use Commission:

1. Adopt Resolution No. xx certifying the Final Environmental Impact Report for the NASNI ALUCP and adopting CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program.

2. Adopt Resolution No. xx adopting the NASNI ALUCP.

AIRPORT
LAND USE
COMMISSION

Questions?

September 3, 2020 ALUC Meeting

Additional Comments Received from the Public

ITEMS 3 and 4

CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE NAVAL AIR STATION NORTH ISLAND AIRPORT LAND USE COMPATIBILITY PLAN

ADOPTION OF THE NAVAL AIR STATION NORTH ISLAND AIRPORT LAND USE COMPATIBILITY PLAN

CITY OF CORONADO

1825 STRAND WAY
CORONADO, CA 92118
WWW.CORONADO.CA.US

(619) 522-7335
FAX (619) 522-7846

September 2, 2020

Via U.S. Mail and Electronic Mail

Ms. C. April Boling, Board Chair
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA. 92138-2776
Alucpcomments@san.org

Re: Continuance of the September 3, 2020 San Diego County Regional Airport Authority's Public Hearing on the North Island Naval Air Station (NASNI) Final 2019 Airport Land Use Compatibility Plan (ALUCP) and the ALUCP Final Environmental Impact Report (EIR)

Dear Ms. Boling,

The Authority released the Final ALUCP and Final EIR on August 20, 2020 and plans to take action to approve the ALUCP just ten business days later, on September 3, 2020.

At the direction of the Coronado City Council, I am respectfully requesting a two-month continuance of the September 3, 2020 public hearing given the voluminous materials that comprise the Final ALUCP and Final EIR, the short time frame between the release of materials and Authority action on the project, and the importance of giving the public and decision makers enough time to sufficiently review such materials.

On August 20, 2020, the Authority published a six volume, 1,400+ page set of final documents a mere two weeks before a scheduled public hearing to approve the project. When asked if the Airport Authority members had sufficient time to review the documents, the Airport Authority staff described the Final EIR as mostly technical appendices, implying that the technical appendices need not be read or reviewed. It is because the appendices are in fact technical, which makes them difficult to review, and requires specific knowledge, which is why time is needed for a thorough review.

In this era of limited resources and competing health and safety priorities caused by the COVID-19 pandemic, the two-week review period is simply too limited for the robust public review and public participation that Coronado knows the Authority welcomes.

Please inform the City of the Authority's decision on whether to grant an extension by the close of business today, Wednesday, September 2, 2020.

Sincerely,

Blair King, City Manager
City of Coronado

CC: Coronado City Council
Ms. Kimberly J. Becker, President/CEO. San Diego County Regional Airport Authority
Mr. Branden Reed, Director of Planning and Environmental Affairs
Mr. Ralph Redman, Manager, Airport Planning Department

DEPARTMENT OF THE NAVY
COMMANDING OFFICER
NAVAL BASE CORONADO
BOX 357033
SAN DIEGO, CA 92135-7033

IN REPLY REFER TO

5000
Ser N00/339
August 20, 2020

San Diego County Regional Airport Authority
Board Members
PO Box 82776
San Diego, CA 92138-2776

Dear Board Members:

SUBJECT: NAVAL BASE CORONADO SUPPORT TO ADOPT THE AIRPORT LAND USE COMPATIBILITY PLAN FOR NAVAL AIR STATION NORTH ISLAND AND CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT

I am writing on behalf of Naval Base Coronado (NBC) to express my strong support for the San Diego County Regional Airport Authority's adoption of the Airport Land Use Compatibility Plan (ALUCP) onboard Naval Air Station North Island (NASNI) and certification of the accompanying Final Environmental Impact Report at the upcoming Airport Land Use Commission meeting on September 3, 2020. NASNI is part of NBC, which falls under my command.

The plan is consistent with the Air Installations Compatibility Use Zone (AICUZ) Study onboard NASNI and Naval Outlying Landing Field Imperial Beach (2011); including the land use recommendations to address noise and safety related to aircraft operations. As you know, the primary goal of the Department of Defense's (DoD) AICUZ Program is to protect the health, safety, and welfare of those living on and near a military airfield while preserving the operational capability of the airfield. AICUZ documents are intended for use in long-range planning, such as General Plans and ALUCPs. The 2011 AICUZ is representative of the current operating environment at NASNI and remains valid for current and future planning purposes. We support the San Diego County Regional Airport Authority's efforts to promote land use compatibility between our airfield and the surrounding local jurisdictions through the ALUCP for NASNI.

Thank you for the opportunity to comment on this important effort and for your staff's coordination with NBC. My point of contact for this matter is Ms. Anna Shepherd, NBC Community Plans and Liaison Officer. She may be reached at (619) 545-4134 or by e-mail at anna.shepherd1@navy.mil.

Sincerely,

J. W. De PREE
Commanding Officer
Naval Base Coronado

MARGARET MOORE SOHAGI
NICOLE HOEKSMA GORDON
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September 2, 2020

VIA EMAIL TO
ALUCPComments@san.org

Ms. C. April Boling, Board Chair and
Members of the Airport Land Use Commission,
SAN DIEGO COUNTY REGIONAL AIRPORT LAND USE AUTHORITY
P.O. Box 82776
San Diego, CA. 92138-2776

Re: Comments from the City of Coronado on the North Island Naval Air Station (NASNI) Final 2019 Airport Land Use Compatibility Plan (ALUCP) and the ALUCP Final Environmental Impact Report (EIR): Agenda Items 3 & 4

Dear Chair Boling and Commission Members:

The Sohagi Law Group, PLC represents the City of Coronado (City) regarding the NASNI ALUCP and Final EIR, and hereby submits these comments to the San Diego County Regional Airport Authority (Authority) on the City's behalf. The City and its technical experts submitted detailed comments on the Draft ALUCP and Draft EIR on February 13, 2020,[1] which are hereby incorporated into this letter by reference. These comments demonstrated why the Draft ALUCP and Draft EIR were legally deficient.

The Authority published a six volume, 1,400+ page set of final documents a mere two weeks[2] before a scheduling a public meeting to approve the project. Even under normal circumstances, there would have been minimal time for meaningful public review and input prior to a project decision. In this era of limited resources and competing health and safety priorities caused by the COVID-19 pandemic, the two-week review period is simply inexcusable. The Authority has substantially impaired the public's ability to comment on the final documents and participate in the process. The City therefore requests a two-month continuance of the planned September 3, 2020 public meeting, especially because the COVID-

[1] Letter to Mr. Ralph Redman, Manager, Airport Planning Department San Diego County Regional Airport Authority from Blair King, City Manager, City of Coronado re Comments on NASNI Draft ALUCP and Draft EIR, February 12, 2020. These comments are included as Attachments A01, A02, and A03 in the Final EIR Appendices, Volume 1.
[2] The Final ALUCP and Final EIR were released on August 20, 2020, and the Authority plans to take action to approve the ALUCP a mere two weeks later, on September 3, 2020.

19 crisis prevents meaningful public review and comment on 1,400+ pages of final documents.[3]

The Authority did not provide sufficient notice of the upcoming September 3, 2020 consideration of the ALUCP. The Caltrans Airport Land Use Planning Handbook (Handbook) recommends that the Authority follow the notice and public hearing procedures applicable to general plans and specific plans set forth in Government Code sections 65090[4], 65091[5], and 65353[6] when considering adoption of an ALUCP. (Handbook, p. 3-54.) The Handbook specifically states posting notices on agency websites and posting email notices to alert interested parties "are recommended, but [they] *should not replace the use of mailed notices when property owners would be directly affected by an action*." (emphasis added, Handbook, p. 3-54.) Affected property owners were not mailed notice of the September 3, 2020 hearing on the Final ALUCP and Final EIR nor did the Authority provide notice as set forth in Government Code sections 65090, 65091, and 65353. While the Authority indicated it sent notice of the September 3 hearing to the 390 individuals who commented on the Draft EIR, the Authority did not publish notice of the public hearing in any newspaper of general circulation within the jurisdiction, severely limiting the public's ability to participate in the ALUCP adoption process. Consideration of the ALUCP has not been agendized as a public hearing. Proper notice must be provided prior to considering the ALUCP and Final EIR and the matter agenized and conducted as a public hearing.

The City's initial review, disappointingly, found that the Final ALUCP and Final EIR do nothing to meaningfully address the City's comments on the draft documents. The attached letter (Attachment 1) from the City's planning consultant, Leslea Meyerhoff, AICP, summarizes City comments and concerns with the Final ALUCP and Final EIR. Major City comments and concerns on the draft documents that are not meaningfully addressed in the final documents are included below.

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[3] At least one link to the ALUCP provided on the San Diego International Airport website is broken and does not open applicable web pages, further inhibiting public input on the ALUCP process. See Exhibits 1 and 2.

[4] Government Code section 65090 requires notice of a public hearing on plans be given in at least one newspaper of general circulation within the local agency's jurisdiction at least 10 days prior to the hearing or else notice must be posted in at least three public places within the local agency's jurisdiction.

[5] Government Code section 65091 requires notice of a public hearing must be "mailed or delivered at least 10 days prior to the hearing to all owners of real property [. . .] within 300 feet of the real property that is the subject of the hearing." If the number of real property owners exceeds 1,000, the local agency may provide notice by placing an advertisement of at least one-eighth page in at least one newspaper of general circulation at least 10 days prior to the hearing. (Gov. Code, § 65091(a)(4).)

[6] Government Code section 65353 governs noticing requirements for a planning commission hearing, demanding compliance pursuant to requirements in Government Code sections 65090 and 65091.

I. SUMMARY OF FINAL ALUCP COMMENTS

A. Exemptions from Authority Review Must Consider COVID-19 Economic Impacts

Businesses across the county have experienced economic uncertainty as state and local lockdown orders necessitated the closure of many businesses in an attempt to curb the spread of the virus. Small businesses have been particularly affected by the initial closures and subsequent resurgence of the virus, which has forced many small businesses to permanently close.[7] A report from researchers at Harvard indicates that many as 110,000 small businesses have decided to permanently shut down between March and May.[8]

The trend is only intensifying, as the most recent period for which data is available (June 15 to June 29) indicates "businesses were closing permanently at a higher rate than in the previous three months…."[9] It is likely these estimates have increased since the end of June because as months continue to pass, these small businesses have expended money to stay afloat while receiving less operational profit. The financial fragility of these businesses would likely continue because there is no certainty a vaccine will be developed in the near term.[10] The National Association of Realtors (NAR) concluded that retail sales lost during the pandemic will not be recovered anytime soon and anticipates permanent retail closures would result in "vacant retail being repurposed as apartments, warehousing, or another use." (See Attachment 3, p. 14.) NAR estimates a similarly bleak projection for offices, as it anticipates commercial vacancy rates will remain elevated and notes a net occupancy loss of 14 million square feet during Q2 and 8.4 million square feet during Q3. (See Attachment 3, p. 12.)

Table 3 of the proposed ALUCP entitled "Limits of ALUC Authority" lists examples of projects that would not require ALUC review, including "Resumption of a Discontinued Use."

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[7] Flitter, Emily, "'I Can't Keep Doing This:' Small-Business Owners Are Giving Up," *The New York Times*, July 13, 2020, available at: https://www.nytimes.com/2020/07/13/business/small-businesses-coronavirus.html.

[8] See Flitter, Emily, "'I Can't Keep Doing This:' Small-Business Owners Are Giving Up," *The New York Times*, July 13, 2020, citing Bartik, Alexander W., "How Are Small Businesses Adjusting to COVID-19?" National Bureau of Economic Research, Working Paper 26989, April 2020, available at: https://www.nber.org/papers/w26989.pdf.

[9] Flitter, Emily, "'I Can't Keep Doing This:' Small-Business Owners Are Giving Up," *The New York Times*, July 13, 2020.

[10] According to the World Economic Forum, the discovery and research phase of developing vaccines is normally two-to-five years and in total, a vaccine can take more than 10 years to fully develop. See Broom, Douglas, "5 Charts That Tell the Story of Vaccines Today," World Economic Forum, June 2, 2020, available at: https://www.weforum.org/agenda/2020/06/vaccine-development-barriers-coronavirus/.

This exemption occurs when incompatible land uses resume after being discontinued for no more than twenty-four (24) consecutive months.[11]

Businesses affected by the ALUCP[12] have been dramatically affected by the pandemic's economic devastation and require more than 24 months to resume a discontinued use.[13] Researchers at Harvard Business School anticipate the COVID-19's "tremendous disruption to our economic system seems likely to create echoes that will reverberate for many years…."[14] Because of the foregoing reasons, the City respectfully requests the ALUC revise the "Resumption of a Discontinued Use" exemption in the ALUCP to allow businesses detrimentally affected by the unprecedented effects of COVID-19 to recover from the crisis and continue operations when businesses are able to permanently and consistently remain open.

The City requests the Authority revise the ALUCP to allow incompatible land uses to resume operations after discontinuance for up to sixty (60) months.

B. Additional Final ALUCP Deficiencies

Additional ALUCP deficiencies include the following:

- The ALUCP is fundamentally flawed because it is inconsistent with the City's existing land uses, General Plan, and applicable specific plans. The ALUCP exceeds the

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[11] The Authority Staff Report prepared for the September 3, 2020 meeting indicates that the Public Utilities Code "does not address the question of whether or how much an existing use can be modified or reconstructed without being subject to the ALUCP." (p. 9.) Because the Authority concedes the Public Utilities Code does not impose limitations on Authority's decision to modify existing land uses, the Authority has the discretion to extend the time frame for allowing incompatible land uses to resume operation after being discontinued.

[12] According to a study by Keyser Marston Associates, Inc. (KMA) evaluating the potential economic impact of the proposed ALUCP if adopted, the City would experience a total loss in spending of nearly $10.8 billion and a loss in City tax revenues of $1.5 billion over a 50 year period. This reflects a reduction of 55.5% in total spending and 61.1% of total tax revenues from property tax, eating and drinking sales tax, and Transient Occupancy Tax revenues to the City. (See Attachment 2, Table II-2, p. 4.)

[13] The analysis and findings in the KMA report were undertaken between January and February 2020 based on economic data available at that time, prior to the surge of the COVID-19 pandemic in March 2020; thus, "estimates of current and projected future economic impact contained in this report do not consider the potential adverse impacts of the [pandemic] and the national recession that is likely to follow." (Attachment 2, p. 2.)

[14] Balla-Elliott, Dylan, "Business Reopening Decisions and Demand Forecasts During the COVID-19 Pandemic," National Bureau of Economic Research, NBER Working Paper Series, June 2020, available at: https://www.hbs.edu/faculty/Publication%20Files/w27362_93bda8f1-d71e-410b-8341-5b34c3e2949a.pdf.

Authority's authority, which is limited to planning for areas not already devoted to incompatible uses.

- There is no state mandate to adopt the ALUCP at this time.
- Because there are so few "split parcels" in the City, and because the underlying Air Installation Compatible Use Zone (AICUZ) noise modeling is not precise, the ALUCP noise and safety regulations should apply only when an entire parcel is covered.
- The Navy has flexibility to modify its aircraft operations to reduce impacts.
- The ALUCP poses a significant challenge to Coronado's ability to meet its adopted Regional Housing Needs Assessment (RHNA) allocation.
- An ALUCP prohibiting any increases in residential intensity or density precludes the City from complying with state mandates for increasing the local housing supply.
- The ALUCP's development restrictions conflict with Coastal Act policies that strongly encourage visitor-serving uses, recreational activities, and other coastal-dependent and coastal-related uses to be located in the Coastal Zone.

II. SUMMARY OF FINAL EIR COMMENTS

In addition to the above ALUCP deficiencies, the EIR project description is also inadequate because:

- The ALUCP is not a long-range 20-year master plan as required by state law, but instead is based on the outdated 2011 AICUZ which has a horizon year of 2020.
- The Authority has prematurely approved the proposed ALUCP by insisting it cannot deviate from the 2011 AICUZ.
- The AICUZ 2020 "future" scenario was developed ten years ago and based on stale data from nearly twenty years ago.
- The 2011 AICUZ noise and safety zones are no longer accurate and must be updated.
- The entire underpinning of the Draft EIR's impact analysis is flawed because it is based on a hypothetical AICUZ 2020 baseline, not on an existing conditions baseline supported by substantial evidence.
- The Draft EIR's impact analyses also violate CEQA requirements because:
    - Impacts to all land use categories (e.g., residential and commercial) are significant; the EIR concludes only the resort/hotel category is significant.
    - Development restrictions would displace future land uses to more dispersed locations, but the Draft EIR fails to disclose indirect impacts of displaced development on topics such as traffic, noise, air quality, and greenhouse gases.

- Analysis of significant housing impacts—imposing constraints and challenges to meeting the RHNA allocation—is not addressed.
- Analysis of urban decay impacts caused by development restrictions and disinvestment is entirely omitted.
- Feasible mitigation measures that could reduce significant impacts are ignored.
- The cumulative impact analysis fails to analyze cumulative impacts caused by the RHNA and omits consideration of many other probable future projects.

- The EIR alternatives analysis is inadequate because it fails to evaluate other feasible alternatives available to the Navy that could reduce significant impacts, such as specific modified fight paths or specific changes in runway usage.

III. FINAL ALUCP AND FINAL EIR FAIL TO MEANINGFULLY ADDRESS PRIOR CITY COMMENTS

Although the Final ALUCP and Final EIR purport to consider City comments on the draft documents, there are almost no substantive changes in the final document that meaningfully address City comments. For example, none of the revisions to the Draft ALUCP listed in Final EIR pages 3-6 address the City's comments and concerns listed above. Instead, the revisions describe an even more onerous process for ALUC review of development applications. This will make the ALUC's job even harder. If the Authority approves the Final ALUCP, the ALUC would be a de facto Planning Commission for the City, a role for which it is poorly-equipped.

Similarly, the revisions to the Draft EIR listed in Final EIR pages 6-8 address none of the City's comments and concerns listed above. The Final EIR's responses to comments and Draft EIR revisions utterly fail to meet basic CEQA requirements set forth in CEQA Guidelines section 15088, subdivision (c) (emphasis added):

> The written response shall describe the disposition of significant environmental issues raised (e.g., *revisions to the proposed project to mitigate anticipated impacts or objections*). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail *giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice*.

IV. RECOMMENDATIONS

The City continues to urge the Authority to no longer pursue its efforts to adopt the ALUCP because it is not required to be adopted at this time, is based on stale and outdated information, and would have truly devastating economic impacts on the City and its property owners. The Authority must update the proposed ALUCP and Final EIR to reflect the far-reaching and long-term implications of the COVID-19 pandemic on the Authority's

assumptions and analysis presented in the proposed plan and environmental review documents. Nevertheless, should the Authority decide to proceed with the ALUCP, the deficiencies in the Final ALUCP and Final EIR must first be remedied by substantially revising these documents, and recirculating the EIR for additional public comment.

Very truly yours,

MARGARET MOORE SOHAGI
THE SOHAGI LAW GROUP, PLC

CC: Mr. Ralph Redman, Manager, Airport Planning Department
City Council, City of Coronado
Blair King, City of Coronado City Manager

Attachment 1: Leslea Meyerhoff, AICP, Memorandum & Resumes, Summit Environmental Group.

Attachment 2: Keyser Marston Associates, Inc., Economic Impact Assessment: Naval Air Station North Island Airport Land Use Compatibility Plan, September 2020.

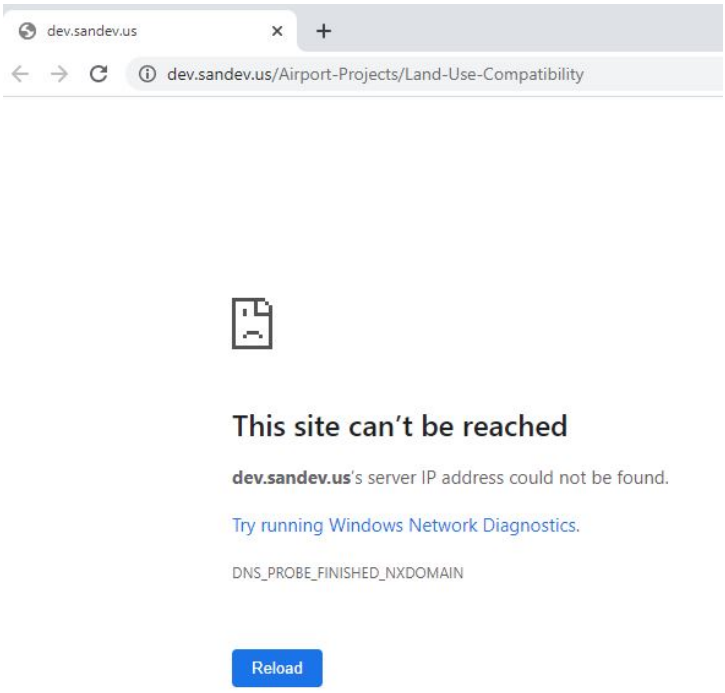
Attachment 3: Commercial Real Estate Trends & Outlook, National Association of REALTORS Research Group, July 2020.

Exhibit 1:

WHERE CAN I GET MORE INFORMATION AND BECOME INVOLVED IN THE ALUCP PROCESS?

Additional information, including the complete ALUCPs which have been adopted, is available online. To be placed on an interest list for ALUCP meeting notices, offer comments or ask other questions, please e-mail alucpcomments@san.org.

Exhibit 2:



September 2, 2020

Mr. Ralph Redman, Manager, Airport Planning
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA. 92138-2776

SUBJECT: Comments on the North Island Naval Air Station (NASNI) Final 2019 Airport Land Use Compatibility Plan (ALUCP) and the ALUCP Final Environmental Impact Report (EIR)

Dear Mr. Redman:

Introduction

The San Diego County Regional Airport Authority (SDCRAA) published a six (6) volume, 1,400+ page ALUCP and EIR document two weeks before a scheduled public hearing on the matter. The sheer volume of material to be reviewed within an artificially constrained review period deprives interested parties, as well as the members of the SDCRAA Board, with a meaningful opportunity to fully review the materials for content and to determine if anything has changed within the published documents and if public concerns and comments have been fully addressed, as required by CEQA.

The Summit Environmental Group, Inc. (Summit) on behalf of the City of Coronado, has reviewed the proposed Final Airport Land Use Compatibility Plan ("ALUCP" or "project") for the for the Naval Air Station North Island ("NASNI"), and the Final Environmental Impact Report ("EIR") issued on August 20, 2020, and submits the following comments. The resumes of all technical team members, including noise and aviation experts, who contributed to the analyses contained herein are included as Attachment 1 to this letter.

Based on our initial review, we have determined that the SDCRAA has essentially ignored all of our requests for better technical data and use of current, public, best available computer models, leaving us to conclude that the EIR fails to contain accurate information and substantial evidence to support the appropriate baseline and impact conclusions contained therein.

In addition, we have not seen a determination of concurrence from the Coastal Commission that the NASNI ALUCP does not constitute "development". The Coastal Act of 1976 requires that any development receive a coastal development permit or an exemption from permit

requirements. The Airport Authority is responsible for complying with the Coastal Act and must seek a permit or a permit exemption for all development within the Coastal Zone. Evidence to support the SDCRAA statement that the ALUCP does not constitute development must be provided to stakeholders before the ALUC takes action on the ALUCP and related EIR.

Importantly, the Final EIR and findings should have firmly concluded that the ALCUP would have a cumulatively considerable housing impact because it prevents Coronado from achieving its final SANDAG Regional Housing Needs Allocation (RHNA) of 912 additional residential housing units. This impact is now much more definite than the mere “possibility” mentioned in the Draft EIR.

As noted in EIR Appendices Volume 1 of 2, Appendix 2, the SDCRAA received 391 comment letters from the public and public agencies during the public review period clearly demonstrating that the ALUCP is of region-wide as well as local concern and that additional time must be provided to the public to allow for a meaningful opportunity to review and comment on the six volumes published on August 20, 2020.

The ALUCP EIR preparers have wasted considerable effort because the EIR relied on old noise simulation models and out-of-date technical data. Both the noise simulation model and aircraft operational data provided in the 2011 AICUZ are ten to twenty years old. The statement that the 2011 AICUZ remains valid indefinitely is not supported by any evidence in the record; rather it is an opinion that is given but not based on any evidence. The Final EIR does not refute that the noise contours and safety contours are in fact likely very different today.

Further, the SDCRAA has not cited a single valid reason to support their failure to update noise and safety models and the model input with resultant updated data. Updated noise contours to account for changes in the noise simulation models, number of aircraft operations, and the type of operation, aircraft fleet mix, flight path/procedures, and day/evening/night mix of operations are required. An updated and representative prospective future planning scenario must be completed. If the results of the updated noise contours are different, then these changes must be assessed within a Recirculated Draft EIR and included revised ALUCP.

The noise and safety contours in the ALUCP and AICUZ are not based on updated, accurate information. NASNI simply saying that an AICUZ is "valid indefinitely" does not mean the noise and safety contours are accurate or reflect physical reality. Models are susceptible to input bias - they contain some subjective inputs/projections. Different computer models, unknown future (20-year forward) projections, day/night splits, and type of aircraft all have the potential to change the noise contours. At present, and based in part on the Navy’s V-22 Osprey EA issued in 2018 (See Attachment 2), there are strong indications of reduced operations that would have the practical effect of lowering noise and safety effects if the AICUZ and ALUCP maps were updated based on current operations and forward looking projections.

According to Department of the Navy, OPNAVIST 11010.36C (included in Attachment 3 to this letter), Chapter 5, Section 1: *AICUZ reviews should be conducted when new*

requirements are anticipated at an installation such as basing of a new type of aircraft, significant increases in operational levels, or significant increases in nighttime (2200 to 0700 hours) flying activities. Since major changes in operations, which have a significant impact on the environment, require environmental documentation in accordance with the NEPA, an AICUZ update subsequent to completion of the NEPA documentation is normally sufficient (italics added).

Coronado requests that the noise and safety contours be updated to reflect current operations with an eye toward a 20-year future projection as is required for an ALUCP. The City is a key stakeholder and requests input to this update process to ensure it would be accurate. As currently configured, the noise and safety contours on which the ALUCP is based are overly "conservative" assumptions which means that the SDCRAA and Navy are seeking to protect the largest potentially affected area though it is no longer based on current or probable future operations at NASNI.

This letter sets forth detailed reasons why the ALUCP and EIR are deficient, and do not meaningfully respond to, or address, the comments and concerns of the City which have been raised repeatedly, including most recently on the Draft EIR and Draft ALUCP circulated earlier this year.

Final EIR and Final ALUCP Comments

The letters in the FEIR reveal major flaws in the Final EIR and Final ALUCP, particularly those in FEIR Volume 1 of 2, Appendix 3.D. It is clear that the California Department of Transportation (CalTrans) shares many of the concerns of the City that the 2011 AICUZ is neither legally nor technically adequate to serve as an operational baseline for the ALUCP or environmental baseline for the EIR although they also assert they do not have jurisdiction since NASNI is a federal military airport.

Caltrans clearly rejects the airfield diagram and other information and declines to comment on the adequacy of the data as it is not within their jurisdiction since NASNI is a federal military airport not a general aviation or municipal airport as noted in the Final EIR, Appendices Volume 1 of 2, Appendix 3.D.

Similarly, the Commanding Officer of Naval Base Coronado (including NASNI) states that current operations are within the historic noise and safety footprint/parameters identified based on selected operations that occurred from 2003 through 2009. However, these are likely oversized and outdated and are overly conservative and no longer reflect current operational realities. We do not understand the reluctance of the Navy or the SDCRAA to reevaluate the noise and safety contours based on current operations, and the SDCRAA or Navy have not provided a credible rationale or factual information to substantiate this outright refusal to provide updated and current data based on contemporary operations and modelling. Moreover, this position is inconsistent with DOD and Navy procedures and regulations cited herein.

Further, NASNI officials are silent on the City's comments that current operations and aircraft utilize much more precise technical procedures that are more refined based on technical advancements and are quieter. This suggests refinements to the data based on current

operations and updated models would provide more refined and likely smaller noise and safety contours that may have a reduced environmental effect on the City of Coronado.

As noted by the Draft EIR (p. 2-9), PUC § 21675(b) states that an ALUCP prepared for an area surrounding a military airport must be "consistent with the safety and noise standards" in the AICUZ prepared for that military airport. However, this requirement does not mean that the safety and noise standards, and associated contours, must be identical. (See Muzzy Ranch Co. v. Solano County ALUC (2008) 164 Cal.App.4th 1,9 ["safety and noise standards in an airport land use plan must be compatible with those in the applicable AICUZ, but they need not be identical"].)

The AICUZ "future" scenario was developed ten years ago and based on stale data from nearly twenty years ago (e.g., 2003-2009) and has a stated planning horizon year of 2020. The 2011 AICUZ noise and safety zones are no longer accurate and must be updated, because:

- Noise simulation models used are outdated.
- Flight paths have changed since 2003-2009.
- The aircraft fleet mix is inaccurate, e.g., the recent conversion to Osprey aircraft is not included.
- The number of aircraft operations is higher than more recent estimates.
- Evening and night flights need to be recalculated.

The City is making the simplest of requests to update the noise and safety modeling analyses to reflect current operations not those that occurred between 2003-2009. Zero evidence has been provided to date by the Navy, Caltrans or SDCRAA that the noise and safety contours would not be smaller today than they were in 2003-2009 if current, best available, state of the art and publicly available models were run for the singular purpose of allowing a side by side comparison to ensure contemporary accuracy. This is of fundamental importance to the City as the noise and safety contours serve as the underpinning of the entire ALUCP and are fundamental to the ALUCP policies and regulations that the SDCRAA wishes to impose upon the citizens, property and business owners within the good city of Coronado.

Detailed Description of Required AICUZ Updates

Under Department of Defense (DOD) guidance, the AICUZ needs to be updated when new aircraft is introduced. The Osprey was thereafter introduced without a new or revised AICUZ. According to Page 8 of 30, of Department of Defense INSTRUCTION NUMBER 4165.57 Regarding AICUZ, Incorporating Change 3, August 31, 2018

- 2. AICUZ STUDY CONTENT a. An AICUZ study shall include: (1) A description of the aircraft noise and aircraft accident potential environment around the air installation for existing operations. (2) A description of the long-term (5-10 year) aircraft noise and accident potential environment for projected aircraft operations that is consistent with the planning horizon used by State, tribal, regional, and local planning bodies.

Further, according to Page 12 of 30, of Department of Defense INSTRUCTION NUMBER 4165.57 Regarding AICUZ, Incorporating Change 3, August 31, 2018:

- 7. AICUZ UPDATES. Land use planning involves long-range strategies to influence present and future uses of lands. Frequent AICUZ updates and changes in land use recommendations can undermine the neighboring community's willingness to incorporate DoD Component recommendations into local comprehensive plans or to enact land use controls. AICUZ study recommendations should be based on best available, realistic long-range projections of air installation operations in support of local, State, and regional government land use planning objectives. Examples of when AICUZ updates should be undertaken include major mission changes, increases in nighttime flying (flights between 10:00 p.m. and 7:00 a.m.), basing of significant numbers of additional or a new type of aircraft, and base realignment affecting flying operations.

Additionally, according to Page 14 of 30 of Department of Defense, INSTRUCTION NUMBER 4165.57 Regarding AICUZ, Incorporating Change 3, August 31, 2018:

- 9. JOINT LAND USE STUDY (JLUS) a. The Office of Economic Adjustment (OEA) administers the JLUS Program pursuant to section 2391(b)(1) of Reference (j) and in accordance with DoD 3030.01 (Reference (s)) and DoDI 3030.3 (Reference (t)) to promote consistent ongoing compatible use and outreach programs between installations and local communities. b. Each time an AICUZ is updated, the DoD Components shall consider whether further engagement with the neighboring local communities is needed through a JLUS to preserve the operational utility of the air installation.

Therefore, based on DOD guidance referenced above and the Navy's own guidance (See Attachments 3 and 4), the 2011 NASNI AICUZ is required to be updated based the changed operations including the recently introduced (2020) and newer V-22 Osprey aircraft.

As stated in Exhibit 2 to the City's Draft EIR comments, the EIR is fatally flawed due to its dependence on the use of old noise simulation models and out-of-date data. Specifically, the Draft EIR relies on the 2011 Air Installation Compatible Use Zones ("AICUZ")[1] as its basis for its safety zones, noise contours such as the determination of the 65 dB Community Noise Equivalent Level ("CNEL") contour, and land-use compatibility standards.

The ALUCP uses the AICUZ to determine the Airport Influence Area, which is the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on land use. However, the noise contours within the AICUZ used information and noise simulation models which are quite out-of-date. Thus, all conclusions regarding land use compatibility from the use of that out-of-date information are no longer valid. Updated noise contours must be generated and these changes must be assessed within a Recirculated Draft EIR.

As published in 2011, the AICUZ noise zones were based on two sets of CNEL contours: a baseline scenario which was developed from a seven-year average (2003 through 2009) of annual aircraft operations at NASNI and a prospective future scenario (generally represented/projected as 2020), to reflect anticipated operational levels at NASNI. Thus, the

[1] AICUZ Study Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California, 2011.

noise contours were based on data, analyses, and projections from ten to twenty years ago. Data from ten to twenty years ago would no longer accurately reflect conditions at the airfield and conclusions based on this data are no longer valid. The estimation of the noise contours within the Draft ALUCP EIR must be based on updated information.

Secondly, the prospective future scenario represented an estimation of noise contours for the year 2020, but that estimation was conducted ten years ago and based on data from nearly twenty years ago. Over the years, there have been changes to airfield operations such as the annual number of aircraft operations and the types of aircraft that operate at NASNI and the aircraft flight tracks and day/evening/night splits reflective of how those aircraft operate at NASNI. As such, neither the baseline scenario nor the prospective future scenario within the AICUZ accurately reflects the noise contours within the existing or future environment. Given that these out-of-date noise contours are the basis for the conclusions related to land use compatibility, the ALUCP and the ALUCP EIR are also fatally flawed.

The Draft ALUCP EIR preparers have wasted considerable effort because the Draft EIR has used old noise simulation models and out-of-date data. Both the noise simulation model and aircraft operational data are ten to twenty years old, and there is no reason that these models and data have not been updated.

Updated noise contours to account for changes in the noise simulation models, number of aircraft operations, and the type of operation, aircraft fleet mix, flight path/procedures, and day/evening/night mix of operations are necessary. An updated and representative prospective future planning scenario must be completed. If the results of the updated noise contours indicate a different planning area, then these changes must be assessed within a Recirculated Draft EIR.

An Environmental Assessment ('EA") for the Transition from C-2A to CMV-22B Aircraft at NASNI ("Osprey Conversion EA") was published in 2018.[2] This EA provides noise contours for a baseline condition developed from a six year average (2010 through 2015) of annual aircraft operations at NASNI, along with a No Action, Alternative 1, and Alternative 2 (each projected to2028). It seems that this EA was developed using more current and representative data (such as the number of aircraft operations, the aircraft type, the flight path/procedures, and the percentage of helicopter operations, day/evening/night split) than the AICUZ. The listed noise model input data are directly related to the noise contour output, which informs land use compatibility.

Accurate 65 dB Contours are Critical to Determining Applicability of Noise Standards

As indicated in the Draft ALUCP EIR, the location of the 65 dB CNEL contour line is critical in determining whether noise policies and standards apply to a land use. The reliance on the accuracy of the 65 dB CNEL noise contour is immediately obvious in the example provided in Appendix E2, Section 8.9 of the ALUCP (Parcels Split by a Noise Contour) of slight location shifts in the 65 dB CNEL contour. As stated in the ALUCP, "the location of the building with

[2] Draft Environmental Assessment for the Transition From C-2a to Cmv-22b Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk, January 2018 and Final Environmental Assessment for the Transition From C-2a to Cmv-22b Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk, July 2018.

respect to the noise contour is a relevant factor in determining how noise standards should be applied to split parcels." Furthermore, the ALUCP states that land uses are subject to the standards of the noise contour range in which more than 50 percent of the associated structure is located. Therefore, it may be a matter of 100 feet or less which determines if a building is subject to the standards and the use of old noise simulation models, and out-of-date data could definitely affect the location of the 65 dB noise contour by 100 feet or less.

Slight shifts of the contour determine whether noise policies and standards would apply to a new or reconstructed building. It is critical that these noise contours be drawn using the most representative information. An update of the 65 dB CNEL contour needs to be undertaken based on current and representative data.

As shown in Table 1-2 of the Draft ALUCP EIR, there are 36 potentially displaced residential dwelling units. According to the information associated with Alternative 3, if parcels that are split by the 65 dB CNEL contour would not be subject to any noise standards, then the result would effectively remove approximately 14 residentially zoned units from the 65 dB CNEL contour. The conclusion from this information is that 14 residentially zoned units are split by the 65 dB noise contour and even slight changes to the noise modeling analyses could change which (if any) residentially zoned units would be subject to any noise standards.

Number of Aircraft Operations Associated with the AICUZ Prospective Future Scenario is No Longer Appropriate and Representative

The AICUZ baseline scenario uses a seven-year average (2003 through 2009) of the total flight operations for NASNI of 94,554 operations to model the baseline noise contours. The AICUZ prospective future scenario provides for total flight operations of 100,325. We doubt this is still representative of the existing and future conditions at NASNI.

The following table shows the annual aircraft operations used within the AICUZ and Osprey Conversion EA. The 2011 AICUZ shows many more annual aircraft operations than the Osprey Conversion EA which was prepared in 2018.

Condition	Annual Operations
Older AICUZ Baseline Scenario (2003-2009)	94,554
Older AICUZ Future Scenario (2020)	100,325
Newer CMV-22B EA Baseline Condition (2010-2015)	75,600
Newer CMV-22B EA No Action (2028)	79,800
Newer CMV-22B EA Alternative 1 (2028)	91,300
Newer CMV-22B EA Alternative 2 (2028)	85,600

The 2018 Osprey Conversion EA developed a baseline condition based on an average of six years of operations from 2010 through 2015. This is a more current representation of existing conditions at NASNI than either the AICUZ baseline scenario or the prospective future scenario. The Osprey Conversion EA reports there are approximately 75,600 annual baseline

operations at NASNI (approximately 20 percent less than the AICUZ baseline scenario and approximately 25 percent less than the AICUZ prospective future scenario). The AICUZ baseline and future scenario annual operations are higher than all conditions associated with the EA. The AICUZ baseline scenario and the prospective future scenario appear to be overestimating the number of aircraft operations at NASNI relative to more current information; thus, the Draft ALUCP EIR overestimates the noise contours coverage. The estimation of the noise contours within the Draft ALUCP EIR must be based on updated information.

Day/Evening/Night Operational Splits Associated with the AICUZ Prospective Future Scenario are No Longer Appropriate and Representative

The AICUZ baseline scenario shows that approximately 90 percent of the total aircraft operations occur during the day (7:00 am to 7:00 pm), approximately nine percent occur during the evening (7:00 pm to 10:00 pm), and one percent occur during the night (10:00 pm to 7:00 am). The AICUZ prospective future scenario shows that approximately 86 percent of the total operations occur during the day, approximately 11 percent occur during the evening, and three percent occur during the night. The AICUZ data were based a seven-year average (2003 through 2009) of total annual aircraft operations at NASNI.

The Osprey Conversion EA (Table 3.2-2) shows that the majority of the operations at NASNI occur during the day, with 57,281 total operations (approximately 76 percent), followed by 15,477 evening operations (approximately 20 percent), and 2,786-night operations (approximately four percent). This data represents aircraft operations from 2010 through 2015, which is a more current representation than the information within the AICUZ.

The following table shows the day/evening/night operational splits used within the AICUZ and Osprey Conversion EA. The AICUZ shows many more day operations than the EA, but many fewer evening/night operations.

Condition	Day	Evening	Night
Older AICUZ Baseline Scenario (2003-2009)	89.7 percent 84,848 operations	8.9 percent 8,391 operations	1.4 percent 1,315 operations
Older AICUZ Future Scenario (2020)	86.1 percent 86,397 operations	11.3 percent 11,315 operations	2.6 percent 2,613 operations
Newer CMV-22B EA Baseline Condition (2010-2015)	75.8 percent 57,281 operations	20.6 percent 15,477 operations	3.6 percent 2,786 operations
Newer CMV-22B EA No Action (2028)	75.6 percent 60,277 operations	20.8 percent 16,544 operations	3.6 percent 2,912 operations
Newer CMV-22B EA Alternative 1 (2028)	74.9 percent 68,505 operations	21.7 percent 19,688 operations	3.4 percent 3,058 operations

Newer CMV-22B EA Alternative 2 (2028)	74.8 percent 64,001 operations	21.6 percent 18,521 operations	3.6 percent 3,043 operations

This represents a shift from daytime operations to evening/night operations From the AICUZ to the EA. The CNEL system gives a higher weighting to evening and night flights while developing the noise contours.[3] Thus, the day, evening, and night split is critical to the development of noise contours. Given that the AICUZ was developed ten to twenty years ago, this prospective future scenario day, evening, and night split does not appear representative of the airfield conditions at NASNI. Noise contours can be greatly affected day/evening/night splits.

Lastly, the Draft ALUCP EIR (Appendix E1.5.1) states that the airfield is open for flight operations from 6:30 am to 10:00 pm Monday through Friday and 8:00 am to 10:00 pm Saturday and Sunday. This statement suggests that aircraft operations during the night (10:00 pm to 7:00 am) are limited. However, the AICUZ prospective future scenario assumes three percent of the total aircraft operations occur during the night (i.e., 2,613 aircraft operations of a total 100,325 aircraft operations). The Osprey Conversion EA estimates four percent of the total aircraft operations are during the night (i.e., 2,786 aircraft operations of a total 75,600 aircraft operations).

If the aircraft operations during the night (10:00 pm to 7:00 am) are, in fact, now limited or even if the night operations are now expected to be substantially lower than previous estimations within the AICUZ (ten to twenty year old data), then this would have a substantial effect on the location of the noise contours. The estimation of the noise contours within the Draft ALUCP EIR must be based on updated information associated with day/evening/night splits.

Aircraft Fleet Mix Associated with the AICUZ "Prospective Future Scenario" is No Longer Appropriate or Representative

A vast majority (approximately 80 percent) of the aircraft operations for the AICUZ prospective future scenario are associated with helicopter activities. This mixture of fixed wing aircraft versus helicopter operations is not representative of the existing and future conditions (both operation type and the percentage of helicopter operations) at NASNI.

According to the Draft ALUCP EIR (page 3-4 and 3-5), the aircraft projected (again, the projection was completed ten years ago and based on baseline data from 2003 through 2009) to be assigned to NASNI in 2020 as described in the AICUZ include H-60 Seahawk/Nighthawk, C-2A Greyhound, CMV-22B Osprey, C-12 Huron, C-40A Clipper, EA-6a Prowler, EA-18G Growler, F/A-18C/D Hornet, and F/A-18E/F Super Hornet. Notably, approximately 80 percent of the aircraft operations associated with the prospective future condition were estimated as H-60 Seahawk/Nighthawk, approximately six percent were estimated to be LearJet 25/35, and four percent were estimated to be C-40A Clipper.

[3] The CNEL (Community Noise Equivalent Level) is the average sound level over a 24-hour period, with a penalty of 5 dB added for the evening hours 7:00 pm to 10:00 pm, and a penalty of 10 dB added for the nighttime hours of 10:00 pm to 07:00 am.

According to the Osprey Conversion EA (Appendix B), approximately 71 percent of the aircraft operations were estimated as H-60 Seahawk/Nighthawk and 20 percent of the aircraft operations were estimated as transient operations (not based at the airfield) including F/A-18C/D Hornet and F/A-18E/F Super Hornet. There are substantial differences between the aircraft fleet mix associated with the AICUZ (based on data from 2003 through 2009) and the aircraft fleet mix associated with the EA (based on data from 2010 through 2015).

According to the Draft ALUCP EIR (Appendix E1.5.2.2), approximately 95 percent of all operations at NASNI are by aircraft based at the facility, while only five percent of operations are by transient aircraft. According to the Osprey Conversion EA (Appendix B), approximately 80 percent of all operations at NASNI are by aircraft based at the facility, while 20 percent of operations are by transient aircraft. Therefore, the percentage of aircraft operations attributed to transient aircraft is now estimated to be much higher than within the AICUZ prospective future scenario (based on older data), and the percentage of aircraft operations which are from based aircraft is now estimated to be much lower than the prospective future scenario.

The following table shows the number of based and transient aircraft operations used within the AICUZ and Osprey Conversion EA. The AICUZ shows many more based aircraft operations than the EA for the Transition from C-2A to CMV-22B Aircraft but many fewer transient aircraft operations.

Condition	**Based Aircraft**	**Transient Aircraft**
Older AICUZ Baseline Scenario (2003-2009)	94.5 percent 89,354 operations	5.5 percent 5,200 operations
Older AICUZ Future Scenario (2020)	95.2 percent 95,509 operations	4.8 percent 4,816 operations
Newer CMV-22B EA Baseline Condition (2010-2015)	80.4 percent 60,757 operations	19.6 percent 14,787 operations
Newer CMV-22B EA No Action (2028)	81.5 percent 64,947 operations	18.5 percent 14,787 operations
Newer CMV-22B EA Alternative 1 (2028)	83.8 percent 76,464 operations	16.2 percent 14,787 operations
Newer CMV-22B EA Alternative 2 (2028)	82.7 percent 70,779 operations	17.3 percent 14,787 operations

The noise contours can be greatly influenced by the types of aircraft input into the noise simulation model. Updates to the aircraft fleet mix to better represent current and future conditions (and not relying on the AICUZ prospective future scenario, which is based on old models and old data), should be made.

Noise Simulation Models Associated with the AICUZ Prospective Future Scenario are No Longer Appropriate and Representative

The AICUZ states that the noise contours were developed using NOISEMAP Version 7.2 and Rotorcraft Noise Model Version 7.4 noise modeling programs. NOISEMAP considers the number and type of flight operations planned over the course of a year to establish noise contours for all types of aircraft operating at a specific airfield location. Input includes: types of aircraft, number of operations, type of operation (arrival, departure, touch and go), time-of-day (day, evening, night), flight tracks, altitude, airfield layout, engine power settings, climb/descent profiles, aircraft speed, terrain, temperature and relative humidity. Modeling of noise, using the NOISEMAP software suite, is accomplished by determining and building each aircraft's flight tracks (paths over the ground) and profiles (which include data such as altitude, airspeed, power settings, and other flight conditions).

NOISEMAP Version 7.3 was released on March 28, 2017. Model versions are updates to the computation methodologies and assumptions. The current model versions should be used to account for the model updates and improvements. In addition, the FAA's Aviation Environmental Design Tool ("AEDT") was released in May of 2015 and AEDT is the FAA's required noise model for conducting noise assessments. Many updates and corrections representing the best available science have been incorporated into AEDT. During AEDT development, extensive work of verification and validation was performed against previous models and gold standard data such as Cockpit Flight Data Recorder data to ensure AEDT is capturing the aircraft performance and positioning correctly. Notably, AEDT includes all the aircraft from the U.S. Air Force NOISEMAP.

Flight Paths Associated with the AICUZ Prospective Future Scenario are No Longer Appropriate and Representative

Flight paths are also important aspects of the noise modeling. The shape of noise contours is directly affected and influenced by the flight tracks. Figures 3-5, 3-7, 3-9, and 3-11 of the AICUZ show the flight tracks representing the normal center of the flight shadow. The tracks shown include arrival, departure, closed pattern, and interfacility flight tracks. Figures 5-1 and 5-2 of the Osprey Conversion EA shows the flight tracks modeled for C-2A and CMV-22B aircraft. Although there is some similarity between the flight tracks used in the AICUZ and the EA, there are also differences, and any differences based on more current information would affect the noise contours. The estimation of the noise contours within the Draft ALUCP EIR must be based on updated information associated with flight tracks.

Navy has Flexibility to Modify Aircraft Operations to Reduce Impacts

NASNI has been operating concurrently with existing City development patterns, and the latest AICUZ is now approaching 10 years old. The Navy prepared previous AICUZ studies for NASNI in 1979 and 1984. It is changed naval flight patterns that are the source of conflict with existing development patterns. Many of the City's land uses predate the 1979 AICUZ, which first identified a Clear Zone (CZ) on properties occupied by existing private residences.

As the Navy has a high level of physical and operational flexibility in modifying its flight operations, the Navy should make the necessary modifications within the facilities at NASNI

to ensure pilot safety and public safety and welfare, as was contemplated by the 1984 AICUZ. For example, in an October 9, 2012 letter to the City (Exhibit 4 of the City's February 18, 2020 letter), the Navy agreed to revisit data indicating that that this might be accomplished by modifying the flight path either establishment of a displaced landing threshold or other alignment modifications to Runway 29.

Undoubtedly, the Navy would not subject its pilots, crews, residents, and visitors to Coronado to unacceptable levels of risk. Therefore, implementation of an AICUZ with a CZ and Accident Potential Zones ("APZs") via the ALUCP process is forcing an unnecessary and unwarranted situation where existing fixed patterns of land use and structures are viewed as "incompatible" with inherently flexible Navy flight operations.

A July 2, 2013 City letter to the Navy (see Exhibit 4 of the City's February 18, 2020 letter) notes that the 1984 AICUZ better reflected local conditions by locating APZs over the ocean, and recommended displacement of Runway 29 so that the CZ is located entirely within Navy property. Unfortunately, these recommendations were never implemented, but must now be reconsidered as feasible alternatives to the currently proposed ALUCP.

Additional Feasible Alternatives and Mitigation Measures are Available to Reduce the ALUCP's Significant Adverse Land Use Impacts in Coronado

All three alternatives evaluated in the Draft EIR would reduce land use impacts. The City believes that all three are feasible and should not have been rejected in the CEQA findings. The three alternatives are No Project (Alternative 1), Elimination of Limits on Increases in Density and Intensity in Safety Zones (Alternative 2), and Application of ALUCP Noise and Safety Standards only to Parcels Sites Completely Inside Noise Contours and Safety Zones Alternative 3).

There are additional feasible alternatives and mitigation measures that, although not preferred by the City, at a minimum should also have been considered in the EIR:

- The Final EIR and findings found that only that the only significant ALUCP land use impact was on hotel, motel, and resort development. The EIR should therefore have considered an alternative or mitigation measure that reduced or eliminated application of ALUCP noise and safety standards to just this type of development.
- The City believes that ALCUP land use impacts on residential and other types of development are also significant, for the reasons stated in the City's Draft EIR comment letter. The EIR should have considered additional alternatives or mitigation measures that have reduce land use impacts or all types of development, including:
  - Phasing in implementation of ALUCP noise and safety standards over several years, to allow the City and property owners time to adapt to reduce land use conflicts
  - If the ALUCP is to be fully implemented immediately, adding an expiration date of five years, during which time the AICUZ and in turn the ALUCP would be updated
  - Modification of the ALUCP's specific noise and safety standards presented in ALUCP Table 4 to reduce land use conflicts

Conclusions

Based on the above, as well as our previous comments on the Draft ALUCP and Draft EIR, a AICUZ update is mandated based on DOD and Navy regulations and procedures cited above and attached to this letter (see Attachments 3 and 4). Because the AICUZ serves as the "Project Description" for both the ALUCP and ALUCP EIR, until such time as the required updated to the 2011 AICUZ is completed, both the ALUCP and the ALUCP EIR are technically and legally invalid. Once the AICUZ is updated and a new draft ALUCP is prepared, a new draft EIR will need to be prepared and circulated for public review

Sincerely,

Leslea Meyerhoff, M.A., AICP
Prinicpal

CC: City Council, City of Coronado
Johanna Canlas, City Attorney, City of Coronado
Margaret Sohagi, Esq. The Sohagi Law Group PLC

Attachment 1: Summit Team Resumes
Attachment 2: Department of the Navy Letter to City of Coronado re: V-22 Osprey EA
Attachment 2: Department of the Navy OPNAV INSTRUCTION 11010.36C
Attachment 3: Department of Defense Instruction Number 4165.57

ATTACHMENTS 1 – 4

1. **Summit Team - Consultant Resumes**
2. **Department of the Navy Letter to City of Coronado re: V-22 Osprey EA**
3. **Department of the Navy OPNAV INSTRUCTION 11010.36C**
4. **Department of Defense Instruction Number 4165.57**

Leslea Meyerhoff, M.A., AICP
Founder and Principal

Ms. Meyerhoff is a certified land use and environmental planner with 20+ years of professional experience as a planning practitioner representing a variety of public agencies throughout California. Ms. Meyerhoff has managed the development of local coastal programs, primary infrastructure projects including water supply projects, power stations, shoreline management and beach restoration projects. Ms. Meyerhoff has experience working with cities and special districts and has served as the Project Manager for numerous complex projects. She has spent the majority of her career as a planning consultant and also served as a legislative aide for state and local officials on land use and environmental policy development. Ms. Meyerhoff places special emphasis on a commitment to consistently providing the highest levels of client service and functioning as an extension of public agency staff.

Education

- M.A. Environmental Analysis & Policy. UCLA
- B.A. Government and Environmental Studies. CSU, Sacramento

Professional Experience

- Summit Environmental Group, Inc. Founder and Principal
- Harvey Meyerhoff Consulting Group, Inc. Founder and Principal
- Greystone Environmental Consultants, Southern California Regional Manager
- Hofman Planning Associates, Senior Project Manager
- Michael Brandman Associates, Project Manager
- Los Angeles City Council - Legislative Aide
- California State Assembly - Legislative Aide

Certifications / Affiliations / Awards

- City of Carlsbad CERT Team
- American Institute of Certified Planners: AICP certification obtained in 1993
- American Planning Association, San Diego Section Director Pro-Tem
- American Planning Association, San Diego Section Legislative Chair
- American Shore & Beach Preservation Association, Director
- California Coastal Coalition, Friend of the Coast Award
- California Chapter, APA, State Water Plan Review Team
- California Chapter, APA Legislative Review Team

Paul Miller, M.S.
CEQA/NEPA Air Quality/GHG and Noise Specialist

Mr. Miller is an environmental professional with more than 30 years of experience in providing services primarily to City, County and State government agencies in California. With a broad range of environmental skills, since 1986 he has applied his background to CEQA and NEPA environmental assessments. Mr. Miller has had major roles in the preparation of over 250 CEQA and NEPA environmental documents. Mr. Miller has focused on a variety of environmental issue areas throughout his career, including air quality, noise, energy, and integrated waste management. Since the passage of the California Global Warming Solutions Act of 2006 (AB 32), Mr. Miller has continually been involved in determining the appropriate analyses for Greenhouse Gases in CEQA documents. In addition to environmental analysis, he has helped design and implement extensive air quality and noise measurement programs to assess ambient conditions and the effects of construction projects.

Paul manages the noise staff that review ambient noise levels, estimate construction and operational noise levels and potential noise impacts, and develop noise mitigation measures. He specializes in collecting baseline environmental noise data and analyzing the potential noise impacts of proposed projects in CEQA and NEPA documents. RCH uses a noise data collection and processing system that he has been continually modifying and enhancing the processes for data accuracy and cost efficiency. The combined hardware/software system uses higher-capacity batteries, portable computers to download data, and customized software to automatically plot daily noise data showing relevant standards and noise monitoring locations.

Education

- Master of Science, Zoology & Entomology, Colorado State University
- Bachelor of Arts, Zoology, Miami University, Oxford, Ohio

Professional Experience

- RCH Group, Managing Principal, CEQA/NEPA Specialist
- Miller Environmental Consultants, Principal
- Environmental Science Associates, Director Integrated Waste Management
- Environmental Measurement Inc., Manager of Air Quality Mobile Laboratories

Certifications / Affiliations

- Air & Waste Management Association, Mother Lode Chapter Board Member
- Acoustical Society of America and Institute of Noise Control Engineering (INCE), Associate Member
- Association of Environmental Professionals

Michael Ratte
Senior Air Quality Scientist

Michael Ratte is a Senior Air Quality Scientist at RCH Group. Mike has been a practicing meteorologist and air quality specialist within the consulting business for 30 years. Mike's technical expertise includes CEQA/NEPA environmental planning, air emissions inventories, ambient air monitoring, atmospheric dispersion modeling, General Conformity determinations, CO/PM roadway intersection hot-spot analysis, air quality permitting, health risk assessments, and climate change analyses.

Mike has worked extensively for local, state, and federal agencies, as well as a wide array of commercial businesses and industries. His recent projects involved transportation facilities (airports, roadways, and marine ports), land development (residential/commercial/institutional), landfills, and quarry operations. He has conducted air quality analysis for over 30 airport CEQA/NEPA documents.

Mike is well versed in a wide array of air emission models including, EMFAC, OFFROAD, NONROAD, MOVES, CALEEMod, and AP-42; dispersion models such as AERMOD, CAL2QHC, EDMS/AEDT, and HARP; with strong data management and ACCESS programming skills. He is extensively familiar with the San Diego County *CEQA Air Quality Guidelines for Determining Significance*. He has also implemented the California Office of Environmental Health Hazard Assessment *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* for numerous CEQA projects. Mike was a key author for Federal Aviation Administration's *Aviation Emissions and Air Quality Handbook.* He completed the air quality analysis for the San Diego Airport Master Plan Environmental Impact Report and recently completed the O'Hare Modernization Environmental Impact Statement (EIS) Re-Evaluation for the Interim Use of the Fly Quiet Runway Rotation Program.

Education

- Bachelor of Science, Lyndon State College, Lyndonville, Vermont

Professional Experience

- RCH Group, Senior Air Quality Scientist
- KB Environmental Sciences, Senior Air Quality Scientist
- Environmental Science Associates, Senior Air Quality Scientist
- Radian/URS, Associate Air Quality Scientist
- TRC, Associate Air Quality Scientist

Certifications / Affiliations

- Association of Environmental Professionals

Gary Mikel Allen

General Counsel

GENERAL QUALIFICATIONS

Dr. Allen has over 35 years of technical and legal experience in aviation, engineering, and environmental planning. A substantial part of his career has been devoted to airport compatibility planning and analysis such as noise/land use, airspace modeling, aircraft accident potential, land use risk assessment and electromagnetic interference (EMI) studies. In recent years, Dr. Allen has been heavily involved in evaluating the airspace issues and regulatory compliance under FAR Part 77 for alternative energy projects around the United States, particularly wind energy and biofuel projects as well as electric power systems.

EXPERIENCE

During his career, Dr. Allen has also managed noise monitoring and computer modeling studies at civilian airports across the nation including Los Angeles International, San Diego's Lindbergh Field, Brown Field, John Wayne Airport, Salt Lake City International, Houston Intercontinental, Will Rogers World and Wiley Post airports in Oklahoma City, Oakland International, and SeaTac International. Dr. Allen also assisted these airport operators in developing noise abatement/land use compatibility plans that met both legal and public acceptability criteria. He has been similarly involved in Air Installation Compatible Use Zone (AICUZ) studies for military airfields such as NAS Alameda, NAS Barbers Point, MCAS Kaneohe Bay, and CGSC Elizabeth City.

Dr. Allen's focus over the last decade has been advising wind energy project developers and utility companies on Federal Aviation Regulations (FAR) compliance. That includes aviation constraints analysis during the planning phase and coordinating obtaining approvals from the FAA under the FAR Part 77 process for wind and electric power systems.

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EDUCATION

Dr. Allen holds a law degree from Western State University College of Law and a Ph.D. form California Western University. He also holds an engineering degree and advanced degrees in environmental studies from California State University and certificates in Urban Planning and Environmental Analysis from the University of California, Irvine. All of his graduate studies emphasized aviation and airport operations.

PUBLICATIONS

"Protecting the Navigable Airspace: FAR Part 77," Aviation and Space Law Symposium Proceedings (April 1998)
"Windfarm Noise Issues" Windpower '85 Proceedings (July 1985)
"Environmental Noise Issues," Renewable Energies Symposium Proceedings (June 1985)
"Wind Energy Development Noise Considerations, "American Wind Energy Conf. Proceedings (July 1984)
"Environmental Evaluation of Airport Site Selection Alternatives," Cal Western Univ. (Dec 1981)
"Consultant's Role in Processing of Airport Environmental Actions," AOCI Proceedings (March 1978)

AFFILIATIONS

Member, California State Bar
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Jerold Chavkin

Vice-President of Airspace Operations

GENERAL QUALIFICATIONS

Mr. Chavkin has over 40 years of experience as an engineer, pilot, aviation programs administrator, and consultant. In his government career, Mr. Chavkin held increasingly more responsible positions with the United States Air Force and the Federal Aviation Administration (FAA) culminating with his appointment as Regional Administrator of the Western Pacific Region of FAA. He has an extensive technical background and experience in governmental and public relations as well as a thorough knowledge of the regulatory, security, safety, and air traffic control functions of civil aviation. Mr. Chavkin is a commercial pilot and holds single and multi-engine, instrument and jet ratings.

EXPERIENCE

Prior to joining the FAA, Mr. Chavkin served seven years in the U.S. Air Force as Power Plant Project Engineer at the Air Force Power Plant Laboratory and XB-70 Program Office at Wright Patterson Air Force Base.

Mr. Chavkin began his FAA career as Chief Propulsion Engineer and then was assigned as the Manager of Plans and Programs for the National Supersonic Transport Program. During this six-year period, he was responsible among other things for engine development, preparation of congressional testimony and budget and planning documentation.

For 16 years, Mr. Chavkin served on the FAA Washington Headquarters staff where his key responsibilities included executive direction of the FAA National Rotorcraft Program, the Aircraft Engineering and Certification Program, the System Engineering Office and Associated Airport Capacity and Air Traffic Control System Development, and the Short Haul Aviation System Development Program.

Mr. Chavkin was then assigned for three years as Deputy Regional Administrator of the FAA Central Region in Kansas City where he shared direction of the four-state region and was also responsible for small aircraft certification worldwide.

He completed his FAA career as Regional Administrator of the Western Pacific Region headquartered in Los Angeles where he directed FAA operations for two years in the western states, U.S. Territories in the Pacific and the Pacific Rim nations. In this role, Mr. Chavkin was principally responsible for relations with state and local governments, the aviation industry and the military. He also directed major international aviation activities with Civil Aviation Authorities in the Pacific Rim.

Since 1990, Mr. Chavkin has consulted on a number of major domestic and international aviation projects including a new rail transit system through LAX, a proposed bi-national air carrier airport on the U.S./Mexico border near San Diego, the modernization of the Australian Airspace System and a new Master Plan for the Guam International Airport. He also consulted on the management and operation of ten privately managed Los Angeles County and Riverside County general aviation airports. Mr. Chavkin has been involved in managing airspace obstruction evaluations for numerous wireless communications, wind turbine and utility company projects. Mr. Chavkin has also provided consulting and expert witness services to a number of major law firms throughout the U.S.

EDUCATION

Mr. Chavkin holds a Bachelor of Science in Mechanical Engineering from the Illinois Institute of Technology and a Master of Science in Air Transportation from the University of California, Berkeley.

Kevin Justis

President

Kevin Justis joined the ASI team in 2006 and has 12 years' experience in evaluating airspace and regulatory compliance under FAR Part 77 for alternative energy projects and tall structures around the United States. Over the years performing analysis on thousands of projects to include aviation constraints during the planning phase and coordinating and obtaining approvals from the FAA under the FAR Part 77 Process. For four years he worked as an Airspace Analyst at ASI where he developed the skills and knowledge to become a Senior Airspace Analyst and Team Leader. Over the past 8 years Mr. Justis has been the Team Leader and developed a working relationship with new clients guiding them through the regulatory compliance process, developing new programs and training both old and new employees. In April of 2018, by request of Gary Allen to reduce his role as President and focus more on his General Counsel role at ASI, the Board approved Mr. Allen's request and named Mr. Justis as President of ASI.

Experience

Prior to joining ASI, Mr. Justis worked as a roofer for 7 years. He then worked as a Machinist where he performed as a machine set up man and programmer for 8 years making and developing high pressure fluid fittings used on military jets, tanks and heavy equipment. He then went into business for himself which he owned and operated for 10 years before joining the ASI team in 2006.

Education

Mr. Justis attended De Anza College where he received an AA degree and certification in both machining and welding.

DEPARTMENT OF THE NAVY
COMMANDING OFFICER
NAVAL BASE CORONADO
BOX 357033
SAN DIEGO, CA 92138-7033

IN REPLY REFER TO:
5090
Ser N00/209
3 Mar 17

Mr. Blair King
City Manager, City of Coronado
1825 Strand Way
Coronado, CA 92118

Dear Mr. King:

SUBJECT: LETTER TO CITY OF CORONADO REGARDING NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT

This letter is to provide notice to the City of Coronado the Navy is preparing an Environmental Assessment (EA) pursuant to the National Environmental Policy Act, which will analyze the environmental impacts associated with the transition from the legacy C-2A Greyhound aircraft to the newer Navy V-22 Osprey aircraft at fleet logistics centers located at Naval Air Station North Island, California and Naval Station Norfolk, Virginia.

The proposed action is to replace the C-2A with the Navy V-22 and to provide for facilities necessary to support that transition. This proposed action would also include the establishment of a Navy V-22 training squadron (i.e., a Navy Fleet Replacement Squadron) to train pilots and aircrews, a school for maintenance personnel (i.e., a Center for Naval Aviation Technical Training) on either the east or west coast, and the construction and renovation of facilities to accommodate Navy V-22 squadron aircraft and personnel. The Navy will evaluate a no action alternative, as well as two action alternatives, which consider establishing either an east coast or a west coast Fleet Replacement Squadron and Center for Naval Aviation Technical Training.

The proposed action is needed because the C-2A is approaching the end of its service life, and the existing tilt-rotor V-22 aircraft would allow for continued support of the time-critical logistics support mission without interruption. The proposed action would be implemented over a ten year period beginning in 2018. Facility improvements would begin in 2018, and the transition of legacy C-2A squadrons to the Navy V-22 would begin in 2020. The final retirement of the C-2A is planned for 2025.

The Navy is pursuing an EA at this time because no significant environmental issues are expected as a result of the proposed infrastructure improvements and aircraft transition. The Navy intends to conduct a detailed noise study that will analyze potential community noise exposure resulting from this transition. The Navy V-22 squadrons will consist of the same number of detachments as legacy C-2A squadrons however, each Navy V-22 detachment will have one additional aircraft, thus slightly increasing the number of personnel to the base. The Navy also intends to update the existing traffic analysis.

5090
Ser N00/209
3 Mar 17

Please contact my Community Plans and Liaison Officer, Mr. Wes Bomyea, at (619) 545-4134, or by email at wesley.bomyea@navy.mil with questions or other concerns relating to this issue. The Navy values its relationship with the City of Coronado, and looks forward to a transparent and collaborative effort.

Sincerely,

S. T. MULVEHILL
Captain, U.S. Navy
Commanding Officer
Naval Base Coronado

Copy to:
Commander, United States Fleet Forces Command
Commander, Naval Air Forces
Commander, Navy Installations Command
Commander, Navy Region Southwest
Commanding Officer, Naval Facilities Engineer Command Southwest
Commanding Officer, Naval Air Facility, El Centro
Commanding Officer, Marine Corps Air Station, Miramar
Commanding Officer, Marine Corps Air Station, Camp Pendleton
Commanding Officer, Marine Corps Air Station, Yuma, AZ

United States Department of the Navy Draft Environmental Assessment for the Transition from C-2A to CMV-22B Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk

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Introduction

The U.S. Department of the Navy (the Navy) has prepared and released to the public a Draft Environmental Assessment (EA) to evaluate the potential environmental effects that may result from the Proposed Action to provide facilities and functions to support the replacement of the C-2A Greyhound with the new CMV-22B Osprey (Navy V-22) at existing logistics support centers, NAS North Island, California and NS Norfolk, Virginia.

This document and related project information are available for your review on the project website at: www.aftteis.com/navy-v-22.

Project Overview

The Navy has prepared the EA in accordance with the National Environmental Policy Act, as implemented by the Council on Environmental Quality Regulations and Navy regulations for implementing the National Environmental Policy Act. Under this Proposed Action, the Navy plans to:

- replace 27 legacy C-2A aircraft operated by existing fleet logistics support squadrons with 38 Navy V-22 aircraft operated by fleet logistics support multi-mission squadrons;
- establish a Navy V-22 training squadron for pilots and aircrews;
- establish a maintenance school for maintenance personnel;
- construct, renovate, and maintain facilities to accommodate Navy V-22 squadron aircraft and personnel;
- make adjustments to personnel levels (increases or decreases) associated with the Navy V-22 training squadron and the maintenance school; and
- conduct Navy V-22 flight training operations.

The EA evaluates the potential environmental impacts associated with a No Action Alternative (per Council on Environmental Quality regulations) and two action alternatives. The two action alternatives consider options for the location of the Navy V-22 training squadron and maintenance school at either NAS North Island or NS Norfolk. Each action alternative contains analysis of different distributions of Navy V-22 flight training operations. The EA evaluates the potential environmental impacts associated with the following resource areas: airfields and airspace, noise, public health and safety, air quality, transportation, biological resources, water resources, infrastructure, cultural

resources, hazardous materials and waste, and socioeconomics, as well as the cumulative impacts of the Proposed Action and other local projects.

Following public comment on the Draft EA, the Navy will prepare the Final EA. When completed, the Final EA will be published and if warranted by the findings, the Navy will sign a Finding of No Significant Impact. The Navy anticipates issuing a completed Final EA sometime in 2018. Personnel and aircraft would arrive incrementally, as aircraft are delivered by the manufacturer, personnel are trained, and families relocate to the area, until the action is complete.

Public Involvement

Public input is important in order for the Navy to fully understand community concerns and relevant issues regarding the Proposed Action. Therefore, the Navy is offering a 30-day public review and comment period that begins on January 4, 2018 and ends on February 5, 2018. All public comments received with become part of the public record on the Draft EA and will be addressed in the Final EA.

Public Meetings

The Navy is holding two open-house public meetings to provide members of the public with the opportunity to review project-related information, ask questions of Navy representatives, and submit comments on the Draft EA. Each of the meetings will be informal and consist of information stations staffed by Navy representatives. Members of the public are invited to attend the open-house public meetings on one of the following dates, times, and locations:

Meeting Dates/Times	Meeting Locations
Thursday, January 18, 2018 4PM – 6PM	**Mary D. Pretlow Anchor Branch Library** 111 West Ocean View Avenue, Norfolk, VA 23503
Tuesday, January 23, 2018 5PM – 7PM	**Coronado Community Center** 1845 Strand Way, Coronado, CA 92118

Additional information about the EA can be found on the project website at: www.aftteis.com/navy-v-22.

Methods to Submit Comments

There are FOUR ways to provide comments:

- Attend a public meeting and place your written comments in the comment box
- Attend a public meeting and speak with a stenographer, who will transcribe your comments
- Submit your written comments using the project website
- Submit your written comments by mail to the following mailing address:
  Navy V-22 EA Project Manager, Naval Facilities Engineering Command (NAVFAC) Atlantic, Attn: Code EV21/JB, 6506 Hampton Blvd., Norfolk, VA 23508

All comments must be postmarked or received online by February 5, 2018.

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

and
HEADQUARTERS UNITED STATES MARINE CORPS
3000 MARINE CORPS PENTAGON
WASHINGTON, DC 20350-3000

OPNAVINST 11010.36C
MCO 11010.16
N46/LFL
9 Oct 2008

OPNAV INSTRUCTION 11010.36C
MARINE CORPS ORDER 11010.16

From: Chief of Naval Operations
Commandant of the Marine Corps

Subj: AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ) PROGRAM

Ref: (a) DoD Instruction 4165.57 of 8 Nov 1977
(b) Noise Control Act of 1972, 42 U.S.C. 4901 {et Seq.}
(c) DoD Instruction 4715.13 of 15 Nov 2005
(d) SECNAVINST 11011.47A
(e) Federal Management Regulation, 41 CFR 102

Encl: (1) Air Installation Compatible Use Zones (AICUZ) Program Procedures and Guidelines for Department of the Navy Air Installations

1. Purpose. To revise Department of the Navy (DON) policy, procedures and guidelines for implementation of reference (a). This instruction provides guidance from the Chief of Naval Operations (CNO) and Commandant of the Marine Corps (CMC) responsible for management of the Air Installations Compatible Use Zones (AICUZ) program.

2. Cancellation. OPNAVINST 11010.36B.

3. Background

a. Reference (b) requires Federal agencies and State and local governments to develop measures to control the harmful effects of noise on people. The Department of Defense (DoD) initiated the AICUZ program to protect the public's health, safety, and welfare and to prevent encroachment from degrading the operational capability of military air installations in meeting national security.

b. The AICUZ program recommends land uses that will be compatible with noise levels, accident potential and obstruction clearance criteria associated with military airfield operations. Program implementation procedures for the Navy and Marine Corps are contained in enclosure (1).

4. Discussion. The foundation of the AICUZ program is an active local command effort to work with local, State, regional, other Federal agencies, and community leaders to encourage compatible development of land adjacent to military airfields. The DON is particularly susceptible to such encroachment with many of its installations located in high growth urban areas. The AICUZ process involves four basic steps:

a. Develop, and periodically update, a study for each air installation to quantify aircraft noise zones and identify accident potential zones; develop a noise reduction strategy for impacted lands, both on and off the installation; prepare a compatible land use plan for the installation and surrounding areas; and develop a strategy to promote compatible development on land within these areas.

b. Develop a prospective long-term (5 to 10 years) AICUZ analysis to illustrate impact on potential future missions and how it will be implemented by the AICUZ program.

c. Implement the AICUZ plan for the installation including coordination with Federal, State, and local officials to maintain public awareness of AICUZ.

d. Identify and program property rights acquisition including encroachment partnering projects in critical areas where action to achieve compatibility within AICUZ program guidelines through local land use controls is not practicable, or has been attempted and proven unsuccessful in providing desired long-term encroachment protection.

5. Applicability. These procedures apply to all Navy and Marine Corps airfields within the confines of the United States, its territories, trusts and possessions. AICUZ studies, or portions thereof, may be developed for U.S. activities in

foreign countries if such action supports host nation policy for protecting the operational capabilities of those activities, and for on-base facility planning goals.

6. Records Management. All records created by this instruction, regardless of format and media, shall be managed in accordance with Secretary of the Navy Manual 5210.1.

7. Action. Addressees shall comply with the procedures outlined herein.

E. G. USHER III
Deputy Commandant for
Installations and Logistics

M. K. LOOSE
Vice Admiral, CEC, U.S. Navy
Deputy Chief of Naval Operations
(Fleet Readiness and Logistics)

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OPNAVINST 11010.36C
MCO 11010.16
9 Oct 2008

AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ)

PROGRAM PROCEDURES

AND

GUIDELINES

FOR

DEPARTMENT OF THE NAVY

AIR INSTALLATIONS

Enclosure (1)

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CHAPTER 1

THE PROCESS

1. THE AICUZ PROGRAM OBJECTIVES. The purpose of the AICUZ program is to achieve compatibility between air installations and neighboring communities by:

a. Protecting the health, safety, and welfare of civilians and military personnel by encouraging land use which is compatible with aircraft operations;

b. Protecting Navy and Marine Corps installation investment by safeguarding the installation's operational capabilities;

c. Reducing noise impacts caused by aircraft operations while meeting operational, training, and flight safety requirements, both on and in the vicinity of air installations; and

d. Informing the public about the AICUZ program and seeking cooperative efforts to minimize noise and aircraft accident potential impact by promoting compatible development in the vicinity of military air installations.

2. THE AICUZ STUDY. Each Navy and Marine Corps air installation designated by the CNO or the CMC has an AICUZ study which includes a detailed analysis of aircraft noise, accident potential, land use compatibility, operational alternatives, and recommended strategies to address existing and potential incompatible development in the vicinity of the air installation. All initial AICUZ studies have been completed and approved and are now updated when circumstances require such action. AICUZ areas depicted in these studies shall not be modified without CNO or CMC approval.

3. OPERATIONAL ALTERNATIVES. Each AICUZ study should normally include an evaluation of operational alternatives to reduce noise and Accident Potential Zone (APZ) impacts, e.g., flight track modifications, altering hours of operation, construction of acoustical enclosures, changes in pattern altitudes, etc. Evaluation of an operational alternative must balance noise and

APZ changes with impacts on flight safety, operational capability, and cost. The decision to accept or reject a new alternative must be clearly presented. Proposed changes to already approved operational procedures will require documentation by the local command as to the reasons for the change along with notification and approval by the installation's chain of command. Environmental documentation in compliance with the National Environmental Policy Act (NEPA) may also be required.

4. IMPLEMENTATION. Each installation's AICUZ program implementation must be a continuous effort. Local command representatives should continually work toward achieving compatibility between the air installation and its neighboring communities, primarily through local land use controls. Land use controls outside the air installation, which are critical to limiting the number of people exposed to excessive noise and the potential for accidents, are under the exclusive control of State and local governments, and local commands should act only in an informational role. Land acquisition should be considered only in critical situations where State and local governments are unwilling or unable to enact land use controls to achieve land use compatibility within the AICUZ or where long-term land use controls are considered to be tenuous. Interests in land may be acquired via several methods. Land acquisition, for which Congressional authorization is normally required, will usually involve undeveloped land. The air installation should initially ensure chain of command support from the appropriate CNO or CMC resource sponsor, and then submit a land acquisition request via its chain of command for inclusion on the Military Construction (MILCON) Integrated Priority List (IPL). Alternatively, Encroachment Partnering (EP) with eligible entities, defined as states, counties, cities, and Non-Governmental Organizations (NGOs), enables the DON to leverage available funds to acquire interests in land (usually in the form of a restrictive use easement) to establish compatible buffers around the air installation.

CHAPTER 2

SIGNIFICANT CHANGES FROM PREVIOUS CNO/CMC GUIDANCE

1. Chapter 3, Table 2 and accompanying notes have been updated to provide additional Floor Area Ratio (FAR) maximum density measures in the "Trade" category of the land use compatibility guidelines for APZs. Updated density measures reflect the latest parking generation data.

2. Chapter 3, paragraph 2, Development of Noise Exposure Contours, has been updated to require incorporation of the Day-Night Average Sound Level/Community Noise Equivalent Level (DNL/CNEL) 60 noise contour for the purposes of notification and disclosure to the community of the presence of aircraft operations and to foster long term encroachment protection.

3. Chapter 7, Real Property Guidance, has been updated to reflect the new EP program, authorized by the Fiscal Year 2003 National Defense Authorization Act, as a tool to augment regional and local command efforts to protect and sustain the operational capability of air installations.

4. Chapter 8, Responsibilities, has been updated to reflect the establishment of Commander, Navy Installations Command (CNIC), Marine Corps regionalization, and the roles and responsibilities of mission component commands in support of the AICUZ program.

CHAPTER 3

NOISE EXPOSURE CONTOURS AND ACCIDENT POTENTIAL ZONE DEVELOPMENT

1. GENERAL. The core of an AICUZ program is a compatible land use plan developed for the air installation. The plan includes height and obstruction criteria for flight safety, as well as recommended land uses for areas exposed to different levels of noise and accident potential. These recommendations indicate the highest and best use of land (both on and off base), which are exposed to high levels of noise and/or aircraft accident potential.

2. DEVELOPMENT OF NOISE EXPOSURE CONTOURS. The initial step in the AICUZ process is preparation of a noise study to define noise exposure contours and compare them to prior noise contours published in the last approved AICUZ document. The noise contours are developed by a computerized simulation of aircraft activity at the installation and reflect site-specific operational data; e.g., flight tracks, type and mix of aircraft, aircraft profiles (airspeed, altitude, power settings), and frequency and times of operations. AICUZ program experience indicates that future year planning is necessary to consider the effects of expected changes in mission, aircraft, operational levels, etc. Therefore, in addition to the current year analysis, AICUZ updates will include an analysis of projected operations. The resultant noise contours will be referred to as the "prospective" noise contours. Projections of aircraft and aircraft operations will be based upon currently available unclassified estimates of future mission requirements. Where such estimates are not available, or where little or no change is expected in the next 5 to 10 years, the current year noise contours may also be used as the prospective noise contours. Noise impacts from aircraft operations will be graphically portrayed, and operational alternatives that could reduce noise impact on the installation and on the nearby community should be evaluated when practicable from the perspectives of aircraft safety and ability to maintain operational and training requirements. The installation shall recommend the most appropriate AICUZ footprint for approval by CNO/CMC.

a. General

(1) The DNL noise descriptor will be used to describe the noise environment around airfields, except in the State of California where the CNEL descriptor will be used to describe the noise environment. If State or local laws require some other noise descriptor, it may be used in addition to DNL/CNEL. In addition, single event noise analysis can be used to augment the DNL/CNEL analysis, if appropriate as noted by the Federal Interagency Committee on Aircraft Noise.

(2) Since land use compatibility guidelines are based on yearly average noise levels, noise contours should be developed based on Average Annual Day (AAD) operations. However, where the documented nature of AAD air operations at a specific installation does not adequately represent the noise impacts at that installation, the Average Busy Day (ABD) can be used with supporting rationale.

(3) The operations level on an AAD is calculated by dividing the total annual airfield operations by 365 days. An ABD occurs when the airfield operations levels on a day are at least 50 percent of the AAD operations level. The ABD is calculated by determining the number of operations on busy days and dividing the total number of operations on those busy days by the number of busy days.

b. Noise Contours

(1) At a minimum, contours for DNL/CNEL 60, 65, 70, 75, and 80 shall be plotted on maps for Navy and Marine Corps air installations as part of AICUZ studies. Contours below 60 DNL are not required but may be provided if local conditions warrant discussion of lower noise levels or where significant noise complaints have been received in areas outside DNL 60.

(2) The NOISEMAP program will be used for developing noise contours for fixed-wing aircraft, and the Rotorcraft-Noise Model (RNM) program will be used for developing noise contours for rotary-wing and tilt-rotor aircraft operations until the Advanced Acoustic Model (AAM) is approved by DoD. AAM will replace NOISEMAP and RNM. AAM incorporates the features of NOISEMAP and RNM and also provides greater capabilities to model

the next generation, high performance aircraft. The Naval Facilities Engineering Command (NAVFACENGCOM) will provide technical assistance to the Navy and Marine Corps once AAM is approved for use in developing noise exposure contours and other supplemental noise metrics.

c. Maintaining Operational Data. Each air installation is responsible for maintaining the operational data required to develop noise exposure contours. This data shall include aircraft operations at the airfield by aircraft type, runway utilization, and operation (approach, departure, Ground Control Approach (GCA), touch-and-go, Field Carrier Landing Practice (FCLP), etc.). If specific questions arise, standardized data packages and guidance for data acquisition and data maintenance at the local activity can be provided by NAVFACENGCOM.

d. Aircraft Noise Data

(1) NAVFACENGCOM is responsible for providing aircraft noise technical and policy guidance within the Department of Navy in the area of aircraft noise. Policy recommendations will be coordinated with the Deputy Commandant of the Marine Corps (Installations and Logistics), Facilities and Services Division, Land Use and Military Construction Branch (LFL) and mission component commands prior to implementation. Acoustic data for DoD aircraft for both flyover and ground runups are available through the DoD NOISEFILE database maintained at the Air Force's Wright-Patterson Research Laboratory at Wright-Patterson Air Force Base. Noise measurements for new aircraft and aircraft/engine upgrades will be acquired during the acquisition process. The DoD Noise Working Group, established through reference (c), will establish DoD-wide procedures and guidelines for collecting acoustic data. The Naval Air Systems Command (NAVAIRSYSCOM) is responsible for programming acoustic data acquisition for new weapons systems.

(2) The AICUZ Program Office at NAVFACENGCOM will coordinate with NAVAIRSYSCOM as appropriate to schedule and develop the noise measurement program as required. Programming for acoustic data collection for existing legacy aircraft is the responsibility of the Deputy Chief of Naval Operations (Fleet Readiness and Logistics), Shore Readiness Division (OPNAV (N46)) through the AICUZ Program Office at NAVFACENGCOM. Headquarters,

Marine Corps (HQMC) is responsible for programming acoustic data collection for Marine Corps existing legacy aircraft after consultation with the AICUZ Program Office at NAVFACENGCOM.

e. Selection of Final Noise Contours to be used in the AICUZ Study. The selection criteria and rationale for the noise contours used must be documented in the request for approval of the AICUZ study. Selection of the recommended AICUZ footprint for approval (i.e., current year or prospective), shall be made by the activity, concurred with by the chain of command, and approved by CNO or CMC.

3. NOISE COMPATIBLE LAND USE GUIDELINES

a. For land use planning purposes, the noise exposure area is divided into three noise zones. Noise Zone 1 (DNL/CNEL 64 and below) is essentially an area of low or no impact. Noise Zone 2 (DNL/CNEL 65 to 74) is an area of moderate impact where some land use controls are needed. Noise Zone 3 (DNL/CNEL 75 and above) is the most severely impacted area and requires the greatest degree of compatible use controls. In addition to the noise zones, areas of concern may be defined where noise levels are not normally considered to be objectionable (less than DNL/CNEL 65), but land use controls are recommended in that particular area.

b. Land use compatibility information and general guidance, by land use category, is presented in Table 1. Further amplification is available from three sources: (1) "Standard Land Use Coding Manual" U. S. Department of Transportation, Federal Highway Administration, March 1977; (2) "Guidelines for Considering Noise in Land Use Planning and Control," Federal Interagency Committee on Urban Noise, June 1980; and (3) Federal Interagency Committee on Noise (FICON) "Federal Agency Review of Selected Noise Issues", August 1992. Where specific local land uses are not adequately described in the standard guidance documents, refinement and interpretation of the basic data is encouraged, within the constraints of accepted land use planning practice and with the approval of CNO/CMC. Recommended acceptable land use for AICUZ noise zones shall also consider sound attenuation measures imposed by zoning, building code requirements, or restrictive use easements. Where local authorities have adopted specific land use recommendations that

are different than the criteria herein provided, the AICUZ study may incorporate and support the specific local criteria. However, land use planning recommendations proposed for publication in AICUZ documents that vary from Table 1 require CNO/CMC approval prior to public dissemination.

4. DEVELOPMENT OF FIXED WING AIRCRAFT APZs

a. General. The accident potential concept describes the probable impact area if an accident were to occur, which is to be distinguished from the probability of an accident occurring. Probable impact area information is based upon historical accident data. This data is used to determine: (1) the size of the clear zone and APZs I and II, and (2) suggested land use guidelines for each zone. Application of this concept includes not only statistical but operational considerations as well.

(1) Clear zones, areas immediately beyond the ends of runways and along primary flight paths, have the greatest potential for occurrence of aircraft accidents and should remain undeveloped. See Figure 1.

(2) The APZs illustrated in Figure 1 are provided for general guidance to protect the public from aircraft accident impact. Strict application will increase the safety of the general public but cannot provide complete protection from aircraft accidents. Local situations may differ significantly from these guidelines and may require individual study. Additionally, there may be cases where the number of flight operations per flight tracks does not meet the threshold criteria to designate APZs and additional analysis may be warranted. Where local authorities desire to implement different criteria than those herein included, to reflect specific local conditions, the AICUZ study may incorporate and support those criteria with approval of the CNO/CMC, as appropriate.

(3) DoD fixed-wing runways are separated into two classes for the purpose of defining accident potential areas. Class A runways are used primarily by light aircraft and do not have the potential for intensive use by heavy or high performance aircraft. Typically, these runways have less than 10 percent of their operations involving heavier aircraft and

are usually less than 8,000 feet long. Class B runways are all other fixed-wing runways. NAVAIRSYSCOM and NAVFACENGCOM concurrence and CNO/CMC approval is required prior to classifying or reclassifying any runway. Figure 1 illustrates the geometry of the clear zone and APZs I and II for both Class A and B runways.

b. Clear Zones and APZs (See Figure 1)

(1) Clear Zones. The area immediately beyond the usual runway threshold is designated the "Clear Zone." It is the area with the greatest potential for occurrence of aircraft accidents. Clear zones should remain undeveloped. Traditionally, the clear zone has been acquired by the Government in fee, or by restrictive use easements, to keep it clear of obstructions to flight. Due to the characteristics of flight operations at Navy and Marine Corps installations, the trapezoidal or "fan shaped" clear zone shall be used. The clear zone is required for all active runway ends.

(2) Accident Potential Zone I (APZ-I). APZ-I is the area beyond the clear zone which still possesses a measurable potential for accidents relative to the clear zone. APZ-I is provided under flight tracks which experience 5,000 or more annual fixed wing operations (departures or approaches, but not both combined). Figure 1 illustrates the normal dimensions for APZ-1 which may be modified in accordance with paragraph 4c.

(3) Accident Potential Zone II (APZ-II). APZ-II is an area beyond APZ-I (or clear zone if APZ-I is not used) which has a measurable potential for aircraft accidents relative to APZ-I or the clear zone. APZ-II is used whenever APZ-I is required. If APZ-I is not warranted, APZ-II may still be used if an analysis indicates a need for it. In this case, rationale shall be provided for use of APZ-II and it shall be configured as shown on Figure 1, next to the clear zone. APZ-II may also be modified per paragraph 4c.

c. Modification of APZ. Modification of APZ-I and APZ-II for a particular flight path may be considered in the following situations:

(1) Fixed-wing aircraft do not operate on the extended runway centerline during normal flight operations. Modifications shall be made to align the zones to follow the projections of the aircraft flight track on the ground. The width of the curved APZ remains 3,000 feet.

(a) Where the flight track departs the runway centerline prior to crossing the clear zone, APZ-I will be 5,000 feet in length and APZ-II will be 10,000 feet in length, measured from the point the flight path leaves the runway centerline.

(b) Where the flight track passes through the side of the clear zone, APZ-I will be 5,000 feet in length and the length of APZ-II will be the difference between the total length of the clear zone and APZ-I and II (15,000 feet) less APZ-I and the distance the flight track traverses the clear zone. The distances are measured beginning at the point the flight path leaves the runway centerline.

(2) FCLP is typically an intense aircraft evolution and is viewed by the DON as an unusual operating condition as noted in reference (a). FCLP operations are usually conducted at night with several aircraft in the pattern at low altitude. At air stations, Outlying Landing Fields (OLF) and Auxiliary Landing Fields (ALF) where the operational criteria for application of APZ-I is satisfied due to FCLP operations, APZ-II should be applied to the entire FCLP track beyond APZ-I resulting in a closed loop for the entire pattern.

(3) Specific conditions may also point toward modification of the standard APZ geometry or application. In these situations, supporting rationale shall be coordinated with the AICUZ Program Office in advance and documented in the AICUZ study/update. Situations in which APZ modifications could be considered include, but are not limited to, the following:

(a) Where multiple flight tracks exist for a specific operation (e.g., arrival, departure, FCLP, GCA, etc.) which intersect the runway centerline and 5,000 operations exist by combining numbers on similar mode flight tracks. APZ should be centered on the dominant flight tracks(s) with the most operations.

(b) Where other unusual conditions exist and can be documented.

(4) CNO/CMC coordination and approval is required prior to any modification of an installation's APZ.

5. DEVELOPMENT OF ROTARY WING AIRCRAFT APZ

a. Basis for Clear Zone and APZ Application. The clear zone for rotary wing aircraft will be provided for all Visual Flight Rules (VFR) landing pads/runways. The use of APZ-I will be provided for VFR landing pads/runways located at air installations that support daily training and operational missions. Normally, helipads provided to support administrative functions and hospitals, which generate a low volume of helicopter operations, will not require APZ-I or APZ-II. Since extensive land use controls apply to Instrument Flight Rules (IFR) primary surface areas; additional clear zones and APZ are normally not required for IFR helicopter facilities due to extensive IFR primary surface area.

b. Clear Zone and APZs

(1) Clear Zone. The takeoff safety zone for VFR rotary-wing facilities shall be used as the clear zone. The takeoff safety zone is that area under the VFR approach/departure surface until that surface is 50 feet above the established landing area elevation.

(2) APZ-I. An area beyond the clear zone for the remainder of the approach/departure zone, which is defined as the area under the VFR approach/departure surface until that surface is 150 feet above the established landing area elevation.

(3) APZ-II. Normally not applied to helicopter flight paths unless the local accident history indicates the need for additional protection.

6. APZs COMPATIBLE LAND USE GUIDELINES. Recommended land use compatibility guidelines for clear zones and APZs are shown in Table 2. Local planning and zoning authorities may desire to

implement different criteria than those included herein, to reflect specific local conditions. CNO/CMC approval is required prior to an installation's public support of any criteria other than that contained in this instruction. FAR is the ratio between square feet of floor area and square feet of site area based on parking generation requirements, vehicle occupancy rates, and desired maximum density. For APZs I and II, recommended FARs were calculated to achieve a maximum density of 25 and 50 people per acre, respectively. It is commonly used to identify population density or intensity for non-residential structures or land uses. The maximum FAR recommendations in Table 2 are provided as an aid to local officials and installation personnel considering restrictions on the density/intensity of non-residential development in APZ. However, it is not realistic to state that one numerical density is safe while another is not. The objective is to maximize the degree of safety that can reasonably be attained within local land use considerations.

7. OBSTRUCTION AND SAFETY CLEARANCES. This instruction addresses compatible land use with respect to aircraft noise and accident potential. Land uses in the vicinity of air installations are also subject to aircraft safety clearances and height restrictions. These restrictions are included by reference in this Instruction based upon Tri-Service criteria published in Unified Facilities Criteria's UFC-3-260-01. Additionally, the following should be reviewed for compatibility with airfield operations within the installation operating environs:

a. Land uses that may cause smoke, dust, or steam that could obscure aircrew vision;

b. Land uses that generate direct and indirect lighting that could interfere with pilot vision, including, but not limited to, searchlights, lasers, and fireworks;

c. Land uses that may cause electromagnetic interference with aircraft navigation, communication or weapons systems; and

d. Land uses that may attract birds, such as landfills, wastewater treatment facilities, dredge disposal sites, seafood processing plants, etc.

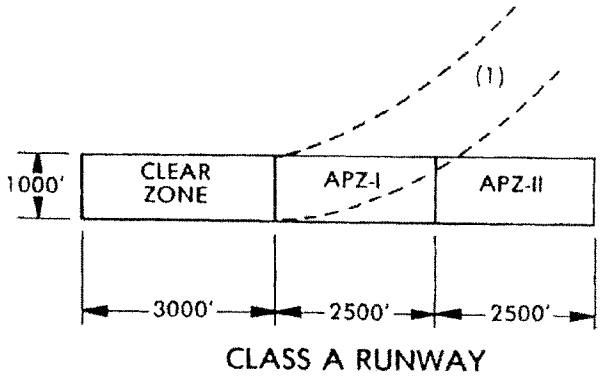
8. AICUZ COMPATIBLE LAND USE IMPLEMENTATION

a. DoD policy is to work toward promoting compatible land use development in the vicinity of air installations, and to encourage local governments to incorporate the AICUZ study recommendations into local land use planning and control process. This process includes, but is not limited to, zoning and subdivision ordinances and building codes. Land use planning must address long-range strategies involving present and future land use and development. Application of land use control strategies often does not result in immediate changes in land use development in the areas subject to the specific requirements or restrictions. Additionally, since land use planning is a long-range process, communities cannot be expected to continually change their comprehensive plans to reflect frequent changes in Navy/Marine Corps noise contours and APZ. Frequent changes can also undermine support for the program and may be counterproductive to the goal of community support for the AICUZ program. Hence, it is imperative that AICUZ studies consider not only current but also realistic 5- to 10-year projections of airfield operations when making land use planning recommendations.

b. The AICUZ study or update shall include recommended land uses based on recognized guidelines and sound planning principles. The AICUZ boundary is generally defined as that area contained within the accident potential and noise zones. The development of the final boundary of the AICUZ shall also take into account natural and manmade features that can impact land use development underlying the imaginary surfaces of the airfield. The study recommendations shall be based on current operations levels and the best available (5- to 10-year) projection of operations to ensure the future operational capability of the air installation. This information will be provided to local government agencies with the recommendation that it be incorporated into the local planning and regulatory process. Land use compatibility guidelines within noise zones are shown in Table (1), and land use compatibility guidelines within APZs are outlined in Table (2).

c. The recommendations regarding compatible land use within each zone may vary according to local conditions. The primary

objectives will be to identify areas within the AICUZ that can be affected by air operations; to share information with local government agencies that regulate land use, and to recommend restrictions on incompatible development. Local governments may choose to provide for additional land use controls outside the AICUZ boundary based on local economic and social concerns with the intent of providing long-term encroachment protection. Such actions by local governments should be encouraged since they can have the effect of implementing long-term land use development and smart growth initiatives

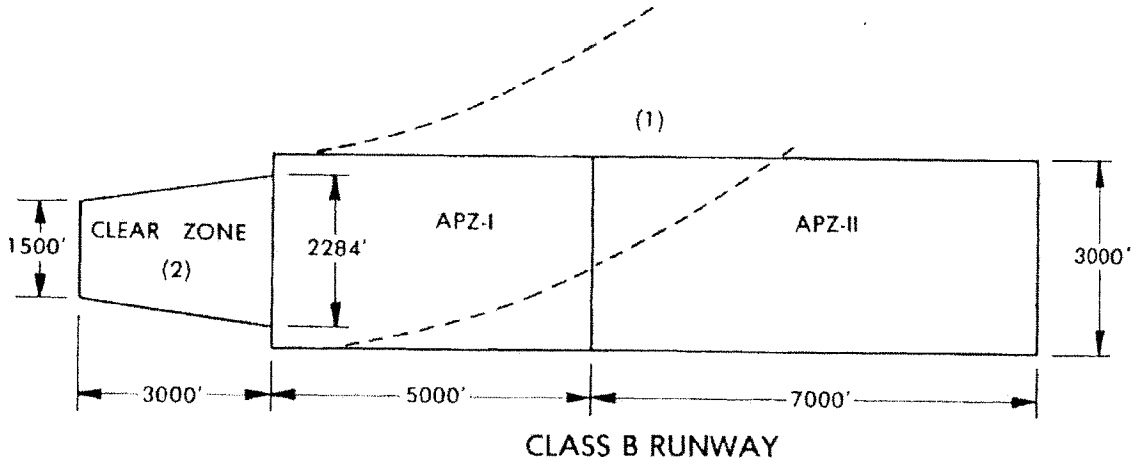


Notes;

(1) APZ I and II may be altered to conform to flight shadow.

(2) The 2284' dimension is based on criteria of using a 7°-58'-11" flare angle for the approach departure surface where the outer width of that surface was established at 15,500'. This dimension would be 2312' where the outer width of the surface was established at 16,000'.

(See UFC-3-260-01)



[See NAVFAC UFC-3-260-01 for additional details. Flare starts at 200' from end of runways and the 3000' clear zone length starts at runway end]

FIGURE 1 - FIXED WING ACCIDENT POTENTIAL ZONES

TABLE 1 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO	LAND USE NAME	< 55	55- 64	65 - 69	70 -74	75- 79	80 -84	85+
10	***Residential***							
11	Household Units	Y	Y[1]	N[1]	N[1]	N	N	N
11.11	Single units: detached	Y	Y[1]	N[1]	N[1]	N	N	N
11.12	Single units: semidetached	Y	Y[1]	N[1]	N[1]	N	N	N
11.13	Single units: attached row	Y	Y[1]	N[1]	N[1]	N	N	N
11.21	Two units: side-by-side	Y	Y[1]	N[1]	N[1]	N	N	N
11.22	Two units: one above the other	Y	Y[1]	N[1]	N[1]	N	N	N
11.31	Apartments: walk-up	Y	Y[1]	N[1]	N[1]	N	N	N
11.32	Apartment: elevator	Y	Y[1]	N[1]	N[1]	N	N	N
12	Group quarters	Y	Y[1]	N[1]	N[1]	N	N	N
13	Residential Hotels	Y	Y[1]	N[1]	N[1]	N	N	N
14	Mobile home parks or courts	Y	Y[1]	N	N	N	N	N
15	Transient lodgings	Y	Y[1]	N[1]	N[1]	N[1]	N	N
16	Other residential	Y	Y[1]	N[1]	N[1]	N	N	N
20	***Manufacturing***							
21	Food & kindred products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
22	Textile mill products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
24	Lumber and wood products (except furniture); manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
25	Furniture and fixtures; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
26	Paper and allied products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
27	Printing, publishing, and allied industries	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
28	Chemicals and allied products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
29	Petroleum refining and related industries	Y	Y	Y	Y[2]	Y[3]	Y[4]	N

TABLE 1 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES (Continued)

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO.	LAND USE NAME	< 55	55- 64	65 - 69	70 -74	75- 79	80 -84	85+
30	***Manufacturing (continued)***							
31	Rubber and misc. plastic products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
32	Stone, clay and glass products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
33	Primary metal products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
34	Fabricated metal products; manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks	Y	Y	Y	25	30	N	N
39	Miscellaneous manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
40	***Transportation, communication and utilities***							
41	Railroad, rapid rail transit, and street railway transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
42	Motor vehicle transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
43	Aircraft transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
44	Marine craft transportation	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
45	Highway and street right-of-way	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
46	Automobile parking	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
47	Communication	Y	Y	Y	25[5]	30[5]	N	N
48	Utilities	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
49	Other transportation, communication and utilities	Y	Y	Y	25[5]	30[5]	N	N
50	***Trade***							
51	Wholesale trade	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
52	Retail trade - building materials, hardware and farm equipment	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
53	Retail trade - shopping centers	Y	Y	Y	25	30	N	N
54	Retail trade - food	Y	Y	Y	25	30	N	N
55	Retail trade - automotive, marine craft, aircraft and accessories	Y	Y	Y	25	30	N	N
56	Retail trade - apparel and accessories	Y	Y	Y	25	30	N	N

TABLE 1 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES (Continued)

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO.	LAND USE NAME	< 55	55- 64	65 - 69	70 -74	75- 79	80 -84	85+
57	Retail trade - furniture, home, furnishings and equipment	Y	Y	Y	25	30	N	N
58	Retail trade - eating and drinking establishments	Y	Y	Y	25	30	N	N
59	Other retail trade	Y	Y	Y	25	30	N	N
60	***Services***							
61	Finance, insurance and real estate services	Y	Y	Y	25	30	N	N
62	Personal services	Y	Y	Y	25	30	N	N
62.4	Cemeteries	Y	Y	Y	Y[2]	Y[3]	Y[4,11]	Y[6,11]
63	Business services	Y	Y	Y	25	30	N	N
63.7	Warehousing and storage	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
64	Repair Services	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
65	Professional services	Y	Y	Y	25	30	N	N
65.1	Hospitals, other medical fac.	Y	Y[1]	25	30	N	N	N
65.16	Nursing Homes	Y	Y	N[1]	N[1]	N	N	N
66	Contract construction services	Y	Y	Y	25	30	N	N
67	Government Services	Y	Y[1]	Y[1]	25	30	N	N
68	Educational services	Y	Y[1]	25	30	N	N	N
69	Miscellaneous	Y	Y	Y	25	30	N	N
70	***Cultural, entertainment and recreational***							
71	Cultural activities (& churches)	Y	Y[1]	25	30	N	N	N
71.2	Nature exhibits	Y	Y[1]	Y[1]	N	N	N	N
72	Public assembly	Y	Y[1]	Y	N	N	N	N
72.1	Auditoriums, concert halls	Y	Y	25	30	N	N	N
72.11	Outdoor music shells, amphitheaters	Y	Y[1]	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	Y	Y	Y[7]	Y[7]	N	N	N
73	Amusements	Y	Y	Y	Y	N	N	N
74	Recreational activities (include golf courses, riding stables, water rec.)	Y	Y[1]	Y[1]	25	30	N	N
75	Resorts and group camps	Y	Y[1]	Y[1]	Y[1]	N	N	N
76	Parks	Y	Y[1]	Y[1]	Y[1]	N	N	N
79	Other cultural, entertainment and recreation	Y	Y[1]	Y[1]	Y[1]	N	N	N
80	***Resource Production and Extraction***							
81	Agriculture (except live stock)	Y	Y	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]

TABLE 1 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES (Continued)

Land Use		Suggested Land Use Compatibility						
		Noise Zone 1 *(DNL or CNEL)*		Noise Zone 2 *(DNL or CNEL)*		Noise Zone 3 *(DNL or CNEL)*		
SLUCM NO.	LAND USE NAME	< 55	55- 64	65 - 69	70 -74	75- 79	80 -84	85+
81.5	Livestock farming	Y	Y	Y[8]	Y[9]	N	N	N
81.7	Animal breeding	Y	Y	Y[8]	Y[9]	N	N	N
82	Agriculture related activities	Y	Y	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
83	Forestry Activities	Y	Y	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
84	Fishing Activities	Y	Y	Y	Y	Y	Y	Y
85	Mining Activities	Y	Y	Y	Y	Y	Y	Y
89	Other resource production or extraction	Y	Y	Y	Y	Y	Y	Y

KEY TO TABLE 1 - SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

SLUCM	Standard Land Use Coding Manual, U.S. Department of Transportation
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
Y[x] (Yes with Restrictions)	The land use and related structures are generally compatible. However, see note(s) indicated by the superscript.
N[x] (No with exceptions)	The land use and related structures are generally incompatible. However, see notes indicated by the superscript.
NLR (Noise Level Reduction)	NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	The numbers refer to NLR levels. Land Use and related structures generally compatible however, measures to achieve NLR of 25, 30 or 35 must be incorporated into design and construction of structures. However, measures to achieve an overall noise reduction do not necessarily solve noise difficulties outside the structure and additional evaluation is warranted. Also, see notes indicated by superscripts where they appear with one of these numbers.
DNL	Day Night Average Sound Level.
CNEL	Community Noise Equivalent Level (normally within a very small decibel difference of DNL)
Ldn	Mathematical symbol for DNL.

NOTES FOR TABLE 1 - SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

1. General

a. Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65 to 69 and strongly discouraged in DNL 70 to 74. The absence of viable alternative development options should be determined and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones.

b. Where the community determines that these uses must be allowed measures to achieve and outdoor to indoor NLR of at least 25 Decibels (dB) in DNL 65 to 69 and NLR of 30 dB in DNL 70 to 74 should be incorporated into building codes and be in individual approvals; for transient housing a NLR of at least 35 dB should be incorporated in DNL 75 to 79.

c. Normal permanent construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.

d. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor noise exposure NLR particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.

2. Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

3. Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the

public is received, office areas, noise sensitive areas or where the normal noise level is low.

4. Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

5. If project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.

6. No buildings.

7. Land use compatible provided special sound reinforcement systems are installed.

8. Residential buildings require a NLR of 25

9. Residential buildings require a NLR of 30.

10. Residential buildings not permitted.

11. Land use not recommended, but if community decides use is necessary, hearing protection devices should be worn.

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ-II Recommendation	Density Recommendation
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y[2]	Max density of 1-2 Du/Ac
11.12	Single units: semidetached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential Hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing				
21	Food & kindred products; manufacturing	N	N	Y	Max FAR 0.56 in APZ II
22	Textile mill products; manufacturing	N	N	Y	Same as above
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Max FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Same as above
26	Paper and allied products; manufacturing	N	Y	Y	Same as above
27	Printing, publishing, and allied industries	N	Y	Y	Same as above
28	Chemicals and allied products; manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing [3] (continued)				

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]					
SLUCM NO.	**LAND USE NAME**	**CLEAR ZONE Recommendation**	**APZ-I Recommendation**	**APZ-II Recommendation**	**Density Recommendation**
31	Rubber and misc. plastic products; manufacturing	N	N	N	
32	Stone, clay and glass products; manufacturing	N	N	Y	Max FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Same as above
34	Fabricated metal products; manufacturing	N	N	Y	Same as above
35	Professional scientific, & controlling instrument; photographic and optical goods; watches & clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Max FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication and utilities [2]				
41	Railroad, rapid rail transit, and street railway transportation	N	Y[5]	Y	Same as above.
42	Motor vehicle transportation	N	Y[5]	Y	Same as above
43	Aircraft transportation	N	Y[5]	Y	Same as above
44	Marine craft transportation	N	Y[5]	Y	Same as above
45	Highway and street right-of-way	N	Y[5]	Y	Same as above
46	Auto parking	N	Y[5]	Y	Same as above
47	Communication	N	Y[5]	Y	Same as above
48	Utilities	N	Y[5]	Y	Same as above
485	Solid waste disposal (Landfills, incineration, etc.)	N	N	N	
49	Other transport, comm. and utilities	N	Y[5]	Y	See Note 5 below
50	Trade				
51	Wholesale trade	N	Y	Y	Max FAR of 0.28 in APZ I. & .56 in APZ II.
52	Retail trade - building materials, hardware and farm equipment	N	Y	Y	See Note 6 below
53	Retail trade[7] - Shopping centers, Home Improvement Store, Discount Club, Electronics Superstore	N	N	Y	Max FAR of 0.16 in APZ II
54	Retail trade - food	N	N	Y	Max FAR of 0.24 in APZ II

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ-II Recommendation	Density Recommendation
55	Retail trade - automotive, marine craft, aircraft and accessories	N	Y	Y	Max FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade - apparel and accessories	N	N	Y	Max FAR 0.28 in APZ II
57	Retail trade - furniture, home, furnishings and equipment	N	N	Y	Same as above
58	Retail trade - eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Max FAR of 0.16 in APZ II
60	Services [9]				
61	Finance, insurance and real estate services	N	N	Y	Max FAR of 0.22 for "General Office/Office park" in APZ II
62	Personal services	N	N	Y	Office uses only. Max FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y[9]	Y[9]	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Max FAR of 0.22 in APZ II
63.7	Warehousing and storage services	N	Y	Y	Max FAR 1.0 APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Max FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Max FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Max FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Max FAR of 0.24 in APZ II
68	Educational services	N	N	N	
69	Miscellaneous	N	N	Y	Max FAR of 0.22 in APZ II
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y[10]	Y[10]	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	

TABLE 2 - AIR INSTALLATIONS COMPATIBLE USE ZONES
SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES [1]

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation	APZ-I Recommendation	APZ-II Recommendation	Density Recommendation
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements - fairgrounds, miniature golf, driving ranges; amusement parks, etc	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[10]	Y[10]	Max FAR of 0.11 APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y[10]	Y[10]	Same as 74
79	Other cultural, entertainment and recreation	N	Y[9]	Y[9]	Same as 74
80	**Resource production and extraction**				
81	Agriculture (except live stock)	Y[4]	Y[11]	Y[11]	
81.5, 81.7	Livestock farming and breeding	N	Y[11,12]	Y[11,12]	
82	Agriculture related activities	N	Y[11]	Y[11]	Max FAR of 0.28 APZ I; 0.56 APZ II no activity which produces smoke, glare, or involves explosives
83	Forestry Activities [13]	N	Y	Y	Same as Above
84	Fishing Activities [14]	N[14]	Y	Y	Same as Above
85	Mining Activities	N	Y	Y	Same as Above
89	Other resource production or extraction	N	Y	Y	Same as Above
90	**Other**				
91	Undeveloped Land	Y	Y	Y	
93	Water Areas	N[15]	N[15]	N[15]	

KEY TO TABLE 2 - SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

SLUCM -	Standard Land Use Coding Manual, U.S. Department of Transportation
Y (Yes) -	Land use and related structures are normally compatible without restriction.
N (No) -	Land use and related structures are not normally compatible and should be prohibited.
Yx - (Yes with restrictions)	The land use and related structures are generally compatible. However, see notes indicated by the superscript.
Nx - (No with exceptions)	The land use and related structures are generally incompatible. However, see notes indicated by the superscript.
FAR - Floor Area Ratio	A floor area ratio is the ratio between the square feet of floor area of the building and the site area. It is customarily used to measure non-residential intensities.
Du/Ac - Dwelling Units per Acre	This metric is customarily used to measure residential densities.

NOTES FOR TABLE 2 - SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

The following notes refer to Table 2.

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions which limit commercial, services, or industrial buildings or structure occupants to 25 per acre in APZ I, and 50 per acre in APZ II are the range of occupancy levels, including employees, considered to be low density. Outside events should normally be limited to assemblies of not more that 25 people per acre in APZ I, and Maximum (Max) assemblies of 50 people per acre in APZ II.

2. The suggested Max density for detached single-family housing is one to two Du/Ac. In a Planned Unit Development (PUD) of single family detached units where clustered housing development results in large open areas, this density could possibly be increased provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting), buildings or aboveground utility/communications lines should normally be located in clear zone areas on or off the installation. The clear zone is subject to severe restrictions. See UFC 3-260-01, "Airfield and Heliport Planning and Design" dated 10 November 2001 for specific design details.

5. No passenger terminals and no major above ground transmission lines in APZ I.

6. Within SLUCM Code 52, Max FARs for lumber yards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-II. For hardware/paint and farm equipment stores, SLUCM Code 525, the Max FARs are 0.12 in APZ-I and 0.24 in APZ-II.

7. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super regional facilities anchored by small businesses, supermarket or drug store, discount retailer, department store, or several department stores, respectively. Included in this category are such uses as big box discount clubs, home improvement superstores, office supply superstores, and electronics superstores. The Max recommended FAR for SLUCM 53 should be applied to the gross leasable area of the shopping center rather than attempting to use other recommended FARs listed in Table 2 under "Retail" or "Trade."

8. Low intensity office uses only. Accessory uses such as meeting places, auditoriums, etc., are not recommended.

9. No chapels are allowed within APZ I or APZ II.

10. Facilities must be low intensity, and provide no tot lots, etc. Facilities such as clubhouses, meeting places, auditoriums, large classes, etc. are not recommended.

11. Includes livestock grazing, but excludes feedlots and intensive animal husbandry. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

12. Includes feedlots and intensive animal husbandry.

13. Lumber and timber products removed due to establishment, expansion, or maintenance of clear zones will be disposed of in accordance with appropriate DoD Natural Resources instructions.

14. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

15. Naturally occurring water features (e.g., rivers, lakes, streams, (wetlands) are compatible.

CHAPTER 4

AICUZ STUDY CONTENTS

1. GENERAL. AICUZ studies have been developed and approved for each Navy and Marine Corps air installation. Where a new installation is established, or where major missions change to an existing installation is proposed, NEPA documentation is required (see OPNAVINST 5090.1C). Subsequent to the completion of the final NEPA documentation, an AICUZ study should be prepared. The AICUZ study and AICUZ study updates generally should include the following:

a. Existing Conditions. A description and graphic depiction of the flight operations, noise contours and APZs, land use compatibility, and supporting data which describe aircraft types, operations, flight tracks, and a history of aircraft operations since the previous AICUZ study. Locations of previous aircraft accidents should be shown, also noise complaint numbers and locations should be provided. A description of land use controls currently in effect in the area surrounding the installation should also be included.

b. Future-Year Forecast and Prospective AICUZ. Based on the currently available unclassified information, each installation will develop a forecast of air operations activity levels (normally for a time frame 5 to 10 years forward). Forecasts may be based upon historical trends or projected aircraft base loading and should address expected mission changes. The AICUZ update will include footprints and supporting discussions reflecting the operational forecasts. These footprints will provide the necessary guidance as to what actions must be taken to assure future mission integrity at the air installation. Further, future year footprints will provide local governments with the information to plan for changes in air installation activity levels and/or operational procedures.

c. AICUZ Recommendations. An AICUZ map depicting the area of critical concern, a land use compatibility matrix for the installation, and recommended safety clearances/ height restrictions to protect safety of flight shall be included.

d. Alternatives and Changes from Prior AICUZ Study. An analysis of alternatives that could mitigate noise and/or accident potential impact normally is included. Examples of alternatives include community implementation strategies, sound-attenuated facility construction, acquisition of land or interests therein, or practicable potential operational changes. Noise and APZ changes should be described and illustrated since these changes may influence the decision to implement land use control changes. Documentation should include discussion of which factors contributed to the change (aircraft, tempo of operation, operational procedures, etc.).

e. Impact Analysis. An analysis and graphic depiction of existing and potential land use incompatibilities and their impact on station development and operation shall be included. The AICUZ update shall also discuss strategies to address future development of the impacted areas.

f. On-Station Implementation Plan. On-station development described in regional plans (Navy)/ master-plans (Marine Corps) shall be consistent with the AICUZ Study. The base development strategies and capital improvement projects are MILCON; Military Construction Naval Reserve; Naval Air Facilities (NAF); etc., and public private partnership ventures shall reflect that consistency. However, where consistency is not possible, documentation should be submitted by the installation, via the chain of command and appropriate Naval Facilities Engineering Command (FEC) to the CNO or CMC for consideration of a waiver.

g. Off-Station Implementation. Recommendations for off-station implementation proposals shall also be included.

2. APPROVALS. Public distribution of revised or updated AICUZ information requires CNO/CMC approval. AICUZ updates should be forwarded to OPNAV (N46) and HQMC (LFL), as appropriate, via the region and mission component commands.

CHAPTER 5

AICUZ STUDY UPDATES

1. GENERAL. Operational and training requirements, aircraft mix, tempo of aviation activity, maintenance procedures, and community development seldom remain static. The primary purpose of an AICUZ study is to support long-term compatible land use in the vicinity of air installations. Frequent AICUZ updates and changes in land use recommendations can undermine the neighboring community's confidence and willingness to incorporate recommendations into local comprehensive plans or to enact various land use controls. AICUZ reviews should be conducted when new requirements are anticipated at an installation such as basing of a new type of aircraft, significant increases in operational levels, or significant increases in nighttime (2200 to 0700 hours) flying activities. Since major changes in operations, which have a significant impact on the environment, require environmental documentation in accordance with the NEPA, an AICUZ update subsequent to completion of the NEPA documentation is normally sufficient.

2. INTERIM NOISE STUDIES. Noise studies can be conducted on an interim basis for a variety of purposes. These studies can provide useful information that does not always result in the need to update the AICUZ Study. Requests for interim noise studies should be forwarded to CNIC Facilities Real Estate(N444) or HQMC (LFL) via the regional commander documenting the need for the study. CNIC/CMC will provide technical guidance as required.

3. ENVIRONMENTAL IMPACT OF OPERATIONAL CHANGES

a. Several parameters must be periodically monitored locally to insure that the AICUZ study continues to reflect the best information available on noise and accident potential; e.g., the type and mix of aircraft operated or maintained, flight tracks, tempo and timing of night operations, and operational alternatives implemented.

b. When significant operational changes are proposed, an evaluation by the air installation is required, to determine

whether documentation in compliance with the NEPA is required. If questions arise as to the need for specific documentation in this area, the air installation should consult with their chain of command and the appropriate Naval FEC. Recommendations or questions in this area can be forwarded to the Navy or Marine Corps region for guidance if appropriate. The CNO/CMC will advise the region and air installation as to the need for NEPA documentation in accordance with OPNAVINST 5090.1C or MCO P5090.2 (NOTAL). If such documentation is required it shall be prepared prior to the implementation of any proposed operational change.

CHAPTER 6

AICUZ IMPLEMENTATION

1. GENERAL. Each Navy and Marine Corps air installation listed in Appendix A shall actively pursue implementation of its AICUZ program. Program implementation may include elements such as soliciting the cooperation of local governments, operational modifications, complaint response programs for residents of surrounding communities, and the acquisition of land or interests therein to protect operational capability. Early recognition of the problem will provide increased opportunity to solve it and can reduce future implementation requirements.

2. COMMUNITY IMPLEMENTATION

a. DoD AICUZ policy is predicated on promoting harmony between air installations and neighboring communities through a compatible land use planning and control process conducted by the responsible local authorities. This policy recognizes the local government's responsibility under its police power to protect the public health, safety and welfare. By enacting compatible land use controls, local government protects its citizens from high noise levels of noise or accident potential. When applicable, an installation's AICUZ policy needs to address the uniqueness of federally recognized tribes.

b. Through controls like zoning ordinances, building codes, subdivision regulations, permitting authority, disclosure statements and public acquisition, surrounding areas can be allowed to develop to the highest and best compatible use. Successful implementation of such a program depends on a close working relationship between installation and community leaders. Acquisition should not be discussed as an encroachment solution unless and until all community-oriented strategies prove unsuccessful or inappropriate. The activity should continually inform local governments, citizen groups, and the general public on: (1) the requirements of military aviation; (2) air installation operations; (3) the efforts underway and planned to reduce noise and ensure compatible development, and (4) the local command's position on specific land use issues. Air installation representatives, primarily commanding officers and

their Community Planning Liaison Officers (CPLO), must take every opportunity to meet with and make presentations to local governments, particularly the planning and zoning agencies. Although the emphasis of the AICUZ implementation effort must be on areas within the AICUZ footprint, the air installation can comment on land use issues outside of the footprint that might impact on it, e.g., large-scale developments bordering the AICUZ area, transportation system developments that could make the AICUZ area more desirable for development, or tall structures such as cell towers that could penetrate approach/departure or other imaginary surfaces. The air installation must be considered as a major land use in the local community. Development that occurs up to the AICUZ area of critical concern boundary could prevent mission changes or mission expansion in the future. Therefore, commanding officers and their staffs are encouraged to monitor proposed development beyond the AICUZ boundary, and, if needed, to present those concerns in appropriate local forums. Although compatible land use development inside the AICUZ footprint is a primary objective of the AICUZ program and projected (5- to 10-year) footprints are required, a prudent course of action is to also seek a "buffer" around the AICUZ footprint in which property owners and lessees are notified of the presence of airfield operations. Air installations should include a DNL/CNEL 60 noise contour on their AICUZ maps thus delineating an area of concern for future development to the local government and local community. While the land use compatibility guidelines provided in Table 2 indicate that land use development is compatible in areas less than DNL/CNEL 65, air installations should work with local government and community leaders to foster less intense development in this "buffer" area as further long-term encroachment protection. Development up to the AICUZ footprint boundary will make it difficult to expand missions or accept new missions at the installation.

c. In addition, while incorporation of land use recommendations into local comprehensive plans and zoning ordinances is a basic objective of the AICUZ program, required disclosure to prospective buyers and lessees of residential properties within noise and accident potential zones is also recommended. Air installations should make every attempt to work with local governments to encourage enaction of such legislative initiatives.

3. DOCUMENTATION OF LOCAL EFFORTS. Records of important discussions, negotiations, testimony, etc., with and before local officials, boards, etc., must be maintained by the local command. Such records shall be available for inclusion in MILCON project submissions if required by CNO/CMC. This will ensure that documentation is available to indicate all reasonable and prudent efforts were made to preclude incompatible land use through cooperation with local government officials and that all recourse to such actions has been exhausted.

4. COMMUNITY PLANNING LIAISON OFFICER (CPLO)

a. Air installations need an interface with community leaders and citizens. The commanding officer should be at the forefront of this effort. A CPLO may be designated as either a full-time or collateral duty to be the central information point and to relieve the commanding officer of some of the day-to-day burden of responding to community complaints or inquiries and administering the installation's encroachment action or control program.

b. Some activities have recognized the need for a primary duty CPLO to respond to inquiries about noise and to work with local and regional government counterparts to foster compatible development. Naval aviators often fill these positions since they are able to describe problems unique to Navy and Marine Corps aviation. CNO/CMC realize that not every air installation can justify and support a full-time CPLO. However, each air installation must be responsive to its own encroachment situation when designating its CPLO. To ensure proper continuity, a community planning liaison team including a civilian planner is strongly encouraged.

CHAPTER 7

REAL PROPERTY GUIDANCE

1. ACQUISITION POLICY

a. When threats to operational integrity from incompatible development (encroachment) are noted, and when local communities are unwilling or unable to take the initiative in combating the threat via their own authority, consideration can be given to land acquisition. Documentation of community unwillingness or inability will be required to support acquisition projects. Where the mission of the air installation is imminently threatened, acquisition of fee title or restrictive easements over the impacted lands in any noise or accident potential zone may be appropriate to maintain operational integrity.

b. Reference (a) states that the first priority for acquisition in fee or restrictive easements is the clear zone. The second priority is other APZs. Noise areas may be considered for acquisition when all avenues of achieving compatible use zoning, or similar protection, have been explored and the operational integrity of the air installation is manifestly threatened. Unless unusual situations exist which would warrant the expense and disruption of "trying to turn back the clock" in developed areas, the primary focus of these acquisition efforts is on undeveloped land.

2. ENCROACHMENT INDICATORS. The importance of the air installation having sensitivity to long-range encroachment indicators cannot be overemphasized. Local community capital improvement plans and long range land use plans, commonly referred to as "Comprehensive Plans," provide clues far in advance of actual encroachment actions. These plans generally address land areas far greater than the AICUZ and must be evaluated to determine their influence on the AICUZ area either directly or indirectly.

3. REAL PROPERTY UTILIZATION SURVEY INTERFACE

a. Reference (e) calls for continual review of Federal real property holdings and the conduct of surveys in order to

determine the level of their utilization. Properties found to be excess to the requirements of the holding agency are reported for disposal. In the past, the AICUZ area has provided protection to air installations, but increased pressure to excess property can dilute that protection. To avoid the forced disposal of lands required for the protection of the installation from encroachment, air installations will ensure that required lands or easements are fully justified. Where disposal is directed, those rights and interests required for the protection of the future operational integrity of the installation through restrictions to ensure compatible land use will be retained.

b. Particular attention must be paid to property located outside of the AICUZ area, which if excessed, would attract uses that would induce incompatible developments within the AICUZ area; e.g., water, sewer, or highway development adjoining the AICUZ makes the AICUZ area more desirable for development. Additionally, the prior history of AICUZ areas and potential growth should be fully considered. Once property rights are relinquished, they are not easily, if ever, regained. The dynamic nature of Navy and Marine Corps operational needs must be evaluated in encroachment protection decisions.

4. GUIDELINES FOR ACQUISITION/RETENTION OF REAL ESTATE INTERESTS WITHIN AN AICUZ. This instruction shall not be used as sole justification for either the acquisition or the retention of owned interests beyond that required to protect the Government. Reference (d) provides DON policy for the acquisition, management, and disposal by DON of real property and real property interests.

5. REAL ESTATE INTERESTS TO BE CONSIDERED FOR CLEAR ZONES, APZs AND NOISE ZONES. When it is necessary for the Navy to acquire interests in land, a careful assessment must be made of the type of interest to be acquired. The following list of possible interests that should be considered, either in the form of a perpetual restrictive use easement containing the rights or a basis for fee acquisition of the property, is offered for guidance.

a. The right to make low and frequent flights over said land and to generate noises associated with:

(1) Aircraft in flight, whether or not while directly over said land;

(2) Aircraft and aircraft engines operating on the ground at said installation, and;

(3) Aircraft engine test/stand/cell operations at said installation.

b. The right to regulate or prohibit the release into the air of any substance, which would impair the visibility or otherwise interfere with the operations of aircraft, such as, but not limited to, steam, dust and smoke.

c. The right to regulate or prohibit light emissions, either direct or indirect (reflective), which might interfere with pilot vision.

d. The right to prohibit electromagnetic and radio frequency emissions that would interfere with aircraft, aircraft communications systems, or aircraft navigational equipment.

e. The right to prohibit any use of the land which would unnecessarily attract birds or waterfowl, such as, but not limited to, operation of sanitary landfills, water impoundment areas, maintenance of feeding stations or the growing of certain types of vegetation or activities attractive to flocks of birds or waterfowl.

f. The right to prohibit and remove any buildings or other non-frangible structures that do not comply with the AICUZ plan.

g. The right to top, cut to ground level, and to remove trees, shrubs, brush or other forms of obstruction which the installation commander determines might interfere with the operation of aircraft, including emergency landings.

h. The right of ingress and egress upon, over and across said land for the purpose of exercising the rights set forth herein.

i. The right to post signs on said land indicating the nature and extent of the Government's control over said land.

j. The right to allow only specific land uses.

k. The right to prohibit entry of persons onto the land except in connection with authorized activities.

l. The right to disapprove and/or prohibit land uses not in accordance with the established land use restrictions.

m. The right to control the height of structures to ensure that they do not become a hazard to flight.

n. The right to install airfield lighting and navigational aids.

o. The right to require sound attenuation in new construction or modifications to buildings in conformance with the AICUZ recommendations.

6. ENCROACHMENT PARTNERING (EP). EP is one of several tools available to the Navy and Marine Corps to prevent or mitigate encroachment problems. EP is a cooperative, multi-party, real estate based program authorized by Congress under 10 USC 2684a (as amended) to help mitigate the impacts of potential off-base development that would be incompatible with military operations or to preserve habitat on the off-base property. The program is based on the military service "partnering" with an eligible entity (states, counties, cities, and private NGOs) to acquire real estate interests in the vicinity of the military installation to prevent incompatible development or loss of habitat. The program involves sharing acquisition costs with the partners from willing sellers. Use of condemnation authority is not permitted under the EP program. An acquisition planning team composed of installation/region and FEC representatives develop proposed projects and seek out potential partners for project execution. Annual funding is provided by the DoD through the Readiness and Environmental Protection Initiative and by Navy and Marine Corps appropriations for planning and encroachment management as programmed by CNO and CMC.

7. REAL PROPERTY MANAGEMENT. Regional commanders and commanding officers of Navy and Marine Corps air installations shall be responsible for the oversight of real property assets as related to the readiness and effectiveness of DON air installations. This responsibility is particularly relevant to documentation and enforcement of Navy and Marine Corps interests in land outside the installation boundary as encroachment protection, whether that land is acquired in fee or by easement.

CHAPTER 8

RESPONSIBILITIES

1. The Deputy Chief of Naval Operations (Fleet Readiness and Logistics) (CNO (N4)) shall:

a. Exercise program responsibility for the Navy AICUZ program through OPNAV (N46), who programs resources for shore installation management.

b. Execute AICUZ program management responsibilities through CNIC with support from NAVFACENGCOM;

c. Monitor and coordinate application of the policies and principles of the AICUZ program;

d. Emphasize the importance of timely implementation of the AICUZ recommendations;

e. Pursue a training program for installation, chain of command and other cognizant DoD and non-DoD individuals regarding the policies, purposes and strategies of the AICUZ program;

f. Coordinate with the Naval Aviation Enterprise on AICUZ aspects when approving installation facilities planning proposals;

g. Provide resources and support for the DoD Noise Program as outlined in reference (c); and

h. Exercise approval authority over AICUZ documents and AICUZ footprint changes through OPNAV (N46).

2. Mission Component Commands shall:

a. Provide command direction, priorities and recommendations on AICUZ plans submitted by air installation commanders and Regions under their operational cognizance;

b. Review and approve proposed operational changes to insure mission requirements are supported;

c. Emphasize to installation commanders the importance of continual review of operational procedures to identify operational changes to reduce noise within the constraints of safety, mission effectiveness and economy; and

d. Ensure that AICUZ-related environmental documentation requirements are met. Specifically, such actions as the introduction of new aircraft types or changes in flight corridors which may change the AICUZ footprint should be assessed as to their potential impact and a determination made as to the appropriate level of environmental documentation.

3. CNIC shall:

a. Coordinate AICUZ program requirements with Navy regions and mission component commands;

b. Develop an IPL for AICUZ and noise study updates in conjunction with NAVFACENGCOM; and

c. Fund, subject to availability, AICUZ/noise study updates.

4. The Commander, NAVFACENGCOM, as directed by CNIC, shall provide policy and technical oversight for the AICUZ program and:

a. Integrate the AICUZ planning process into the Shore Infrastructure Program overview plans for Navy and activity master plans for the Marine Corps recognizing on and off-station impacts and utilizing detailed guidance and criteria in the areas of land use compatibility with respect to both noise and accident potential exposure;

b. Provide technical direction and planning support for the reduction of noise emanating from aircraft flight, maintenance and test operations;

c. Establish and maintain an east coast and a west coast center of excellence to coordinate AICUZ issues with regional commands and installations within their area of responsibility; and

d. Develop and implement an AICUZ training program for senior Navy and Marine Corps personnel to provide the latest technical and planning guidelines for execution and implementation of the AICUZ program.

5. The Naval Education and Training Command shall provide support for AICUZ training programs tasked by CNO (N4).

6. HQMC (LFL) shall exercise approval authority and responsibility for the AICUZ program within the Marine Corps as follows:

a. Exercise management responsibility for the Marine Corps AICUZ program;

b. Provide technical assistance and guidance to Marine Corps air installations regarding AICUZ policy decisions and implementation;

c. Promote an AICUZ education program in cooperation with NAVFACENGCOM; and

d. Provide resources and support for the DoD Noise Program as outlined in reference (c).

7. Air Installation Commanders shall:

a. Familiarize themselves with the AICUZ program and implement the concept set forth herein;

b. Actively work with State and local planning officials to implement AICUZ objectives;

c. Notify the chain of command and CNIC (N444) or HQMC (LFL) whenever local conditions merit update or review of the AICUZ plan;

d. Promote attendance at CNO/CMC-sponsored AICUZ seminars by commanding officers, executive officers, air operations and other aviation-related staff personnel to increase awareness of current trends and techniques for AICUZ program development and implementation;

e. If appropriate, designate a CPLO to assist in the execution of the AICUZ plan by the installation and act as spokesman for the command in AICUZ matters;

f. Maintain a documentary file on the implementation of the AICUZ plan at the air installation including collection of operational data needed to update the AICUZ plan; and

g. Justify the retention of land or interests in land required for mission performance.

APPENDIX A

NAVAL AVIATION INSTALLATIONS WITH AICUZ STUDIES BY REGIONAL COMMAND

NAVY:

COMNAVREG MID-LANT
- NAS OCEANA DET NORFOLK, VIRGINIA
- NAS OCEANA, VIRGINIA
  - NALF FENTRESS
- NAS BRUNSWICK, MAINE
- NAEC LAKEHURST, NEW JERSEY
- NASJRB WILLOW GROVE, PENNSYLVANIA

COMNAVREG SOUTHEAST
- NAS JACKSONVILLE, FLORIDA
  - OLF WHITEHOUSE
- NS MAYPORT, FLORIDA
- NAF KEY WEST, FLORIDA
- NAS MERIDIAN, MISSISSIPPI
  - OLF JOE WILLIAMS
- NAS KINGSVILLE, TEXAS
  - ALF ORANGE GROVE
- NAS CORPUS CHRISTI, TEXAS
  - ALF WALDRON
  - ALF CABANISS
- NAS WHITING FIELD, FLORIDA
  - NOLF BREWTON
  - NOLF HOLLEY
  - NOLF EVERGREEN
  - NOLF SANTA ROSA
  - NOLF SPENCER
  - NOLF CHOCTAW
  - NOLF SAUFLEY
  - NOLF WOLF
  - NOLF SITE 8
  - NOLF BARIN
  - NOLF PACE
  - NOLF HAROLD
  - NOLF SILVERHILL
  - NOLF SUMMERDALE

NAS PENSACOLA, FLORIDA
NASJRB FORT WORTH, TEXAS
NASJRB NEW ORLEANS, LOUISIANNA
NASJRB ATLANTA, GEORGIA*

COMNAVREG EUROPE
NAS SIGONELLA, SICILY**
NSA NAPLES, ITALY**
NSA SOUDA BAY, GREECE**
NS ROTA, SPAIN**

COMNAVREG HAWAII
PMRF BARKING SANDS, HAWAII

COMNAVREG SOUTHWEST
NAS NORTH ISLAND, CALIFORNIA
OLF IMPERIAL BEACH
ALF SAN CLEMENTE ISLAND
NB VENTURA COUNTY, CALIFORNIA
NAS LEMOORE, CALIFORNIA
NAS FALLON, NEVADA
NAF EL CENTRO, CALIFORNIA
NAWC (WD) CHINA LAKE, CALIFORNIA
OLF SAN NICOLAS ISLAND

COMNAVREG NORTHWEST
NAS WHIDBEY ISLAND, WASHINGTON
OLF COUPEVILLE

NAVAL DISTRICT WASHINGTON
NAWC (AD) PATUXENT RIVER, MARYLAND
OLF WEBSTER FIELD
NAF WASHINGTON, DC*

COMNAVREG JAPAN
NAF ATSUGI, HONSHU, JAPAN**
NAF MISAWA, HONSHU, JAPAN**
NAF KADENA, OKINAWA, JAPAN**
NSF DIEGO GARCIA **

MARINE CORPS:

MARINE CORPS INSTALLATIONS EAST

MCAS NEW RIVER, JACKSONVILLE, NORTH CAROLINA
MCOLF OAK GROVE
MCOLF CAMP DAVIS
MCAS BEAUFORT, SOUTH CAROLINA
MCAS CHERRY POINT, NORTH CAROLINA
MCALF BOGUE FIELD
MCOLF ATLANTIC
MCAF QUANTICO, VIRGINIA

MARINE CORPS INSTALLATIONS WEST

MCAS MIRAMAR, CALIFORNIA
MCAS CAMP PENDLETON, CALIFORNIA
MCAS YUMA, ARIZONA
MCAGCC TWENTYNINE PALMS, CALIFORNIA

MARINE CORPS INSTALLATIONS MIDPAC

MCBH HAWAII, HAWAII

MARINE CORPS INSTALLATIONS WESTPAC
MCAS FUTENMA, OKINAWA, JAPAN**
MCAS IWAKUNI, HONSHU, JAPAN**

*NAVY AICUZ STUDY NOT REQUIRED
**NOISE STUDY ONLY

Department of Defense
INSTRUCTION

NUMBER 4165.57
May 2, 2011
Incorporating Change 3, August 31, 2018

USD(A&S)

SUBJECT: Air Installations Compatible Use Zones (AICUZ)

References: See Enclosure 1

1. PURPOSE. This Instruction:

a. Reissues DoD Instruction (DoDI) 4165.57 (Reference (a)) in accordance with the authority in DoD Directive (DoDD) 5134.01 (Reference (b)) to establish policy, assign responsibilities, and prescribe procedures for the DoD AICUZ program for air installations, in accordance with DoDD 4165.06 (Reference (c)).

b. Establishes policy and assigns responsibility for educating air installation personnel and engaging local communities on issues related to noise, safety, and compatible land use in and around air installations.

c. Prescribes procedures for plotting noise contours for land use compatibility analysis.

2. APPLICABILITY. This Instruction applies to:

a. OSD, the Military Departments, the Office of the Chairman of the Joint Chiefs of Staff and the Joint Staff, the Combatant Commands, the Office of the Inspector General of the DoD, the Defense Agencies, the DoD Field Activities, and all other organizational entities within the DoD (hereafter referred to collectively as the "DoD Components").

b. Air installations of the DoD Components located within the United States.

c. Air installations of the DoD Components located outside of the United States, but for on-base planning purposes only and subject to the requirements of any applicable international agreement, including any basing agreement.

3. DEFINITIONS. See Glossary.

4. POLICY. It is DoD policy to:

a. Promote the health, safety, and welfare of persons in the vicinity of and on air installations by minimizing aircraft noise and safety impacts without degrading flight safety and mission requirements.

b. Promote long-term compatible land use on and in the vicinity of air installations by encouraging State and local governments to adopt enabling legislation and compatible land use regulations into their land use planning and control processes and by partnering with communities and other eligible entities to protect land through restrictive use and conservation easements.

c. Limit acquisition of real property interests to the minimum necessary to ensure the operational integrity of the air installation.

d. Incorporate AICUZ guidelines into on-base land use planning programs.

e. Integrate AICUZ compatible land use strategies into the test and training range environment in accordance with DoDD 3200.15 (Reference (d)).

f. Promote education and engagement with communities affected by military operations at air installations. DoDD 5410.18 (Reference (e)) provides policy for the conduct of public affairs community relations activities and programs throughout the DoD.

5. RESPONSIBILITIES. See Enclosure 2.

6. PROCEDURES. See Enclosure 3.

7. RELEASABILITY. **Cleared for public release.** This Instruction is available on the Directives Division Website at http://www.esd.whs.mil/DD/.

8. SUMMARY OF CHANGE 3. This change reassigns the office of primary responsibility for this Instruction the Under Secretary of Defense for Acquisition and Sustainment in accordance with the July 13, 2018 Deputy Secretary of Defense Memorandum (Reference (f)).

8. EFFECTIVE DATE. This Instruction is effective May 2, 2011.

Ashton B. Carter
Under Secretary of Defense for
Acquisition, Technology, and Logistics

Enclosures
1. References
2. Responsibilities
3. Procedures

Glossary

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ENCLOSURE 1

REFERENCES

(a) DoD Instruction 4165.57, "Air Installations Compatible Use Zones," November 8, 1977 (hereby cancelled)
(b) DoD Directive 5134.01, "Under Secretary of Defense for Acquisition, Technology, and Logistics (USD(AT&L))," December 9, 2005, as amended
(c) DoD Directive 4165.06, "Real Property," October 13, 2004
(d) DoD Directive 3200.15, -"Sustaining Access to the Live Training and Test Domain," December 18, 2013
(e) DoD Directive 5410.18, "Public Affairs Community Relations Policy," November 20, 2001
(f) Deputy Secretary of Defense Memorandum, "Establishment of the Office of the Under Secretary of Defense for Research and Engineering and the Office of the Under Secretary of Defense for Acquisition and Sustainment," July 13, 2018
(g) DoD Instruction 4165.70, "Real Property Management," April 6, 2005
(h) DoD Instruction 4165.71, "Real Property Acquisition," January 6, 2005
(i) DoD Instruction 4165.72, "Real Property Disposal," December 21, 2007
(j) Title 10, United States Code
(k) Part 211 of title 32, Code of Federal Regulations
(l) Unified Facilities Criteria 3-260-01, "Airfield and Heliport Planning and Design," November 17, 2008
(m) Part 77 of title 14, Code of Federal Regulations
(n) Federal Interagency Committee on Urban Noise, "Guidelines for Considering Noise In Land Use Planning and Control," June 1980
(o) Federal Interagency Committee on Noise, "Federal Agency Review of Selected Airport Noise Analysis Issues," August 1992
(p) Federal Highway Administration, "Standard Land Use Coding Manual," January 1965
(q) DoD Instruction 4715.13, "DoD Noise Program," November 15, 2005
(r) Department of Defense Noise Working Group, "Improving Aviation Noise Planning, Analysis, and Public Communication with Supplemental Metrics," December 2009
(s) DoD Directive 3030.01, "Office of Economic Adjustment (OEA)," March 5, 2006
(t) DoD Instruction 3030.3, "Joint Land Use Study (JLUS) Program," July 13, 2004

ENCLOSURE 2

RESPONSIBILITIES

1. ASSISTANT SECRETARY OF DEFENSE FOR ENERGY, INSTALLATIONS, AND ENVIRONMENT. The Assistant Secretary of Defense for Energy, Installations, and Environment, under the authority, direction, and control of the Under Secretary of Defense for Acquisition, Technology, and Logistics, shall:

a. Provide general oversight over the AICUZ program.

b. Provide additional guidance as necessary.

2. HEADS OF THE DoD COMPONENTS. The Heads of the DoD Components shall:

a. Develop, implement, and maintain an AICUZ program for each air installation.

b. Ensure that each air installation conducts and maintains an AICUZ study.

c. Develop AICUZ for DoD-controlled joint military-civilian use airfields.

d. Provide education and training for air installation leadership on aircraft noise and safety, land use compatibility, and community engagement.

e. Acquire, manage, and dispose of real property interests associated with the AICUZ program consistent with DoDIs 4165.70, 4165.71, and 4165.72 (References (g), (h), and (i)).

f. Review and approve AICUZ studies and updates for each air installation.

ENCLOSURE 3

PROCEDURES

1. GENERAL

a. DoD Components shall ensure that their air installations engage State and local governments and communities to foster compatible land use and to help local governments and communities better understand the nature of aircraft operations and procedures in and around the air installation. DoD Components shall ensure participation in local comprehensive planning processes, engage the community, and seek effective land use controls such as, but not limited to, AICUZ overlay zoning ordinances, planned unit developments, subdivision regulations, and height regulations. Other strategies to achieve compatibility include use of building codes, transfer development rights, real property acquisition, buffer lands and restrictive easement acquisition, and disclosure ordinances.

b. Regional and local governments may not always have the authority to enact land use controls to achieve compatibility. In circumstances where incompatible development threatens the mission, acquisition of real property interests may be required to ensure compatibility.

c. DoD Components shall ensure that their air installations establish effective working relationships with State, tribal, and local governments, including local planning commissions, special purpose districts, regional and State agencies, airport land-use commissions, and -Federal agencies to communicate the objectives of the AICUZ program and operational requirements. This Instruction does not impose any requirements on members of the public or State or local governments, nor does it prescribe any specific course of action for these groups to take in dealing with the DoD on land-use questions.

d. DoD Components shall ensure that each of their air installations:

(1) Address land use compatibility on and in the vicinity of the air installation where:

(a) Aircraft operations may affect the public health, safety, or welfare.

(b) Certain uses or structures may obstruct the airspace, attract birds, create electromagnetic or thermal interference, or produce dust, smoke, steam, or light emissions (to include glint or glare) that may impact a pilot's vision, or otherwise be hazardous to or incompatible with aircraft operations.

1. Analyze solar renewable energy projects that require OSD review, approval, or certification in accordance with sections 2922a or 2667 of Title 10, United States Code (Reference (j)), or the mission compatibility evaluation process in part 211 of Title 32, Code of Federal Regulations (CFR) (Reference (k)), using the Solar Glare Hazard Analysis Tool or other analysis tools.

2. For renewable energy projects that do not require OSD approval, or projects developed by private entities, glint and glare analysis using the Solar Glare Hazard Analysis Tool or other analysis tool is highly recommended to ensure mission compatibility and should be included as part of the project documentation as appropriate.

(2) Apply these compatible land use guidelines:

(a) Limit concentrations of people and facilities in areas exposed to a higher risk from aircraft accidents.

(b) Promote compatibility with the noise exposure from air installation operations.

(c) Promote restrictions on land uses and heights of natural objects and man-made objects in the vicinity of air installations that may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, or light emissions (to include glint or glare) to provide for safety of flight and the public welfare.

e. At joint bases with airfields that formerly shared a fence-line, the supporting DoD Component will be the lead to develop a single AICUZ study that covers all airfields. For joint bases that are geographically separate, the supporting Component will be the lead to develop a separate AICUZ study for each airfield.

f. DoD Components shall ensure that their air installations use the land area and height standards defined in the Unified Facilities Criteria 3-260-01 (Reference (l)) for purposes of identifying airspace obstructions and potential land use compatibility issues in accordance with part 77 of title 14, CFR (Reference (m)).

2. AICUZ STUDY CONTENT

a. An AICUZ study shall include:

(1) A description of the aircraft noise and aircraft accident potential environment around the air installation for existing operations.

(2) A description of the long-term (5-10 year) aircraft noise and accident potential environment for projected aircraft operations that is consistent with the planning horizon used by State, tribal, regional, and local planning bodies.

(3) Recommendations for achieving compatible land use development considering aircraft noise, accident potential, bird or wildlife aircraft strike hazard (BASH), electromagnetic interference, dust, steam, smoke or light emissions, and heights of natural and man-made objects near the air installation that affect flight safety within the air installation’s environs.

(4) Identification of existing and potential incompatible land uses.

b. Land use compatibility determinations concerning aircraft noise shall be derived from the Federal Interagency Committee on Urban Noise, "Guidelines for Considering Noise In Land Use Planning and Control" (Reference (n)) and as endorsed by the Federal Interagency Committee on Noise (FICON) in the "Federal Agency Review of Selected Airport Noise Analysis Issues" (Reference (o)).

c. The Federal Highway Administration's Standard Land Use Coding Manual (SLUCM) (Reference (p)) shall be used for a standard descriptor of land uses. The SLUCM standards, including their codes and sub-codes, provide planners with detailed information describing specific land use categories. Based on the SLUCM codes, land use compatibility guidelines for Clear Zones and Accident Potential Zones (APZs) (as defined in Glossary and discussed in paragraph 3.f. of this enclosure) are shown in Appendix 1 to this enclosure. Suggested land use compatibility guidelines in aircraft noise zones are shown in Appendix 2. Additions to some land use categories have been incorporated into Tables 1 and 2 of Appendix 2 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses.

d. Areas of critical concern beyond the AICUZ footprint may be established.

e. For joint bases that have significant ground-based noise sources (such as explosive ordnance disposal, artillery, or small arms ranges) in addition to an airfield, the AICUZ study will also discuss the sources, noise levels, and any management strategies in place to limit ground noise exposure to areas outside the installation.

3. AIRCRAFT ACCIDENT POTENTIAL

a. Areas immediately beyond the ends of runways possess a measurably higher potential for aircraft accidents. For this reason, development should be restricted to certain types of land uses and densities.

b. Land use compatibility for APZs is founded on the concept of minimizing density of land use in the vicinity of air installations. In addition to limiting density, certain types of land uses such as residential development, educational facilities, and medical facilities are considered incompatible and are strongly discouraged in APZs. Appendix 2 to this enclosure provides a detailed land use compatibility matrix for local governments as well as DoD personnel for on-base planning. Table 1 of Appendix 2 provides land use compatibility recommendations for the Clear Zones and APZs I and II. To assist local governments in implementing land use controls in APZs, recommended floor area ratios (FAR) are provided for select commercial uses.

c. DoD fixed-wing runways are separated into two types, Class A and Class B, for the purpose of defining aircraft accident potential areas.

d. Specific details on runway types can be found in Reference (l).

e. The descriptions of APZ boundaries in Appendix 1 to this enclosure are guidelines only. Their strict application would increase the safety of the general public but would not provide complete protection against the effects of aircraft accidents. Where it is desirable to restrict the density of development of an area, it is not usually possible to state that one density is safe and another is not. Air installations should work to create the greatest degree of safety that can be reasonably attained based on local circumstances. Local situations may differ significantly from the assumptions and data upon which these guidelines are based and may require individual study.

f. At joint bases where the Military Services' criteria for APZs and clear zones differ, the base will use the criteria of the Service operating the airfield unless that Service agrees to use the supporting Service's criteria.

4. APZS AND CLEAR ZONES FOR FIXED-WING AIRCRAFT

a. A Clear Zone is required at the ends of all active DoD runways.

b. APZs may be modified:

(1) Where multiple flight tracks exist and significant numbers of aircraft operations are on multiple flight tracks, modifications may be made to create APZs that conform to the multiple flight tracks.

(2) Where most aircraft do not overfly the APZs, modifications may be made to alter the straight APZs shown in Appendix 2 to this enclosure and adjust them to conform to the actual lines of flight.

(3) Where other unusual conditions exist, modifications may be made to alter APZs as necessary.

5. APZS AND CLEAR ZONES FOR ROTARY-WING AIRCRAFT

a. A clear zone and APZ are required for rotary-wing runways, helipads, landing lanes, and hoverpoints.

b. The dimension of Clear Zones for rotary-wing runways and helipads for visual and standard instrument flight rules (IFR) operations is 400 feet long (the width can vary). The Clear Zone length for Army and Air Force IFR same direction ingress and egress is 825 feet.

c. The dimension of APZs for rotary-wing runways and helipads is 800 feet long.

d. The dimensions for APZs and Clear Zones for rotary-wing runways and helipads are discussed in greater detail in Reference (l).

6. AIRCRAFT NOISE

a. General

(1) Long-term land use compatibility with noise resulting from the operation of military aircraft should minimize the effects on people, animals (domestic and wild), and structures on or in proximity to air installations. Appendix 3 to this enclosure provides a detailed land use compatibility matrix for DoD Component personnel to use for on-base planning and to engage with local governments to foster compatible land use development. Table 2 of Appendix 2 provides land use compatibility recommendations based on SLUCM codes and day-night average sound level (DNL) or community noise equivalent level (CNEL) noise areas on and around air installations.

(2) The A-weighted day-night average sound level (ADNL) noise descriptor shall be used to describe the aircraft noise environment around air installations, except in California, where the CNEL descriptor shall be used to describe the aircraft noise environment. If laws require some other aircraft noise descriptor, it may be used in addition to, or as a substitute for, ADNL. Supplemental noise metrics may also be used to augment the ADNL or CNEL analysis as noted by the FICON in Reference (n). Since land use compatibility guidelines are based on yearly average noise levels, aircraft noise contours should be developed based on average annual day (AAD) operations. However, where the DoD Component determines that AAD does not adequately represent the aircraft noise impacts at a particular air installation, average busy day (ABD) operations can be used with supporting rationale.

b. Reducing Noise Impacts. Reasonable, economical, and practical measures shall be taken to reduce and control the generation of aircraft noise from flying and flying-related activities. Typical measures normally include siting of engine test and run-up facilities in remote areas when practical, use of sound suppression equipment, and adjustment of aircraft flight paths to avoid developed areas when such adjustment can be accomplished safely and without significant impairment of operational effectiveness.

c. Plotting Aircraft Noise Contours

(1) As a minimum, contours for DNL 65, 70, 75, 80, and 85 shall be plotted on maps for Air Force, Navy, and Marine Corps air installations as part of AICUZ studies. The Army shall apply Operational Noise Management Program DNL designations of 60-65, 65-75, and greater than 75 at its air installations. Contours below 65 DNL are not required but may be provided if local conditions warrant discussion of lower aircraft noise levels, such as in rural and desert areas, or where significant noise complaints have been received from areas outside DNL 65 contours.

(2) Utilize guidance and noise assessment and management techniques from the DoD Noise Program in accordance with DoDI 4715.13 (Reference (q)) to support the AICUZ program.

(3) Supplemental noise metrics may be used to augment DNL and CNEL noise analyses to provide additional information to describe the noise environment in the vicinity of air installations. A detailed discussion of supplemental metrics and their application can be found in the DoD Noise Working Group's "Improving Aviation Noise Planning, Analysis, and Public Communication with Supplemental Metrics" (Reference (r)).

7. AICUZ UPDATES. Land use planning involves long-range strategies to influence present and future uses of lands. Frequent AICUZ updates and changes in land use recommendations can undermine the neighboring community's willingness to incorporate DoD Component recommendations into local comprehensive plans or to enact land use controls. AICUZ study recommendations should be based on best available, realistic long-range projections of air installation operations in support of local, State, and regional government land use planning objectives. Examples of when AICUZ updates should be undertaken include major mission changes, increases in nighttime flying (flights between 10:00 p.m. and 7:00 a.m.), basing of significant numbers of additional or a new type of aircraft, and base realignment affecting flying operations.

8. ACQUISITION OF INTERESTS IN LANDS

a. When local -land use regulations do not provide sufficient protection for aircraft operations (e.g., preventing incompatible development or airspace obstructions), the DoD Component shall consider the acquisition of necessary real property interests sufficient to protect the installation from encroachment.

(1) Ownership in fee or of an appropriate restrictive use easement within the Clear Zone is preferred, unless State and local government development regulations will clearly have long-term effectiveness or acquisition is not practicable.

(2) The acquisition of restrictive use easements or interests in land outside the Clear Zone, such as APZs and noise zones, should only be pursued when State and local governments are unwilling or unable to enact land use controls to achieve land use compatibility in accordance with AICUZ guidelines and the operational integrity of the air installation is manifestly threatened. Acquisition of interests in land may also be pursued in such circumstances where long-term land use controls are considered to be ineffective and the DoD Component determines all possibilities of achieving compatible use zoning, or similar protection, have been exhausted.

b. Acquisition of real property interests shall follow the policy and procedures in References (c) and (g). Acquisition of real property interests from willing sellers pursuant to agreements with non-Federal governmental agencies and non-governmental organizations, authorized by section 2684a of Reference (j) , can be an effective means of preserving compatible land uses.

c. For real property acquisitions, in accordance with paragraph 4.c. above the signature of this Instruction, these types of rights should be considered, as appropriate:

(1) To make low and frequent flights over the land and to generate noises associated with:

(a) Aircraft in flight, whether or not while directly over the land.

(b) Aircraft and aircraft engines operating on the ground at the installation.

(c) Aircraft engine test stand, test cell, and hush-house operations at the installation.

(2) To prohibit or limit the release into the air of any substance that would impair the visibility or otherwise interfere with the operations of aircraft, such as, but not limited to, steam, dust, and smoke.

(3) To prohibit or limit light emissions, either direct or indirect (reflective), visible or invisible, including lasers, that might interfere with pilot vision or performance of instruments, equipment and weapons systems.

(4) To prohibit electromagnetic emissions that would interfere with aircrew, aircraft, aircraft sensors, aircraft communications systems, or aircraft navigational equipment.

(5) To prohibit any use of the land that would unnecessarily attract birds, such as, but not limited to, operation of sanitary landfills, maintenance of feeding stations, or growing of certain types of vegetation attractive to birds.

(6) To prohibit and remove any buildings or other non-frangible structures.

(7) To top, cut to ground level, and to remove trees, shrubs, brush, or other forms of obstructions that the DoD Component determines might interfere with the operation of aircraft, including emergency landings.

(8) To ingress and egress upon, over, and across the land for the purpose of exercising the rights acquired or retained.

(9) To post signs on the land indicating the nature and extent of the Government's control over it.

(10) To prohibit land uses other than:

(a) Agriculture (except such uses that would attract birds or waterfowl).

(b) Livestock grazing (except managed intensive grazing, concentrated animal feeding operations, feedlots, dairy herds, and intensive animal husbandry).

(c) Permanent open space (open space recreational use shall conform to the compatibility guidelines in Appendix 2 of this enclosure).

(d) Existing water areas.

(e) Rights-of-way for fenced highways, without sidewalks or bicycle trails.

(f) Rights-of-way for railroads without terminals or platforms so long as rail traffic does not extend into the flight path.

(g) Communications and utility rights-of-way, provided all facilities are at or below grade.

(11) To prohibit entry of persons onto the land except in connection with activities otherwise authorized.

(12) To control the height of structures to ensure that they do not become a hazard to flight.

(13) To install airfield lighting and navigational aids.

d. When disposal of non-DoD Federal property at or in the vicinity of an air installation will impact its mission, the Military Department exercising real property accountability for the air installation will seek to have the disposal agency retain compatible land use easements over the property to be disposed of for the benefit of the air installation.

9. JOINT LAND USE STUDY (JLUS)

a. The Office of Economic Adjustment (OEA) administers the JLUS Program pursuant to section 2391(b)(1) of Reference (j) and in accordance with DoDD 3030.01 (Reference (s)) and DoDI 3030.3 (Reference (t)) to promote consistent ongoing compatible use and outreach programs between installations and local communities.

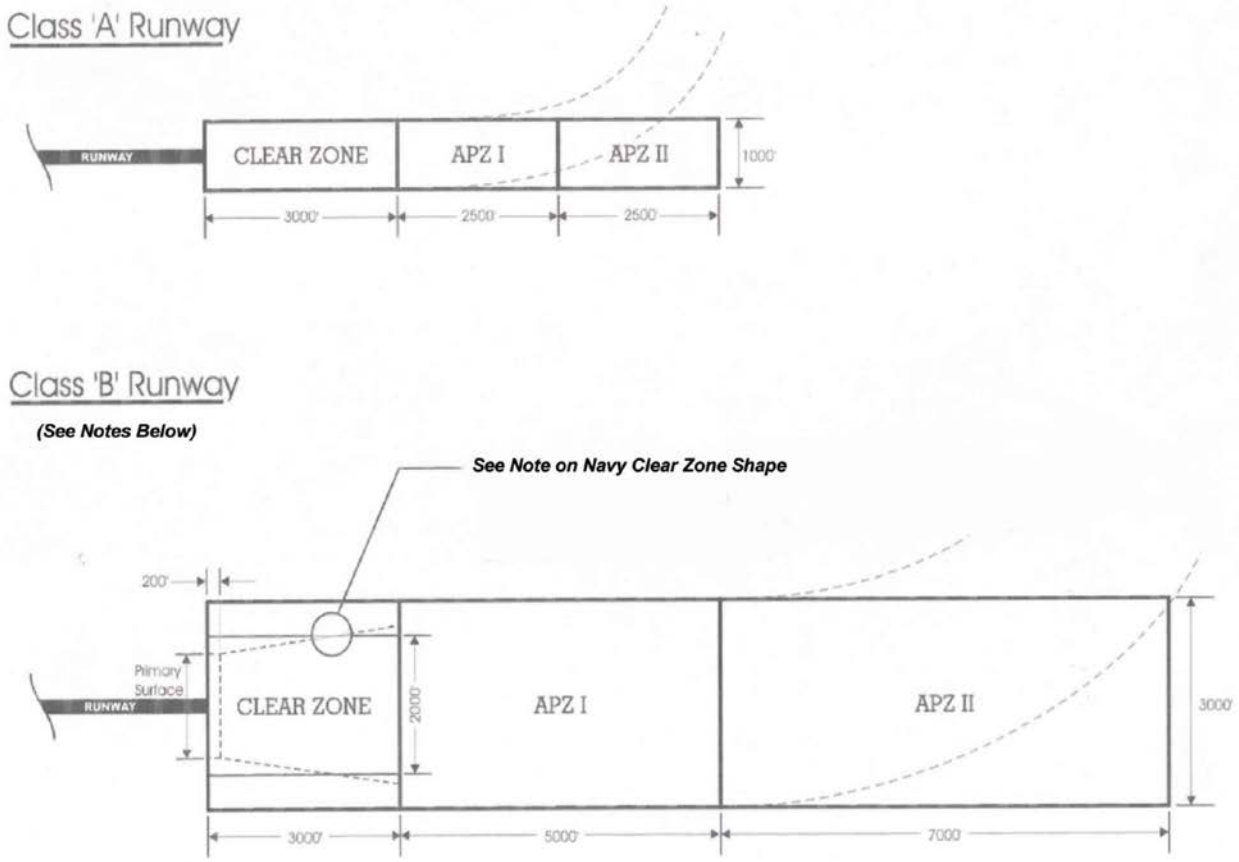
b. Each time an AICUZ is updated, the DoD Components shall consider whether further engagement with the neighboring local communities is needed through a JLUS to preserve the operational utility of the air installation.

APPENDIX 1 TO ENCLOSURE 3

APZ GUIDELINES

Guidelines for runway APZs and Clear Zones are depicted in the Figure.

Figure 1. Runway APZs and Clear Zones



NOTES:

1. Class B runway Clear Zones are rectangular in shape, with the width of 1000 feet for Department of Army airfields and 3000 feet for Department of Air Force airfields. Class B runway Clear Zones for Department of Navy airfields are trapezoidal in shape following the established approach and departure surface and width of the primary surface for existing runways and new runway construction.

2. Depictions of APZs in the figure are a nominal representation. Flight tracks may depart the runway centerline before the end of the Clear Zone. APZs for Class A or Class B runways can follow major flight paths including curved flight paths based on Military Service analysis.

3. The APZ I and APZ II width for a Class B runway at Department of Air Force and Department of Navy airfields is 3000 feet and is 1000 feet for a Class B runway at Department of Army airfields.

APPENDIX 2 TO ENCLOSURE 3

RECOMMENDED LAND USE COMPATIBILITY IN APZs

Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table 1. Additions to some land use categories have been incorporated into Table 1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZs are provided for local governments as well as DoD personnel for on-base planning.

Table 1. Land Use Compatibility in APZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation[1]	APZ-I Recommendation[1]	APZ-II Recommendation[1]	DENSITY Recommendation[1]
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y[2]	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing [3]				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied products; manufacturing	N	N	N	

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation[1]	APZ-I Recommendation[1]	APZ-II Recommendation[1]	DENSITY Recommendation[1]
20	Manufacturing[3] (continued)				
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing[3] (continued)				
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities[3, 4]				
41	Railroad, rapid rail transit, and street railway transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y[5]	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y[6]	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities[7]	N	Y[6]	Y[6]	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y[6]	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation[1]	APZ-I Recommendation[1]	APZ-II Recommendation[1]	Density Recommendation[1]
50	Trade (continued)				
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade[9] – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	N	N	Y	Maximum FAR of 0.16 in APZ II
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services[10]				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y[11]	Y[11]	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services[12]	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation[1]	APZ-I Recommendation[1]	APZ-II Recommendation[1]	Density Recommendation[1]
60	Services[10] (continued)				
69	Miscellaneous	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y[13]	Y[13]	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[13]	Y[13]	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y[13]	Y[13]	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y[11]	Y[11]	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live stock)	Y[4]	Y[14]	Y[14]	
81.5, 81.7	Livestock farming-, including grazing and feedlots	N	Y[14]	Y[14]	
82	Agriculture related activities	N	Y[15]	Y[15]	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II
83	Forestry activities[16]	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities[17]	N[17]	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation[1]	APZ-I Recommendation[1]	APZ-II Recommendation[1]	Density Recommendation[1]
80	Resource production and extraction (continued)				
85	Mining activities[1]8	N	Y[18]	Y[18]	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas[19]	N[19]	N[19]	N[19]	

KEY TO TABLE 1 – LAND USE COMPATIBILITY IN APZS

SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation

Y (Yes) – Land uses and related structures are normally compatible without restriction

N (No) – Land use and related structures are not normally compatible and should be prohibited.

Yx – Yes with restrictions. The land uses and related structures are generally compatible. However, see notes indicated by the superscript.

Nx – No with exceptions. The land uses and related structures are generally incompatible. However, see notes indicated by the superscript.

FAR – Floor Area Ratio. A floor area ratio is the ratio between the square feet of floor area of the building and the gross site area. It is customarily used to measure non-residential intensities.

Du/Ac – Dwelling Units an Acre. This is customarily used to measure residential densities.

NOTES FOR TABLE 1 – LAND USE COMPATIBILITY IN APZS

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more that 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/(Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/(Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

Table 1. Land Use Compatibility in APZs, Continued

NOTES FOR TABLE 1 – LAND USE COMPATIBILITY IN APZS

2. The suggested maximum density for detached single family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

5. Rights-of-way for fenced highways, without sidewalks or bicycle trails, are allowed.

6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development shall be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11. For hardware, paint, and farm equipment stores, SLUCM Code 525, the maximum FARs are 0.12 in APZ I and 0.24 in APZ II.

9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively. Included in this category are such uses as big box discount clubs, home improvement superstores, office supply superstores, and electronics superstores. The maximum recommended FAR for SLUCM 53 should be applied to the gross leasable area of the shopping center rather than attempting to use other recommended FARs listed in Table 1 under Retail or Trade.

10. Ancillary uses such as meeting places, auditoriums, etc., are not recommended.

11. No chapels or houses of worship are allowed within APZ I or APZ II.

12. Big box home improvement stores are not included as part of this category.

13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.

14. - Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

Table 1. Land Use Compatibility in APZs, Continued

NOTES FOR TABLE 1 – LAND USE COMPATIBILITY IN APZS

15. Factors to consider: labor intensity, structural coverage, explosive characteristics, and air pollutions.

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, incompatible land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract water fowl.

APPENDIX 3 TO ENCLOSURE 3

RECOMMENDED LAND USE COMPATIBILITY IN NOISE ZONES

Suggested land use compatibility guidelines in noise zones are shown in Table 2. Additions to some land use categories have been incorporated into Table 2 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The land use compatibility recommendations are provided for local governments as well as DoD personnel for on-base planning.

Table 2. Land Use Compatibility in Noise Zones

LAND USE		SUGGESTED LAND USE COMPATIBILITY				
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
10	Residential	N[1]	N[1]	N	N	N
11	Household units	N[1]	N[1]	N	N	N
11.11	Single units: detached	N[1]	N[1]	N	N	N
11.12	Single units: semidetached	N[1]	N[1]	N	N	N
11.13	Single units: attached row	N[1]	N[1]	N	N	N
11.21	Two units: side-by-side	N[1]	N[1]	N	N	N
11.22	Two units: one above the other	N[1]	N[1]	N	N	N
11.31	Apartments: walk-up	N[1]	N[1]	N	N	N
11.32	Apartment: elevator	N[1]	N[1]	N	N	N
12	Group quarters	N[1]	N[1]	N	N	N
13	Residential hotels	N[1]	N[1]	N	N	N
14	Mobile home parks or courts	N	N	N	N	N
15	Transient lodgings	N[1]	N[1]	N[1]	N	N
16	Other residential	N[1]	N[1]	N	N	N
20	Manufacturing					
21	Food and kindred products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
22	Textile mill products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
23	Apparel and other finished products; products made from fabrics, leather, and similar materials; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
24	Lumber and wood products (except furniture); manufacturing	Y	Y[2]	Y[3]	Y[4]	N
25	Furniture and fixtures; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
26	Paper and allied products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
27	Printing, publishing, and allied industries	Y	Y[2]	Y[3]	Y[4]	N

Table 2. Land Use Compatibility in Noise Zones, Continued

Land Use		Suggested Land Use Compatibility				
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
20	Manufacturing (continued)					
28	Chemicals and allied products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
29	Petroleum refining and related industries	Y	Y[2]	Y[3]	Y[4]	N
30	Manufacturing (continued)					
31	Rubber and misc. plastic products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
32	Stone, clay and glass products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
33	Primary metal products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
34	Fabricated metal products; manufacturing	Y	Y[2]	Y[3]	Y[4]	N
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks	Y	25	30	N	N
39	Miscellaneous manufacturing	Y	Y[2]	Y[3]	Y[4]	N
40	Transportation, communication and utilities					
41	Railroad, rapid rail transit, and street railway transportation	Y	Y[2]	Y[3]	Y[4]	N
42	Motor vehicle transportation	Y	Y[2]	Y [3]	Y[4]	N
43	Aircraft transportation	Y	Y[2]	Y[3]	Y[4]	N
44	Marine craft transportation	Y	Y[2]	Y[3]	Y[4]	N
45	Highway and street right-of-way	Y	Y	Y	Y	N
46	Automobile parking	*Y*	Y	Y	Y	N
47	Communication	Y	25[5]	30[5]	N	N
48	Utilities	Y	Y[2]	Y[3]	Y[4]	N
49	Other transportation, communication and utilities	Y	25[5]	30[5]	N	N
50	Trade					
51	Wholesale trade	Y	Y[2]	Y[3]	Y[4]	N
52	Retail trade – building materials, hardware and farm equipment	Y	25	30	Y[4]	N
53	Retail trade – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	Y	25	30	N	N
54	Retail trade – food	Y	25	30	N	N

Table 2. Land Use Compatibility in Noise Zones, Continued

Land Use		Suggested Land Use Compatibility				
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
50	Trade (Continued)					
55	Retail trade – automotive, marine craft, aircraft and accessories	Y	25	30	N	N
56	Retail trade – apparel and accessories	Y	25	30	N	N
57	Retail trade – furniture, home, furnishings and equipment	Y	25	30	N	N
58	Retail trade – eating and drinking establishments	Y	25	30	N	N
59	Other retail trade	Y	25	30	N	N
60	Services					
61	Finance, insurance and real estate services	Y	25	30	N	N
62	Personal services	Y	25	30	N	N
62.4	Cemeteries	Y	Y[2]	Y[3]	Y[4,11]	Y[6,11]
63	Business services	Y	25	30	N	N
63.7	Warehousing and storage	Y	Y[2]	Y[3]	Y[4]	N
64	Repair services	*Y*	Y[2]	Y[3]	Y[4]	N
65	Professional services	Y	25	30	N	N
65.1	Hospitals, other medical facilities	25	30	N	N	N
65.16	Nursing homes	N[1]	N[1]	N	N	N
66	Contract construction services	Y	25	30	N	N
67	Government services	Y[1]	25	30	N	N
68	Educational services	25	30	N	N	N
68.1	Child care services, child development centers, and nurseries	25	30	N	N	N
69	Miscellaneous	Y	25	30	N	N
69.1	Religious activities	Y	25	30	N	N
70	Cultural, entertainment and recreational					
71	Cultural activities (& churches)	25	30	N	N	N
71.2	Nature exhibits	Y[1]	N	N	N	N
72	Public assembly	Y	N	N	N	N
72.1	Auditoriums, concert halls	25	30	N	N	N
72.11	Outdoor music shells, amphitheaters	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	Y[7]	Y[7]	N	N	N
73	Amusements	Y	Y	N	N	N

Table 2. Land Use Compatibility in Noise Zones, Continued

Land Use		Suggested Land Use Compatibility				
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
70	Cultural, entertainment and recreational (continued)					
74	Recreational activities (including gold courses, riding stables, water recreation)	Y	25	30	N	N
75	Resorts and group camps	Y	25	N	N	N
76	Parks	Y	25	N	N	N
79	Other cultural, entertainment and recreation	Y	25	N	N	N
80	Resource production and extraction					
81	Agriculture (except live stock)	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
81.5	Livestock farming	Y[8]	Y[9]	N	N	N
81.7	Animal breeding	Y[8]	Y[9]	N	N	N
82	Agriculture related activities	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
83	Forestry activities	Y[8]	Y[9]	Y[10]	Y[10,11]	Y[10,11]
84	Fishing activities	Y	Y	Y	Y	Y
85	Mining activities	Y	Y	Y	Y	Y
89	Other resource production or extraction	Y	Y	Y	Y	Y

KEY TO TABLE 2 – LAND USE COMPATIBILITY IN NOISE ZONES

SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation

Y (Yes) – Land use and related structures compatible without restrictions.

N (No) – Land use and related structures are not compatible and should be prohibited.

Y^x – Yes with restrictions. The land use and related structures generally are compatible. However, see note(s) indicated by the superscript.

N^x – No with exceptions. The land use and related structures are generally incompatible. However, see note(s) indicated by the superscript.

25, 30, or 35 – The numbers refer to noise level reduction (NLR) levels. NLR (outdoor to indoor) is achieved through the incorporation of noise attenuation into the design and construction of a structure. Land use and related structures are generally compatible; however, measures to achieve NLR of 25, 30, or 35 must be incorporated into design and construction of structures. However, measures to achieve an overall noise reduction do not necessarily solve noise difficulties outside the structure and additional evaluation is warranted. Also, see notes indicated by superscripts where they appear with one of these numbers.

DNL – Day-Night Average Sound Level.

CNEL – Community Noise Equivalent Level (normally within a very small decibel difference of DNL)

Ldn – Mathematical symbol for DNL.

Table 2. Land Use Compatibility in Noise Zones, Continued

NOTES FOR TABLE 2 – LAND USE COMPATIBILITY IN NOISE ZONES

1. General

a. Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-69 and strongly discouraged in DNL 70-74. The absence of viable alternative development options should be determined and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones. Existing residential development is considered as pre-existing, incompatible land uses.

b. Where the community determines that these uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 decibels (dB) in DNL 65-69 and 30 dB in DNL 70-74 should be incorporated into building codes and be considered in individual approvals; for transient housing, an NLR of at least 35 dB should be incorporated in DNL 75-79.

c. Normal permanent construction can be expected to provide an NLR of 20 dB, thus the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors, and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.

d. NLR criteria will not eliminate outdoor noise problems. However, building location, site planning, design, and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.

2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

5. If project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.

6. Buildings are not permitted.

7. Land use is compatible provided special sound reinforcement systems are installed.

8. Residential buildings require an NLR of 25 dB.

9. Residential buildings require an NLR of 30 dB.

Table 2. Land Use Compatibility in Noise Zones, Continued

NOTES FOR TABLE 2 – LAND USE COMPATIBILITY IN NOISE ZONES
10. Residential buildings are not permitted.
11. Land use that involves outdoor activities is not recommended, but if the community allows such activities, hearing protection devices should be worn when noise sources are present. Long-term exposure (multiple hours per day over many years) to high noise levels can cause hearing loss in some unprotected individuals.

GLOSSARY

PART I. ABBREVIATIONS AND ACRONYMS

AAD	average annual day
ABD	average busy day
ADNL	A-weighted day-night average sound level
AICUZ	air installations compatible use zone
APZ	Accident Potential Zone
BASH	bird or wildlife aircraft strike hazard
CFR	Code of Federal Regulations
CNEL	community noise equivalent level
dB	decibel
DNL	day-night average sound level
DoDD	DoD Directive
DoDI	DoD Instruction
Du/Ac	dwelling units an acre
FAR	floor area ratio
FICON	Federal Interagency Committee on Noise
IFR	instrument flight rules
JLUS	joint land use study
NLR	noise level reduction
OEA	Office of Economic Adjustment
PUD	planned unit development
SLUCM	Standard Land Use Coding Manual

PART II. DEFINITIONS

These terms and their definitions are for the purposes of this Instruction.

A – weighted. An expression of the relative loudness of sounds in air as perceived by the human ear where the decibel values of sounds at low frequencies are reduced. By contrast, unweighted decibels make no correction for audio frequency.

air installation. Fixed-wing and rotary-wing military airfields.

APZ I. The area beyond the Clear Zone that possesses a significant potential for accidents.

APZ II. The area beyond APZ I having a measurable potential for accidents.

area of critical concern. An area within the airfield environment as defined by the DoD Component where land use controls may be desirable to protect long-term mission capability. The development of the final boundary of areas of critical concern shall also take into account natural and manmade features.

Class A runway. A runway primarily intended for small, light aircraft and that does not have the potential for development for heavy or high performance aircraft use, or for which no foreseeable requirements for such use exists. Ordinarily, less than 10 percent of the operations at airfields with Class A runways involve aircraft in the Class B category and the runway(s) are less than 8,000 feet long.

Class B runway. A runway primarily intended for high-performance and large, heavy aircraft. For example, runways that accommodate heavy aircraft or have the potential for development to heavy aircraft use.

Clear Zone. A surface on the ground or water beginning at the runway end and symmetrical about the runway centerline extended.

United States. The several States, the District of Columbia, the Commonwealths of Puerto Rico and the Northern Mariana Islands, American Samoa, Guam, Midway and Wake Islands, the United States Virgin Islands, any other territory or possession of the United States, and associated navigable waters, contiguous zones, and ocean waters of which the natural resources are under the exclusive management authority of the United States.

Economic Impact Assessment
Naval Air Station (NAS) North Island
Airport Land Use Compatibility Plan (ALUCP)
Coronado, California

Prepared for:

City of Coronado

Prepared by:

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I. INTRODUCTION

A. Background

Keyser Marston Associates, Inc. (KMA) has prepared an assessment of the potential economic impacts resulting from the proposed Naval Air Station (NAS) North Island Airport Land Use Compatibility Plan (ALUCP) on the City of Coronado (City).

As background, the U.S. Navy completed an Air Installation Compatible Use Zone (AICUZ) Update for NAS North Island in 2011 (AICUZ Update). The AICUZ identified three areas of the City – a Clear Zone and Accident Potential Zones (APZ) I and II (collectively, "Clear and Accident Potential Zones") -- and recommended compatible land uses for these areas. Under current State law, the San Diego County Regional Airport Authority (SDCRAA) is mandated to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) that takes into consideration the findings and recommendations of the AICUZ. In December 2019, the SDCRAA released its Draft NAS North Island ALUCP and Draft Environmental Impact Report (EIR). The ALUCP proposes specific standards for noise and safety compatibility that will limit new construction, expansion, and/or reconstruction of residential and non-residential uses in the Clear and Accident Potential Zones. Following adoption of the ALUCP by the SDCRAA, the City would then be required to amend its General Plan Land Use Element, Local Coastal Program (LCP) Land Use Plan, and Zoning Ordinance to conform to the ALUCP.

The objective of the KMA Economic Impact Assessment was to evaluate the potential economic impact of the proposed ALUCP, in particular the land use restrictions proposed for the Clear and Accident Potential Zones.

B. KMA Approach

In completing this assignment, KMA undertook the following principal work tasks:

- Reviewed relevant background materials, historical data, resource documents, and maps.

- Reviewed existing economic conditions within the Clear and Accident Potential Zones in terms of land area, land use, and Assessed Value.

- Identified economic indicators in the Clear and Accident Potential Zones including property tax revenues, permitted building activity, and sales tax revenues to the City.

- Estimated the economic impact on the City of the land use restrictions within the Clear and Accident Potential Zones in terms of annual spending, annual tax revenues, General Fund revenues, and jobs.

The analysis and findings in this KMA report were undertaken between January and February 2020 based on the currently available economic data at that time. Subsequently, the Coronavirus (COVID-19) pandemic took hold in the United States (U.S.) in March 2020. Therefore, the estimates of current and projected future economic impact contained in this report do not consider the potential adverse impacts of the Coronavirus (COVID-19) pandemic and the national recession that is likely to follow.

C. Report Organization

This report has been organized as follows:

- *Section II* summarizes the KMA key findings.
- *Section III* provides an overview of the Clear and Accident Potential Zones and the land use restrictions recommended in the ALUCP.
- *Section IV* details existing conditions within the Clear and Accident Potential Zones.
- *Section V* summarizes key economic indicators in the Clear and Accident Potential Zones.
- In *Section VI*, KMA projects the potential long-term economic impact on the City resulting from implementation of the land use restrictions proposed in the ALUCP.
- *Section VII* provides a description of KMA's qualifications.
- Limiting conditions pertaining to this Economic Impact Assessment are listed in *Section VIII*.

II. KEY FINDINGS

- The Clear and Accident Potential Zones (APZs) account for 8.0% of the total gross land area in the City, 10.2% of the residential units in the City, and 39.9% of the hotel rooms in the City.
- Properties within the Clear and Accident Potential Zones represent $2.1 Billion in Assessed Value, reflecting 22.4% of the Citywide total.
- Hotel rooms in the Clear and Accident Potential Zones currently generate room revenues of $89.8 million per year, producing $9.0 million in annual Transient Occupancy Tax (TOT) revenues to the City.

- The ALUCP would impose specific land use restrictions that would limit new construction, expansion, and reconstruction of residential and non-residential uses within the Clear and Accident Potential Zones.

In sum, properties within the Clear and Accident Potential Zones currently account for a significant share of economic activity within the City of Coronado. Table II-1 below summarizes annual spending; annual tax revenues; General Fund revenues; and job generation (from permitted building activity, eating and drinking spending, and hotel rooms) within the Clear and Accident Potential Zones as compared to the balance of the City. As shown in the table, the Clear and Accident Potential Zones account for 41.5% of annual spending; 31.5% of annual tax revenues; 26.5% of General Fund revenues; and 35.5% of jobs generated from permitted building activity, eating and drinking spending, and hotel rooms in the City as a whole.

Table II-1: Current Economic Impact, Clear and Accident Potential Zones vs. Balance of City (1)

	Clear and Accident Potential Zones	Balance of City	Total, City of Coronado	Clear and Accident Potential Zones as % of City
Annual Spending (2)	$154.3 M	$217.9 M	$372.1 M	41.5%
Annual Tax Revenues (3)(4)	$16.2 M (3)	$35.1 M	$51.3 M	31.5%
City General Fund Revenues (5)	$16.2 M	$44.9 M	$61.1 M	26.5%
Jobs (6)	1,826 jobs	3,324 jobs	5,150 jobs	35.5%

(1) These estimates of current economic impact are based on economic data available as of February 2020.
(2) Annual spending and jobs generated from permitted building activity are based on the estimated average annual valuation of building activity. Building valuation estimates are based on parcels in the Clear and Accident Potential Zones that received final building permits between 2000 and 2019 with job values of $50,000 or more.
(3) Source: City of Coronado FY 2019-2020 adopted budget. Includes property tax, sales and use tax, and transient occupancy tax.
(4) Sales tax revenues reflect sales tax from food services and drinking places only.
(5) Source: City of Coronado FY 2019-2020 adopted budget.
(6) Reflects jobs from permitted building activity, eating and drinking spending, and hotel rooms.

Approval of the land use restrictions proposed in the ALUCP would designate most properties within the Clear and Accident Potential Zones as "legal non-conforming uses". Although the existing uses within the Clear and Accident Potential Zones would be "grandfathered in", non-conforming use status, including limitations on expansion and reconstruction, will reduce the marketability and value of properties within the Clear and Accident Potential Zones. As a result, implementation of the ALUCP proposed land use restrictions is likely to lead to devaluation and disinvestment in the Clear and Accident Potential Zones.

It is anticipated that the economic impact of the ALUCP proposed land use restrictions will phase in over time. KMA prepared 50-year projections to illustrate the potential economic impact in terms of spending and City tax revenues for both a Baseline Scenario (no ALUCP impacts) and an ALUCP Impact Scenario. The ALUCP Impact Scenario assumes that the proposed land use restrictions will have significant impacts on real property sales, valuation, and reinvestment, and resulting impacts on spending and tax revenues. These are illustrated through estimates of reduced escalation, and ultimately declining values, within the Clear and Accident Potential Zones. In preparing these two projections, KMA considered actual recent trends in terms of the following:

- Annual permitted building activity within the City; estimates of eating and drinking sales to residents, overnight guests, and daytime visitors; and an estimate of hotel revenues generated within the Clear and Accident Potential Zones.

- Current estimates of assessed values within the Clear and Accident Potential Zones; eating and drinking sales tax estimates provided by the California Board of Equalization; and an estimate of Transient Occupancy Tax (TOT) revenues generated within the Clear and Accident Potential Zones.

Table II-2 presents a summary of the 50-year impacts for the Baseline Scenario vs. ALUCP Impact Scenario. As shown in the table, the ALUCP Impact Scenario is projected to generate a total loss in spending of nearly $10.8 billion, and a loss in City tax revenues of $1.5 billion, over the 50-year period.

Table II-2: 50-Year Projection of Economic Impact, Clear and Accident Potential Zones (1)(2)(3)

Total 50-Year Impact ($ millions) (4)	Baseline Scenario	ALUCP Impact Scenario	Difference	
			Absolute	Percent
Total Spending (5)	$19,438.7	$8,655.1	($10,783.6)	-55.5%
Total Tax Revenues (6)	$2,422.7	$942.1	($1,480.6)	-61.1%

(1) These projections of future economic impact are based on economic data available as of February 2020.
(2) While KMA considers these projections reasonable for planning purposes, it is the nature of forecasting that some assumptions may not materialize and unanticipated events and circumstances may occur. Such changes may be material to the projections and conclusions herein and, if they occur, may require review or revision of this report.
(3) These projections of future economic impact do not consider the potential adverse impacts of the Coronavirus (COVID-19) pandemic and the national recession that is likely to follow.
(4) All figures expressed in current dollars.
(5) Includes permitted building activity, eating and drinking sales, and hotel room revenue.
(6) Includes property tax, eating and drinking sales tax, and TOT revenues to City.

III. CLEAR ZONE AND ACCIDENT POTENTIAL ZONES

Under current State law, an ALUCP must take into consideration the findings and recommendations of the AICUZ Program. The AICUZ is a program administered by the Department of Defense to protect the health, safety, and welfare of those living on and near military airfields while preserving the operational capabilities of the airfield. The Navy completed an AICUZ Update for NAS North Island AICUZ study in 2011. The AICUZ Update identified three areas at the end of the NAS North Island runway as the AICUZ Clear and Accident Potential Zones, as shown in Exhibit III-1 (following page).

Exhibit III-1: NAS North Island Clear and Accident Potential Zones

Figure 5-7
NASNI RWY29
APZ Comparison

Source: Air Installation Compatible Use Zones (AICUZ) Update, Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California, 2011

As shown in Table III-1 below, the ALUCP proposed land use restrictions would impact future development within each of the Clear and Accident Potential Zones. It should be noted that in some cases the ALUCP proposed land use restrictions differ from the land use compatibility recommendations identified in the AICUZ.

Table III-1: Clear and Accident Potential Zones Proposed Land Use Restrictions (1)

	Clear Zone	APZ I	APZ II
I. Residential Single-family detached	compatible at 1 DU/legal lot	compatible at 1 DU/legal lot	compatible at 1 DU/legal lot
Multi-family	prohibited	limited to density at time of ALUCP adoption	limited to density at time of ALUCP adoption
II. Hotel	prohibited	prohibited	prohibited
III. Retail Retail Trade including eating and drinking establishments	prohibited	no increase in gross floor area of existing use; reconstructed buildings limited to gross floor area at time of ALUCP adoption	no increase in gross floor area of existing use; reconstructed buildings limited to gross floor area at time of ALUCP adoption
IV. Office	prohibited	no increase in gross floor area of existing use; reconstructed buildings limited to gross floor area at time of ALUCP adoption	no increase in gross floor area of existing use; reconstructed buildings limited to gross floor area at time of ALUCP adoption
V. Manufacturing	prohibited	prohibited except for: - lumber and wood products - furniture & fixtures - paper, printing, publishing	same as APZ-I, in addition to: - stone, clay, glass products - metal products
VI. Cultural, Entertainment, and Recreational	prohibited except for park with no above ground structures	prohibited except for library, museum, golf courses, parks without indoor meeting places, fitness facility, recreation center, etc.	prohibited except for library, museum, golf courses, parks without indoor meeting places, fitness facility, recreation center, etc.

(1) Does not reflect sound level requirements required for new, reconstructed, or expanded portions of buildings.

Source: Naval Air Station North Island, Draft Airport Land Use Compatibility Plan, December 2019.

Non-Conforming Use

Approval of the proposed land use restrictions identified in the ALUCP would require the City to amend its General Plan Land Use Element, Local Coastal Program (LCP) Land Use Plan, and Zoning Ordinance. Since most existing uses within the Clear and Accident Potential Zones would no longer meet current zoning and building regulations, these properties would be deemed "legal non-conforming uses". Although existing uses within the Clear and Accident Potential Zones would be "grandfathered in", there are a number of economic issues to consider for properties with existing uses that are suddenly designated non-conforming:

- Non-conforming uses are only grandfathered in as long as they are in continuous use. Properties that sit vacant or are inactive for an amount of time could lose their legal status.

- Buildings that are destroyed or damaged due to a fire or natural disaster can be rebuilt, but subject to specific time limits, and building parameters.

- Non-conforming use status will likely reduce the marketability and value of the property compared to its previous conforming conditions.

- The ability to obtain financing may be impaired on properties with non-conforming uses as lenders may be unwilling to accept a non-conforming property as security due to the development restrictions and the risk that non-conforming rights may be lost.

IV. EXISTING CONDITIONS

This section provides an overview of existing land use conditions within the Clear and Accident Potential Zones. Table IV-1 (following page) provides a summary of the physical characteristics found within the Clear and Accident Potential Zones. These are highlighted below.

- The Clear and Accident Potential Zones include a mix of residential, hotel, and commercial uses.

- The Clear and Accident Potential Zones encompass a total of 112.8 net acres, 8.0% of the total gross land area in the City. Gross land area reflects the combination of the Coronado Village and the Cays and excludes the State park and military bases.

- A total of 903 residential units are located in the Clear and Accident Potential Zones, reflecting 10.2% of all residential units in the City.

- The Clear and Accident Potential Zones include 772 hotel rooms, 39.9% of the City's hotel rooms.

TABLE IV-1

EXISTING CONDITIONS OF AFFECTED ZONES - PHYSICAL CHARACTERISTICS
NAS NORTH ISLAND ALUCP - ECONOMIC IMPACT ASSESSMENT
CITY OF CORONADO

	Clear Zone	APZ I	APZ II	Total Clear and Accident Potential Zones	City of Coronado
I. Land Uses	Residential	Residential, Hotel, Commercial	Residential	Residential, Hotel, Commercial	Residential, Hotel, Commercial
II. Land Area (1)	5.6 Acres	98.3 Acres	8.9 Acres	112.8 Acres	1,408 Acres (2)
% of City	*0.4%*	*7.0%*	*0.6%*	*8.0%*	*100%*
III. Number of Residential Units	32	452	419	903	8,872 (3)
% of City	*0.36%*	*5.1%*	*4.7%*	*10.2%*	*100%*
IV. Number of Hotel Rooms	0	772	0	772	1,933
% of City	*0.0%*	*39.9%*	*0.0%*	*39.9%*	*100%*

(1) Land areas for affected zones reflect net acreage; land area for the City reflects gross acreage.
(2) Reflects land area within the Coronado Village and Coronado Cays only; excludes State park and military bases.
(3) Source: County of San Diego Assessor's Office 2019 Inventory of Parcels and Values - City of Coronado. Excludes military housing and time-share condominiums.

V. ECONOMIC INDICATORS

Current and recent historic economic indicators provide a useful measure of the overall health of an economy. As part of the Economic Impact Assessment, KMA evaluated economic indicators within the Clear and Accident Potential Zones, including property tax revenues, permitted building activity, and sales tax revenues, in comparison to the City as a whole. The KMA findings are presented in Table V-1 (following page) and summarized as follows:

- Properties within the Clear and Accident Potential Zones represent $2.1 Billion in Assessed Value, 22.4% of the Citywide total. Annual tax revenues to the City from properties within the Clear and Accident Potential Zones are estimated at $6.7 million.

- Between 2000 and 2019, the valuation of permitted building activity averaged $10.1 million annually in the Clear and Accident Potential Zones, reflecting 16.2% of the Citywide total.

- Current spending by residents, overnight guests, and daytime visitors at food services and drinking places within the Clear and Accident Potential Zones is estimated at $54.4 million per year. The resulting sales tax revenues to the City from food services and drinking places within the Clear and Accident Potential Zones are estimated at $544,000 per year.

- The Clear and Accident Potential Zones currently generate total annual hotel room revenues of $89.8 million. This revenue produces $9.0 million in Transient Occupancy Tax (TOT) revenues to the City, or 53.7% of the Citywide total.

- The Clear and Accident Potential Zones generate an estimated 1,826 jobs from permitted building activity, spending at food services and drinking places, and hotel rooms.

TABLE V-1

EXISTING CONDITIONS OF AFFECTED ZONES - ECONOMIC INDICATORS
NAS NORTH ISLAND ALUCP - ECONOMIC IMPACT ASSESSMENT
CITY OF CORONADO

	Clear Zone	APZ I	APZ II	Total Clear and Accident Potential Zones	City of Coronado
I. Total Assessed Value (1)					
Land	$49,641,000	$827,690,000	$276,470,000	$1,153,801,000	
Improvements	$17,189,000	$813,364,000	$150,124,000	$980,677,000	
Total	$66,830,000	$1,641,054,000	$426,594,000	$2,134,478,000	$9,513,233,000 (2)
% of City	0.7%	14.5%	4.5%	22.4%	*100.0%*
II. Annual Spending					
A. Permitted Building Activity (3)					
Average Annual Activity	$480,000	$8,862,000	$738,000	$10,080,000	$62,066,000
% of City	*0.8%*	*14.3%*	*1.2%*	*16.2%*	*100.0%*
B. Food Services and Drinking Places (4)	$130,000	$52,472,000	$1,702,000	$54,362,000	$183,068,000
% of City	*0.1%*	*28.7%*	*0.9%*	*29.7%*	*100.0%*
C. Hotel Room Revenues	$0	$89,817,000	$0	$89,817,000	$126,998,000
% of City	0.0%	70.7%	0.0%	70.7%	100.0%
III. Annual City Tax Revenues					
A. Property Tax	$209,000	$5,126,000	$1,332,000	$6,667,000	$32,766,000
% of City	*0.6%*	*15.6%*	*4.1%*	*20.3%*	*100.0%*
B. Sales Tax from Food Services and Drinking Places (4)	$1,000	$525,000	$17,000	$544,000	$1,831,000
% of City	*0.1%*	*28.7%*	*0.1%*	*29.7%*	*100.0%*
C. Transient Occupancy Tax (TOT)	$0	$8,982,000	$0	$8,982,000	$16,735,000
% of City	*0.0%*	*53.7%*	*0.0%*	*53.7%*	*100.0%*
IV. Jobs					
A. Permitted Building Activity	5.00 jobs	82.00 jobs	7.00 jobs	94.00 jobs	370 jobs
B. Food Services and Drinking Places	2.29 jobs	930.00 jobs	30.00 jobs	962.29 jobs	3,230 jobs
C. Hotel Rooms	0.00 jobs	770.00 jobs	0.00 jobs	770.00 jobs	1,550 jobs
D. Total Jobs (Rounded)	7.29 jobs	1,782.00 jobs	37.00 jobs	1,826.29 jobs	5,150 jobs
% of City	*0.1%*	*34.6%*	*0.7%*	*35.5%*	*100.0%*

(1) Source: SanGIS data for 2019.
(2) Source: County of San Diego Assessor's Office 2019 Inventory of Parcels and Values - City of Coronado. Excludes military housing and time-share condominiums.
(3) Reflects the average annual valuation of finaled building permits between 2000 and 2019 with job values of $50,000 or more.
(4) Includes full-service restaurants, limited-service eating places, special food services, and drinking places (alcoholic beverages).

VI. ECONOMIC IMPACT OF THE ALUCP PROPOSED LAND USE RESTRICTIONS

A. Recurring Annual Impact

This section presents the KMA analysis of the current economic impact of existing land uses within the Clear and Accident Potential Zones. Specifically, KMA has identified the proportion of annual spending; annual tax revenues; General Fund revenues; and job generation (from permitted building activity, eating and drinking spending, and hotel rooms) in the Clear and Accident Potential Zones vs. the balance of the City. Section VI-B, following, evaluates the potential loss of/reduction in each of these economic indicators over a 50-year projection period.

Annual Spending

As shown in Table VI-1 below, existing land uses in the Clear and Accident Potential Zones generate $154.3 million in annual spending in the City, reflecting: 16.2% of spending in the City related to permitted building activity; 29.7% of the City's eating and drinking spending; 70.7% the City's hotel room revenues; and 41.5% of total annual spending in the City as a whole.

Table VI-1: Current Annual Spending, Clear and Accident Potential Zones vs. Balance of City

	Clear and Accident Potential Zones (1)	Balance of City	Total, City of Coronado	Clear and Accident Potential Zones as % of City
Permitted Building Activity (2)	$10.1 M	$52.0 M	$62.1 M	16.2%
Eating and Drinking Spending	$54.4 M	$128.7 M	$183.1 M	29.7%
Hotel Room Revenues	$89.8 M	$37.2 M	$127.0 M	70.7%
Annual Spending	$154.3 M	$217.9 M	$372.1 M	41.5%

(1) Estimated annual spending within the Clear and Accident Potential Zones.
(2) Estimated average annual valuation of permitted building activity. Based on parcels that received final building permits between 2000 and 2019 with job values of $50,000 or more.

Annual Tax Revenues to City

As shown in Table VI-2 (following page), the Clear and Accident Potential Zones currently account for $16.2 million of the City's annual tax revenues, reflecting: 20.3% of the City's annual property tax revenues; 29.7% of the City's sales tax revenues from eating and drinking places; 53.7% of the City's transient occupancy tax (TOT); and 31.5% of the City's total annual tax revenues as a whole.

Table VI-2: Current Annual Tax Revenues to the City, Clear and Accident Potential Zones vs. Balance of City				
	Clear and Accident Potential Zones (1)	**Balance of City**	**Total, City of Coronado** (2)	**Clear and Accident Potential Zones as % of City**
Property Tax	$6.7 M	$26.1 M	$32.8 M	20.3%
Sales and Use Tax	$0.5 M (3)	$1.3 M	$1.8 M	29.7%
Transient Occupancy Tax	$9.0 M	$7.8 M	$16.7 M	53.7%
Annual Tax Revenues to the City	$16.2 M	$35.1 M	$51.3 M	31.5%

(1) Estimated annual tax revenue to the City resulting from within the Clear and Accident Potential Zones.
(2) Source: City of Coronado FY 2019-2020 adopted budget.
(3) Reflects sales tax from food services and drinking places only.

City General Fund Revenues

The City's General Fund is projected to receive total revenues totaling $61.1 million during FY 2019-2020. As shown in Table VI-3 below, the Clear and Accident Potential Zones account for 26.5% of total General Fund revenues anticipated to be received by the City.

Table VI-3: Current City General Fund Revenues, Clear and Accident Potential Zones vs. Balance of City				
	Clear and Accident Potential Zones (1)	**Balance of City**	**Total, City of Coronado** (2)	**Clear and Accident Potential Zones as % of City**
City General Fund	$16.2 M	$44.9 M	$61.1 M	26.5%

(1) Estimated General Fund revenues to the City from within the Clear and Accident Potential Zones.
(2) Source: City of Coronado FY 2019-2020 adopted budget.

Employment

As shown in Table VI-4, the Clear and Accident Potential Zones is projected to account for 1,826 jobs, reflecting: 25.4% of the jobs in the City generated from permitted building activity; 29.8% of the City's jobs at eating and drinking places; 49.7% of jobs at hotels; and 35.5% of total jobs in the City as a whole.

Table VI-4: Current Employment, Clear and Accident Potential Zones vs. Balance of City				
	Clear and Accident Potential Zones (1)	**Balance of City**	**Total, City of Coronado**	**Clear and Accident Potential Zones as % of City**
Permitted Building Activity (2)	94 jobs	276 jobs	370 jobs	25.4%
Eating and Drinking Places	962 jobs	2,268 jobs	3,230 jobs	29.8%
Hotel Rooms	770 jobs	780 jobs	1,550 jobs	49.7%
Annual Jobs within the City	1,826 jobs	3,324 jobs	5,150 jobs	35.5%

(1) Estimated number of jobs generated within the Clear and Accident Potential Zones.
(2) Estimated average annual valuation of building activity. Based on parcels that received final building permits between 2000 and 2020 with job values of $50,000 or more.

B. 50-Year Projection of Economic Impact

The KMA analysis also estimated the economic impact of the ALUCP over a 50-year period. The purpose of this projection was to illustrate how the ALUCP proposed land use restrictions have the potential to generate disinvestment and devaluation over the long term. It is anticipated that initial impacts may be gradual, but would accelerate over time, as property turnover declines, sales values stagnate and decline, new building and investment decreases, and retail sales and hotel room rentals begin to decline.

For the Baseline Scenario (no ALUCP land use restrictions), KMA researched historical escalation trends for permitted building activity, property tax revenues, eating and drinking sales and sales tax revenues, and hotel room revenues and TOT revenues. As shown in Table VI-5 (page 17), these escalation factors have been quite strong over the past decade, ranging from 4.0% to 6.0% per year. In order to illustrate a conservative Baseline Scenario for the 50-year projection period, KMA reduced these actual historic escalators to a range of 2.5% to 3.0% annually. Table VI-5 also illustrates the growth in annual revenues for each index, and the total economic impact, for the 50-year period. Based on this approach, KMA projects that the Baseline Scenario for the Clear and Accident Potential Zones could generate approximately $19.4 billion in spending, and $2.4 billion in City tax revenues, over the 50-year time horizon (current dollars).

KMA prepared an ALUCP Impact Scenario to illustrate the potential economic impacts of the ALUCP proposed land use restrictions over time. The KMA projections for the ALUCP Impact Scenario assume deceleration and declines in each of the spending and tax revenue categories over the 50-year time horizon based on actual recent trends in terms of the following:

- Annual permitted building activity within the City; estimates of eating and drinking sales to residents, overnight guests, and daytime visitors; and an estimate of hotel revenues generated within the Clear and Accident Potential Zones.

- Current estimates of assessed values within the Clear and Accident Potential Zones; eating and drinking sales tax estimates provided by the California Board of Equalization; and an estimate of Transient Occupancy Tax (TOT) revenues generated within the Clear and Accident Potential Zones.

In preparing this projection, KMA evaluated the following major considerations:

- Permitted building activity will experience the most immediate impact, as home expansions and/or subdivisions resulting in increased unit count will no longer be permitted. KMA assumed that permitted building activity will drop immediately upon imposition of the ALUCP proposed land use restrictions, from $10.1 million annually to $2.7 million. This decline reflects the actual historic mix of residential building permits for new construction/expansion vs. remodels/tenant improvements only.

- As homebuyers realize the limitations in updating and expanding existing homes, it is reasonable to expect that buyer interest will decline. As buyer interest declines, it is foreseeable that home values will begin to decrease. As a result, growth in property tax revenues will taper, and eventually Assessed Value and property tax revenues will begin to fall.

- With reduced housing investment, population decline, and disinvestment in commercial space, it is reasonable to anticipate that eating and drinking sales will begin to taper and decline.

- A lack of major upgrades or expansions to hotel rooms and related amenities in the Accident Potential Zones can be expected to have similar impacts on hotel room revenues and TOT revenues to the City.

The KMA 50-year revenue projection for the ALUCP Impact Scenario, shown in Table VI-5, illustrates all of the above anticipated economic conditions, as reflected in reduced escalation rates, and eventually annual declines, for each index. As shown in the table, these assumptions yield estimates of approximately $8.7 billion in spending and $0.9 billion in City tax revenues for the ALUCP Impact Scenario over the 50-year term (current dollars). Both figures represent greater than 50% losses as compared to the Baseline Scenario revenue projections:

- A loss of $10.8 billion, or -55.5%, in spending
- A loss of $1.5 billion, or -61.1%, in City tax revenues

The projected 50-year economic impacts of the ALUCP proposed land use restrictions are depicted graphically in Exhibits VI-1 (spending, page 19) and VI-2 (City tax revenues, page 20).

It should be noted that these illustrative financial projections are presented for planning purposes and are not intended to represent specific forecasts of future outcomes. These financial projections rely, in part, on collection and review of market, financial, and other economic trends data for the City and County of San Diego (County) as of February 2020, as well as KMA's professional judgement. While KMA considers these projections reasonable for planning purposes, it is the nature of forecasting that some assumptions may not materialize and unanticipated events and circumstances may occur. Such changes may be material to the projections and conclusions herein and, if they occur, may require review or revision of this report. Moreover, these projections of future economic impact do not consider the potential adverse impacts of the Coronavirus (COVID-19) pandemic and the national recession that is likely to follow.

TABLE VI-5

50-YEAR PROJECTION OF ECONOMIC IMPACT, CLEAR AND ACCIDENT POTENTIAL ZONES
NAS NORTH ISLAND ALUCP - ECONOMIC IMPACT ASSESSMENT
CITY OF CORONADO

	PROJECTED ECONOMIC IMPACTS	
	BASELINE SCENARIO	**ALUCP IMPACT SCENARIO**
I. Key Assumptions	• Continue current escalation trends at: - Permitted Building Activity 4.0% - Property Tax 6.0% - Eating & Drinking Sales/Sales Tax 4.0% - Hotel Revenue/TOT 4.0% • Annual escalation begins to decline slightly starting in Year 6. • Annual escalation stabilizes Years 31-50 at: - Permitted Building Activity 2.5% - Property Tax 3.0% - Eating & Drinking Sales/Sales Tax 2.5% - Hotel Revenue / TOT 2.5%	• Permitted building activity for new development or additions ceases beginning in Year 1. • Annual escalation of permitted building activity for allowable activity (i.e. re-models, tenant improvements, etc.) reflects Baseline Scenario for Years 1-2. Escalation rate begins to decline in Year 3. Revenues from allowable permitted building activity begins to decline in Year 30. • Annual property tax escalation reflects Baseline Scenario Years 1-2. Escalation rate begins to decline starting Year 3. Property tax revenues to City begin to decline in Year 17. • Annual escalation of eating and drinking sales and sales tax to City reflect Baseline Scenario for Years 1-5. Escalation rate begins to decline starting Year 6. Revenues from eating and drinking sales and sales tax revenues to City begin to decline in Year 18. • Annual escalation rate for hotel room revenues and TOT reflects Baseline Scenario for Years 1-9. Escalation rate begins to decline in Year 10. Hotel room revenues and TOT revenues to the City begin to decline in Year 20. • No further decreases are assumed after Year 40.

II. Comparison of Annual Indices (1)	***Year 0***	***Year 50***	***Overall % Change***	***Year 0***	***Year 50***	***Overall % Change***
A. Spending						
Permitted Building Activity	$10.1 M	$45.3 M	350%	$10.1 M	$4.3 M	-57%
Eating and Drinking Sales	$54.4 M	$244.4 M	350%	$54.4 M	$36.3 M	-33%
Hotel Room Revenue	$89.8 M	$403.8 M	350%	$89.8 M	$59.9 M	-33%
B. City Tax Revenues						
Property Tax	$6.7 M	$48.5 M	628%	$6.7 M	$3.3 M	-50%
Eating and Drinking Sales Tax	$0.5 M	$2.4 M	350%	$0.5 M	$0.4 M	-33%
TOT	$9.0 M	$40.4 M	350%	$9.0 M	$6.0 M	-33%

(1) All figures expressed in current dollars.

TABLE VI-5 (CONT'D.)

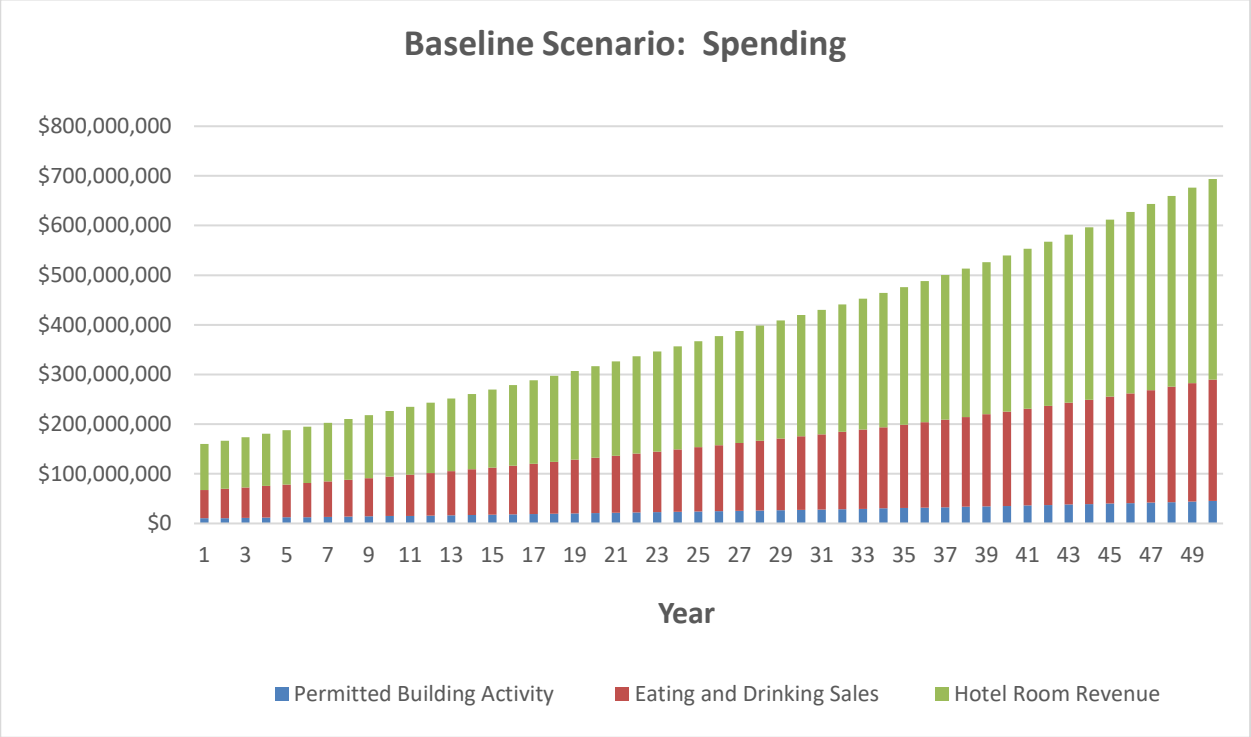
50-YEAR PROJECTION OF ECONOMIC IMPACT, CLEAR AND ACCIDENT POTENTIAL ZONES
NAS NORTH ISLAND ALUCP - ECONOMIC IMPACT ASSESSMENT
CITY OF CORONADO

	BASELINE SCENARIO	ALUCP IMPACT SCENARIO	Difference
III. Total Economic Impacts ($ millions) (1)			
A. Spending			
Permitted Building Activity	$1,270.2	$206.7	($1,063.5)
Eating and Drinking Sales	$6,850.3	$3,083.6	($3,766.7)
Hotel Room Revenue	$11,318.1	$5,364.7	($5,953.4)
Subtotal Spending	**$19,438.7**	**$8,655.1**	**($10,783.6)**
B. City Tax Revenues			
Property Tax	$1,222.3	$374.8	($847.5)
Eating and Drinking Sales Tax	$68.6	$30.9	($37.7)
TOT	$1,131.9	$536.5	($595.4)
Subtotal City Tax Revenues	**$2,422.7**	**$942.1**	**($1,480.6)**

(1) All figures expressed in current dollars.

EXHIBIT VI-1

50-YEAR PROJECTION OF ECONOMIC IMPACTS - SPENDING
NAS NORTH ISLAND ALUCP - ECONOMIC IMPACT ASSESSMENT
CITY OF CORONADO



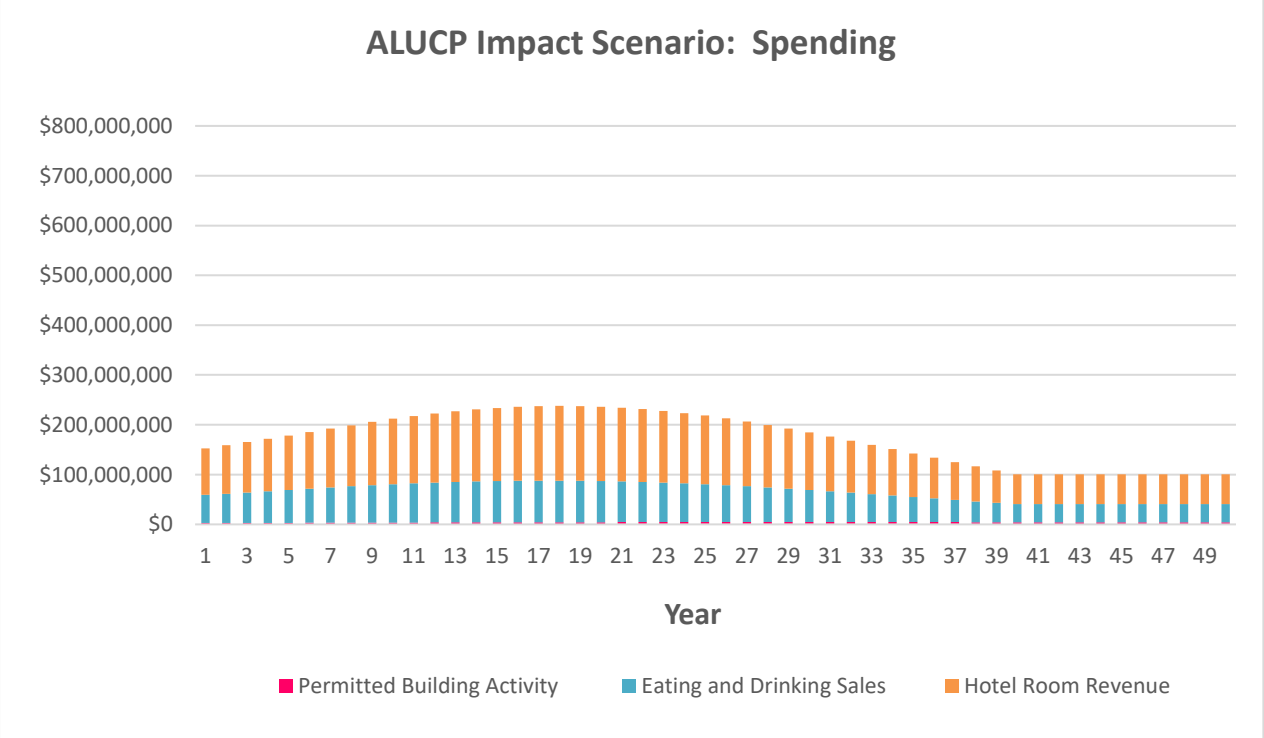
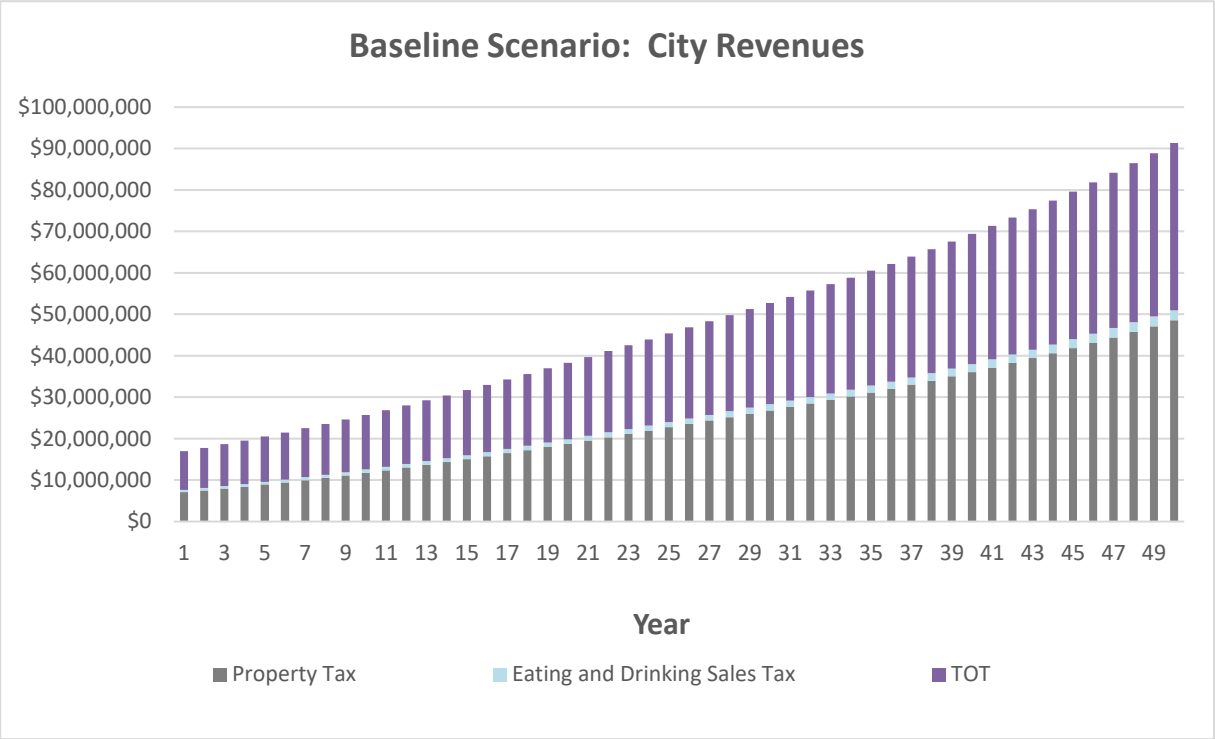
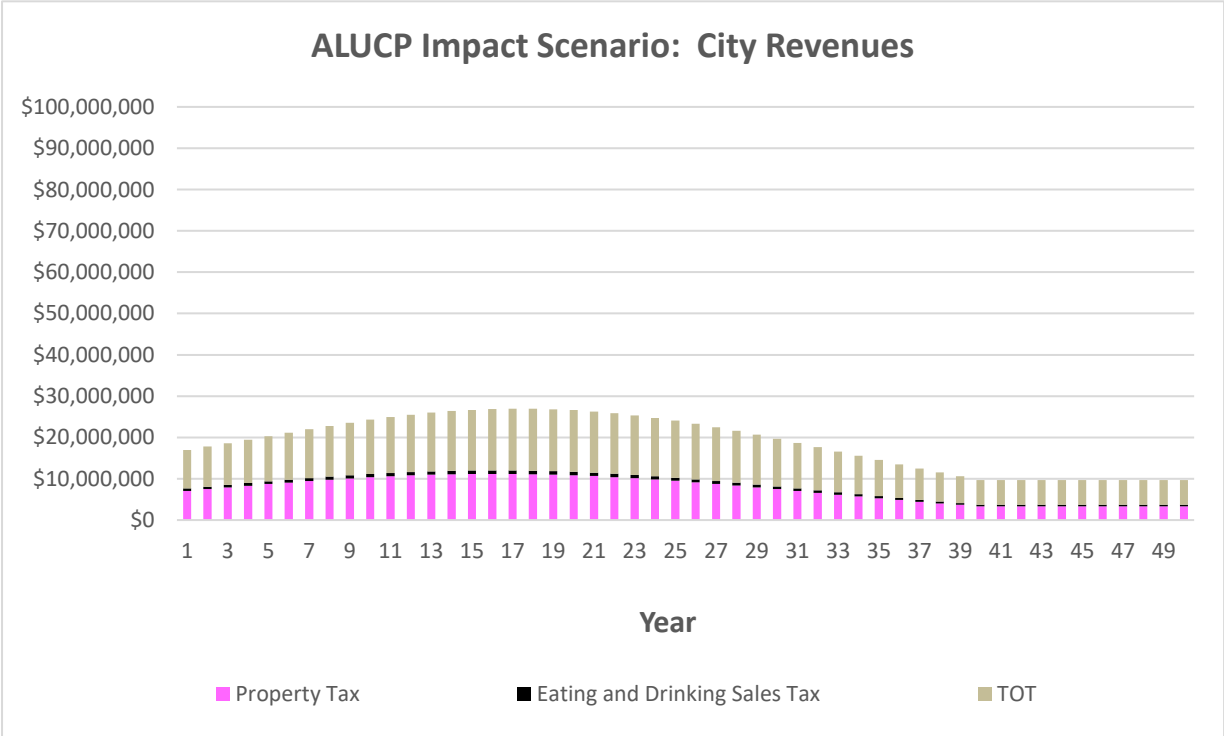


EXHIBIT VI-2

50-YEAR PROJECTION OF ECONOMIC IMPACTS - CITY REVENUES
NAS NORTH ISLAND ALUCP - ECONOMIC IMPACT ASSESSMENT
CITY OF CORONADO





VII. KEYSER MARSTON ASSOCIATES, INC. QUALIFICATIONS

Keyser Marston Associates, Inc. (KMA) is a real estate advisory firm specializing in real estate market and financial evaluation, developer selection and transaction negotiation, public/private partnerships (P3s), and the structuring and implementation of affordable housing financial transactions. Founded in 1973, the firm maintains one of the largest real estate advisory practices on the West Coast and has served over 700 clients on more than 2,000 projects. Representative public sector clients include nearly every major municipality in California; housing authorities, ports, and transit districts; counties and special districts; and colleges and universities.

A distinctive strength of KMA is the depth, continuity, and availability of our principals. With an average of more than 25 years of practical experience working with public agencies, our principals provide convenient and personal service to our clients through our three offices: San Diego, Los Angeles, and Berkeley. The KMA team also consists of a Municipal Advisor Principal registered with the Municipal Securities Rulemaking Board (MSRB) and the U.S. Securities and Exchange Commission (SEC), who provides financial advisory services on an as-needed basis.

KMA's services fall within the following general areas:

- Land Use Economics
- Fiscal and Economic Impacts
- Public/Private Partnerships (P3s)
- Real Estate and Disposition Strategies

Affordable Housing Transaction, Policy, Implementation, and Administrative Services
We are proud to have provided economic consulting services on not only the most high-profile public/private projects in California, but also numerous smaller developments serving our local communities. A significant portion of our firm's practice includes land valuations, market analyses, public finance, public/private real estate transactions, and development agreement negotiations for our clients.

Paul C. Marra is Managing Principal of KMA's San Diego office and served as the Principal-in-Charge for delivery of all services in preparation of this report. Mr. Marra has over 30 years' experience with KMA, specializing in market studies, financial feasibility analyses, and fiscal and economic impact assessments throughout the San Diego region. He was assisted by Linnie Gavino, a KMA Manager, who has 23 years' experience in land use economic analyses with KMA.

Additional information on KMA's qualifications and project experience can be found at *www.keysermarston.com*.

VIII. LIMITING CONDITIONS

1. The KMA analysis is based, in part, on data provided by secondary sources such as state and local governments, planning agencies, real estate brokers, and other third parties, as of February 2020. While KMA believes that these sources are reliable, we cannot guarantee their accuracy.

2. A projection of economic impacts is inherently based on judgment. While KMA considers these projections reasonable for planning purposes, it is the nature of forecasting that some assumptions may not materialize and unanticipated events and circumstances may occur. Such changes may be material to the projections and conclusions herein and, if they occur, may require review or revision of this report.

3. The projections of future economic impact do not consider the potential adverse impacts of the Coronavirus (COVID-19) pandemic and the national recession that is likely to follow.

4. Any estimates of revenue or cost projections are based on the best project-specific and fiscal data available as of February 2020 as well as experience with comparable projects. They are not intended to be projections of actual future performance of any specific project.

5. KMA assumes that all applicable laws and governmental regulations in place as of the date of this document will remain unchanged throughout the projection period of our analysis. In the event that this does not hold true, i.e., if any tax rates change, the analysis would need to be revised.

6. Property tax projections reflect KMA's understanding of the assessment and tax apportionment procedures employed by the County. The County procedures are subject to change as a reflection of policy revisions or legislative mandate. While we believe our estimates to be reasonable, taxable values resulting from actual appraisals may vary from the amounts assumed in the projections.

7. No assurances are provided by KMA as to the certainty of the projected tax revenues shown in this document. Actual revenues may be higher or lower than what has been projected and are subject to valuation changes resulting from new developments or transfers of ownership not specifically identified herein, actual resolution of outstanding appeals, future filing of appeals, or the non-payment of taxes due.

8. KMA is not advising or recommending any action be taken by the City with respect to any prospective, new or existing municipal financial products or issuance of municipal securities (including with respect to the structure, timing, terms and other similar matters concerning such financial products or issues).

9. KMA is not acting as a Municipal Advisor to the City and does not assume any fiduciary duty hereunder, including, without limitation, a fiduciary duty to the City pursuant to Section 15B of the Exchange Act with respect to the services provided hereunder and any information and material contained in KMA's work product.

10. The City shall discuss any such information and material contained in KMA's work product with any and all internal and/or external advisors and experts, including its own Municipal Advisors, that it deems appropriate before acting on the information and material.

Commercial Real Estate Trends & Outlook

July 2020

National Association of REALTORS® Research Group

NATIONAL ASSOCIATION OF REALTORS®

COMMERCIAL REAL ESTATE TRENDS & OUTLOOK
July 2020 Report

The *Commercial Real Estate Trends & Outlook Report* discusses trends in the small commercial market (transactions that are typically less than $2.5 million) based on a survey of members of the National Association of Realtors® engaged in commercial real estate about their transactions in the second quarter of 2020.

Across the multifamily, industrial, office, retail, and hotel sectors, REALTORS® reported a decline in sales and leasing transactions, a decline in sales prices, and an increase in vacancy rates, with retail and hotel suffering the heaviest blow from the coronavirus pandemic. Industrial and multifamily remain as the strongest legs of the commercial real estate market, in both transactions for structures and land. The office market is also impacted, but it is in the middle-of-the-pack in terms of the impact. Commercial sales among REALTORS® fell 5% year-over-year in in 2020 Q2. Sales prices were also down by 3%. Leasing volume fell by 4% , and construction was down 5%.

Looking ahead in the next quarter, leasing volume in multifamily properties will likely remain unchanged or decline modestly in 2020 Q3 compared to the volume in the second quarter. Realtors® expect multifamily vacancy rates to hover at around 8% in the next three months. In metro areas where rental vacancy rates are low, rents will remain firm. In the office market, sales, leasing, and net absorption will likely contract mildly in 2020 Q3 given the massive loss in occupancy that has already occurred in the second quarter. Realtors® expect vacancy rates to continue to hover at 15% and will remain elevated until employment gets back to the pre-pandemic level. The industrial market is arguably the strongest leg of the commercial real estate market, and Industrial properties will remain in demand given the constant growth in e-commerce and as physical retail locations continue to attract and retain consumers via online shopping and delivery. REALTORS® expect vacancy rates in the warehouse spaces to average 8% in the coming quarter. Retail, after nearly coming to a complete stop, is starting to show signs of recovering, but some restrictions put in place to minimize human contact (i.e. operating at only 25%) will keep vacancy rates elevated. REALTORS® expect vacancy rates to remain elevated in the third quarter, at 20% among retail strip centers and free-standing stores, with much higher vacancy rates for malls, at 35%.

Enjoy reading the latest report! Feel free to share and use the data with proper citation.

COMMERCIAL REAL ESTATE TRENDS & OUTLOOK
July 2020 Report

Page	4	Commercial Sales and Prices
	6	Land Market
	7	Cap Rates
	8	Leasing
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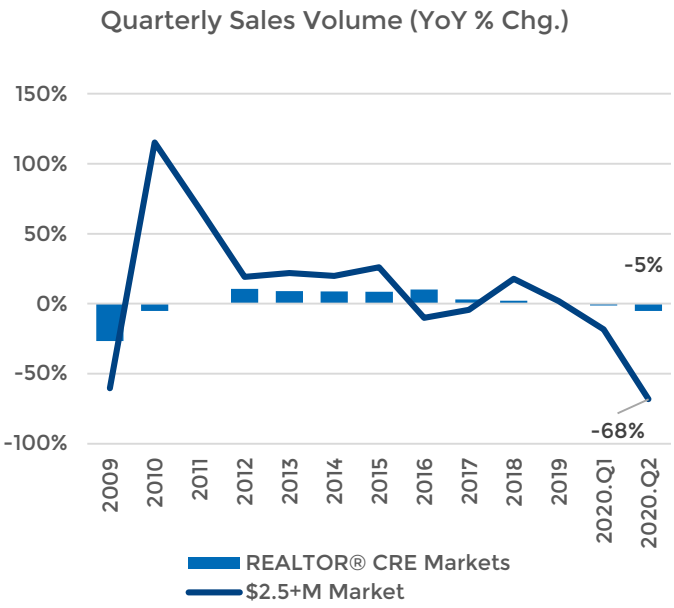
1 | COMMERCIAL SALES

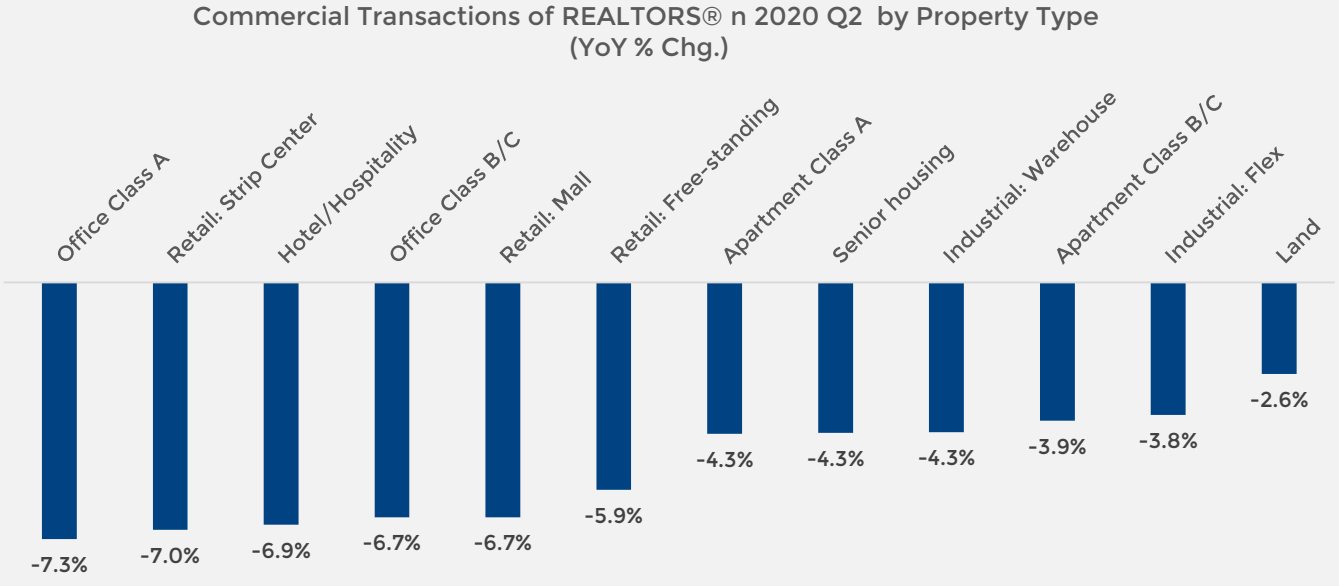
Commercial Sales of REALTORS® Declined 5% in 2020 Q2

Sales transactions volume among REALTORS® fell on average by 5% year-over-over in the second quarter of 2020 according to members of the National Association of REALTORS® who responded to NAR's *2020 Q1 Commercial Real Estate Quarterly Market Survey.* NAR commercial members' transactions are typically below $2.5 million (small commercial market). Sales transactions volume of properties or portfolios of at least $2.5 million (middle to large commercial market) plunged 68% year-over-year, according to Real Capital Analytics.

The largest pullback in sales of commercial REALTORS® were in the office real estate market (-7%), retail strip center and malls, and hotel/hospitality properties. Sales of apartment properties and industrial properties were down year-over-year by 4%. Land sales were down 3%.



Sources: National Association of REALTORS®, Real Capital Analytics

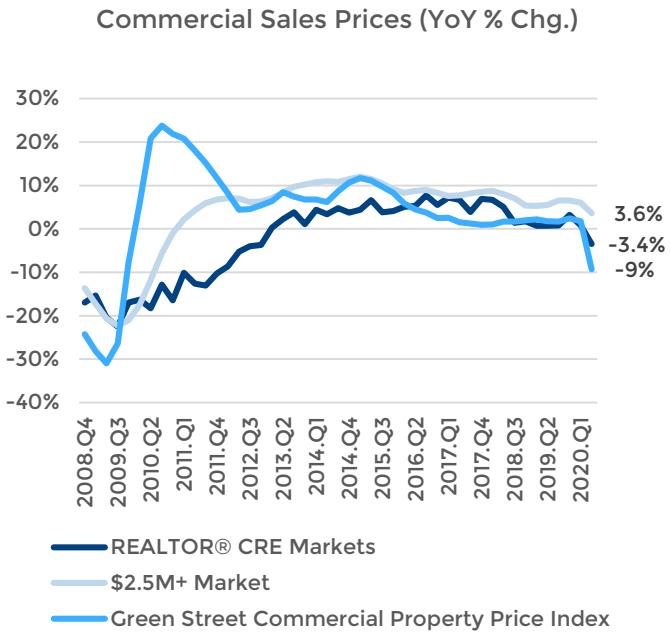


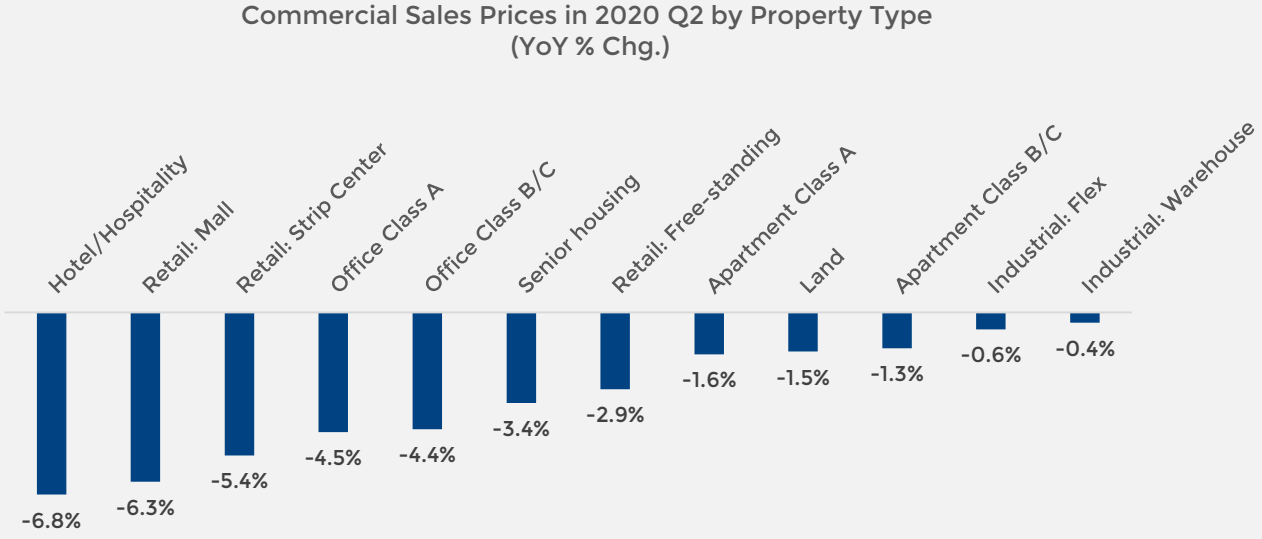
2 | COMMERCIAL SALES

Commercial Prices Fell 4% in Small Commercial Real Estate Market

Commercial prices in markets where commercial members of the National Association of REALTORS® are engaged in declined 3% year-over-year in 2020 Q2. These markets are typically below $2.5 million (small commercial market). Among transactions of at least $2.5 million, commercial prices were still up nearly 4%, according to Real Capital Analytics, but this is a slower increase compared to pre-coronavirus period (6% y/y in January 2020). Commercial properties held by REITS declined in 9% year-over-year, according to the Green Street Commercial Property Price Index.

Commercial property prices in the small commercial market where REALTORS® typically engage in were down across all commercial property types, with the largest decline in hotel (-7%), retail (-6%), and office (-5%). Price for apartments were typically down by 2%. Industrial commercial real estate prices fell the least by about 1% year-over-year.





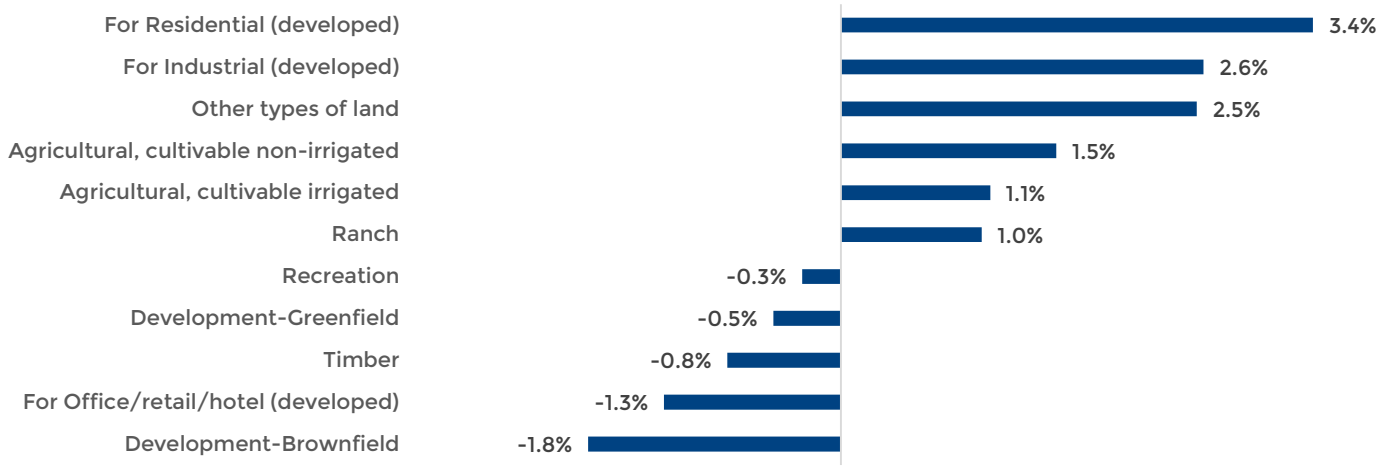
3 | LAND MARKET

Residential and industrial land sales* up while office/retail/hotel land sales down

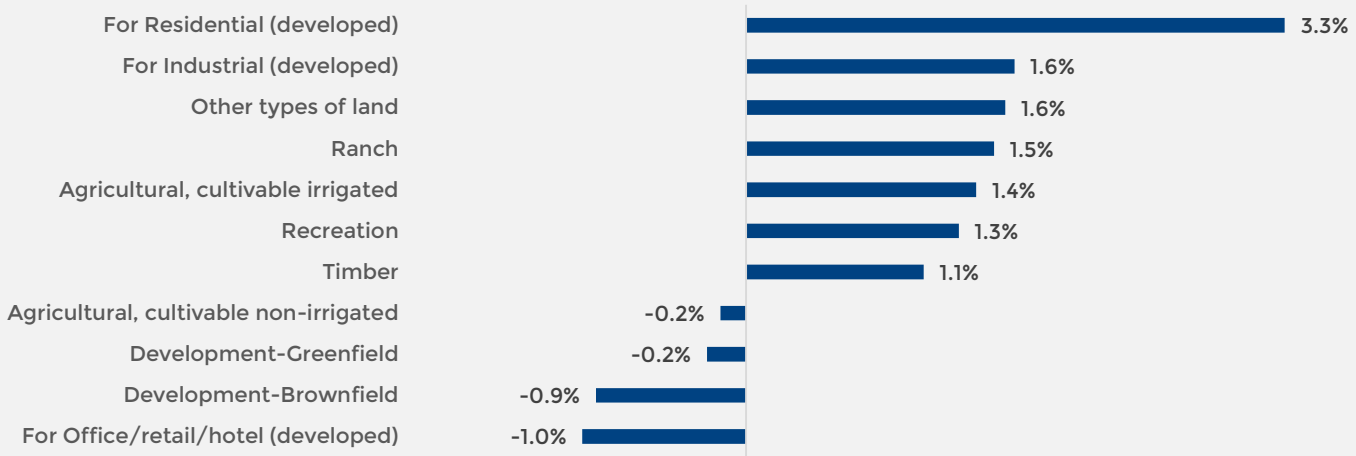
While sales of land for office/retail/hotel use have slumped, sales of residential and industrial land each rose about 3% year-over-year in 2020 Q2. Sales of cultivable, irrigated, agricultural and ranch lands were also about 1% to 2% year-over-year. However, recreation, timber, and brownfield land sales declined compared to one year ago.

With strong demand for residential land, prices also rose the strongest, at 3%. Prices of land for office/retail/hotel use were 1% below last year's level.

Land Sales of REALTORS® in 2020 Q2 by Property Type (YoY % Chg.)



Commercial Land Sales Prices in 2020 Q2 by Property Type (YoY % Chg.)



* A land transaction is any transaction where the value of the land, including improvements that are agricultural in nature, accounts for at least 51% of the total sale of the transaction.

4 | CAP RATES

Cap Rate T-bond Spread Rose to 6% in 2020 Q2

Cap rates for transactions in the second quarter of 2020 reported by NAR commercial members averaged 6.9%. The average cap rate in the large commercial market ($2.5 million or more transactions) reported by Real Capital Analytics was 6.7%.

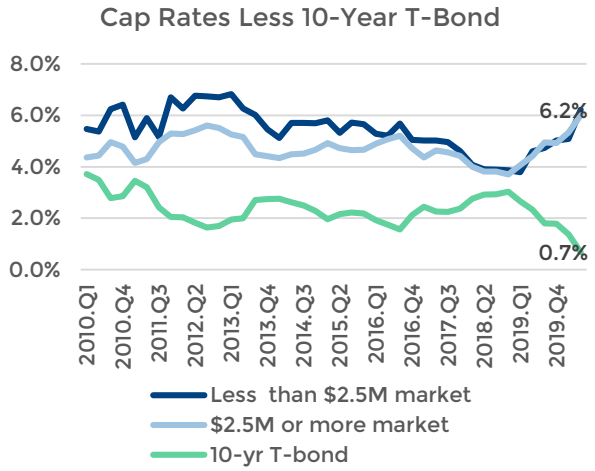
In the small commercial real estate market where most REALTORS® engage in, office properties had the highest cap rate, at 7 to 7.5%. Apartment Class A had the lowest cap rate, at 5.5%.

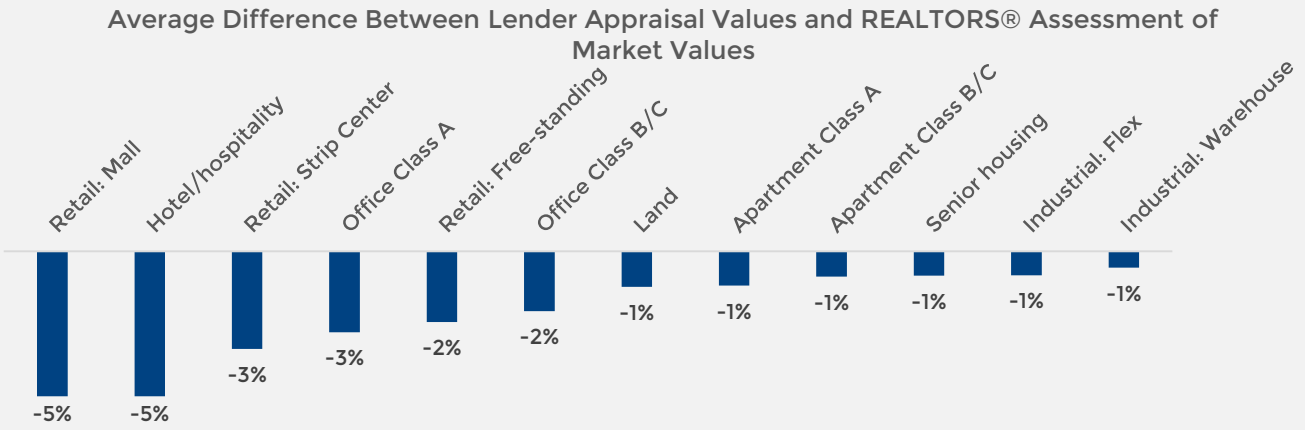
The risk spread (cap rate less 10-year T bond rate) increased to about 6% in the second quarter of 2020 from just 4% in the first quarter of 2019 in both the small and medium-to-large commercial real estate properties, an indication of the perceived riskiness of holding commercial real estate.

Lender Appraisal Values Fall Below REALTORS® Market Assessment

On average, REALTORS® reported that lenders had a lower appraisal value compared to their market assessment of the value of these properties. Retail and hotel appraised values were on average 5% below the market value assessment of REALTORS®, Industrial properties and apartments were appraised by lenders at about 1% on average below market values assessment of REALTORS®. The lower assessment values of lenders indicate a larger perception of the riskiness of the asset among lenders.

Cap Rates in 2020 Q2	
Office: Class A	7.0
Office: Class B/C	7.5
Industrial: Warehouse	7.0
Industrial: Flex	7.0
Apartment: Class A	5.5
Apartment: Class B/C	6.0
Hotel/Hospitality	7.5
Senior housing	6.5
Land	7.0
Source: 2020 Q2 NAR CRE Market Survey	
For $2.5 million or less properties	





5 | COMMERCIAL LEASING

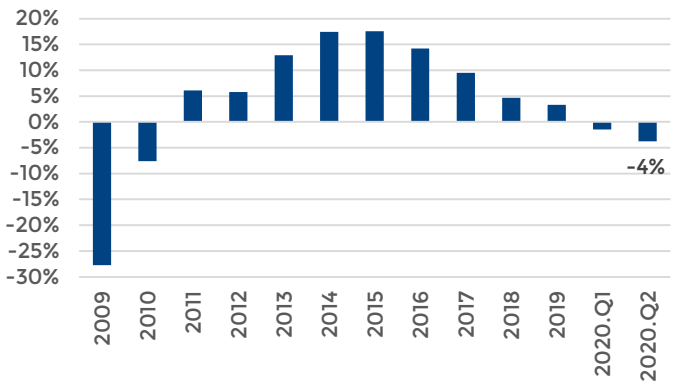
REALTORS® Leasing Volume Fell 4% in 2020 Q2

REALTORS® who responded to the survey reported that their gross leasing volume (renewals and new leases) declined by 4% year-over-year in 2020 Q2.

Leasing volume was down 7% to 10% at retail malls and down 1% to 2% for apartment and industrial properties. Industrial warehouses had the least decline in leasing volume of 1%, as e-commerce continues to make further inroads into the brick-and-mortar market.

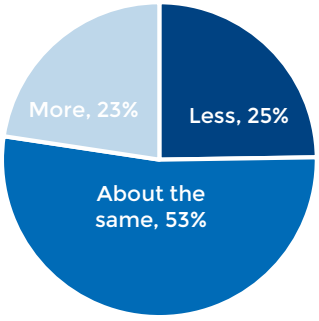
Slightly more than half of respondents reported that they are not yet seeing any suburban/urban area shift, but 23% reported they are seeing more suburban development.

REALTORS® Commercial Leasing Volume (YoY % Chg.)

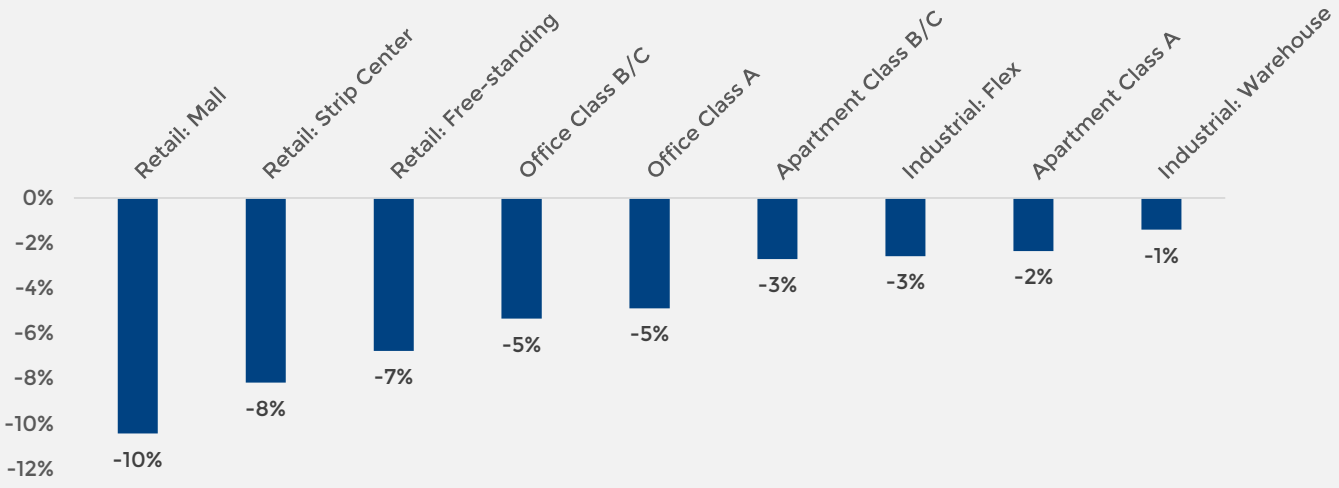


Sources: National Association of REALTORS®, Real Capital Analytics

Sales/leasing/development in a suburban area compared to January 2020 (distribution of responses)



Leasing Volume in 2020 Q2 by Property Type (YoY % Chg.)



6 | VACANCY RATES

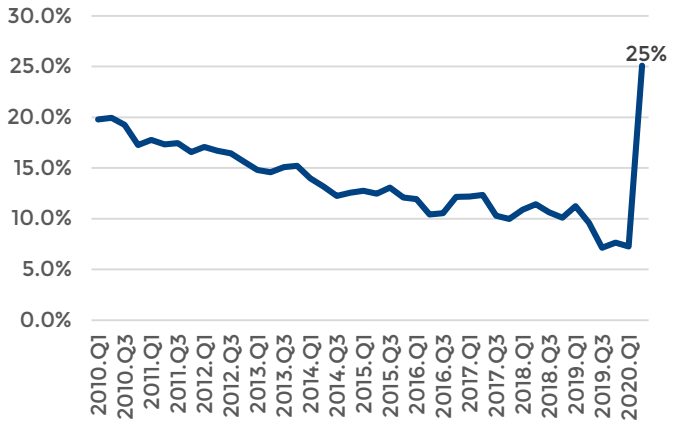
REALTORS® Reported 25% Vacancy Rate in 2020 Q2

REALTORS® reported that vacancy rates increased in all markets in 2020 20, to an average of 25%.

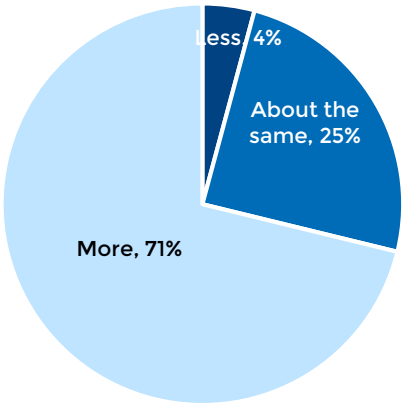
On average, the hotel vacancy rate spiked to 73%, retail vacancy rate to 20%, and office vacancy rate to 15%. The lowest vacancy rates were in multifamily, at 8%, and industrial properties, at 10%.

Vacancy rates have increased In the office market, with more workers working from home. Seventy-three percent of respondents reported observing an increase in co-working, alternating, or staggered job schedules.

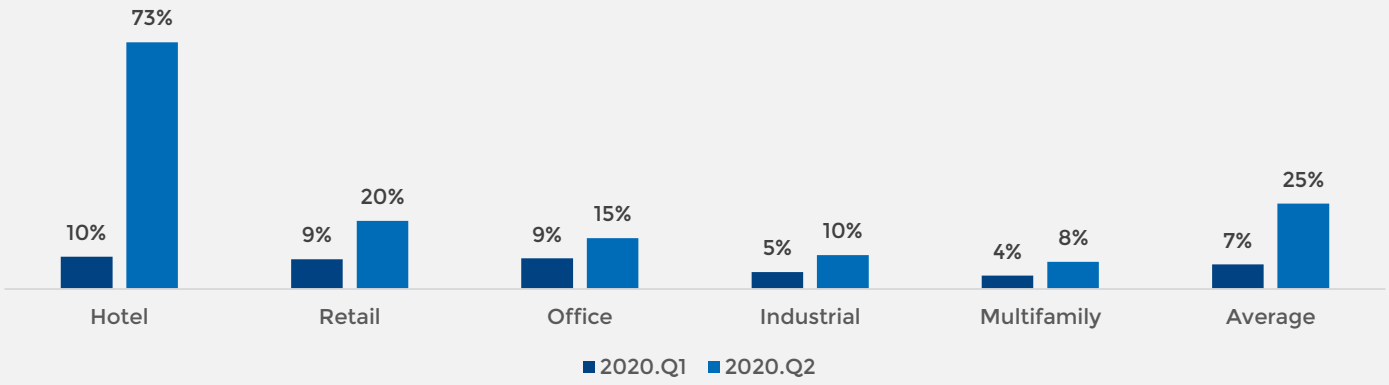
Average Vacancy Rate Reported by REALTORS®



Respondents Who Reported Observing or Implementing Alternating, Staggered, Work-from home Schedules



Vacancy Rates



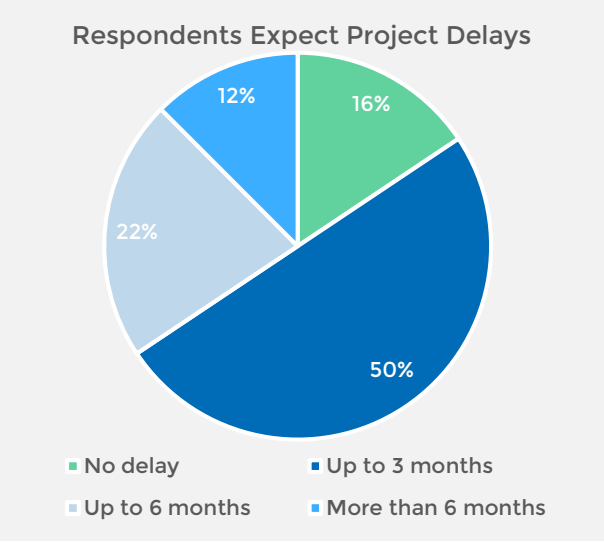
7 | CONSTRUCTION

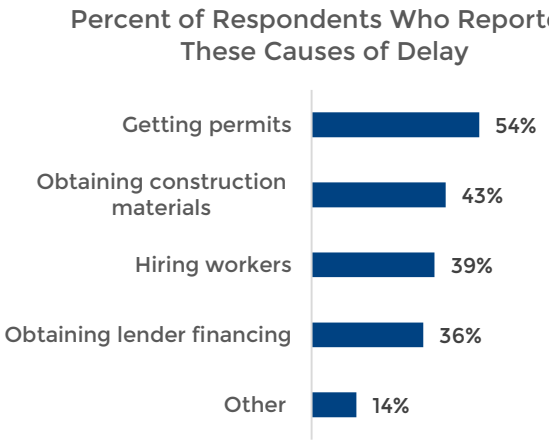
REALTORS® Reported 5% Decline in Construction Activity in 2020 Q2

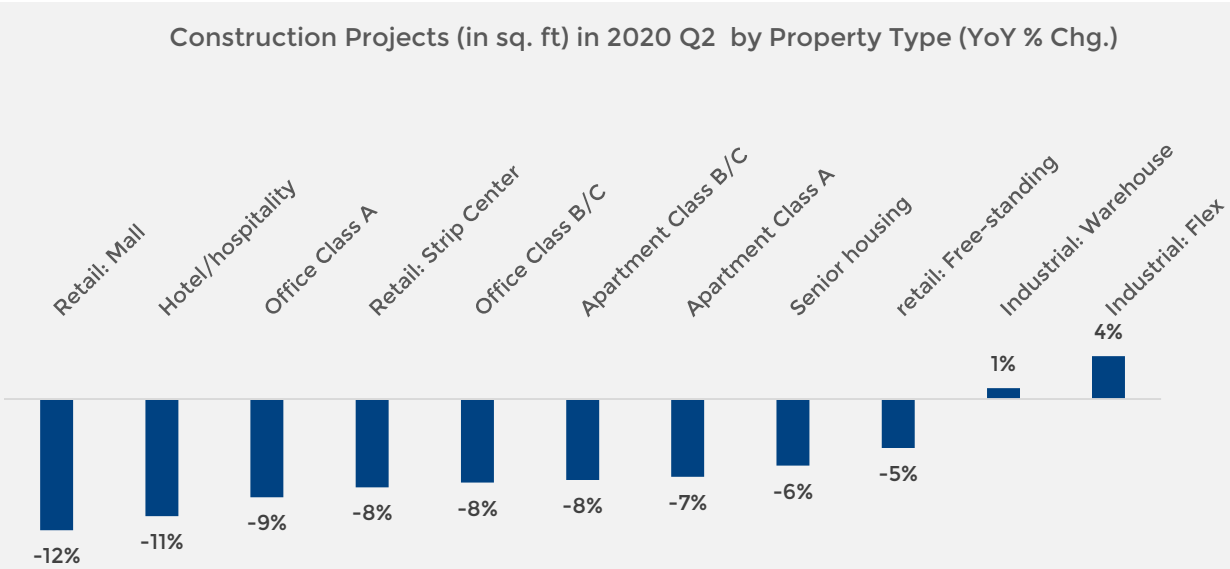
REALTORS® reported on average a 5% year-over-year decline in their construction activity (in square feet) in 2020 Q2.

Eighty-four percent of respondents reported that they expect their projects to be delayed, with 12% reporting more than six months.

Half of respondents reported that getting permits on time was the major cause of delay, followed by obtaining construction materials. Issues with hiring workers was cited by 39% of respondents. 'Other' causes of delay included work restrictions, sick workers, and physical constraints that made social distancing impossible on the construction site.







8 | COMMERCIAL OUTLOOK:MULTIFAMILY

Leasing volume in multifamily properties will likely remain unchanged or decline only modestly in 2020 Q3 compared to the volume in the second quarter. Net absorption will also likely move sideways. Jobs have started to recover, but the recovery will face headwinds with the surge in coronavirus cases that will impact retail trade, food services, leisure and hospitality workers. Workers in these sectors tend to be renters than homeowners (51% of food service workers are homeowners and only 58% of housekeeping and personal care workers are homeowners, well below the national rate of 64%).

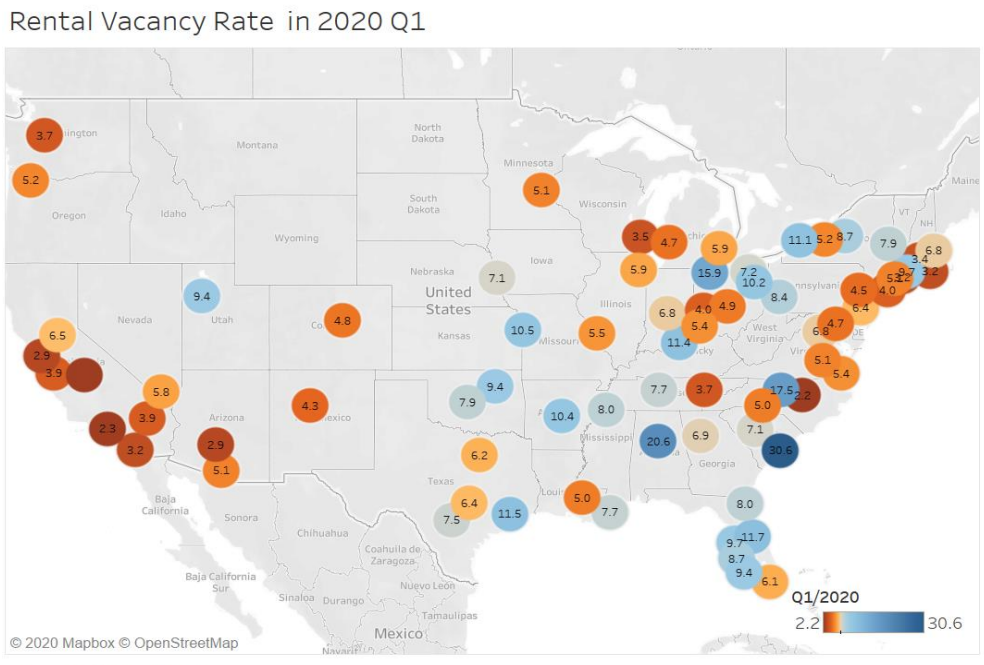
The $600 weekly benefit has also helped make up for lost wages, but this expires on July 31 and there is ongoing discussion in Congress on the extension of this funding for this program and the amount of the funding, which includes replacing the $600 weekly benefit with an amount that is a fraction of lost wages to incentivize people to go back to work.

The U.S. rental vacancy rate stood at 6.6% in 2020 Q2, but Realtors® reported on average an 8% vacancy rate on the properties they leased or managed. Realtors® expect multifamily vacancy rates to hover at around 8% in the next three months.

Metro areas with low vacancy rates will see firm rent growth, Many areas have vacancy rates below 4%, such as Raleigh, Los Angeles , Phoenix, San Francisco, San Diego, Riverside, Worcester, New Haven, Providence, Seattle, Knoxville, Dayton, and New York.

Realpage reported that among the nation's 50 largest apartment markets, 34 recorded more new lease signings in June 2020 than in June 2019, such as in Atlanta, Boston, Chicago, Denver, Houston, Las Vegas, Los Angeles, Miami, New York, Orlando, Phoenix, San Diego and Washington, DC.

Bottomline: the multifamily market will remain one of the strong legs of commercial real estate, along with industrial real estate.



Raleigh	2.2
Los Angeles-Long Beach-Anaheim	2.3
Phoenix-Mesa-Scottsdale	2.9
San Francisco-Oakland-Hayward	2.9
New Haven-Milford	3.2
Providence-Warwick	3.2
San Diego-Carlsbad	3.2
Worcester	3.4
Milwaukee-Waukesha-West Allis	3.5
Knoxville	3.7
Seattle-Tacoma-Bellevue	3.7
Riverside-San Bernardino-Ontario	3.9
San Jose-Sunnyvale-Santa Clara	3.9
Dayton	4.0
New York-Newark-Jersey City	4.0
Albuquerque	4.3
Allentown-Bethlehem-Easton	4.5
Baltimore-Columbia-Towson	4.7
Grand Rapids-Wyoming	4.7
Denver-Aurora-Lakewood	4.8
Columbus	4.9
Baton Rouge	5.0
Charlotte-Concord-Gastonia	5.0
Bridgeport-Stamford-Norwalk	5.1
Minneapolis-St. Paul-Bloomington	5.1
Richmond	5.1
Tucson	5.1
Portland-Vancouver-Hillsboro	5.2
Rochester	5.2
Cincinnati	5.4

Source: US Census Bureau

8 | COMMERCIAL OUTLOOK:OFFICE

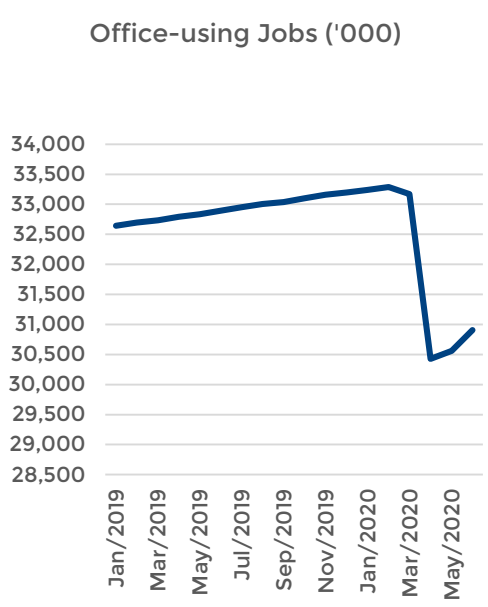
Sales, leasing, and net absorption will likely contract mildly in 2020 Q3 given the massive loss in occupancy that has already occurred in the second quarter, with negative net absorption of 8.4 million square feet from January to May 2020[1] (roughly the size of 200 football fields, or 4 football fields, per state). In 2020 Q2 alone, the net occupancy loss was 14 million square feet. Nearly 5 million square foot of space for sublease became available. These subleases are for co-working spaces, with about a third of the loss arising from the loss of technology occupiers in the metro areas of New York, San Francisco, Orlando, Charlotte, Denver, and Pittsburgh.[1]

Office-using jobs have come back, but about half are in the day-to-day operations of maintaining office buildings, while jobs in computer systems design and related services have not recovered. Moreover, jobs that are created won't necessarily be office-using if workers work from home. A Gartner survey revealed that 74% of employers plan to shift at least 5% of their workforce to permanently remote positions.

REALTORS® expect vacancy rates to continue to hover at 15%, unchanged from the level in the second quarter.

In the short-term (no vaccine has been discovered), suburban office spaces are likely to be more in demand than CBD office spaces, due to the price differential (office CBD is nearly twice as expensive as suburban CBD), and the increasing preference for the suburban living. Suburban office spaces have increasingly taken a larger share of the market since 2014, with CBD sales now accounting for just 36%.

Bottomline: Vacancy rates will remain elevated until jobs fully recover and depending on how much of newly created jobs will be occupying office space. Demand for suburban office space is likely to be stronger than demand for CBD office space, sustaining a trend even before the pandemic.



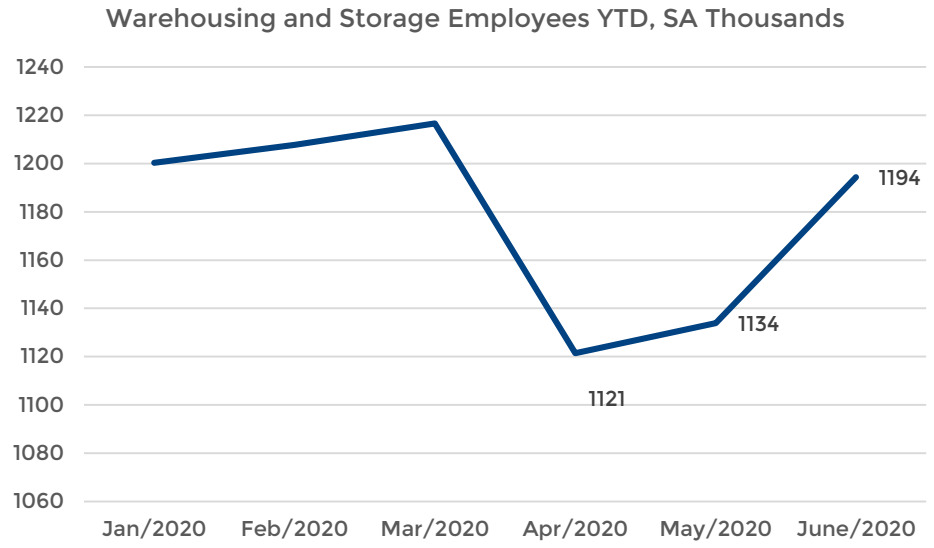
Source: BLS Establishment Survey

1 JLL Research 2020 Q2 Outlook

8 | COMMERCIAL OUTLOOK:INDUSTRIAL

Industrial properties may remain in demand given the constant growth in e-commerce and as physical retail locations continue to attract and retain consumers via online shopping and delivery. The acceleration towards e-commerce via the coronavirus may be a permanent shift that can only be a benefit to e-commerce sales which underpins the demand for warehousing space and employment. The industrial sector displayed its durability and importance as it was not affected as much as other sectors and was one of the strongest sectors throughout the pandemic. As the economy traverses the coronavirus pandemic en route to an eventual complete recovery, the industrial sector's growth should continue.

REALTORS® expect vacancy rates in the warehouse spaces to average 8% in the coming quarter.



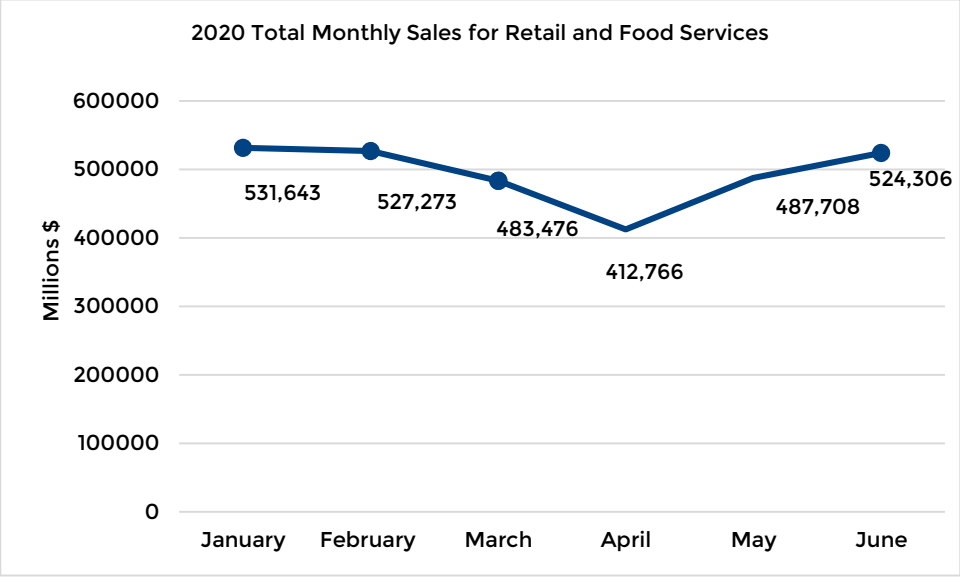
8 | COMMERCIAL OUTLOOK:RETAIL

Retail, after nearly coming to a complete stop is starting to show signs of recovering as the economy begins to reopen, albeit is phases according to various state guidelines. As retail reopens in phases, there are some restrictions put in place to minimize human contact i.e. operating at only 25%, 50%, etc. capacity. As states go deeper into various state reopening phases, retail foot traffic may increase. But, the retail sales lost during the pandemic will not be recovered anytime soon. When retail does recover it may not look the same as consumer spending habits changed through the pandemic. This coupled with permanent retail closures, we could see vacant retail being repurposed as apartments, warehousing or another use.

The increasingly popular food delivery sector, especially throughout the coronavirus pandemic, is facing consolidation as Uber offered to purchase Postmates for $2.6 billion in June. This came off of the heels of Uber's failed attempt to acquire Grubhub for whom was acquired by Europe's Just Eat Takeaway for $7.3 billion in June as well. Should the deal be executed, it would add to Uber's current delivery business, Uber Eats which grew throughout the coronavirus pandemic.

Just as food delivery demand grew, the ghost kitchen concept gained further traction as well. Already on the rise in deal amount and transactions in recent years, ghost kitchens offered operators a revenue stream when traditional dine-in operations ceased as a result of the pandemic and as such, expansions were realized. Ghost kitchen investment is increasing such as investment in Zuul, whom raised $9 million to expand operations in NYC or Wingstop, whom recently opened their first ghost kitchen in Dallas, Texas as they pivoted from 80% to 100% off-premise operations originating from closing its dining rooms in March 2020 which was at the beginning of COVID-19. In consideration of the realized and expected growth of food delivery services, ghost kitchen investment shall continue provided the demand for on-demand food delivery continues.

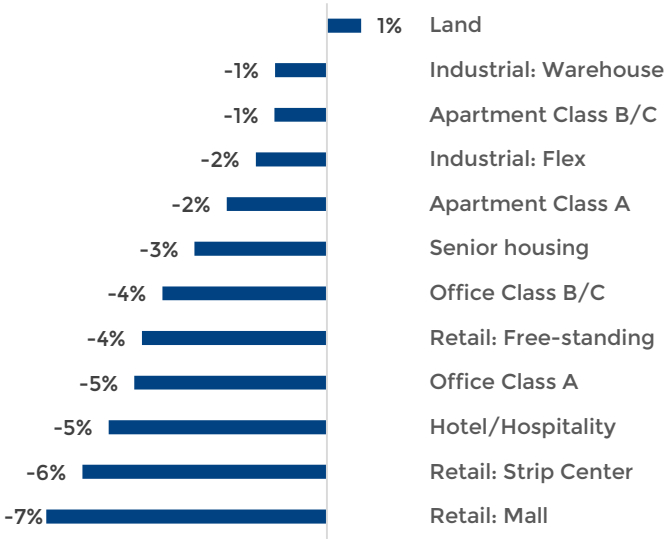
REALTORS® expect vacancy rates to remain elevated in the third quarter, at 20% among retail strip centers and free-standing stores, with much higher vacancy rates for malls, at 35%.



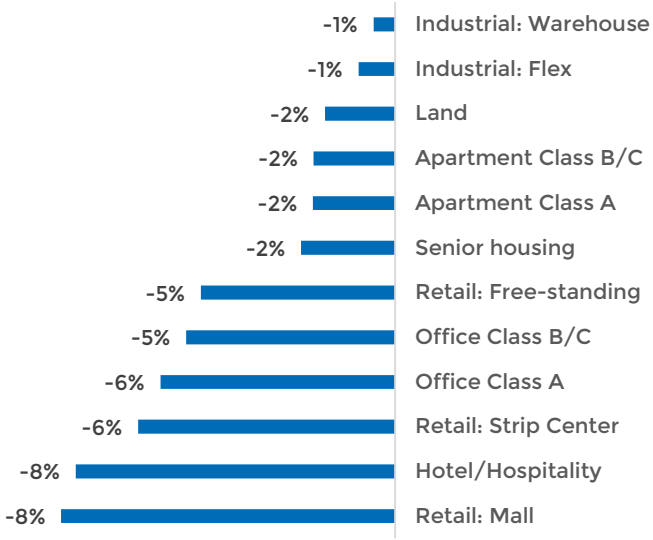
8 | COMMERCIAL OUTLOOK

REALTORS® Expect Land, Industrial, and Apartment Real Estate Market to Perform Better than Office, Retail, and Hotel

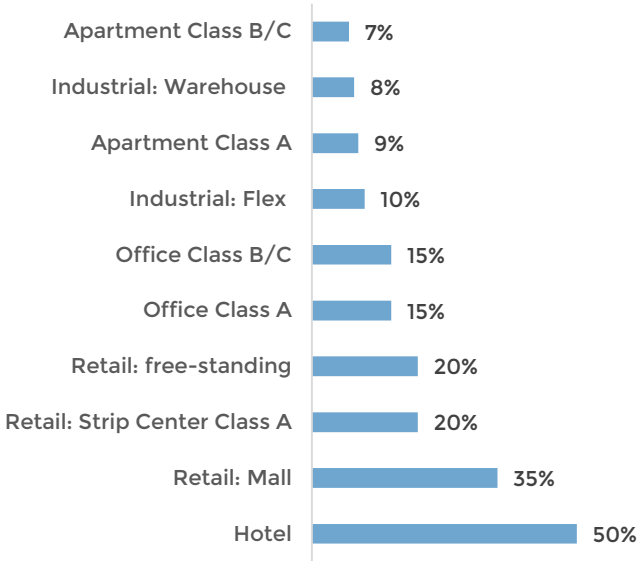
3-Month Sales Outlook
(Y/Y Change)



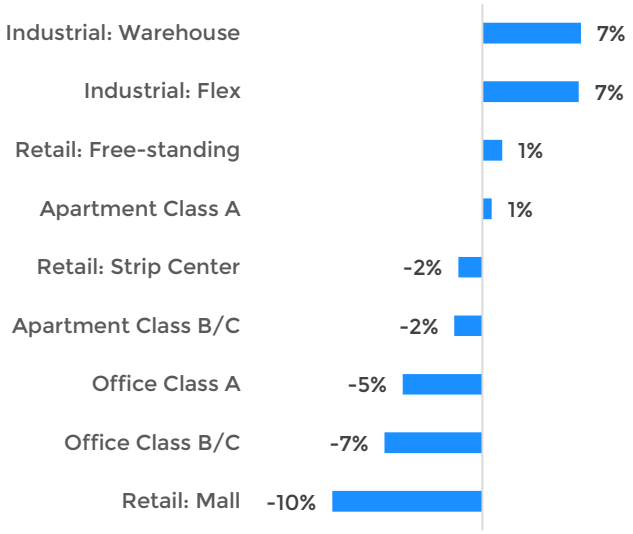
3-Month Commercial Price Outlook
(Y/Y Change)



Expected Vacancy Rates in 2020 Q3



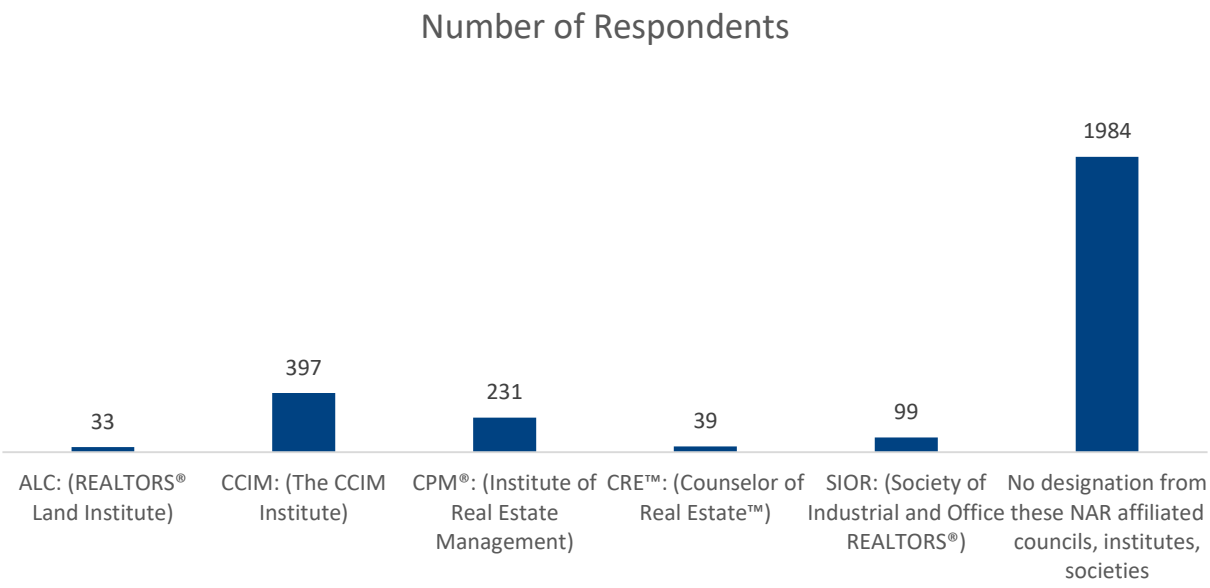
3-Month Construction Outlook
(Y/Y Change)



9 | ABOUT THE SURVEY

NAR's Quarterly Market Survey gathers information about the commercial transactions of REALTORS® and members of affiliate organizations (CCIM, SIOR, RLI, IREM, and the Counselors of Real Estate) and the opportunities and challenges facing commercial practitioners.

The 2020 Q2 survey was sent to approximately 76,000 commercial REALTORS® and members of affiliate organizations during July 5–16, 2020, of which 1,056 responded to the survey. A Leasing Conditions Survey was also sent out to all 76,000 commercial REALTORS® and members of affiliate organizations during July 1-13, of which 1,613 were engaged in leasing and property management and filled out the survey.



COMMERCIAL REAL ESTATE TRENDS & OUTLOOK
July 2020

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The NAR Research Group acknowledges the I/S/Cs for reaching out to their members to respond to the survey and developing the survey: Aubrie Kobernus, CEO, Realtors® Land Institute; Denise LeDuc-Froemming, CEO/EVP, IREM; Alexis Fermanis, Communications Director, SIOR; and Greg Fine, CEO/EVP, CCIM Institute. The Research Group also acknowledges Charlie Dawson, Vice-President, Engagement, and Rodney Gansho, Director of Engagement, in reaching out to CCIM, CRE, IREM, SIOR, and RLI designees to respond to the survey.

Download report at: https://www.nar.realtor/commercial-real-estate-market-survey

NATIONAL ASSOCIATION OF REALTORS®

The National Association of REALTORS® is America's largest trade association, representing more than 1.4 million members, including NAR's institutes, societies and councils, involved in all aspects of the real estate industry. NAR membership includes brokers, salespeople, property managers, appraisers, counselors and others engaged in both residential and commercial real estate. The term REALTOR® is a registered collective membership mark that identifies a real estate professional who is a member of the National Association of REALTORS® and subscribes to its strict Code of Ethics. Working for America's property owners, the National Association provides a facility for professional development, research and exchange of information among its members and to the public and government for the purpose of preserving the free enterprise system and the right to own real property.

NATIONAL ASSOCIATION OF REALTORS®
RESEARCH GROUP

The Mission of the NATIONAL ASSOCIATION OF REALTORS® Research Group is to produce timely, data-driven market analysis and authoritative business intelligence to serve members, and inform consumers, policymakers and the media in a professional and accessible manner.

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