SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT LAND USE COMMISSION

Airport Land Use Compatibility Plan Update

For San Diego International Airport

Prepared for
Airport Land Use Commission
San Diego County Regional Airport Authority

Prepared by
Ricondo

In association with Katz & Associates

February 2025 | FINAL

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

THIS PAGE INTENTIONALLY LEFT BLANK.

Table of Contents

List of Appendices

List of Tables

List of Exhibits

Chapter 1
Implementation

1.1 PURPOSE AND SCOPE OF THE PLAN

This Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA or the Airport) has been prepared by the San Diego County Regional Airport Authority (SDCRAA), acting in its capacity as the designated Airport Land Use Commission (ALUC) for San Diego County, in fulfillment of the state mandate to prepare ALUCPs.[1] Consistent with state law, the purpose of this ALUCP is to provide guidance on appropriate land uses surrounding SDIA to protect the health, safety, and welfare of people and property within the vicinity of an airport, as well as the public in general, and in turn to protect the airport against encroachment by incompatible land uses which might restrict its operations.[2]

1.1.1 Effective Date and Severability

This ALUCP becomes effective on the date of its adoption by the ALUC. This ALUCP supersedes the previous ALUCP adopted on April 3, 2014, and amended on May 1, 2014. If any term, policy, or provision in this ALUCP is found to be invalid, void, or unenforceable, the remainder shall continue in full force and effect and shall in no way be affected, impaired, or invalidated.

1.1.2 Amendment of this ALUCP

Major amendments to the ALUCP (revising, adding, or changing policies, standards, or the areas within which the policies and standards apply) cannot be done more than once per calendar year.[3] Minor amendments (addressing grammatical, typographical, or minor technical errors that do not affect how policies or standards are applied) can be done as often as needed.[4] ALUCP amendments may address any issue deemed appropriate by the ALUC. Because state law requires that local agencies operating airports submit updates to airport master plans, airport layout plans, and proposals for airport expansion for ALUC review,[5] this ALUCP may need to be amended to reflect updates and revisions to Airport plans (see Section 1.8).

1.1.3 Goals of this ALUCP

This ALUCP provides airport land use compatibility policies and standards related to four airport-related factors: noise, safety, airspace protection, and overflight. The goals of these land use compatibility policies and standards are listed in **Table 1-1**.

[1] California Public Utilities Code Sections 21670.3(a), 21674, and 21675.
[2] California Public Utilities Code Section 21675(a).
[3] California Public Utilities Code Section 21675(a).
[4] California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, Section 2.4.2, ALUCP Amendments.
[5] California Public Utilities Code Sections 21674(d) and 21676(c).

Table 1-1 Land Use Compatibility Goals

Compatibility Factor	Goals
Noise (Chapter 2)	Protects public health and welfare within noise contours by: ■ Limiting new noise-sensitive development within noise contours ■ Ensuring that new noise-sensitive development meets interior sound level standards ■ Requiring avigation easements for new noise-sensitive development
Safety (Chapter 3)	Protects public safety within safety zones by: ■ Limiting new risk-sensitive land uses within safety zones ■ Limiting the occupancy of new land uses within the safety zones
Airspace Protection (Chapter 4)	Protects public safety and welfare within the airspace protection boundary by: ■ Limiting the height of new structures and objects per Federal Aviation Administration (FAA) standards to preserve the operational capability of the Airport ■ Limiting potential hazards to flight to protect aircraft in flight
Overflight (Chapter 5)	Protects public welfare within the overflight boundary by: ■ Promoting awareness to prospective residents of new housing within the overflight boundary about airport proximity and the potential effects of aircraft overflights

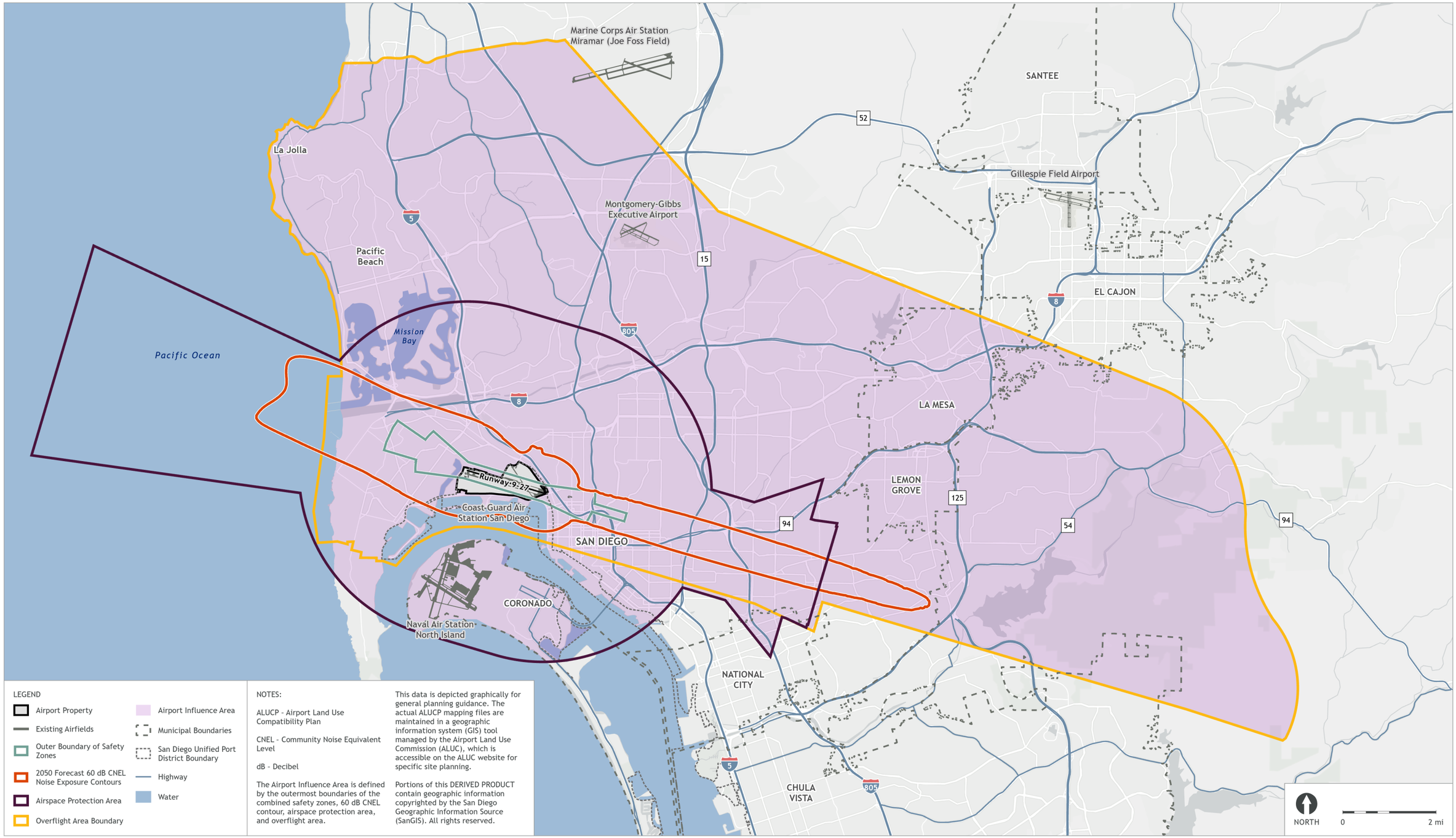
SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

1.1.4 Airport Influence Area

This ALUCP applies within the Airport Influence Area (AIA) for SDIA. This ALUCP provides airport land use compatibility policies related to the four factors of safety, noise, airspace protection, and overflight that apply within the AIA. The AIA, depicted on **Exhibit 1-1**, is defined by the outermost boundaries of the combined safety zones, 60 dB CNEL noise contour,[6] airspace protection area, and overflight area. Within the AIA, state law requires any person offering residential property for sale or lease to disclose to prospective buyers or lessees the proximity of the property to the Airport and the potential effects of aircraft overflight.[7]

[6] CNEL means "community noise equivalent level," a cumulative, 24-hour, time-weighted noise metric. It describes the total noise over a 24-hour period, with noise in the evening (7:00 to 10:00 pm) assigned an extra weight of 4.8 dB and noise at night (10:00 pm to 7:00 am) assigned an extra weight of 10 dB. The term dB means "decibel," a measure of sound pressure level.

[7] California Business and Professions Code Sections 11010(a) and (b)(13); California Civil Code Sections 1102.6 and 1103.4; California Code of Civil Procedure Section 731a.



LEGEND

- Airport Property
- Existing Airfields
- Outer Boundary of Safety Zones
- 2050 Forecast 60 dB CNEL Noise Exposure Contours
- Airspace Protection Area
- Overflight Area Boundary
- Airport Influence Area
- Municipal Boundaries
- San Diego Unified Port District Boundary
- Highway
- Water

NOTES:

ALUCP - Airport Land Use Compatibility Plan

CNEL - Community Noise Equivalent Level

dB - Decibel

The Airport Influence Area is defined by the outermost boundaries of the combined safety zones, 60 dB CNEL contour, airspace protection area, and overflight area.

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.

AIRPORT LAND USE COMMISSION

SOURCES: California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway); SanGIS, 2023 (municipalities); San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); SanGIS, 2015 (airfields); Harris Miller Miller & Hanson, Inc., June 2023 (2050 noise contours); Ricondo & Associates, Inc., April 2024 (overflight area boundary); Ricondo & Associates, Inc., March 2024 (airspace protection area).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter1_20240517.aprx Layout: SAN_ALUCP_Exh1-1_AirportInfluenceArea_20240521

EXHIBIT 1-1

AIRPORT INFLUENCE AREA

THIS PAGE INTENTIONALLY LEFT BLANK.

1.1.5 Stakeholders Involved with this ALUCP

Stakeholders affected most directly by this ALUCP include four groups – the ALUC, the airport operator, the local agency, and the sponsor of development projects (project sponsor). **Table 1-2** briefly describes these stakeholders and their roles in using or implementing this ALUCP.

Table 1-2 Stakeholders

Stakeholder	Role in Using or Implementing the ALUCP
ALUC	The SDCRAA Board, in its role as the ALUC, adopts and implements the ALUCP and amends the ALUCP as needed.
Airport Operator	The SDCRAA Board, as owner and operator of SDIA, updates the Airport Layout Plan or Airport Master Plan which may require updates to this ALUCP.
Local Agency	Local agencies are government entities granted by the state with land use regulatory and permitting authority or the authority to build and operate public buildings and facilities within the AIA, including school districts, community college districts, and special districts.* Local agencies are responsible for amending their land use plans and regulations to be consistent with the ALUCP.**
Project Sponsor	A project sponsor is any person or entity having a legal interest in a property, including a local agency, landowner, or nonresidential tenant, who submits an application to a local agency for review and permitting of a proposed action relating to such property. Before the local agency has made its plans and regulations consistent with the ALUCP, the local agency must submit the project sponsor's proposed land use action to the ALUC for ALUCP consistency review and determination.

NOTES:
* California Public Utilities Code Section 21670(f).
** California Public Utilities Code Section 21676(a).
SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

1.2 LIMITS OF ALUC AUTHORITY

1.2.1 Property Not Subject to this ALUCP

This ALUCP does not apply to the use of any property owned by the United States government, State of California, or any Native American tribe.

1.2.2 Exemptions from Consistency Determination Review

Table 1-3 summarizes project categories exempt from review for a determination of consistency with this ALUCP (see Section 1.6) by the ALUC or local agency after it implements this ALUCP (see Section 1.7).

Table 1-3 Exemptions from Consistency Determination Review

Exemption Category	Description and Conditions
Existing Land Uses[1]	Any use occurring as of the effective date of this ALUCP that remains constant, as is, without modification, other than exempted alterations, or without being discontinued
Alterations to Existing Residential Uses	Repair, maintenance, and remodeling of existing habitable space with no increase in density or height
Alterations to Existing Nonresidential Uses	Repair, maintenance, and remodeling within existing gross occupancy area with no increase in intensity or height
Uses with Vested Rights[2]	A land use is considered existing if the local agency determines the use has a vested right obtained in any of the following ways: ■ A valid building or other development permit with substantial work performed and substantial liabilities incurred in good faith reliance on the permit[3] ■ An executed and valid development agreement[4] ■ An approved and unexpired vesting tentative map[5]
Resumption of a Discontinued Use Incompatible with Noise or Safety Standards	Resumption of a previously existing land use that is incompatible with either the noise or safety policies and standards of this ALUCP and has been discontinued for no more than 24 consecutive months with no increase in height or intensity greater than the most recent prior use
Unoccupied Accessory Structures	Structures not designed as habitable space, such as sheds, garages, parking structures, residential decks and patios, and utility attachments, such as solar panels or satellite antennas, provided that (1) the proposed structure does not penetrate the combined runway end siting surfaces (RESS) and one engine inoperative (OEI) airspace surfaces (Policy A.5 in Chapter 4) and (2) the proposed structure does not require the filing of Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA (Policy A.2 in Chapter Four).
Temporary Uses and Activities[5]	Tents, concert stages, participant sports, spectator events, fairs, and receptions held without a use permit required by the local agency. Depending on height and location, structures may be subject to FAA notification and review per federal regulations (see Policy A.2, FAA Notification Requirements, in Chapter 4).
Projects Outside Noise Contours, Safety Zones, and the RESS/OEI Airspace Area	Provided that: ■ The project sponsor provides the local agency with (1) an unexpired FAA Determination of No Hazard to Air Navigation with no marking/lighting conditions and no changes to flight procedures necessitated by the project or (2) evidence that filing of Form 7460-1, Notification of Proposed Construction or Alteration, with the FAA is not required; and ■ The project does not involve any potential hazards to flight, as described in Section 4.2 in Chapter 4.

NOTES:
1 California Public Utilities Code Sections 21670(a)(2) and 21674(a).
2 See also Section 1.6.5, Changes to Land Use Projects with Previous Consistency Determinations, and Section 1.6.6, Long Term Projects Approved under Previous ALUCP, for other potential uses with vested rights which may qualify for exemption from consistency determination review.
3 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.
4 California Government Code Section 65866.
5 California Government Code Section 66498.1.
SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

1.2.3 Limit of ALUC Authority Over Airport

The ALUC has no authority over airport design, site layout, operations, or expansion[8] (see Section 1.8 for policies relating to ALUC review of proposed airport plans and projects). Other potential impacts created by airports within their environs (e.g., air or water quality, resource impacts, or surface traffic) are addressed by federal and state laws and are not within the statutory authority for the ALUC to review.

1.3 CHANGES TO EXISTING LAND USES

An existing land use is not subject to this ALUCP unless it is proposed for enlargement, reconstruction, or conversion to another use.

Repair, maintenance, or remodeling within the building footprint is not subject to the policies of this ALUCP unless the work would result in an increase in the density of residential use, the intensity of nonresidential use, and/or the structure height, including appurtenances to the building (such as antennas or rooftop equipment) (see Table 1-3).

Table 1-4 describes the standards that apply to an increase in gross occupied area, reconstruction, or conversion of existing land uses.

1.4 GOVERNING ALUCP

Land use plans and regulations for which an application to the ALUC was filed prior to the adoption of this ALUCP will be reviewed under the previous ALUCP adopted in 2014. (See also Section 1.1.1, Effective Date and Severability.) Land use projects for which an application is deemed complete per the Government Code by the local agency before the adoption of this ALUCP will be reviewed under the previous ALUCP.

1.5 LAND USE ACTIONS SUBJECT TO ALUCP

1.5.1 Land Use Actions Always Subject to ALUC Consistency Review

ALUC consistency review is always required for the following land use actions within the AIA to the extent they pertain to land use policies and standards of this ALUCP:[9]

- Proposed adoption of or amendment to a General/Community/Specific/Precise Plan;
- Proposed adoption of or amendment to a Zoning Ordinance, including a zone change;
- Proposed adoption of a local building or subdivision regulation, other than the State Building Code; and
- Proposed adoption of or amendment to any school district, community college district, or special district master plan.

[8] California Public Utilities Code Section 21674(e).
[9] California Public Utilities Code Section 21676(b).

Table 1-4 Standards for Changes to Existing Land Uses

Type of Change	Noise Standards	Safety Standards	Airspace Standards
Enlargement of Gross Occupied Area or Reconstruction	■ Attenuate sound to 45 dB CNEL for new: ○ Sleeping rooms ○ Public assembly, meeting rooms ○ Classrooms ■ For reconstruction, attenuate sound in habitable area: ○ If required by Table 2-1, Chapter 2 ○ For uses classified as incompatible in Table 2-1, attenuate sound to 45 dB CNEL ■ Record avigation easement for children's and adult schools and for other uses if required by Table 2-1	■ For uses classified as incompatible in Table 3-1, Chapter 3, no increase in density or, for nonresidential uses (not including kindergarten through grade 12 schools), gross occupied area ■ No increase in enrollment for children's schools ■ For uses classified as conditionally compatible in Table 3-1, no increase in density or intensity above limits in Table 3-1 ■ In Safety Zone 1: ○ Reconstruction compatible only if original structure destroyed by calamity ○ Remodeling or partial reconstruction compatible if no more than 50 percent of exterior walls are removed and no increase in building footprint or gross occupied area. Intensity must not exceed what it was prior to remodeling or partial reconstruction.	■ An existing building or object that penetrates the runway end siting surface (RESS) cannot be further increased in height ■ All policies and standards of Chapter 4 apply to increases in building height, including rooftop appurtenances
Conversion to Another Land Use: ■ Use with different occupancy factor ■ Residential to nonresidential ■ Nonresidential to residential	■ Standards in Table 2-1, Chapter 2, apply	■ Standards in Table 3-1, Chapter 3 apply ■ In Safety Zone 1: ○ No increase in intensity above existing or most recent prior use ○ No change to another use classified as incompatible in Safety Zone 2 per Table 3-1	■ An existing building or object that penetrates the RESS cannot be further increased in height ■ All policies and standards of Chapter 4 apply to increases in building height, including rooftop appurtenances

SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

1.5.2 Land Use Actions Subject to ALUC Consistency Review Until Local Agency Implements or Overrules ALUCP

The following land use projects are subject to ALUC consistency review until the local agency implements or overrules this ALUCP (see Section 1.7).[10] They include projects which can be authorized by the local agency through any means (ministerial permit, discretionary permit, certificate of occupancy, business license, or sponsorship by a local agency).

- Subdivision of property;
- Construction of a new residence or nonresidential building, unless exempt per Table 1-3;
- Reconstruction of or addition to an existing residence, unless exempt per Table 1-3;
- Reconstruction of a building occupied by or proposed for occupancy by a nonresidential use, unless exempt per Table 1-3;
- Expansion of the gross occupancy area of an existing building occupied by or proposed for occupancy by a nonresidential use;
- Establishment of a new use with a different occupancy factor than the prior use as indicated in Table 3-1 in Chapter 3 in the whole or part of an existing residence or nonresidential building; or
- Establishment of a use of land without enclosed buildings that is not a temporary use or activity exempt under Table 1-3.

1.6 CONSISTENCY DETERMINATION REVIEW PROCESS

Local agencies must submit an application for consistency determination to the ALUC for proposed land use actions as required by this ALUCP (see Section 1.5). Proposed actions should be referred to the ALUC at the earliest reasonable time so that the ALUC's determination can be duly considered by the local agency prior to formalizing its decision. Depending on the type of land use action and the ALUC meeting schedule, ALUC review can be completed before, after, or concurrently with review by local agency officials and advisory bodies but must be done before final action by the local agency.

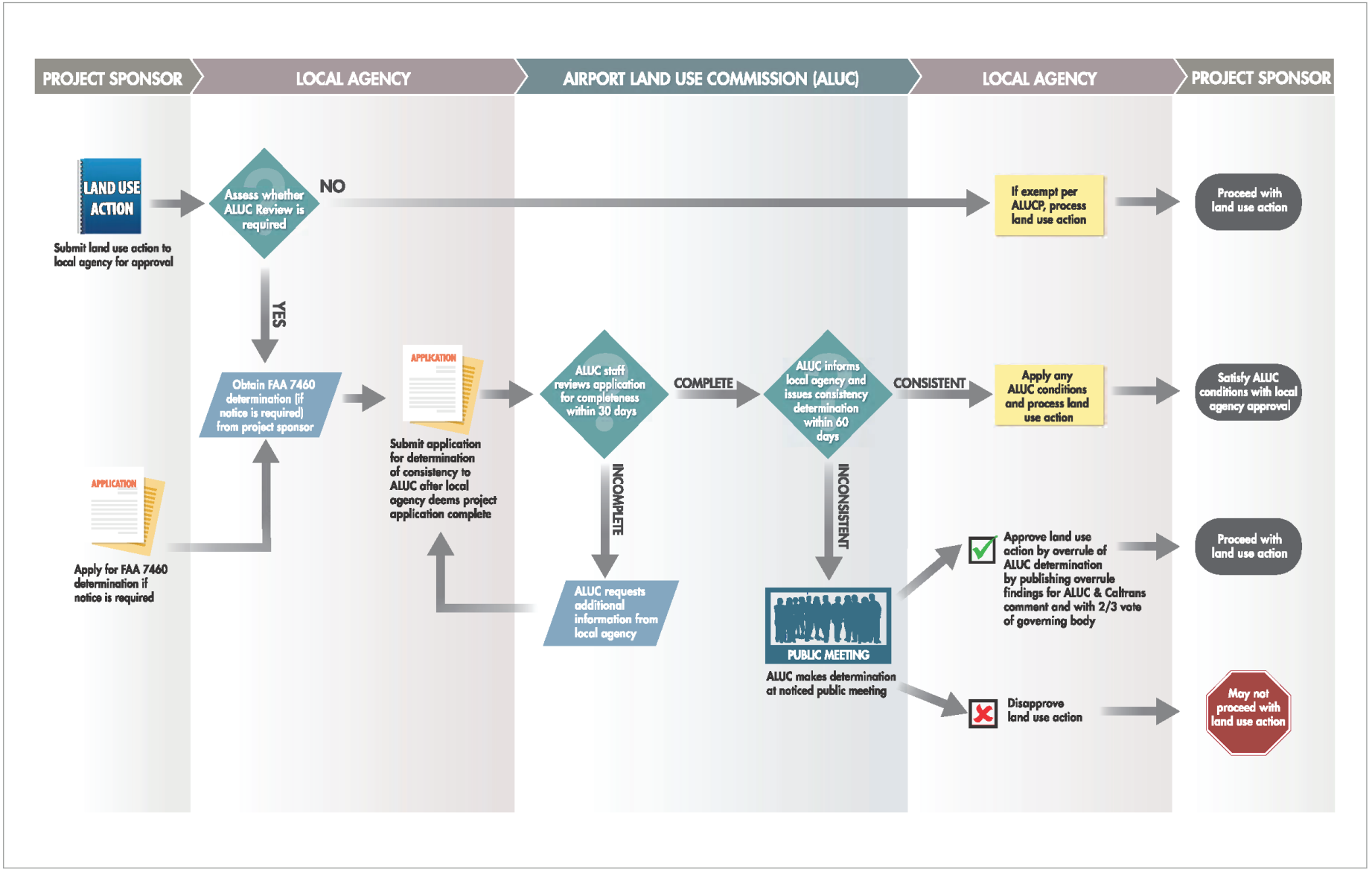
What does "consistency" mean in this context?

***Consistency** means that a proposed land use action is compatible with all noise, safety, airspace protection, and overflight policies and standards of this ALUCP.*

The application for determination of consistency is published for local agency access on the ALUC website. The consistency review process, discussed in the following sections, is depicted on **Exhibit 1-2**.

[10] California Public Utilities Code Section 21676.5(a).

THIS PAGE INTENTIONALLY LEFT BLANK.



AIRPORT LAND USE COMMISSION

SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission.

Source file location: /Volumes/ricondo/Shared/oDrive/Corporate/Creative Services/01 Projects/01 Client Projects/2024/SAN/21141229_5-4-1_Exhibit_1/Exhibit_1-2/SAN_ALUCP_Exh_1-2.indd

EXHIBIT 1-2

ALUC CONSISTENCY DETERMINATION REVIEW PROCESS

THIS PAGE INTENTIONALLY LEFT BLANK.

1.6.1 Review of Application for Completeness

ALUC staff will determine if the application for consistency determination from the local agency is complete and notify the local agency of application completeness in writing within 30 calendar days after receipt of an application.

If the application for consistency determination is incomplete, ALUC staff will identify the information required to complete the application and inform the local agency in writing. If additional information is required, a new 30-calendar day review period begins after the additional information is received by ALUC staff.

If ALUC staff does not make a written determination of completeness or identify the information required to complete the application and inform the local agency in writing within 30 calendar days after receipt of an application for consistency determination, the application is considered complete.[11]

1.6.2 Consistency Review Timeframe

The ALUC must respond to a local agency's request for consistency determination within 60 calendar days after the local agency has received written notification from ALUC staff that the application is deemed complete by ALUC staff.

The 60-calendar day review period may be extended if the local agency agrees in writing or verbally consents at an ALUC meeting.

If the ALUC fails to act within 60 calendar days, the proposed land use plan, regulation, or project is considered consistent with this ALUCP.[12]

1.6.3 Public Notice

The ALUC will provide public notice as part of acting on any land use plan, regulation, or project under consideration.[13]

1.6.4 Consistency Determination Result

The ALUC will notify the local agency in writing of its consistency determination. A proposed land use plan, regulation, or project is determined to be one of the following:

- **Consistent with this ALUCP:** The land use action is compatible with all four sets of ALUCP land use compatibility policies and standards. The local agency can proceed with its decision.
- **Conditionally consistent with this ALUCP:** The local agency may proceed with its decision provided that conditions stipulated in the policies and standards of this ALUCP are incorporated into the local agency decision. Responsibility to ensure compliance with conditions rests with the local agency with permit or approval authority.

[11] California Government Code Sections 65943(a) and (b).
[12] California Public Utilities Code Section 21676(d).
[13] California Public Utilities Code Section 21675.2(d).

- **Not consistent with this ALUCP:** The local agency may not approve the proposed land use plan, regulation, or project, unless it overrules the ALUC's finding of inconsistency in accordance with state law[14] (see Section 1.7.4).

1.6.5 Changes to Land Use Projects with Previous Consistency Determinations

An ALUC consistency determination remains in continuous effect and does not expire, but it is limited to the project plans and description submitted with the application as reviewed by the ALUC. New consistency review is required if any of the following modifications to a proposed land use project occur prior to issuance of final permits by a local agency:

- An increase in the proposed residential density (not including accessory or junior accessory dwelling units) or nonresidential intensity;
- A change to or addition of a new land use per Table 2-1 in Chapter 2 or Table 3-1 in Chapter 3;
- An increase in proposed height; or
- Addition of a characteristic that would create a hazard to air navigation (e.g., glare, thermal exhaust plumes, wildlife attractants) or adversely impact airport operations (see Section 4.4 in Chapter 4).

1.6.6 Long-Term Projects Approved Under Previous ALUCP

An approved long-term project (e.g., a specific plan, master plan, precise plan, large subdivision of multiple phases, or functionally comparable discretionary permit or action, and any subsequent implementing permit or action for that project) is subject to the ALUCP in effect at the time the first such permit or approval was issued by the local agency, provided *all* of the following exist:

- Final local agency approval of the original project occurred prior to the effective date of this ALUCP;
- The ALUC issued a consistency determination for the original approval (if the project site was within an AIA requiring ALUC review under the previous ALUCP);
- The original permit or approval has not expired nor been rescinded;
- The original permit has not changed per the bulleted items in Section 1.6.5;
- The project sponsor has exercised reasonable, good-faith efforts to implement the project, such as pursuing other required permits and approvals (e.g., subsequent or additional CEQA documents or resource agency permits); preparing architectural or engineering plans; or constructing infrastructure improvements (e.g., roadways, storm drains, parks, sewer, water, or other utilities); and
- The local agency has approved an implementing permit or action for the project no more than five years prior to the effective date of this ALUCP.

1.7 LOCAL AGENCY IMPLEMENTATION

1.7.1 Local Agency Requirements and Responsibilities

According to state law,[15] within 180 calendar days of the ALUC's adoption or amendment of this ALUCP, each local agency affected by this ALUCP must:

- Amend its land use plans and regulations as needed to be consistent with this ALUCP; or

[14] California Public Utilities Code Section 21675.1(d).
[15] California Government Code Sections 65302.3(a), (b), and (c).

- Overrule this ALUCP as explained in Section 1.7.4.

Until the local agency either acts to make its land use plans and regulations consistent with this ALUCP or overrules the ALUCP, ALUC consistency review of the proposed land use actions described in Section 1.5.2 remains necessary.

1.7.2 Establishing Consistency of Local Agency Land Use Plans and Regulations

To establish consistency of land use plans and regulations with this ALUCP, local agencies must eliminate conflicts with this ALUCP. Conflicts may include:

- Land use plan or zoning designations that permit incompatible uses within noise contours or safety zones;
- Permissible residential densities and nonresidential intensities that exceed this ALUCP's density and intensity limits in any safety zone; and/or
- Permissible structure heights that would penetrate the combined RESS/OEI surface (Policy A.5 in Chapter 4) or constitute a hazard to air navigation (Policy A.3 in Chapter 4).

Land use designations in local agency land use plans that reflect existing land uses which may be inconsistent with this ALUCP do not render those local agency plans inconsistent with this ALUCP. However, local agencies must limit changes to existing land uses in accordance with the policies and standards of this ALUCP to be deemed consistent with the ALUCP (see Section 1.3 in this chapter, Policy N.7 in Chapter 2, and Policy S.14 in Chapter 3).

To be deemed consistent with this ALUCP by the ALUC, local agency land use plans and regulations, including zoning, subdivision, and building regulations, must include standards for reviewing land use projects for consistency with this ALUCP. More information regarding implementation can be found in **Appendix B** of this ALUCP.

1.7.3 Methods of Implementing this ALUCP

A local agency can make its land use plans and regulations consistent with this ALUCP in the following ways:

- Incorporate ALUCP Policies into General Plan Elements and Amend Zoning Code — Individual elements of local general plans may be amended to incorporate applicable policies from this ALUCP. For example, noise compatibility policies and standards could be added to the noise element; safety policies to the safety element; and other policies, standards, and maps to the land use element. Then the provisions of the zones within the AIA could be amended to incorporate the ALUCP development standards applying to each zone.
- Adopt ALUCP as an Overlay Zone — Local agencies may incorporate the policies and standards of this ALUCP into an overlay zone to supplement the requirements of the standard land use zoning districts.

What is an Overlay Zone?

*An **overlay zone** is a special purpose zoning district. The regulations within an overlay zone supplement the requirements of the underlying standard zoning districts (typically residential, commercial, or industrial). Overlay zones are used to achieve a special purpose, such as flood hazard protection or the preservation of a historic district, without directly changing the underlying land use designations in the affected area.*

If the local agency's land use plans and regulations are consistent with this ALUCP, no action to adopt additional policies or regulations is required. However, only the ALUC can determine if a local agency's land use plans and regulations are consistent with this ALUCP.

1.7.4 Local Agency Overrule

A local agency can overrule the entire ALUCP, a part of the ALUCP, or any ALUC determination of inconsistency with a two-thirds majority vote of its governing body. The overrule decision must include findings describing how the local agency's current land use plans, regulations, proposed plan or regulatory amendments, or proposed projects are consistent with the purposes of the airport land use compatibility planning statute as stated in California Public Utilities Code, Section 21670(a)(2). Notice of any overrule consideration must be provided to California Department of Transportation (Caltrans) Aeronautics Division and the ALUC at least 45 days prior to the decision to overrule the ALUC in order to provide those agencies a chance to comment on the findings of a proposed overrule decision. Any comments from Caltrans Aeronautics Division and the ALUC must be included in the administrative record and considered by the local agency prior to the local agency making an overrule decision.[16]

The statute provides that, "If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit."[17]

1.8 ALUC REVIEW OF PROPOSED AIRPORT PLANS AND PROJECTS

The ALUC is required by state law to review certain proposed Airport plans and projects for consistency with this ALUCP.[18] This requirement ensures that the ALUC can make appropriate amendments or updates to this ALUCP.

1.8.1 Airport Plans and Projects

The following Airport plans and projects require ALUC review:

- Any Airport Master Plan, amendments to an Airport Master Plan, or Airport Layout Plan that would modify previously adopted Airport plans.
- Any proposal for Airport expansion or change to the air traffic pattern if it requires an amended Airport Permit from the State of California.[19] Airport expansion is defined to include the construction of a new

[16] California Public Utilities Code Sections 21676(a) and 21676.5.
[17] California Public Utilities Code Section 21675.1(f).
[18] California Public Utilities Code Section 21676(c).
[19] California Public Utilities Code Section 21664.5.

runway, the extension or realignment of an existing runway, construction or relocation of a helipad at the Airport, the acquisition of property in runway protection zones, or the acquisition of any interest in land for the purposes identified above.

- Land use projects involving development of Airport property for any use other than aviation uses.

What are Aviation Uses?

***Aviation uses** are airport facilities and activities directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft. Aviation uses include runways and taxiways and their respective protection areas as defined by the FAA as well as aircraft aprons, hangars, tie-down spaces, air traffic control facilities, fixed-based operator facilities, and terminal buildings.*

1.8.2 ALUC Actions on Airport Plans

After adoption by the Airport operator and approval by the FAA, any Airport Master Plan or Airport Layout Plan must be reviewed by the ALUC in order to determine if the ALUCP remains consistent with the Airport plan. When an inconsistency exists, the ALUC will amend this ALUCP to reflect the data, forecasts, and development proposals in the Airport plans.[20]

1.8.3 Consistency Determination Result

A proposed Airport plan or project is determined to be one of the following:

- Consistent: no changes necessary to this ALUCP
- Inconsistent: the ALUC must amend this ALUCP

Non-aviation uses are determined to be one of the following:

- Consistent: the plan or project may proceed,
- Conditionally consistent: the plan or project may proceed with conditions as per the policies and standards of this ALUCP, or
- Inconsistent: the plan or project must be revised to be consistent with this ALUCP.

1.9 DEFINITIONS

The following terms used in this ALUCP have specific meanings, as defined in this section.

Airport Influence Area (AIA) – The area encompassed by the outermost boundaries of the combined safety zones, 60 dB CNEL noise contour, airspace protection area, and overflight area, within which the policies and standards of this ALUCP apply.

Ancillary Use – A complementary addition to a primary use which is intended to exclusively serve the employees/residents/occupants of the primary use, even if it could otherwise function independently of the primary use. Ancillary uses are not integral or necessary components of the primary use. For example, a coffee and pastry counter for the convenience of occupants of an office building could be considered an ancillary use (rather than a separate eating and drinking establishment). Other examples include breakfast

[20] California Public Utilities Code Section 21675(a).

areas, small gift/snack shops, workout rooms, spas, and laundry facilities serving hotel guests or apartment/condominium residents. On the other hand, kitchens, waiting areas, food storage areas, and outdoor seating areas in eating and drinking establishments are integral to the use and cannot be considered ancillary uses.

Aviation Use – Airport facilities and activities directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft. Aviation uses include runways and taxiways and their respective protection areas as defined by the FAA as well as aircraft aprons, hangars, tie-down spaces, air traffic control facilities, fixed-based operator facilities, and terminal buildings.

Calamity – An extreme loss due to fire or a natural disaster such as earthquake, flood, or landslide.

Compatibility – A determination made by the ALUC that a proposed land use action complies with the policies and standards of a specific compatibility factor (noise, safety, airspace protection, or overflight).

Consistency – The determination made by the ALUC that a proposed land use action is compatible with all noise, safety, airspace protection and overflight policies and standards of this ALUCP. For example, a proposed project that is compatible with the noise policies and standards but is incompatible with the airspace protection standards is inconsistent with this ALUCP.

Density – The number of dwelling units per net acre.

Findings – Legally relevant conclusions that describe a government agency's analysis of facts, regulations, and policies, and that bridge the analytical gap between raw data and ultimate decision.

Gross Occupied Area – The total amount of floor area (measured in square feet) contained within a building measured to the external walls, as well as any attached patios, decks, or balconies and other outdoor spaces for dining or public gathering. Gross occupied area does not include attached or detached garages or parking structures or surface parking spaces or lots unless converted to dining or gathering spaces.

Habitable Space – The total amount of floor area (measured in square feet) contained within a residence measured to the external walls, excluding any attached or detached garages, patios, decks, or balconies.

Intensity – The number of occupants (employees, customers, visitors, and guests) per net acre for a given nonresidential land use.

Land Use Action – Any land use project, land use plan, or land use regulation or amendment.

Land Use Plan – A comprehensive set of goals for the use and development of land for a specified site, community, or region, which typically includes accompanying maps. Includes general plans, community plans, specific plans, precise plans, master plans, etc.

Land Use Project – Any use or development of land by a local agency or a private entity in accordance with regulatory approval or permitting by a local agency (whether involving a ministerial permit, discretionary permit, certificate of occupancy, or business license).

Land Use Regulations – Local government ordinances and rules governing the use and development of land, such as building codes, subdivision regulations, and zoning ordinances.

Local Agency – Government entities granted by the state with land use regulatory and permitting authority or the authority to build and operate public buildings and facilities, including school districts, community college districts, and special districts.

Net Acreage - The lot area available for development. Net acreage, in contrast to gross acreage, does not include land dedicated for public purposes, such as streets or parks, through the subdivision of large tracts of land. Net acreage includes easements for private roads, utilities, or open space.

New Use – A land use proposed for vacant land, or any conversion of land use proposed for an existing building or development to or from a residential use or to a nonresidential use that has a different occupancy factor than the use it is proposed to replace.

Occupancy Factor – The average floor area, in square feet per person, occupied by an employee, customer, visitor, or guest for any given land use.

Project Sponsor – Any person or entity having a legal interest in a property, including a local agency, landowner, or nonresidential tenant, who submits an application to a local agency for review and permitting of a proposed action relating to such property.

Reconstruction – The rebuilding of all or a portion of an existing residential or nonresidential building, which involves more than remodeling.

Remodeling – The improvement or reconfiguration of space within an existing residential or nonresidential three-dimensional building footprint (excluding any increase in height).

THIS PAGE INTENTIONALLY LEFT BLANK.

Chapter 2
Noise Compatibility Policies and Standards

Chapter 2 provides the noise compatibility policies and standards for the San Diego International Airport (SDIA or the Airport) Airport Land Use Compatibility Plan (ALUCP) and the noise contour map within which the policies and standards apply. The policies of this chapter apply only to new development or redevelopment. The policies do not apply to existing land uses, except as noted in Section 1.3 in Chapter 1. **Appendix G** provides the technical basis for delineating the noise contours and establishing the policies and standards.

In addition to the policies and standards established by this chapter, a project sponsor must also comply with the policies and standards established in Chapters 1, 3, 4, and 5 of this ALUCP.

Policy N.1	**Noise Contour Map and Noise Compatibility Standards Table** This ALUCP establishes the 60 dB CNEL contour as the threshold above which noise compatibility standards apply. Noise contours by 5 dB CNEL increments are depicted on **Exhibit 2-1**.[21] Proposed land uses are evaluated for compatibility with the standards in **Table 2-1**. These standards establish three land use compatibility categories, as follows: ■ Compatible (green): The use is compatible with the noise compatibility policies and standards. ■ Conditionally compatible (yellow): The use is compatible with the noise compatibility policies and standards if the conditions described in Table 2-1 are met. ■ Incompatible (red): The use is incompatible with the noise compatibility policies and standards. Land uses located outside the 60 dB CNEL contour are not subject to the noise compatibility policies and standards of this ALUCP.
Policy N.2	**Sound Attenuation** Conditionally compatible land uses must incorporate sound attenuation to achieve indoor noise levels as specified in Table 2-1.

[21] The term dB means "decibel," a measure of sound pressure level. CNEL means "community noise equivalent level," a cumulative, 24-hour, time-weighted noise metric. It describes the total noise over a 24-hour period, with noise in the evening (7:00 to 10:00 pm) assigned an extra weight of 4.8 dB and noise at night (10:00 pm to 7:00 am) assigned an extra weight of 10 dB.

Policy N.3	**Noise Compatibility for Development with a Mix of Uses** When a land use project involves a combination of different land uses listed in **Table 2-1**, each component use must comply with the applicable noise standards.
Policy N.4	**Residential Land Use within 70 dB CNEL Contour and Greater** New residential development is compatible at or above the 70 dB CNEL contour only if the affected property is currently designated to allow for residential use in the applicable land use plan, as depicted on **Exhibit 2-2**, and it complies with the conditions described in Table 2-1. In areas exposed to airport noise at or above 70 dB CNEL, land use plan amendments from designations allowing only nonresidential uses to designations allowing residential use are incompatible. Exhibit 2-2 depicts parcels, shaded in yellow, within the 70 dB CNEL contour where residential use is allowed under the current local agency land use plans. The land use plans allow residential use in some areas designated for commercial and mixed-use as well as residential use. The remaining parcels within the 70 dB CNEL contour, shaded in gray, are designated in the land use plans for uses other than residential.

LEGEND

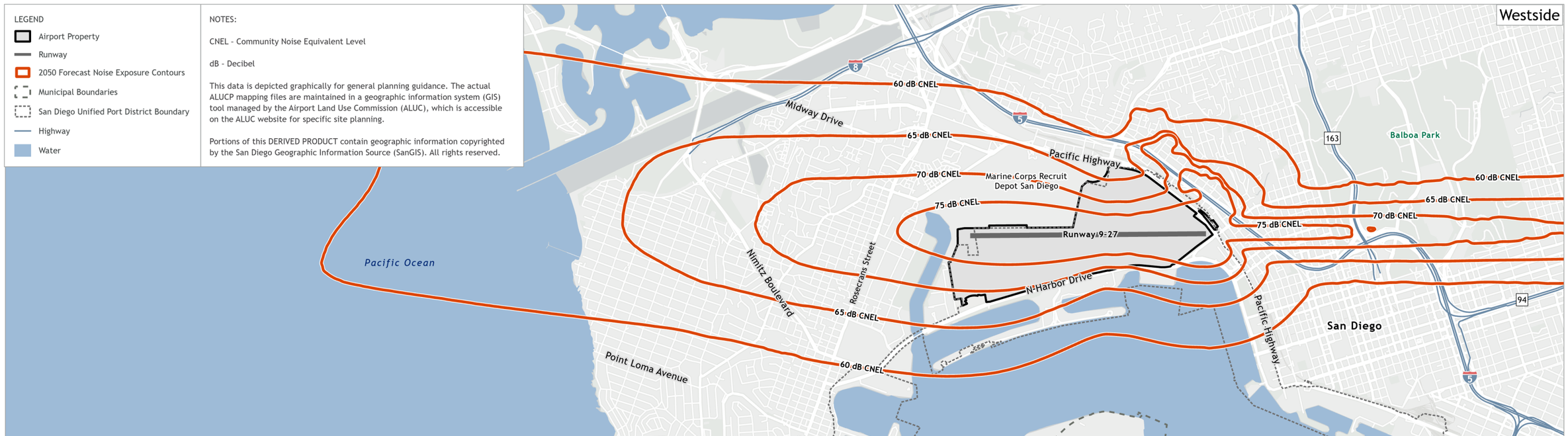
- Airport Property
- Runway
- 2050 Forecast Noise Exposure Contours
- Municipal Boundaries
- San Diego Unified Port District Boundary
- Highway
- Water

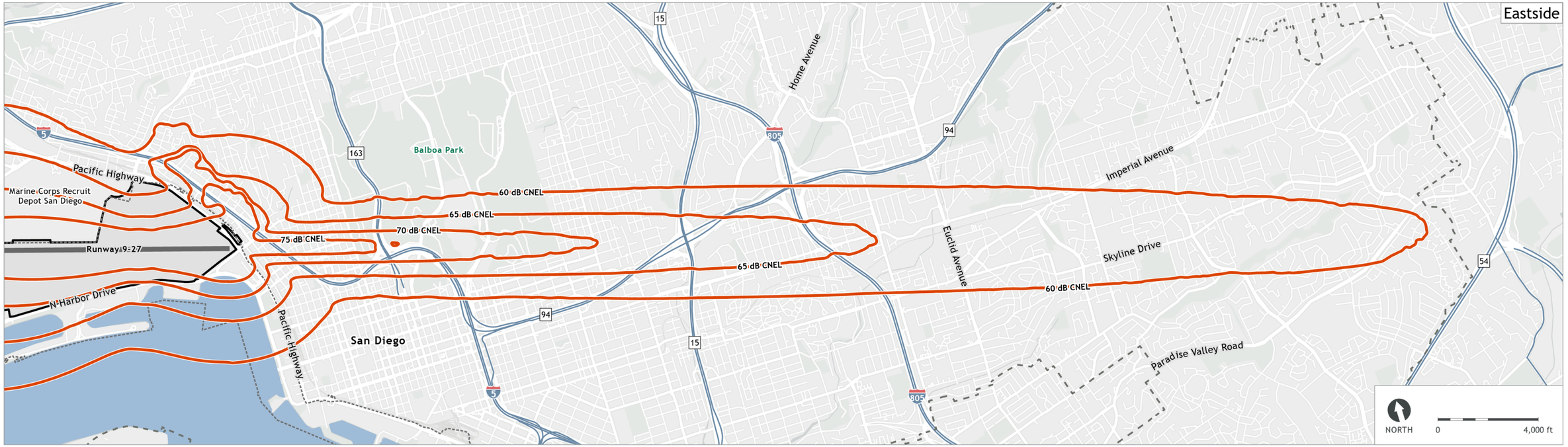
NOTES:

CNEL - Community Noise Equivalent Level

dB - Decibel

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.





AIRPORT LAND USE COMMISSION

SOURCES: SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sa Diego Unified Port District, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway); SanGIS, 2023 (municipalities); San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); Harris Miller Miller & Hanson, Inc., June 2023 (2050 noise contours).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter2_20240517.aprx Layout: SAN_ALUCP_Exh2-1_NoiseContourMap_20240521

EXHIBIT 2-1

2050 FORECAST NOISE EXPOSURE CONTOURS

THIS PAGE INTENTIONALLY LEFT BLANK.

Table 2-1 (1 of 2) Noise Compatibility Standards

Land Use Category [1]	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
RESIDENTIAL				
Single or Multiple Unit	45	45[2]	45[2,3]	45[2,3]
Single Room Occupancy (SRO) Facility	45	45[2]	45[2,3]	45[2,3]
Group Quarters	45	45[2]	45[2,3]	45[2,3]
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING				
Hotel, Motel, Resort	45/50	45/50	45/50	45/50
Office – Medical, Financial, Professional Services, Civic			50	50
Retail (e.g., Convenience Market, Department Store, Drug Store, Pet Store)			50	50
Service – Low Intensity (e.g., Car Wash, Vehicle Rental, Vehicle Repair)			50	50
Service – Medium Intensity (e.g., Personal Services, Pet Services, Business Services)			50	50
Service – High Intensity (e.g., Eating/Drinking Establishment, Funeral Chapel)			50	50
Sport/Fitness Facility			50	50
Theater – Movie, Live Performance, Dinner		45	45	45
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES				
Assembly – Adult (Religious, Fraternal, Other)	45	45[2]	45[2]	45[2]
Assembly – Children (Instructional Studio, Cultural Heritage School, Religious, Other)	45			
Child Day Care Center, Pre-Kindergarten	45			
Conference/Convention Center				
Cultural Facility (e.g., Library, Museum, Gallery, Planetarium, Aquarium)		45	45	45
Custody Facility (e.g., Jail, Prison, Detention Facility)		45/50	45/50	45/50
Emergency Service Facility (e.g., Fire and Police Stations)			50	50
Medical Care – Congregate Care Facility	45			
Medical Care – Hospital	45			
Medical Care – Out-Patient Surgery Center	45			
School for Adults – College, University, Vocational/Trade School	45	45[2]	45[2]	
School for Children – Kindergarten through Grade 12 (includes charter schools)	45			

Table 2-1 (2 of 3) Noise Compatibility Standards

Land Use Category [1]	Noise Contour Range (dB CNEL)			
	60-65	65-70	70-75	75 +
INDUSTRIAL				
Manufacturing/Processing – General				
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Manufacturing/Processing of Hazardous Materials				
Mining, Extractive Industry				
Recycling Center Handling Inorganic Matter, Construction/Material Storage Yards				
Research and Development – Scientific, Technical				
Sanitary Landfill, Refuse Disposal, Junkyard, Dump, Recycling Centers Handling Organic Material or Tires				
Self-storage Facility, Moving/Storage Facility				
Warehousing/Distribution Facility – General				
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only				
Warehousing/Storage of Hazardous Materials				
TRANSPORTATION, COMMUNICATION, UTILITIES				
Auto Parking				
Electrical Power Generation Facility (large) – Solar/Photovoltaic Power Facility (≥1MW), Wind Turbine Facility (≥100 kW), Battery Energy Storage System associated with a public energy production and distribution system (not including residential battery storage systems)				
Electrical Power Generation Facility (small) – Solar/Photovoltaic Array (<1 MW), Wind Turbine Facility (<100 kW)				
Electrical Substation				
Emergency Communications Facility				
Flood Control Facility				
Marine Cargo Terminal				
Marine Passenger Terminal				
Transit Center, Bus/Rail Station				
Transportation, Communication, Utilities – Other				
Truck Terminal				
Water, Wastewater Treatment Plant				
Wireless Communication/Transmission Facilities, Excluding Emergency Communications				

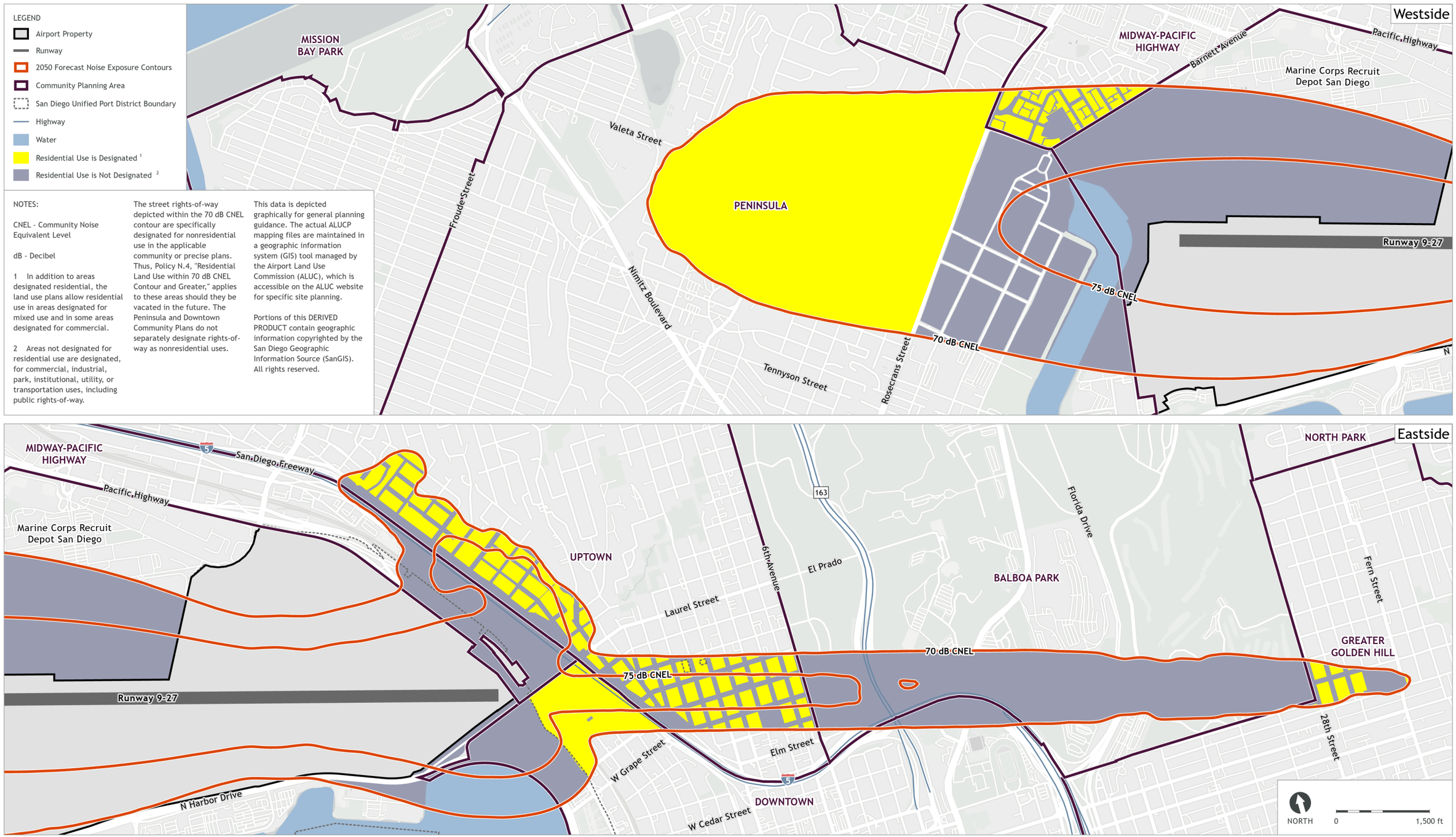
Table 2-1 (3 of 3) Noise Compatibility Standards

Land Use Category [1]	Noise Contour Range (dB CNEL) 60-65	65-70	70-75	75 +
RECREATION, PARK, OPEN SPACE				
Arena, Stadium, Fairground			4	
Botanical Garden, Arboretum, Zoological Park			4	
Campground			4	
Cemetery				
Entertainment Facility – Outdoor				
Golf Course			4	4
Marina			4	4
Park, Open Space			4	4
Recreation Facility – Outdoor			4	4
AGRICULTURE				
Agriculture, Horticulture, Floriculture, Forestry				
Aquaculture				

LEGEND	
	Compatible: Use is compatible with indicated noise level.
	Conditionally Compatible: Use is compatible subject to stated conditions.
	Incompatible: Use is not compatible under any circumstances. See Section 1.3 for policy regarding existing uses that are incompatible with these standards.
45	Indoor uses: building must be capable of attenuating exterior noise to 45 dB CNEL with windows and doors closed.
50	Indoor uses: building must be capable of attenuating exterior noise to 50 dB CNEL with windows and doors closed.
45/50	In sleeping rooms, exterior noise must be attenuated to 45 dB CNEL; in other indoor areas, exterior noise must be attenuated to 50 dB CNEL.

NOTES:
1 Refer to **Appendix A** for definitions of land uses in this table. Land uses not specifically listed must comply with standards for the most similar land use, in accordance with Policy N.6.
2 Avigation easement must be dedicated to the Airport owner/operator.
3 New residential use is compatible above the 70 dB CNEL contour only if the current local agency land use plan designation allows for residential use. Land use plan amendments from a nonresidential designation to a designation allowing residential use are not compatible. See Policy N.4.
4 Exterior noise in office areas and indoor meeting rooms must be attenuated to 50 dB CNEL indoors.
SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

THIS PAGE INTENTIONALLY LEFT BLANK.



AIRPORT LAND USE COMMISSION

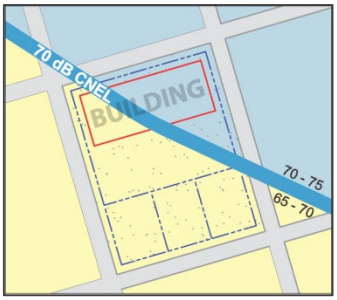
SOURCES: SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sa Diego Unified Port District, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway);San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); Harris Miller Miller & Hanson, Inc., June 2023 (2050 noise contours); City of San Diego, Planning Department, 2023 general plan land use); Ricondo & Associates, Inc., May 2024 (community plan areas based on SanGIS).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter2_20240517.aprx Layout: SAN_ALUCP_Exh2-2_GPLU_ResDesignationsWithin70dB_20240524

EXHIBIT 2-2

RESIDENTIAL LAND USE ALLOWED WITHIN 70 DB CNEL CONTOUR PER LOCAL AGENCY LAND USE PLANS

THIS PAGE INTENTIONALLY LEFT BLANK.

Policy N.5	**Building Split by a Noise Contour** The standards for the noise contour range within which more than 50 percent of the building is located, as determined by gross occupied area (in square feet), apply. Hypothetical example with italicized conclusion:  *Policies for 70-75 dB CNEL Range Apply*
Policy N.6	**Land Uses Not Specified in Table 2-1** For any proposed land use that is not specified in Table 2-1, the ALUC (or local agency after it implements the ALUCP) must determine the most similar land use based upon the land use definitions and guidance in **Appendix A**. Considerations include whether the land use involves: • Sleeping rooms • Activities where a quiet indoor environment is needed Once the ALUC (or the local agency after it implements the ALUCP) determines the most similar land use, standards for that land use will apply.

Policy N.7	**New Uses in Existing Buildings** Any use which is designated incompatible in Table 2-1 may not be established in the whole or in any portion of an existing building. New conditionally compatible uses, as described in Table 2-1, which are proposed within a portion of an existing building, such as a multi-tenant shopping center, are exempt from the sound attenuation standards of Table 2-1, provided, however, that recordation of an avigation easement per Policy N.8 is required for new residential, adult assembly, and adult school uses. [22] When an entire building is proposed for reuse by any conditionally compatible use, only new residential, adult assembly, and adult school uses require compliance with the sound attenuation standards of Table 2-1 and recordation of an avigation easement per Policy N.8.[23]
Policy N.8	**Avigation Easement Dedication** Conditionally compatible land uses located within the 65 dB CNEL (and higher) noise contour that require an avigation easement per Table 2-1 shall dedicate an avigation easement to the owner or operator of the Airport that includes the following provisions: • Provide the right of flight in the airspace above the property • Allow the generation of noise and other impacts associated with the legal operation of aircraft over the property

What is an Avigation Easement?

An easement is a legal document that gives one entity the right to use a part of the real estate owned by another entity, but only as specified in the easement document. An avigation easement is a particular form of easement that typically conveys the right of aircraft flight passage over the property and the right to cause associated impacts, including noise, vibration, air currents, engine emissions, and fuel vapors. It may also include a right to enter the property to remove obstructions to air navigation.

[22] Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5014.
[23] Title 21, California Code of Regulations, Subchapter 6, *Noise Standards*, Section 5014.

Chapter 3
Safety Compatibility Policies and Standards

Chapter 3 provides the safety compatibility policies and standards for the San Diego International Airport (SDIA or the Airport) Airport Land Use Compatibility Plan (ALUCP) and maps of the safety zones within which the policies and standards apply. The policies and standards of this chapter apply only to new development or redevelopment; they do not apply to existing land uses, except as noted in Section 1.3 in Chapter 1. **Appendix H** provides the technical basis for the safety zone boundaries and the policies and standards.

In addition to the policies and standards established by this chapter, a project sponsor must also comply with the policies and standards established in Chapters 1, 2, 4, and 5 of this ALUCP.

The safety compatibility standards of this ALUCP limit certain risk-sensitive land uses within the safety zones and set maximum residential density and nonresidential intensity limits that are compatible in the safety zones.

What is Residential Density?

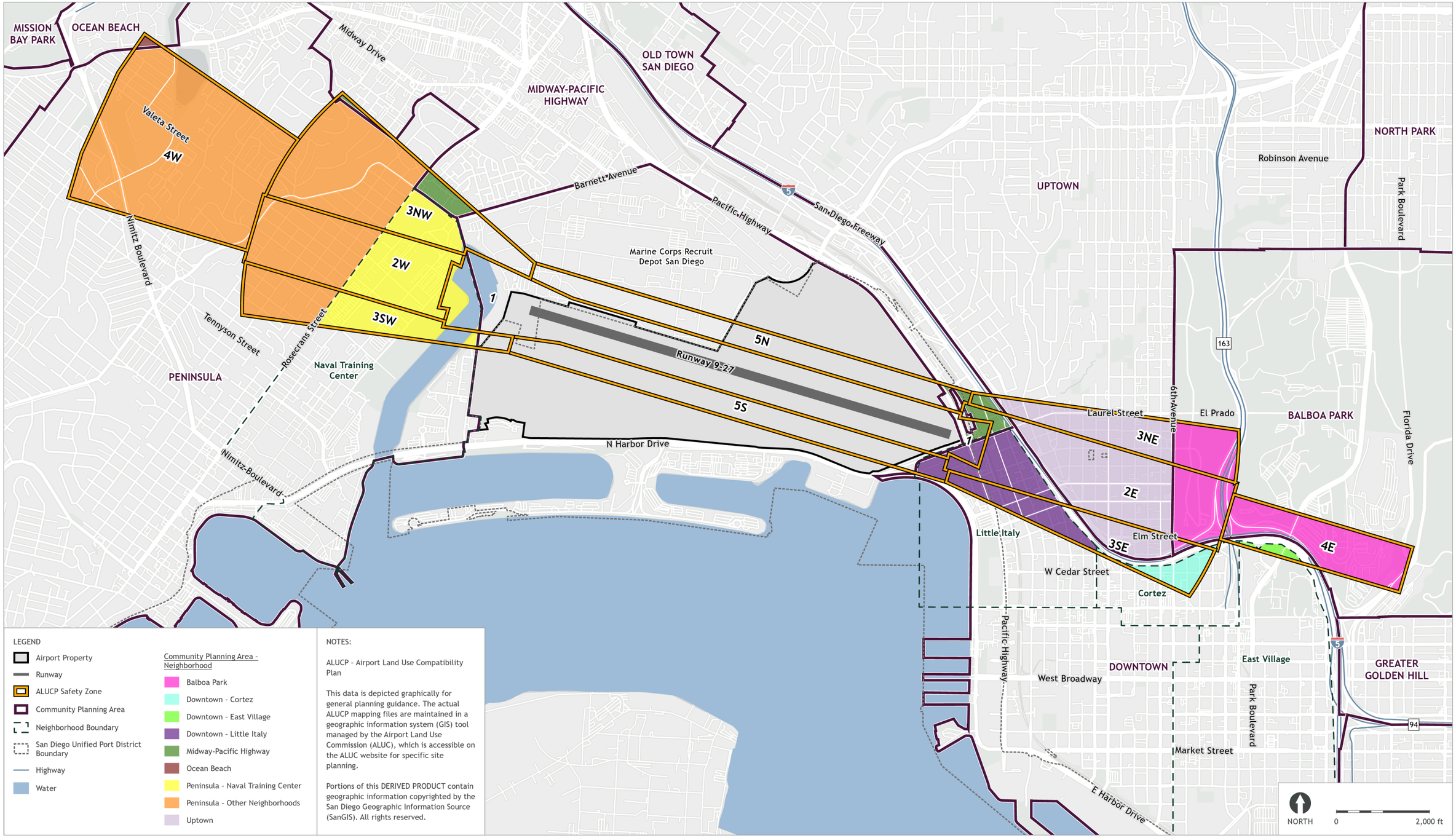
Residential density *is the number of dwelling units per net acre.*

What is Nonresidential Intensity?

Nonresidential intensity *is measured as the number of occupants (employees, customers, visitors, and guests) per net acre for a given nonresidential land use.*

Policy S.1	**Safety Zone Map and Safety Compatibility Standards Table** This ALUCP establishes the safety zones where safety policies and standards apply, as depicted on **Exhibit 3-1**.[24] The map also depicts community planning areas and neighborhoods where varying residential density and nonresidential intensity standards apply. **Table 3-1** establishes the safety compatibility standards that apply to different land use categories within each safety zone. Land uses are classified within each safety zone as: ■ Compatible (green): The use is compatible with the safety compatibility policies and standards (no density or intensity limits apply). ■ Conditionally compatible (yellow): The use is compatible with the safety compatibility policies and standards if the conditions described in Table 3-1 are met. For residential uses, the maximum density is indicated for each Community Planning Area (CPA) / neighborhood by safety zone. For nonresidential uses, the maximum intensity is indicated for each CPA/neighborhood by safety zone. ■ Incompatible (red): The use is incompatible with the safety compatibility policies and standards.

[24] See **Appendix H** of this ALUCP for an explanation of the basis for the safety zone configuration and the varying density and intensity standards.



LEGEND

- Airport Property
- Runway
- ALUCP Safety Zone
- Community Planning Area
- Neighborhood Boundary
- San Diego Unified Port District Boundary
- Highway
- Water

Community Planning Area - Neighborhood

- Balboa Park
- Downtown - Cortez
- Downtown - East Village
- Downtown - Little Italy
- Midway-Pacific Highway
- Ocean Beach
- Peninsula - Naval Training Center
- Peninsula - Other Neighborhoods
- Uptown

NOTES:

ALUCP - Airport Land Use Compatibility Plan

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.

AIRPORT LAND USE COMMISSION

SOURCES: SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sa Diego Unified Port District, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway); San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); Ricondo & Associates, Inc., 2023 (safety zones); Ricondo & Associates, Inc., October 2023 (neighborhood boundaries); Ricondo & Associates, Inc., May 2024 (community plan areas based on SanGIS).

File Location: Project:P:\GIS\Projects\SANMXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter3_20240517.aprx Layout: SAN_ALUCP_Exh3-1_SafetyCompatibilityZones_20240521

EXHIBIT 3-1

SAFETY ZONES AND COMMUNITY PLANNING AREAS

THIS PAGE INTENTIONALLY LEFT BLANK.

Table 3-1 (1 of 6) Safety Compatibility Standards

Community Planning Area - Neighborhood	Maximum Compatible Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	0	96											0	240						
Downtown - Cortez	0	96					210	842					0	240						
Downtown - East Village													0	240						
Downtown - Little Italy	40	255					154	732											0	180
Midway - Pacific Highway	46	191			0	180			44	198							0	180		
Ocean Beach															31	240				
Peninsula - NTC			0	127					0	180	0	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects [1]	1.51		2.35		1.48		1.57		2.27		2.23		n/a		2.14		n/a		n/a	

R	Maximum compatible residential density, in dwelling units per acre.
NR	Maximum compatible nonresidential intensity, in people per acre.
0	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. New dwellings are not compatible in this area.
	No part of the Community Planning Area or neighborhood is in the Safety Zone.

Land Use Category [2]	Safety Zones					Conditions	Occupancy Factor [3]
	1	2	3	4	5		
RESIDENTIAL							
Single or Multiple Unit						Zones 2, 3, 4: Compatible in areas designated for residential use in the applicable Community Plan, subject to the dwelling unit density limits shown above.	N/A
Single Room Occupancy (SRO) Facility						Zones 2, 3, 4: Compatible subject to the dwelling unit density limited shown above. Each sleeping room is equivalent to a "dwelling unit."	N/A
Group Quarters [4]						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	100
COMMERCIAL, OFFICE, SERVICE, TRANSIENT LODGING							
Hotel, Motel, Resort						Zone 2: Compatible if no more than 56 rooms per acre and no conference facilities. No other use is compatible unless it qualifies as ancillary per Policy S.10.	N/A
						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	200
Office - Medical, Financial, Professional Services, Civic						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	215
Retail (e.g., Convenience Market, Department Store, Drug Store, Pet Store)						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	170
Service - Low Intensity (e.g., Car Wash, Vehicle Rental, Vehicle Repair)						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	250
Service - Medium Intensity (e.g., Personal Services, Pet Services, Business Services)						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	200
Service - High Intensity (e.g., Eating-Drinking Establishment, Funeral Chapel)						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	60
Sport/Fitness Facility						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	60
Theater - Movie/Live Performance/Dinner						Zones 2, 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	60

Table 3-1 (2 of 6) Safety Compatibility Standards

Community Planning Area - Neighborhood	Maximum Compatible Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	0	96											0	240						
Downtown - Cortez	0	96					210	842					0	240						
Downtown - East Village													0	240						
Downtown - Little Italy	40	255					154	732											0	180
Midway - Pacific Highway	46	191			0	180			44	198							0	180		
Ocean Beach															31	240				
Peninsula - NTC			0	127					0	180	0	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects [1]	1.51		2.35		1.48		1.57		2.27		2.23		n/a		2.14		n/a		n/a	

R	Maximum compatible residential density, in dwelling units per acre.
NR	Maximum compatible nonresidential intensity, in people per acre.
0	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. New dwellings are not compatible in this area.
	No part of the Community Planning Area or neighborhood is in the Safety Zone.

Land Use Category [2]	Safety Zones					Conditions	Occupancy Factor [3]
	1	2	3	4	5		
EDUCATIONAL, INSTITUTIONAL, PUBLIC SERVICES							
Assembly - Adult (Religious, Fraternal, Other)						Zone 2: Compatible if capacity[5] is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	60
Assembly - Children (Instructional Studio, Cultural Heritage School, Religious, Other)							N/A
Child Day Care Center/Pre-Kindergarten							N/A
Conference/Convention Center						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	110
Cultural Facility - Library, Museum, Gallery, Planetarium, Aquarium						Zone 2: Compatible if capacity[5] is less than 50 people and intensity does not exceed the NR limits shown above. Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	170
Custody Facility - Jail, Prison, Detention Facility							N/A
Emergency Service Facility - Fire/Police Station						Zone 5: Compatible only if needed to provide emergency services at Airport.	215
Medical Care - Congregate Care Facility							N/A
Medical Care - Hospital							N/A
Medical Care - Out-Patient Surgery Center							N/A
School for Adults - College, University, Vocational/Trade School						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	110
School for Children - Kindergarten through Grade 12							N/A

Table 3-1 (3 of 6) Safety Compatibility Standards

Community Planning Area - Neighborhood	Maximum Compatible Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	0	96											0	240						
Downtown - Cortez	0	96					210	842					0	240						
Downtown - East Village													0	240						
Downtown - Little Italy	40	255					154	732											0	180
Midway - Pacific Highway	46	191			0	180			44	198							0	180		
Ocean Beach															31	240				
Peninsula - NTC			0	127					0	180	0	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects [1]	1.51		2.35		1.48		1.57		2.27		2.23		n/a		2.14		n/a		n/a	

R	Maximum compatible residential density, in dwelling units per acre.
NR	Maximum compatible nonresidential intensity, in people per acre.
0	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. New dwellings are not compatible in this area.
	No part of the Community Planning Area or neighborhood is in the Safety Zone.

Land Use Category [2]	Safety Zones					Conditions	Occupancy Factor [3]
	1	2	3	4	5		
INDUSTRIAL							
Manufacturing/Processing - General						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	300
Manufacturing/Processing of Biomedical Agents, Biosafety Levels 3 and 4 Only [6]							N/A
Manufacturing/Processing of Hazardous Materials						Zone 5: Compatible only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	300
Mining, Extractive Industry							N/A
Recycling Center Handling Inorganic Matter, Construction/Material Storage Yard							N/A
Research and Development - Scientific, Technical						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	300
Sanitary Landfill, Refuse Disposal, Junkyard, Dump, Recycling Centers Handling Organic Material or Tires							N/A
Self-Storage Facility, Moving/Storage Facility							N/A
Warehousing/Distribution Facility - General						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	1,000
Warehousing/Storage of Biomedical Agents, Biosafety Levels 3 and 4 Only [6]							N/A
Warehousing/Storage of Hazardous Materials						Zone 5: Compatible only if needed for airport/aviation-related purpose, provided that development intensity does not exceed the NR limits shown above.	1,000

Table 3-1 (4 of 6) Safety Compatibility Standards

Community Planning Area - Neighborhood	Maximum Compatible Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	0	96											0	240						
Downtown - Cortez	0	96					210	842					0	240						
Downtown - East Village													0	240						
Downtown - Little Italy	40	255					154	732											0	180
Midway - Pacific Highway	46	191			0	180			44	198							0	180		
Ocean Beach															31	240				
Peninsula - NTC			0	127					0	180	0	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects [1]	1.51		2.35		1.48		1.57		2.27		2.23		n/a		2.14		n/a		n/a	

R	Maximum compatible residential density, in dwelling units per acre.
NR	Maximum compatible nonresidential intensity, in people per acre.
0	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. New dwellings are not compatible in this area.
	No part of the Community Planning Area or neighborhood is in the Safety Zone.

Land Use Category [2]	Safety Zones					Conditions	Occupancy Factor [3]
	1	2	3	4	5		
TRANSPORTATION, COMMUNICATION, UTILITIES							
Auto Parking						Zone 1: Structures not permitted. Surface lots are compatible only outside the runway safety area (RSA) and runway object free area (ROFA), provided an avigation easement is granted to Airport operator for portion of use in Zone 1.	N/A
Electrical Power Generation Facility (Large) - Solar/Photovoltaic Power Facility (≥1MW), Wind Turbine Facility (≥100 kW), Battery Energy Storage System							N/A
Electrical Power Generation Facility (Small) – Solar/Photovoltaic Array (<1 MW), Wind Turbine Facility (<100 kW)						Zones 2, 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	1,000
Electrical Substation							N/A
Emergency Communications Facility							N/A
Flood Control Facility							N/A
Marine Cargo Terminal							N/A
Marine Passenger Terminal						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	200
Transit Center, Bus/Rail Station						Zones 3, 4: Compatible if development intensity does not exceed the NR limits shown above.	200
Transportation, Communication, Utilities - Other						Zones 2, 3, 4, 5: Compatible if development intensity does not exceed the NR limits shown above.	1,000
Truck Terminal							N/A
Water, Wastewater Treatment Plant						Zones 3, 4: Compatible only if no alternative sites outside the zones are available and feasible for development.	1,000
Wireless Communication/Transmission Facility, Excluding Emergency Communications							N/A

Table 3-1 (5 of 6) Safety Compatibility Standards

Community Planning Area - Neighborhood	Maximum Compatible Density/Intensity for Conditional Uses																			
	Safety Zones																			
	2E		2W		3NE		3SE		3NW		3SW		4E		4W		5N		5S	
	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR	R	NR
Balboa Park	0	96											0	240						
Downtown - Cortez	0	96					210	842					0	240						
Downtown - East Village													0	240						
Downtown - Little Italy	40	255					154	732											0	180
Midway - Pacific Highway	46	191			0	180			44	198							0	180		
Ocean Beach															31	240				
Peninsula - NTC			0	127					0	180	0	235								
Peninsula - Other Neighborhoods			20	96					10	180	9	180			36	240				
Uptown	58	272			62	278	164	674												
Persons per household for mixed-use projects [1]	1.51		2.35		1.48		1.57		2.27		2.23		n/a		2.14		n/a		n/a	

R	Maximum compatible residential density, in dwelling units per acre.
NR	Maximum compatible nonresidential intensity, in people per acre.
0	No dwellings are in the part of the CPA or neighborhood within the indicated Safety Zone. New dwellings are not compatible in this area.
	No part of the Community Planning Area or neighborhood is in the Safety Zone.

Land Use Category [2]	Safety Zones					Conditions	Occupancy Factor [3]
	1	2	3	4	5		
RECREATION, PARK, OPEN SPACE							
Arena, Stadium, Fairground							N/A
Botanical Garden, Arboretum, Zoological Park							N/A
Campground							N/A
Cemetery							N/A
Entertainment Facility -Outdoor							N/A
Golf Course							N/A
Marina						Zones 3, 4, 5: Compatible if development intensity of buildings does not exceed the NR limits shown above.	170
Park, Open Space						Zone 1: Structures not permitted. An avigation easement must be granted to Airport operator for portion of use in Zone 1.	N/A
Recreation Facility-- Outdoor							N/A
AGRICULTURE							
Agriculture, Horticulture, Floriculture, Forestry							N/A
Aquaculture							N/A

Table 3-1 (6 of 6) Safety Compatibility Standards

LEGEND	
	Compatible Use: Use is compatible within indicated safety zone.
	Conditional Use: Use is compatible subject to stated conditions. See Section 1.3 for policy regarding existing uses classified as conditionally compatible with these standards.
	Incompatible Use: Use is not compatible under any circumstances. See Section 1.3 for policy regarding existing uses classifed as incompatible with these standards.
NOTES	
1	Refer to Appendix H, Attachment 2, for an explanation of the average persons per household data.
2	Refer to Appendix A for definitions of land uses in this table. Land uses not specifically listed must comply with standards for the most similar land use, in accordance with Policy S.13.
3	Occupancy factor expressed as square feet per person for nonresidential uses in structures. The occupancy factor is multiplied by the gross occupied area of proposed buildings (in square feet) to determine the intensity of proposed nonresidential uses. N/A means "not applicable", because the land use is incompatible in all safety zones or the use since the land use does not involve the construction of habitable buildings.
4	While this is classified as a residential use, it does not include conventional dwelling units. Thus, only the NR intensity limits apply.
5	"Capacity" is the maximum building occupancy allowed by applicable health and safety codes.
6	Biosafety Level 3 facilities handle agents that cause serious or potentially lethal disease through inhalation. Biosafety Level 4 facilities handle agents that cause life-threatening disease for which there are no vaccines or treatments.

SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

Policy S.2	**Uses in Safety Zone 1** Recognizing the Airport operator's role in complying with grant assurances and airport design standards of the Federal Aviation Administration (FAA) for the Runway Protection Zones (RPZs) of the Airport, in Safety Zone 1, new aboveground structures are not compatible, except for: • Airport service roads, as long as they are not public roads and are under direct control of the airport operator. • NAVAIDs and aviation facilities, such as equipment for airport facilities considered fixed-by-function in regard to the runway protection zone (RPZ). Additional limitations on land uses in Safety Zone 1 are in Policies S.11 and S.12. Limitations on existing land uses in Safety Zone 1 are in Chapter 1, Section 1.3. The Airport operator may pursue all available means per FAA guidance and funding to oppose incompatible land uses within Safety Zone 1.

3.1 RESIDENTIAL LAND USES

Residential neighborhoods around the Airport are diverse and have varied existing development patterns. As a result, residential densities vary by safety zone and CPA (and, in some cases, neighborhoods within CPAs). In accordance with Handbook guidance, maximum compatible densities are based on the average density of existing surrounding uses.[25] This ensures that future development will be generally consistent with the existing character of each area. Refer to **Appendix H**, Attachment 2 for supporting analysis.

Policy S.3	**Residential Density** The residential density of a proposed land use project is determined by dividing the number of proposed dwelling units by the net acreage of the project site. The calculated density must not exceed the maximum density from Table 3-1 for the proposed project to be compatible. Example A in Section 3.4.1 provides a residential density calculation. In the calculation, net acreage must be rounded to three decimal places.

What is Net Acreage?

***Net acreage** is the lot area available for development. Net acreage, in contrast to gross acreage, does not include land dedicated for public purposes, such as streets or parks, through the subdivision of large tracts of land. Net acreage includes easements for private roads, utilities, or open space.*

Policy S.4	**Maximum Compatible Densities Include Density Bonuses** The maximum residential densities established in Table 3-1 include any density bonuses that local agencies may provide for affordable housing developed in accordance with state or local law. To be compatible, land use projects with density bonuses cannot exceed the densities established in Table 3-1.
Policy S.5	**Maximum Compatible Densities Exclude Accessory and Junior Accessory Dwelling Units** Accessory and junior accessory dwelling units, as defined by state law,[26] are not included in calculating the density of a proposed land use project.

[25] California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 4-20 – 4-24. The guidance applies to Safety Zones 3, 4, and 5. Because the affected areas within Safety Zone 2 at SDIA are fully developed and include established residential neighborhoods, the Caltrans guidance was also applied to Safety Zone 2 in this ALUCP.

[26] California Government Code Section 65852.2.

Policy S.6	**Residential Land Use Plan Designations** New residential development is compatible in Safety Zones 2, 3, 4, and 5 only if the affected property is currently designated to allow for residential use in the applicable local agency land use plan and it complies with the conditions described in Table 3-1. Within the safety zones, land use plan amendments from designations allowing only nonresidential uses to those allowing residential uses are incompatible. This limitation applies to public rights-of-way designated in land use plans that are vacated in the future.

Exhibit 3-2 depicts areas, shaded in yellow, within the safety zones where residential use is allowed under current local agency land use plans. These areas include residential land use designations and some commercial and mixed-use designations where residential use is allowed. The remaining area within the safety zones, shaded in gray, is designated in the land use plans for uses other than residential, including commercial, industrial, institutional, and public rights-of-way.

Policy S.6 is similar to Policy N.4 in Chapter 2, which states that, within the 70 dB CNEL contour, land use plan amendments from designations allowing only nonresidential uses to those allowing residential uses are incompatible. **Exhibit 3-3** depicts both the safety zones and the 70 dB CNEL, indicating areas designated for residential and nonresidential uses in city land use plans.

3.2 NONRESIDENTIAL LAND USES

Neighborhoods around the Airport are diverse and have varied existing nonresidential development patterns. As a result, nonresidential intensities vary by safety zone and CPA (and, in some cases, neighborhoods within CPAs). In accordance with Handbook guidance, maximum intensities are generally based on the average intensity of existing surrounding uses. This allows for future development to be broadly consistent with the existing character of each area. Refer to **Appendix H**, Attachment 2 for supporting analysis.

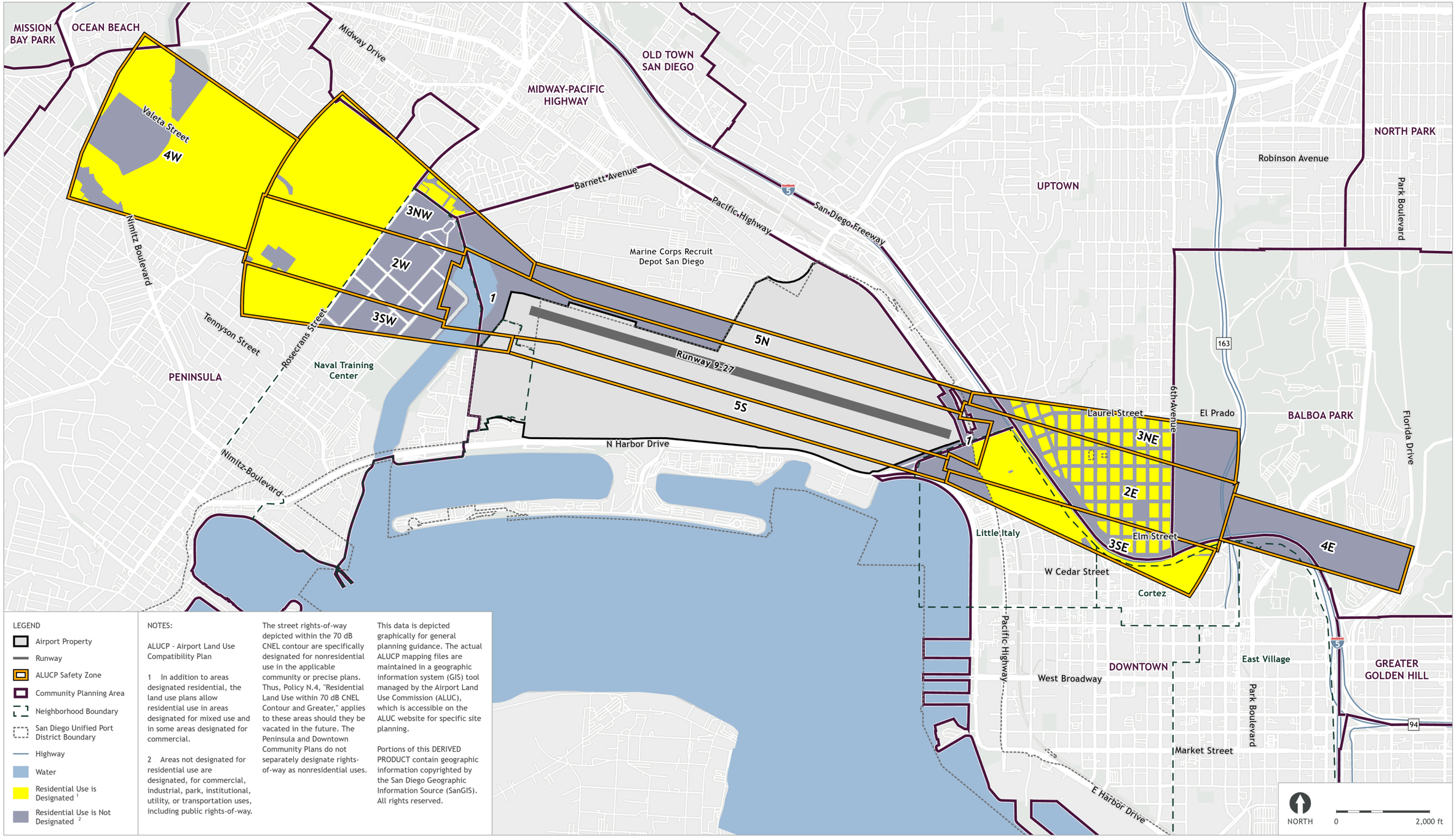
Policy S.7	**Nonresidential Projects with a Single Use** The intensity of a nonresidential project must not exceed the maximum intensity for the safety zone and CPA (or neighborhood), as shown in Table 3-1, to be compatible. The intensity of a nonresidential project is determined as follows: • The gross occupied area of the building is divided by the occupancy factor for the proposed land use (from Table 3-1), to yield the number of occupants. • The number of occupants is divided by the net acreage of the project site to yield the intensity of occupancy in people per acre. Calculations must be rounded to three decimal places. See Section 3.4.2, Example B, for an example on how to calculate nonresidential intensity.

What is Gross Occupied Area?

***Gross occupied area** is the total amount of floor area (measured in square feet) contained within a building measured to the external walls, as well as any attached patios, decks, or balconies and other outdoor spaces for dining or public gathering. Gross occupied area does not include attached or detached garages or parking structures or surface parking spaces or lots unless converted to dining or gathering spaces.*

Policy S.8	**Nonresidential Projects with Multiple Uses** The total intensity of a project with a mix of nonresidential uses must not exceed the maximum allowable intensity, as shown in Table 3-1, to be considered compatible. The number of occupants of each component use is calculated separately. The total number of occupants for the entire project is then divided by the net acreage of the project site to determine the intensity. Calculations must be rounded to three decimal places. See Section 3.4.3, Example C, for an example of the calculations.
Policy S.9	**Mixed-Use Projects** The total intensity of a project with a mix of residential and nonresidential uses must not exceed the maximum allowable intensity in the safety zone and CPA (or neighborhood), as shown in Table 3-1, to be considered compatible. For a proposed project with a mix of residential and nonresidential uses, the total intensity of the project is determined as follows: • Calculate the occupancy of the residential uses by multiplying the number of dwelling units by the number of persons per household for the safety zone, provided in Table 3-1. Determine the intensity of residential use by dividing the number of residential occupants by the net acreage of the project site. The number of residential occupants is limited to one-half of the maximum nonresidential intensity specified in Table 3-1. • Calculate the nonresidential occupancy by dividing the gross occupied area by the occupancy factor for the use specified in Table 3-1. Calculate the nonresidential intensity by dividing the number of nonresidential occupants by the net acreage of the project site. • Determine the overall intensity of the mixed-use project by summing the residential and nonresidential intensities. See Section 3.4.5, Example E. Mixed-use (residential-nonresidential) projects are incompatible in safety zones and CPAs (or neighborhoods) in which no existing dwelling units are located, as indicated in Table 3-1. Calculations must be rounded to three decimal places.

THIS PAGE INTENTIONALLY LEFT BLANK.



LEGEND

- Airport Property
- Runway
- ALUCP Safety Zone
- Community Planning Area
- Neighborhood Boundary
- San Diego Unified Port District Boundary
- Highway
- Water
- Residential Use is Designated [1]
- Residential Use is Not Designated [2]

NOTES:

ALUCP - Airport Land Use Compatibility Plan

1 In addition to areas designated residential, the land use plans allow residential use in areas designated for mixed use and in some areas designated for commercial.

2 Areas not designated for residential use are designated, for commercial, industrial, park, institutional, utility, or transportation uses, including public rights-of-way.

The street rights-of-way depicted within the 70 dB CNEL contour are specifically designated for nonresidential use in the applicable community or precise plans. Thus, Policy N.4, "Residential Land Use within 70 dB CNEL Contour and Greater," applies to these areas should they be vacated in the future. The Peninsula and Downtown Community Plans do not separately designate rights-of-way as nonresidential uses.

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.

AIRPORT LAND USE COMMISSION

SOURCES: SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sa Diego Unified Port District, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway); San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); City of San Diego, Planning Department, 2023 (general plan land use); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); Ricondo & Associates, Inc., 2023 (safety zones); Ricondo & Associates, Inc., October 2023 (neighborhood boundaries); Ricondo & Associates, Inc., May 2024 (community plan areas based on SanGIS).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter3_20240517.aprx Layout: SAN_ALUCP_Exh3-2_SZ_ResGPLU_20240528

EXHIBIT 3-2

RESIDENTIAL LAND USE ALLOWED IN SAFETY ZONES BASED ON CITY LAND USE PLANS

THIS PAGE INTENTIONALLY LEFT BLANK.

LEGEND

- Airport Property
- Runway
- ALUCP Safety Zone
- 2050 Forecast Noise Exposure Contours
- Community Planning Area
- San Diego Unified Port District Boundary
- Highway
- Water
- Residential Use is Designated [1]
- Residential Use is Not Designated [2]

NOTES:

ALUCP - Airport Land Use Compatibility Plan

CNEL - Community Noise Equivalent Level

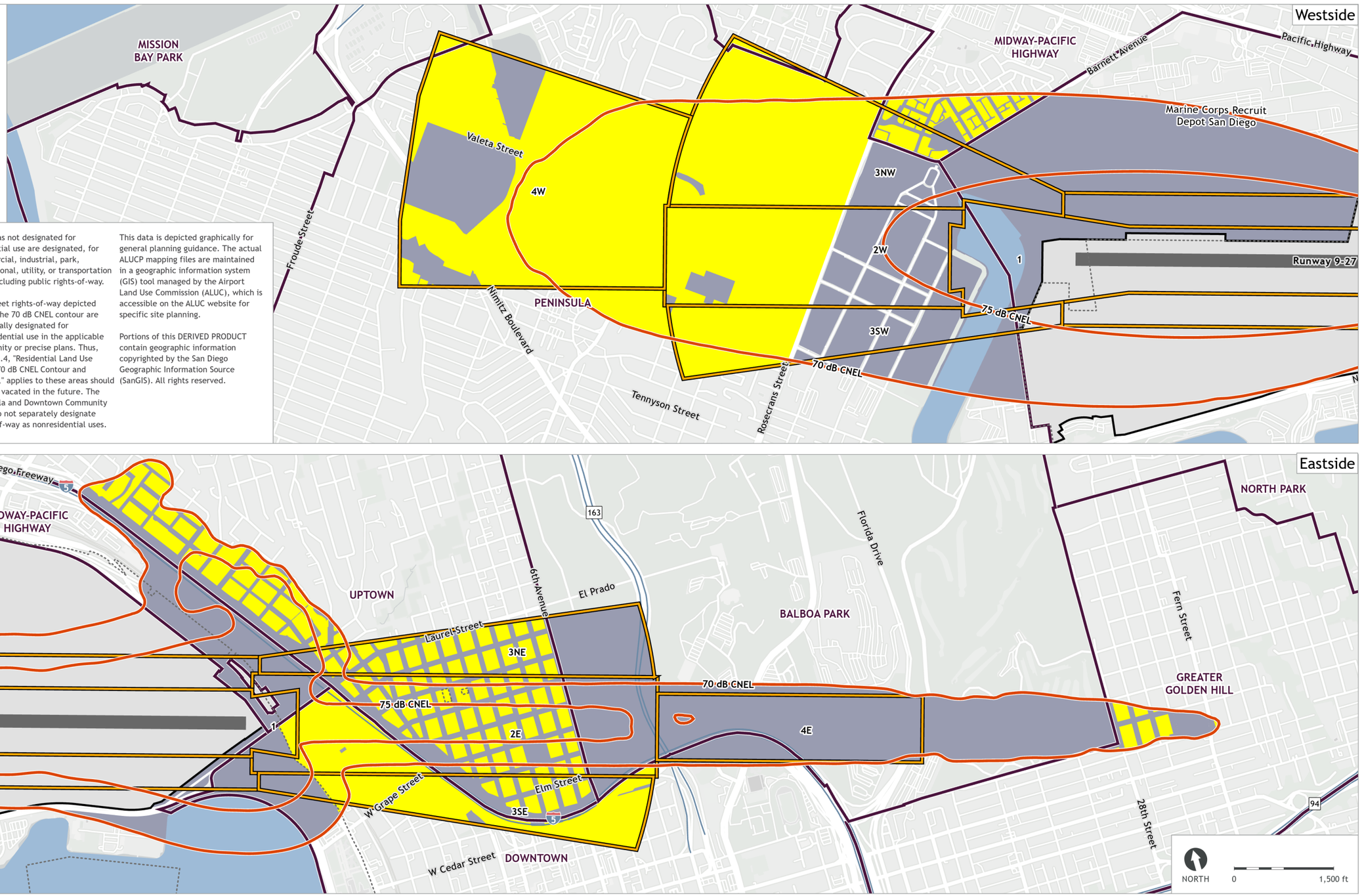
dB - Decibel

1 In addition to areas designated residential, the land use plans allow residential use in areas designated for mixed use and in some areas designated for commercial.

2 Areas not designated for residential use are designated, for commercial, industrial, park, institutional, utility, or transportation uses, including public rights-of-way.

The street rights-of-way depicted within the 70 dB CNEL contour are specifically designated for nonresidential use in the applicable community or precise plans. Thus, Policy N.4, "Residential Land Use within 70 dB CNEL Contour and Greater," applies to these areas should they be vacated in the future. The Peninsula and Downtown Community Plans do not separately designate rights-of-way as nonresidential uses.

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.



AIRPORT LAND USE COMMISSION

SOURCES: SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sa Diego Unified Port District, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway); San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); City of San Diego, Planning Department, 2023 (general plan land use); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); Harris Miller Miller & Hanson, Inc., June 2023 (2050 noise contours); Ricondo & Associates, Inc., 2023 (safety zones); Ricondo & Associates, Inc., October 2023 (neighborhood boundaries); Ricondo & Associates, Inc., May 2024 (community plan areas based on SanGIS).

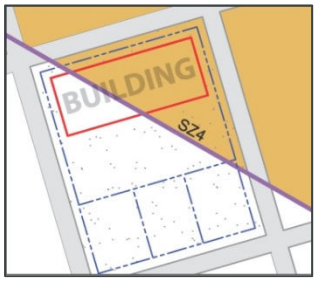
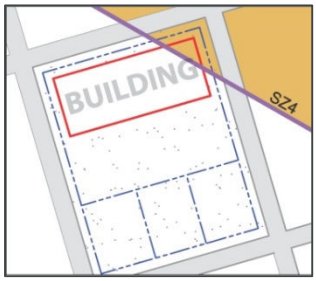
File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter3_20240517.aprx Layout: SAN_ALUCP_Exh3-3_GPLU_ResDesignationsWithin70dBandSZs_20240528

EXHIBIT 3-3

RESIDENTIAL LAND USE ALLOWED IN SAFETY ZONES AND 70 DB CNEL CONTOUR BASED ON CITY LAND USE PLANS

THIS PAGE INTENTIONALLY LEFT BLANK.

3.3 SUPPLEMENTAL SAFETY COMPATIBILITY POLICIES

Policy S.10	**Ancillary Uses** Ancillary uses are intended for the exclusive use of the employees, residents, and occupants of a land use project. Examples include breakfast areas, small gift/snack shops, workout rooms, spas, and laundry facilities serving office occupants, hotel guests or apartment/condominium residents. Ancillary uses are accounted for in the occupancy of the primary use. Ancillary uses that are either "compatible" or "conditionally compatible," as noted in Table 3-1, must cumulatively occupy no more than 10 percent of the gross occupied area. See Section 3.4.4, Example D. This provision does not apply to any ancillary uses classified as "incompatible" (red) in Table 3-1.
Policy S.11	**Building Located Partially Within a Single Safety Zone** When 50 percent or more of a proposed building, as determined by gross occupied area (in square feet), is located within a safety zone, the requirements of that safety zone apply. When more than 50 percent of the building is located outside a safety zone, no safety policies or standards apply. However, no building or portion of a building is compatible within Safety Zone 1. Hypothetical examples with italicized conclusions:  *Standards of SZ 4 apply.*  *No safety standards apply.*

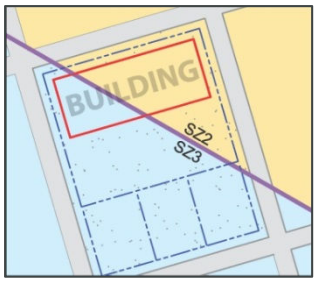
Policy S.12

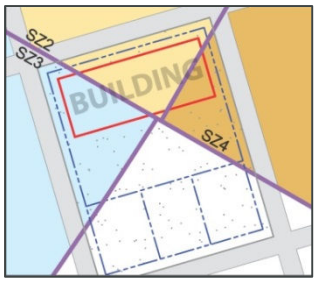
Building or Parcel Located within Two or More Safety Zones

When a proposed building or parcel is in two or more safety zones, the project sponsor can choose from two alternative approaches to determine the maximum compatible density/intensity of a proposed project. In no case, however, is a building or portion of a building compatible within Safety Zone 1.

- **Alternative 1:** The standards of the safety zone in which the greatest portion of the building, as determined by gross occupied area, is located apply.

  Hypothetical examples with italicized conclusion:



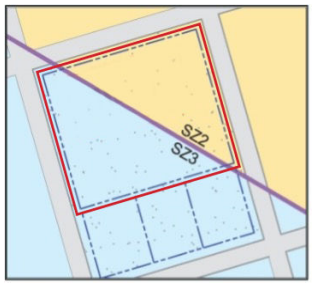


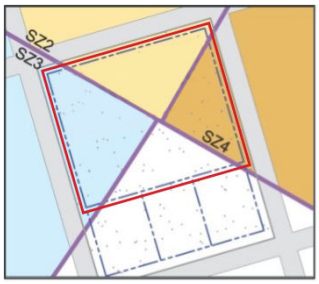
Alternative 1: Standards of Safety Zone 2 apply.

- **Alternative 2:** Allowable densities and intensities can be calculated for the portions of the parcel within each safety zone. The resulting densities/intensities are then summed to derive total maximum densities/intensities for the entire parcel. The building(s) can be located anywhere on the parcel. See Section 3.4.6, Examples F and G. Calculations must be rounded to three decimal places.

  For proposed projects on parcels in two or more safety zones and partially outside any safety zones, the portion of the parcel outside the safety zones is apportioned among the areas of the parcel within the safety zones to calculate allowable density/intensity. See Section 3.4.6, Example H.

  Hypothetical example with italicized method description:





Alternative 2:

Sum the compatible density/intensity for each part of parcel.	*Apportion land outside safety zones to each safety zone. Then sum the compatible densities/intensities.*

Policy S.13	**Land Uses Not Specified in Table 3-1** For any proposed land use that is not specified **in** Table 3-1**,** the Airport Land Use Commission (ALUC) (or the local agency after local agency implementation of the ALUCP) must determine the most similar land use based on the land use definitions and guidance in **Appendix A**. Once the most similar use is determined, standards for that use apply. Considerations include the following: • The degree of concentration of people within a limited area (such as a restaurant compared to a warehouse), as higher concentrations of people can impede swift evacuation in the event of an aviation accident • The degree of openness and coverage of land (such as passive recreational open space compared to offices), as expansive open spaces provide a greater margin of safety in accommodating debris scatter from an aviation mishap • The presence of less-mobile, vulnerable occupants (such as children, the elderly, or detained individuals) who require supervision or special care during an evacuation • The presence of hazardous materials, which could release contained substances and pose danger to nearby people in the event of an aviation accident • The presence of critical community infrastructure (such as major utilities), which could cause widespread impacts to the broader public beyond just the immediate facility in the event of damage by an aviation accident
Policy S.14	**New Uses in Existing Buildings** Any use which is designated as incompatible in Table 3-1 may not be established in any portion of an existing building. Conditionally compatible uses proposed to occupy a portion of an existing building are to comply with the density and intensity limits in Table 3-1. Density and intensity are calculated based on the number of units or gross occupied area of the proposed use and the proportion of the total lot area equal to the proportion of gross occupied area of the building to be occupied by the proposed use. See Section 3.4.7, Examples I and J, for examples of the required calculations. Calculations must be rounded to three decimal places. When one or more new conditionally compatible uses are proposed to entirely occupy an existing building, the following standards apply: **Nonresidential Projects:** The maximum intensity is limited as described in Policies S.7 and S.8. **Residential Projects:** The total density of a residential project must not exceed the maximum shown in Table 3-1. **Mixed-Use Projects:** The maximum density and intensity are limited as described in Policy S.9.

3.4 CALCULATION EXAMPLES

This section provides examples of calculation required to determine the compatibility of proposed projects with the various safety policies and standards.

3.4.1 Calculating Residential Density

Example A: Condominium project proposed in Safety Zone 3NW in the Midway – Pacific Highway CPA (Policy S.3). What is the maximum number of dwelling units that can be accommodated on the site?	
Project Details: **Site area:** 0.243 acre	**Calculations:** Multiply the site area, in acres, by the maximum compatible intensity in Safety Zone 3NW, Midway - Pacific Highway CPA (44 units per acre, as indicated in Table 3-1). 0.243 acre x 44 units/acre = 10.692 units
Result: A maximum of 10 dwelling units can be built on the site. The calculated maximum number of units must be rounded down to the nearest whole number so as not to exceed the maximum compatible density. (If 11 units were built on the site, the density would be 45.3 units per acre.)	

3.4.2 Calculating Nonresidential Intensity for a Single Use

Example B: Retail project proposed in Safety Zone 3NE in the Uptown CPA (Policy S.7)	
Project Details: **Site area:** 0.243 acre **Total building floor area:** 6,300 square feet **Retail uses:** Clothing, toys, jewelry, and gifts	**Calculations:** The proposed land uses are in the "retail" category **in** Table 3-1, which has an occupancy factor of 170 square feet per person. Divide the floor area by the occupancy factor to estimate the number of building occupants. 6,300 square feet ÷ 170 square feet/person = 37.059 occupants Divide the number of occupants by the site area to determine the intensity of the proposed retail project. 37.059 occupants ÷ 0.243 acre = 152.506 people/acre
Result: The intensity of 152.506 people per acre is less than the allowable maximum of 278 people per acre indicated in Table 3-1 for the Uptown CPA in Safety Zone 3NE. The proposed project is compatible.	

What is an occupancy factor?

*The **occupancy factor** is an estimate of the amount of floor area attributable to an occupant of a nonresidential land use. It is used to estimate the total number of people occupying a nonresidential use during periods of typical activity. It does not represent maximum structural capacity, maximum peak occupancy, or maximum occupancy allowed under any health or safety codes.*

3.4.3 Calculating Nonresidential Intensity for a Mix of Uses

Example C: Office/restaurant project proposed in Safety Zone 3SE in the Downtown CPA, Little Italy neighborhood (Policy S.8)

Project Details:	**Calculations:**
Site area: 0.254 acre **Office area:** 7,000 square feet **Restaurant area:** 9,000 square feet **Total building floor area:** 16,000 square feet	Divide the square feet of the office and restaurant by the corresponding occupancy factors in Table 3-1 (215 and 60, respectively) to estimate the number of occupants. Office: 7,000 square feet ÷ 215 square feet/person = 32.558 office occupants Restaurant: 9,000 square feet ÷ 60 square feet/person = 150.000 restaurant occupants Total Occupants = 32.558 office occupants + 150.000 restaurant occupants = 182.558 Divide the total occupants by the site area to determine the intensity of the proposed office/restaurant project. 182.558 total occupants ÷ 0.254 acre = 718.732 people/acre

Result: The intensity of 718.732 people per acre is less than the allowable maximum of 732 people per acre indicated in Table 3-1 for the Downtown CPA, Little Italy neighborhood in Safety Zone 3SE. The proposed project is compatible.

3.4.4 Calculating Maximum Compatible Intensity for a Hotel Project in Safety Zone 2

Example D: Hotel with a breakfast area and business center proposed in Safety Zone 2E in the Downtown CPA, Little Italy neighborhood (Policies S.1 and S.10)	
Project Details: **Site area:** 0.250 acre **Total Gross Occupied Area of Hotel:** 15,000 square feet **Breakfast Area:** 1,000 square feet **Business Center:** 400 square feet	**Calculations:** ***Hotel:*** Hotels in Safety Zone 2E are limited to 56 rooms per acre per Table 3-1. Calculate the compatible number of hotel rooms by multiplying the site size by 56. 0.250 acre x 56 rooms/acre = 14 rooms ***Breakfast Area and Business Center:*** The breakfast area and business center are for use by hotel guests. The total area of these uses, 1,400 square feet, is less than 10 percent of the gross occupied area of the project. They qualify as ancillary uses per Policy S.10.
Result: A 14-room hotel would be compatible in Safety Zone 2E. The breakfast area and business center qualify as ancillary uses and are not separately counted toward the total intensity of the project.	

3.4.5 Calculating Density and Intensity for a Mixed Residential/Nonresidential Project

Example E: Office/retail/residential project proposed in Safety Zone 2E in the Downtown CPA, Little Italy neighborhood (Policy S.9)	
Project Details: **Site area:** 0.250 acre **Residential units:** 20 units **Office area:** 860 square feet **Retail area:** 1,190 square feet **Total building floor area:** 4,000 square feet	**Calculations:** ***Residential:*** Calculate residential density by dividing the number of units by the site area, in acres. 20 units ÷ 0.250 acre = 80.000 units/acre Convert the residential density into intensity by multiplying the residential density (units per acre) calculated above by the number of persons per household in Little Italy per Table 3-1. 80.000 units/acre x 1.51 people/household = 120.800 people/acre ***Nonresidential:*** Divide the gross occupied area of the office and retail uses by the corresponding occupancy factors in Table 3-1 (215 and 170, respectively) to estimate the number of occupants.

	Office occupants = 860 square feet ÷ 215 square feet/person = 4.000 occupants Retail occupants = 1,190 square feet ÷ 170 square feet/person = 7.000 occupants Total nonresidential occupants = 4.0 + 7.0 = 11.0 Calculate nonresidential intensity by dividing the total number of occupants by the site area. 11.0 occupants ÷ 0.250 acre = 44.000 people/acre ***Total Project Intensity:*** Add the residential and nonresidential intensities Project intensity = 120.8 + 44.0 = 164.8 people/acre
Result: Two conditions must be satisfied if this mixed-use project is to be compatible with the safety compatibility policies and standards. First, the residential intensity is limited to one-half of the maximum compatible intensity in the safety zone and CPA/neighborhood. The residential intensity 120.8 people per acre, which is less than half of the compatible nonresidential intensity (255 people per acre) for this area, as indicated in Table 3-1. Second, the total intensity of the entire project must not exceed the maximum compatible intensity for the area. The total intensity for the project is 164.8 people per acre, less than the maximum of 255 people per acre in this area, as indicated in Table 3-1. The proposed project meets both conditions and is, therefore, compatible.	

3.4.6 Calculating Maximum Compatible Density/Intensity for a Parcel In Two or More Safety Zones

Example F: Multi-family residential project in Downtown CPA, Little Italy neighborhood, on parcel in two safety zones (Policy S.12, Alternative 2). What is the maximum compatible density?	
Project Details: **Site area:** 0.580 acre **Site Area in SZ 2E:** 0.279 acre **Site Area is SZ 3SE:** 0.301 acre	**Calculations:** Calculate the maximum number of dwelling units that would be compatible within each part of the site by multiplying the area of each part by the maximum compatible density in each safety zone, from Table 3-1. Maximum units in SZ 2E = 0.279 acre x 40 units/acre = 11.160 units Maximum units in SZ 3SE = 0.301 acre x 154 units/acre = 46.354 units

	Calculate the total number of dwelling units that would be compatible on the site by adding the results for each safety zone. Compatible number of dwelling units = 11.16 + 46.354 = 57.514 units
Result: The proposed project can accommodate 57 dwelling units. The calculated maximum number of units must be rounded down to the nearest whole number so as not to exceed the maximum compatible density.	

Example G: Office project in Downtown CPA, Little Italy neighborhood, on parcel in two safety zones (Policy S.12, Alternative 2). What is the maximum compatible gross occupied area of the building?	
Project Details: **Site area:** 0.580 acre **Site Area in SZ 2E:** 0.279 acre **Site Area is SZ 3SE:** 0.301 acre	**Calculations:** Determine the maximum compatible gross occupied area of buildings associated with the proposed project. First, calculate the maximum intensity that would be compatible within each part of the site by multiplying the area of each part by the maximum compatible intensity in each safety zone, from Table 3-1. Maximum compatible intensity in SZ 2E = 255 people/acre Maximum compatible intensity in SZ 3SE = 732 people/acre Maximum intensity on site in SZ 2E = 0.279 acre x 255 people/acre = 71.145 people Maximum intensity on site in SZ 3SE = 0.301 acre x 732 people/acre = 220.332 people Calculate the maximum compatible intensity on the project site by adding the results for each safety zone. Total compatible intensity on project site = 71.145 + 220.332 = 291.477 Calculate the maximum compatible gross occupied area of buildings in the proposed project by multiplying the office occupancy factor from Table 3-1 (215 square feet per person) by the maximum compatible intensity for the project site. Maximum gross occupied area of building = 215 square feet/person x 291.477 people = 62,667.555 square feet
Result: The proposed project can accommodate a building with a gross occupied area of 62,667.555 square feet.	

Example H: An office project on a parcel split by two safety zones and partially outside any safety zone (Policy S.12, Alternative 2). How is the portion of the site outside the safety zones apportioned between the safety zones?	
Project Details: **Site area:** 0.570 acre **Site area in SZ 2E:** 0.220 acre **Site area in SZ 3SE:** 0.250 acre **Net site area subject to safety standards:** 0.470 **acre** **Site area outside safety zones:** 0.110 acre	**Calculations:** Apportion the site area outside any safety zone in proportion to the portions of the site in each safety zone. Calculate the proportions of the project site in each safety zone. Proportion of project site subject to safety standards that is in SZ 2E = 0.220 ÷ 0.470 acre = 0.468 Proportion of project site in SZ 3SE = 0.250 ÷ 0.470 acre = 0.532 Multiply each proportion by the site area outside any safety zone. SZ 2E proportion = 0.468 x 0.110 = 0.051 acre SZ 3SE proportion = 0.532 x 0.110 = 0.059 acre Calculate the site areas attributable to each safety zone by adding the site area in each safety zone to the portions of the site area outside the safety zones apportioned to each safety zone. Project area attributable to SZ 2E = 0.220 acre + 0.051 acre = 0.271 acre Project area attributable to SZ 3SE = 0.250 acre + 0.059 acre = 0.309 acre
Result: Calculate the maximum compatible intensity and maximum gross occupied area of the building per Example G, using the project areas attributable to each safety zone.	

3.4.7 Calculating Maximum Compatible Density and Intensity for a Proposed Project Occupying Part of an Existing Building

Example I: Multi-family dwelling units proposed for part of an existing building in Safety Zone 3SE in the Downtown CPA, Little Italy neighborhood (Policy S.14). What is the maximum compatible number of units?	
Project Details: **Gross occupied area for proposed dwelling units:** 5,000 square feet **Gross occupied area of existing building:** 14,000 square feet **Lot size:** 0.180 acre	**Calculations:** Determine the maximum number of dwelling units that are compatible in this area. Calculate the proportion of the building occupied by the proposed use. 5,000 square feet ÷ 14,000 square feet = 0.357 Apportion the part of the lot attributable to the proposed project by multiplying the lot area by the proportion of the building occupied by the proposed use. 0.180 acre x 0.357 = 0.064 acre Calculate the maximum compatible number of units by multiplying the portion of the lot attributable to the proposed project by the maximum compatible density (154 units/acre, per Table 3-1). 0.064 acre x 154 units/acre = 9.856 units
Result: The proposed project can accommodate 9 dwelling units. (Ten units would equate to 156.25 units per acre, exceeding the maximum of 154 units per acre.)	

Example J: Office project proposed for part of an existing building in Safety Zone 3SE in the Downtown CPA, Little Italy neighborhood (Policy S.14)	
Project Details: **Gross occupied area of offices:** 3,000 square feet **Gross occupied area of building:** 10,000 square feet **Lot size:** 0.140 acre	**Calculations:**[27] Calculate the proportion of the building occupied by the proposed use. 3,000 square feet ÷ 10,000 square feet = 0.300 Apportion the part of the lot attributable to the proposed project by multiplying the lot area by the proportion of the building occupied by the proposed use. 0.140 acre x 0.300 = 0.042 acre Calculate the occupancy of the proposed use. The occupancy factor for office uses is 215 square feet per person (from Table 3-1). 3,000 square feet ÷ 215 square feet/person = 13.953 people Calculate the intensity of the proposed use by dividing the number of occupants by the lot area apportioned to the proposed project. 13.953 people ÷ 0.042 acre = 332.214 people/acre
Result: The maximum compatible intensity for nonresidential uses in Safety Zone 3SE in the Little Italy neighborhood is 732 people per acre (from Table 3-1). The proposed project is compatible.	

[27] **Appendix B** includes a template, documenting a calculation tool, for assisting with this calculation.

THIS PAGE INTENTIONALLY LEFT BLANK.

Chapter 4
Airspace Protection Policies and Standards

Chapter 4 provides an airspace protection area boundary map and airspace protection policies and standards for the San Diego International Airport (SDIA or the Airport) Airport Land Use Compatibility Plan (ALUCP). The policies and standards of this chapter apply only to new development or redevelopment. They do not apply to existing land uses, except as noted in Section 1.3 in Chapter 1. **Appendix I** of this ALUCP provides the technical basis for delineating the airspace protection area boundary and establishing the airspace protection policies and standards. **Appendix J** of this ALUCP provides the technical basis for the standards protecting flight safety.

In addition to the policies and standards established by this chapter, a project sponsor must also comply with the policies and standards established in Chapters 1, 2, 3, and 5 of this ALUCP.

4.1 AIRSPACE PROTECTION AREA BOUNDARY

Policy A.1	**Airspace Protection Area Boundary** The airspace protection area boundary, depicted on **Exhibit 4-1**, establishes the area where the policies and standards of this chapter apply. The airspace protection area boundary is based on the outermost edges of the following airspace surfaces: • Title 14 Code of Federal Regulations (14 CFR) Part 77, Subpart B, notification surface boundary (Exhibit I-3 in **Appendix I** of this ALUCP) • 14 CFR Part 77 civil airport imaginary airspace surfaces (Exhibit I-5 in **Appendix I)** • The approach surfaces for both runway ends defined by the criteria in Federal Aviation Administration (FAA) Order 8260.3F, United States Standard for Terminal Instrument Procedures (TERPS) (Exhibit I-6 in **Appendix I)** Exhibit 4-1 also depicts a smaller set of boundaries within the airspace protection area boundary. These areas are the boundaries of the combined runway end siting surfaces (RESS) and one engine inoperative (OEI) surfaces off each runway end within which specific height limitations apply (**Policy A.5**).

4.2 FAA NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

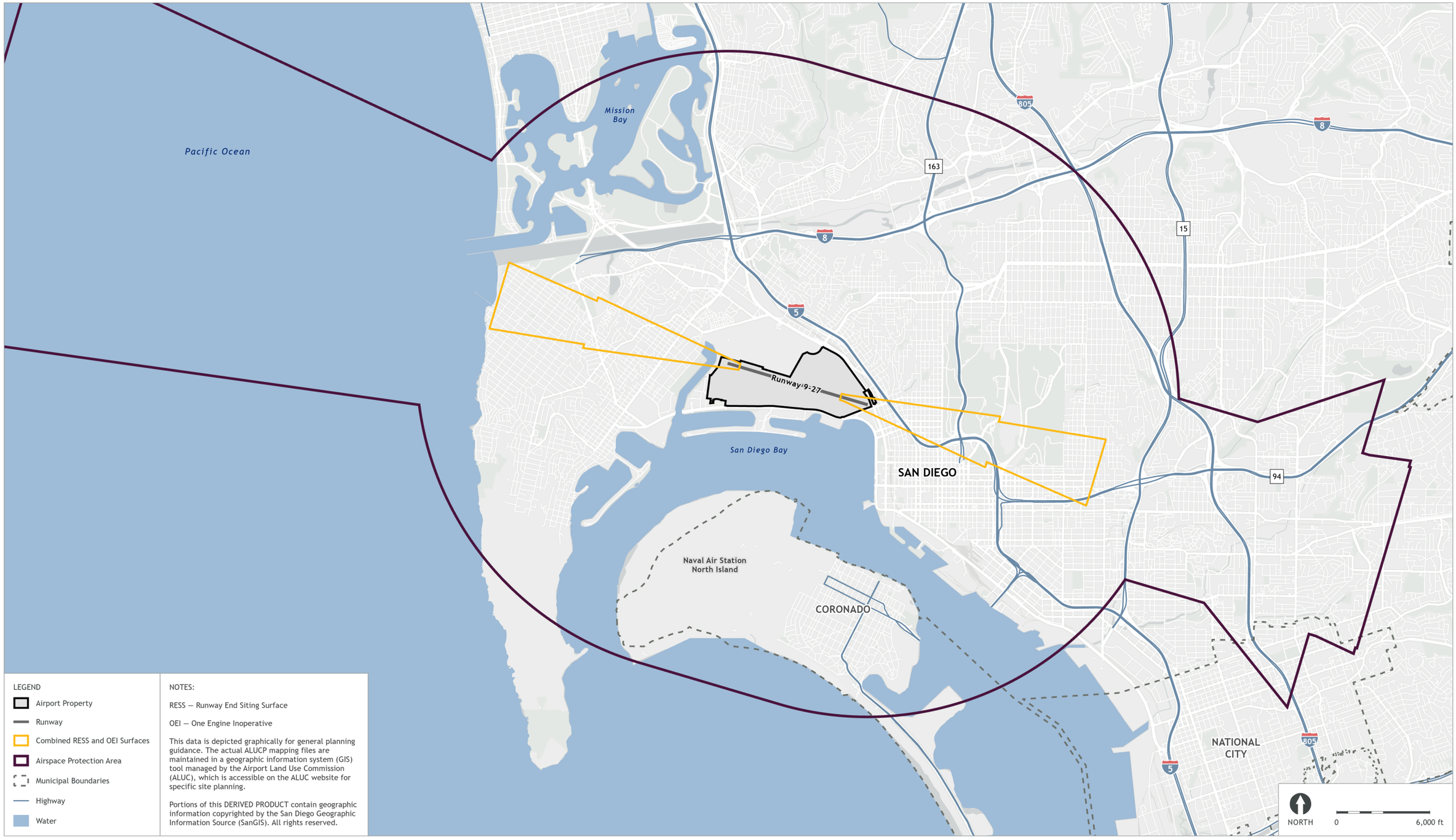
Federal law requires sponsors of proposed structures or objects (including buildings, antennas, trees, and mobile and temporary objects, such as construction cranes) that exceed 14 CFR Part 77 height criteria to submit to the FAA a *Notice of Proposed Construction or Alteration* (Form 7460-1).[28] The FAA may also require notification for structures or objects of lower height that may cause signal reception interference with navigational aids (NAVAIDs). Project sponsors may refer to this FAA website[29] to determine if they are required to file Form 7460-1 with the FAA.

Policy A.2	**FAA Notification Requirements** 1. Project sponsors must comply with FAA notice requirements for proposed construction or alteration of objects exceeding certain heights or that could potentially interfere with NAVAIDs by filing Form 7460-1 with the FAA, if required. Regardless of location, sponsors of proposed projects must notify the FAA of proposed structures or objects exceeding 200 feet above ground level, as required by 14 CFR 77.9(a). If FAA review is required, project sponsors must include a copy of the FAA notice of determination letter with their consistency applications to the Airport Land Use Commission (ALUC) or the local agency (after local agency implementation of the ALUCP). 2. 14 CFR 77.9(e)(1) provides that project sponsors need not file Form 7460-1 if the proposed project "will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation."[30] Sponsors of projects less than 200 feet in height above the site elevation may use this exemption if they provide evidence that the proposed project is shielded in accordance with 14 CFR 77.9(e)(1). This includes certification and the provision of evidence by a licensed engineer, architect, or surveyor that the object proposed for construction or alteration is shielded. The shielding analysis must be conducted in accordance with FAA guidance provided in FAA Order JO 7400.2R, *Procedures for Handling Airspace Matters*, paragraphs 6-3-13 and 6-3-14, or any successor guidance. The FAA guidance is included in **Appendix B** of this ALUCP. See **Appendix B** for the submittal requirements under the ALUCP consistency determination application process.

[28] Title 14, Code of Federal Regulations, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, Subpart B, *Notice Requirements*, Section 77.7.

[29] US Department of Transportation, Federal Aviation Administration, Department of Obstruction Evaluation/Airport Airspace Analysis (OE/AAA), *Notice Criteria Tool*, https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm.

[30] Title 14, Code of Federal Regulations, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, Section 77.9(e)(1).



AIRPORT LAND USE COMMISSION

SOURCES: California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport, Airport Layout Plan*, August 2021 (Airport property, runway); SanGIS, 2023 (municipalities); US Census Bureau, 2022 (roads), County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); Ricondo & Associates, Inc., February 2024 (airspace surfaces).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter4_20240517.aprx Layout: SAN_ALUCP_Exh4-1_AirspaceProtectionAreaBoundary_20240521

EXHIBIT 4-1

AIRSPACE PROTECTION AREA BOUNDARY

THIS PAGE INTENTIONALLY LEFT BLANK.

4.3 STANDARDS FOR THE PROTECTION OF AIRSPACE

4.3.1 Incompatible Structures and Objects

4.3.1.1 FAA Determinations

After receiving a Form 7460-1, *Notice of Proposed Construction or Alteration*, the FAA undertakes an obstruction evaluation and airport airspace analysis (OE/AAA) study to determine the effect of the proposed structure or object on the airspace. The FAA determines if the proposed structure or object would be an obstruction to air navigation, a hazard to air navigation, or neither.

Hazards are obstructions or other adverse objects that the FAA OE/AAA study concludes would have an "adverse effect" to a "significant volume of aeronautical operations."[31] Objects are determined to be hazards if they are not sufficiently clear from the normal pathways of aircraft, would affect the useable length of an existing or planned runway, or would result in certain other adverse effects, such as electromagnetic interference, hindrance of vision from the airport traffic control tower, or pilot distraction.[32]

For obstructions that the FAA does not consider hazards, it issues a Determination of No Hazard (DNH), which may include certain conditions. The conditions may include raising visibility minimums for certain approach procedures in addition to the marking and lighting of obstructions.

What is an obstruction?

An object that exceeds the obstruction standards established in 14 CFR Part 77, as determined by the FAA. Obstructions must be marked, lighted, and identified in aeronautical publications so they are easily recognized by pilots.

Policy A.3	**Hazards as Determined by the FAA** Hazards, as determined by the FAA through issuance of a Determination of Hazard (DOH), are incompatible with the airspace protection policies.
Policy A.4	**Obstructions Causing Adverse Airport Impacts** Certain projects receiving a Determination of No Hazard (DNH) from the FAA are incompatible if FAA or Airport operator analysis determines that the object would cause any of the following adverse airport impacts: 1. An increase in minimum ceiling requirements, decision altitude (DA), minimum descent altitude (MDA), missed approach point (MAP), threshold crossing height

[31] US Department of Transportation, Federal Aviation Administration, Order JO 7400.2R, *Procedures for Handling Airspace Matters*, Paragraphs 6-3-3 and 6-3-4.

[32] US Department of Transportation, Federal Aviation Administration, Order JO 7400.2R, *Procedures for Handling Airspace Matters*, Paragraph 6-3-3.

	(TCH), runway visual range (RVR), height above touchdown (HAT), or height above threshold (HATh) for an existing or planned instrument approach procedure; [33] 2. An increase in the required climb rate for an existing or planned departure procedure; 3. A reduction of the operational efficiency and capacity of the Airport; or 4. Conflict with visual flight rules (VFR) airspace.

4.3.1.2 Runway End Siting Surfaces and One Engine Inoperative Surfaces

Exhibit 4-2 depicts the combined runway end siting surfaces (RESS) and one engine inoperative (OEI) surfaces off both runway ends. The exhibit also indicates the approximate height of the surfaces above the underlying terrain. **Exhibits 4-3** and **4-4** depict profile views of the surfaces along the extended runway centerline.

What is a runway end siting surface?

*A runway end siting surface (RESS) is critical airspace used to establish the runway landing threshold. Any objects penetrating the RESS may cause the runway thresholds to be further displaced, reducing available landing distances. See Section I.3.4 in **Appendix I** of this ALUCP for more information.*

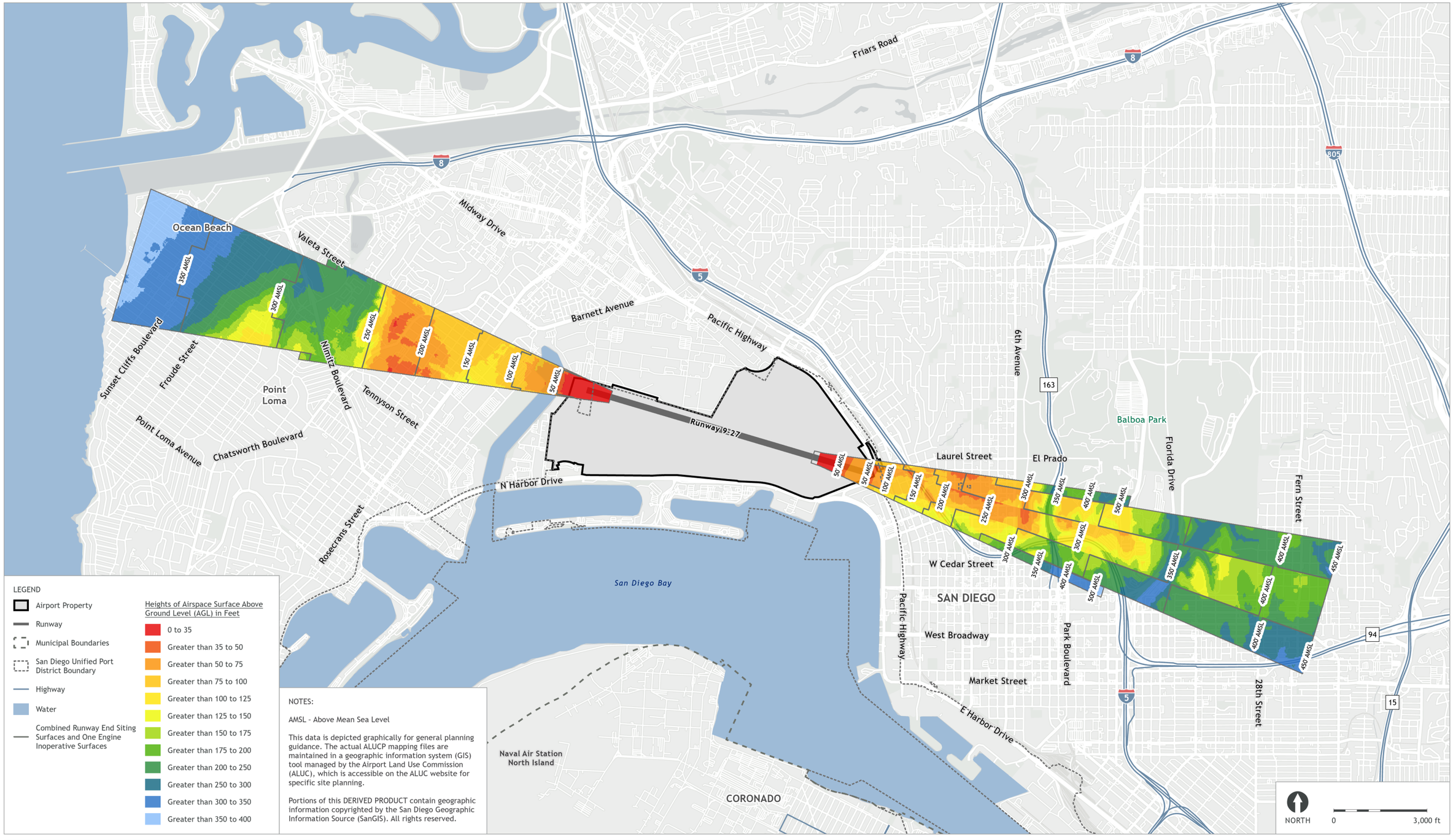
What is a displaced runway threshold??

The runway threshold marks the beginning of the portion of the runway available for landings. Typically, the threshold is located at the end of the runway pavement. At SDIA, the thresholds have been shifted down the runway – or displaced – to ensure that approaching aircraft can clear obstacles under the approach. The problem with displaced thresholds is that they reduce the runway length available for aircraft landings.

What is a one engine inoperative surface?

*Federal law requires commercial operators of multi-engine aircraft to develop operating criteria and procedures for each airport they serve to ensure safe climb performance on departure in case one engine becomes inoperative. Procedures are designed to provide required obstacle clearance (ROC). The ROC can be mapped as a surface – the one engine inoperative surface. See Section I.3.5 in **Appendix I** of this ALUCP for more information.*

[33] A planned procedure is one that is formally on file with the FAA or that is consistent with the FAA-approved Airport Layout Plan.



AIRPORT LAND USE COMMISSION

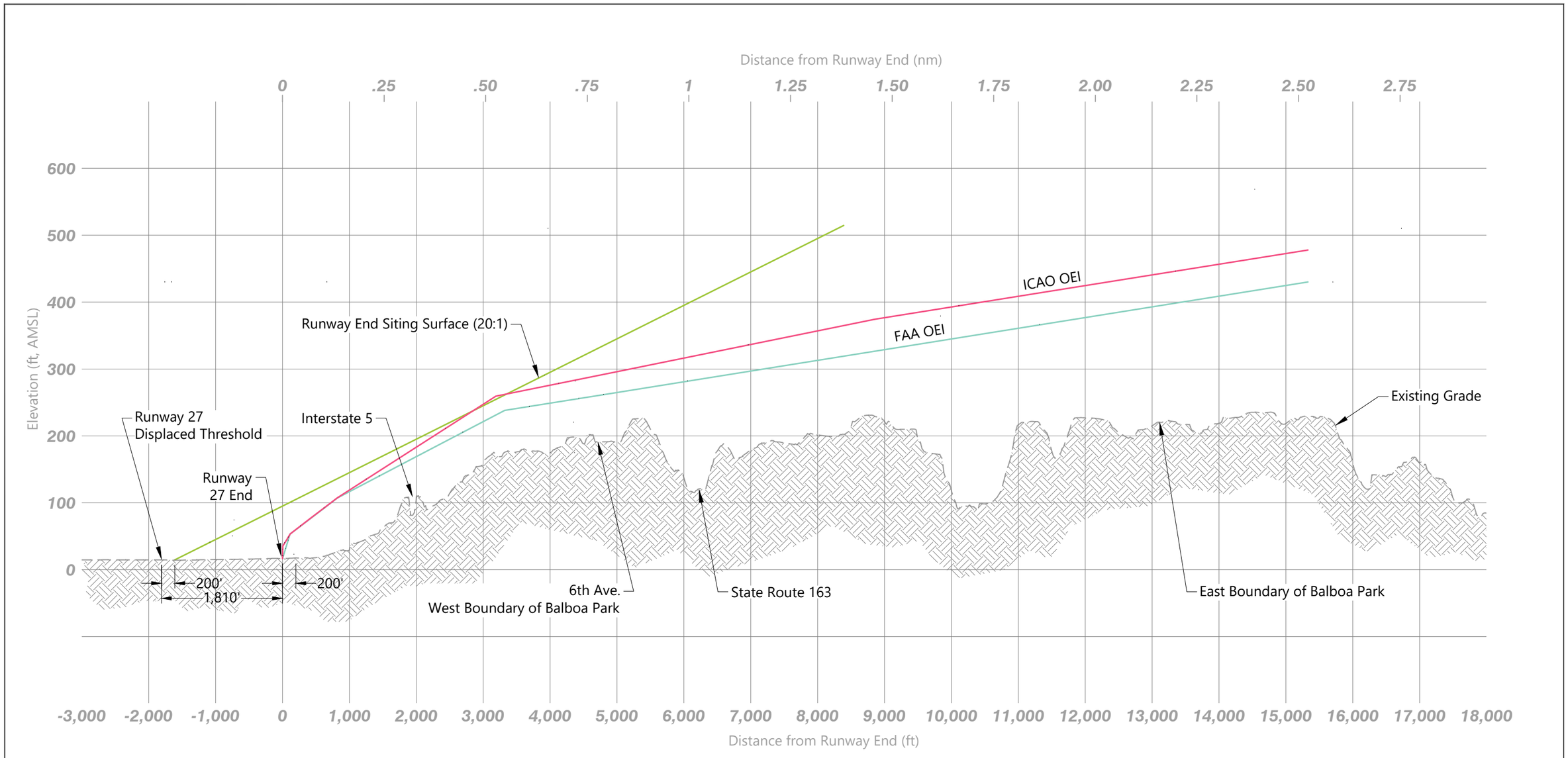
SOURCES: San Diego Unified Port District, SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, February 2024 (basemap); San Diego County Regional Airport Authority (SDCRAA), *San Diego International Airport, Airport Layout Plan*, August 2021 (Airport property, runway); SDCRAA, 2023 (San Diego Unified Port District Boundary); SanGIS, 2023 (municipalities); US Census Bureau, 2022 (roads), County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); US Geological Survey, 2018 (digital elevation model); Ricondo & Associates, Inc., February 2024 (runway end siting surfaces, one engine inoperative surfaces, terrain analysis).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter4_20240517.aprx Layout: SAN_ALUCP_Exh4-2_RESS_OEI_20240521

EXHIBIT 4-2

COMBINED RUNWAY END SITING SURFACES AND ONE ENGINE INOPERATIVE SURFACES

THIS PAGE INTENTIONALLY LEFT BLANK.

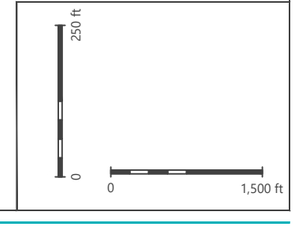


LEGEND
- Runway End Siting Surface
- Runway 9 FAA OEI Departure Surface
- Runway 9 ICAO OEI Departure Surface
- Existing Grade Along Extended Runway Centerline

NOTES:
1. Profile depicted along extended runway centerline.
2. The FAA considers other airspace surfaces in its Obstruction Evaluation / Airport Area Airspace analyses which are not depicted on this exhibit.

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.

ABBREVIATIONS:
AMSL - Above Mean Sea Level
FAA - Federal Aviation Administration
ICAO - International Civil Aviation Organization
nm - Nautical Mile
OEI - One Engine Inoperative



AIRPORT LAND USE COMMISSION

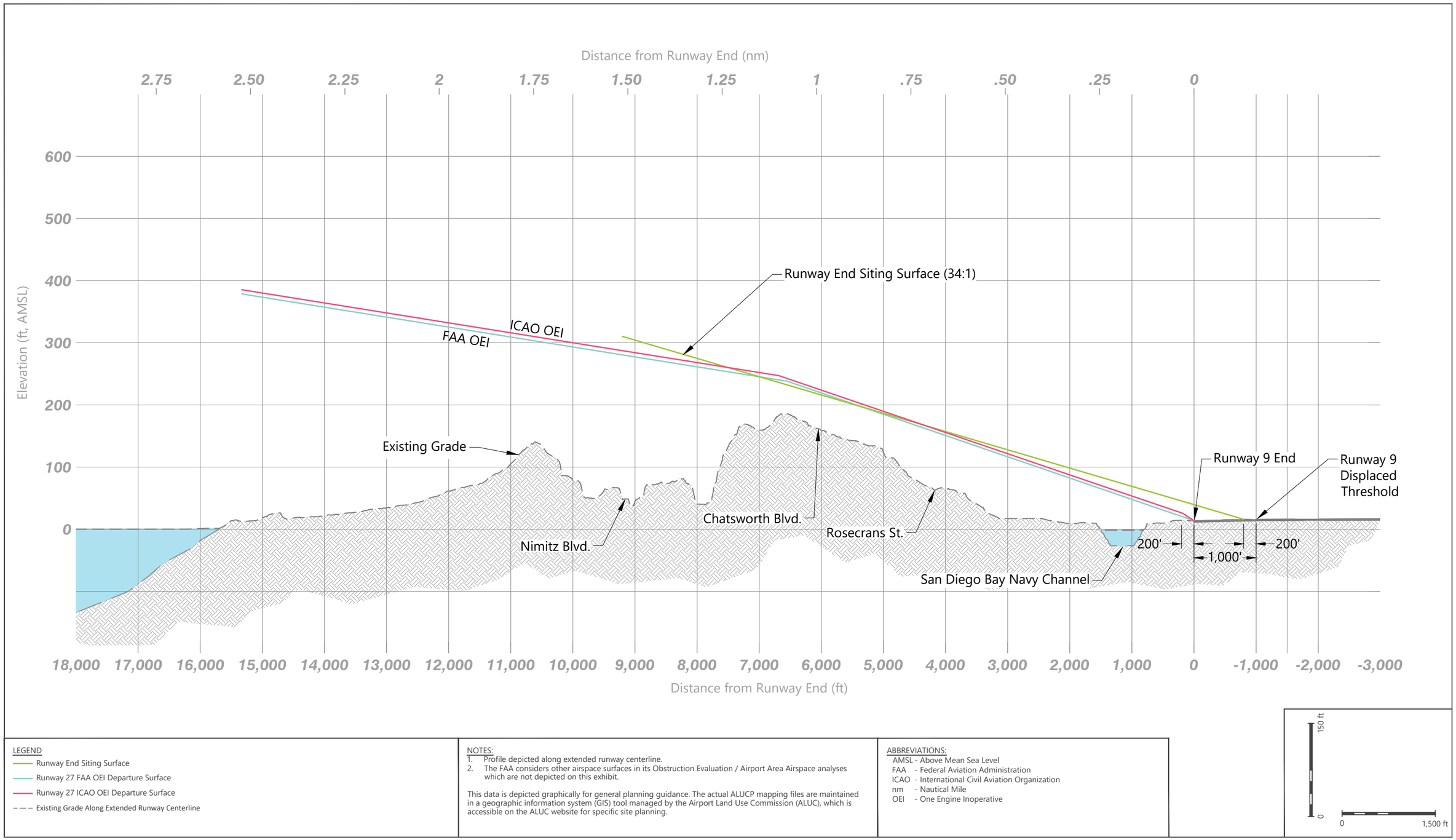
SOURCES: Ricondo & Associates, Inc., February 2024 (runway end siting surface, OEI surfaces); San Diego County Regional Airport Authority, *San Diego International Airport, Airport Layout Plan*, August 2021 (runway, displaced threshold); U.S. Geological Survey, 20180313, USGS 13 arc-second n33w118 1 x 1 degree: (terrain).

File Location: P:_PROJECTS\SAN\21141229-ALUCP On-Call\07_SAN ALUCP Update\02-Phase 2\05_Compatibility_Factor_Airspace\04-Drawings&Models\AutoCAD\alucp_Exhibit_4-3.dwg Layout: EXHIBIT 4-3 Plotted: Jan 12, 2025, 05:10PM

EXHIBIT 4-3

RUNWAY END SITING SURFACE AND ONE ENGINE INOPERATIVE SURFACE PROFILES - EASTSIDE

THIS PAGE INTENTIONALLY LEFT BLANK.



LEGEND
- Runway End Siting Surface
- Runway 27 FAA OEI Departure Surface
- Runway 27 ICAO OEI Departure Surface
- Existing Grade Along Extended Runway Centerline

NOTES:
1. Profile depicted along extended runway centerline.
2. The FAA considers other airspace surfaces in its Obstruction Evaluation / Airport Area Airspace analyses which are not depicted on this exhibit.

This data is depicted graphically for general planning guidance. The actual ALUCP mapping files are maintained in a geographic information system (GIS) tool managed by the Airport Land Use Commission (ALUC), which is accessible on the ALUC website for specific site planning.

ABBREVIATIONS:
AMSL - Above Mean Sea Level
FAA - Federal Aviation Administration
ICAO - International Civil Aviation Organization
nm - Nautical Mile
OEI - One Engine Inoperative

AIRPORT LAND USE COMMISSION

SOURCES: Ricondo & Associates, Inc., February 2024 (runway end siting surface, OEI surfaces); San Diego County Regional Airport Authority, *San Diego International Airport, Airport Layout Plan*, August 2021 (runway, displaced threshold); U.S. Geological Survey, 20180313, USGS 13 arc-second n33w118 1 x 1 degree: (terrain).

File Location: P:_PROJECTS\SAN\21141229-ALUCP On-Call\07_SAN ALUCP Update\02-Phase 2\05_Compatibility_Factor_Airspace\04-Drawings&Models\AutoCAD\alucp_Exhibit_4-4.dwg Layout: EXHIBIT 4-4 Plotted: Jan 12, 2025, 05:09PM

EXHIBIT 4-4

RUNWAY END SITING SURFACE AND ONE ENGINE INOPERATIVE SURFACE PROFILES - WESTSIDE

THIS PAGE INTENTIONALLY LEFT BLANK.

Policy A.5	**Penetrations of Runway End Siting Surfaces and One Engine Inoperative Surfaces** Proposed structures or objects penetrating a RESS or OEI surface, as depicted on **Exhibit 4-2**, are incompatible with the airspace protection policies, notwithstanding the issuance by the FAA of a Determination of No Hazard. Sponsors of proposed land use projects within the RESS-OEI boundary must provide evidence that the proposed structure or object, including rooftop appurtenances such as antennas or exhaust chimneys, will not penetrate the RESS-OEI surfaces.

4.3.2 Compatible and Conditionally Compatible Structures and Objects

Policy A.6	**Compatible Structure or Object** A proposed structure or object is compatible with the airspace protection policies if: • FAA review of the proposed project is not required; or • The FAA reviews the proposed project and issues a Does Not Exceed (DNE) determination. See Section I.3.6 in **Appendix I** of this ALUCP for more information.
Policy A.7	**Conditionally Compatible Obstructions** If a proposed structure or object is determined to be an obstruction, it may be made conditionally compatible with this ALUCP if all the following apply: • As a result of an aeronautical study, the FAA issues a Determination of No Hazard (DNH) and neither FAA nor Airport operator analysis finds that the structure or object would cause adverse Airport impacts per Policy A.4; • Sponsors of a proposed structure or object comply with the findings of the FAA DNH (e.g., reduce structure height, install obstruction lighting systems, and/or paint or mark structures);[34] and • An avigation easement is dedicated to the Airport operator. See Policy A.8.
Policy A.8	**Avigation Easements for Obstructions** A property owner must dedicate an avigation easement to the Airport operator if the land use project includes structures or objects exceeding the obstruction standards of Part 77, as determined by the FAA. To ensure flight safety, all obstructions must remain clearly marked and visible to pilots, as advised by the FAA. Any vegetation must be kept from growing into critical airspace. Therefore, avigation easements required under this policy must: • Provide the right of flight in the airspace above the property;

[34] US Department of Transportation, Federal Aviation Administration, Advisory Circular 70/7460-1M, *Obstruction Marking and Lighting*, November 16, 2020.

	• Permit access to the property for the removal or aeronautical marking of objects exceeding the established FAA height limit; • Permit access to the property for the maintenance of NAVAIDs on the property, if applicable; and • Require compliance with the criteria for the protection of flight safety established in Policies A.9 through A.15.

What is an avigation easement?

An easement is a legal document that gives one entity the right to use a part of the real estate owned by another entity, but only as specified in the easement document. An avigation easement is a particular form of easement that typically conveys the right of aircraft flight passage over the property and the right to cause associated impacts, including noise, vibration, air currents, engine emissions, and fuel vapors. It may also include a right to enter the property to remove obstructions to air navigation.

4.4 STANDARDS FOR THE PROTECTION OF FLIGHT SAFETY

Proposed land use projects that may create hazards to flight within the airspace protection area boundary, as described in this section, are subject to the policies of this section.

Policy A.9	**Incompatible and Conditionally Compatible Land Uses and Development Features** **Table 4-1** lists potentially hazardous land uses and development features. They are classified as incompatible or conditionally compatible based on the adverse effects they can create with respect to six hazard categories: glint and glare; problem lighting; smoke, dust, or water vapor; electromagnetic interference; thermal exhaust plumes; and hazardous wildlife attractants.

Table 4-1 (1 of 2) Potential Hazards to Flight

Potentially Hazardous Land Use or Development Feature[1]	Nature of Hazard					
	Glint and Glare	Problem Lighting	Smoke, Dust, Water Vapor	Electromagnetic Interference	Thermal Exhaust Plumes	Hazardous Wildlife Attractants
Development Features						
Buildings with large, highly reflective roof or wall surfaces						
Green and white alternating lights or rotating beacon of green and white lights directed upward						
High-intensity lighting (e.g., searchlights and stroboscopic lights) directed upward toward aircraft						
Jumbotron screens						
Laser light displays directed upward toward aircraft						
Linear array of steady or sequenced flashing lights of amber, green, red, white, or yellow, directed upward within 25 degrees of the runway centerline						
Outdoor stadiums illuminated for nighttime activities						
Agriculture						
Aquaculture activities conducted outside fully enclosed buildings						
Industrial						
Grain or oil seed (e.g., sunflower, cotton, rapeseed) processing facilities involving outdoor storage of product or waste materials						
Heavy industrial plants with tall exhaust stacks						
Utilities and Communication						
Cellular and microwave relay towers						
Composting operations that accept food waste						
Disposal of ash from general incinerators (not including resource recovery and power/heat-generating facilities)						
Dredge spoil containment areas						
Power plants – fossil fuel or other with cooling towers						

Table 4-1 (2 of 2) Potential Hazards to Flight

Potentially Hazardous Land Use or Development Feature[1]	Nature of Hazard					
	Glint and Glare	Problem Lighting	Smoke, Dust, Water Vapor	Electromagnetic Interference	Thermal Exhaust Plumes	Hazardous Wildlife Attractants
Utilities and Communication (continued)						
Power plants – concentrating solar or photovoltaic						
Radio and television transmission towers						
Solid waste landfills						
Stormwater management facilities, including water detention, retention, groundwater recharge ponds, flood control projects, or stream channelization/deepening/widening projects, which create areas of above-ground standing water of 5,000 square feet or more[2]						
Trash transfer stations handling putrescible waste, which are not fully enclosed or lack ventilation and air filtration systems adequate to control odors escaping to the outdoors (odor-masking is not acceptable)						
Underwater discharges of food waste						
Wastewater treatment facilities, including settling ponds and devices or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes and artificial marshes designed for wastewater treatment[2,3]						
Water treatment and intake facilities serving public water distribution systems						
Wind turbine arrays						
Parks and Open Space						
Water features incorporated into landscaping, open space, or golf courses with 5,000 square feet or more of water surface area[3]						
Wetlands development and mitigation projects with 5,000 square feet or more of wetlands						

LEGEND

The land use or development feature is conditionally compatible within the airspace protection area boundary, subject to compliance with ALUCP Policies A.9 through A.15.

The land use or development feature is incompatible within the airspace protection area boundary.

NOTES:

1 This list is illustrative and is not intended to comprehensively describe all potentially hazardous land uses and development features. Other land uses and development features with the potential to cause effects similar to those listed here, as determined by the ALUC, are subject to these policies.

2 Project sponsors should consult with Airport management and the Federal Aviation Administration's Airports District Office for assistance. Measures can be taken to reduce the risk of attracting birds (US Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, Paragraph 2.3.2, February 21, 2020; and US Department of Transportation, Federal Aviation Administration, Office of Airport Safety and Standards, and US Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services, *Wildlife Hazard Management at Airports: A Manual for Airport Personnel*, Second Edition, Sections 5.2 and 9.2b, July 2005).

3 Retention ponds of treated wastewater should be considered the same as stormwater management facilities.

SOURCE: San Diego County Regional Airport Authority, Airport Land Use Commission, February 2025.

Policy A.10	**Sources of Glint and Glare** Sponsors of proposed conditionally compatible projects with potential glare hazards, as indicated in Table 4-1, must fully describe on Form 7460-1, *Notice of Proposed Construction or Alteration,* any project features that may cause glint or glare. Project sponsors must submit a glare analysis to the FAA with Form 7460-1. Refer to Section J.1.1 in **Appendix J** of this ALUCP for information about glint and glare analysis. For a land use project subject to these conditions to be determined as compatible with the ALUCP, the project sponsor must provide evidence of compliance with the Form 7460-1 submittal requirements, and the FAA must have issued a Determination of No Hazard (DNH). If the DNH includes any recommendations for mitigation of glare effects, then those recommendations must be incorporated into determinations of ALUCP consistency and conditions of development permitting.
Policy A.11	**Problem Lighting** Sponsors of proposed conditionally compatible projects with potential lighting hazards, as indicated in Table 4-1, must fully describe on Form 7140-1, *Notice of Proposed Outdoor Laser Operations* (for laser installations) or Form 7460-1, *Notice of Proposed Construction or Alteration* (for all other proposed projects) any potentially problematic lighting features. For a land use project subject to these conditions to be determined as compatible with the ALUCP, the project sponsor must provide evidence of compliance with the Form 7460-1 submittal requirements and, if applicable, the Form 7040-1 submittal requirements. The FAA must have issued a letter of determination with no objections or a Determination of No Hazard (DNH). If the DNH includes any recommendations for mitigation of adverse lighting effects, then those recommendations must be incorporated into determinations of ALUCP consistency and conditions of development permitting.
Policy A.12	**Sources of Smoke, Dust, or Water Vapor** Sponsors of proposed conditionally compatible projects producing smoke, dust, or water vapor, as indicated in Table 4-1, must fully describe project features that may cause those effects on Form 7460-1, *Notice of Proposed Construction or Alteration*. For a land use project subject to these conditions to be determined as compatible with the ALUCP, the project sponsor must provide evidence of compliance with the Form 7460-1 submittal requirements, and the FAA must have issued a Determination of No Hazard (DNH). If the DNH includes any recommendations for mitigation of smoke, dust, or water vapor, then those recommendations must be incorporated into determinations of ALUCP consistency and conditions of development permitting.

Policy A.13	**Electromagnetic Interference** Sponsors of proposed conditionally compatible projects potentially producing electromagnetic interference, as indicated in Table 4-1, must fully describe project features that may cause those effects on Form 7460-1, *Notice of Proposed Construction or Alteration*. For a land use project subject to these conditions to be determined as compatible with the ALUCP, the project sponsor must provide evidence of compliance with the Form 7460-1 submittal requirements, and the FAA must have issued a Determination of No Hazard (DNH). If the DNH includes any recommendations for mitigation of electromagnetic interference, then those recommendations must be incorporated into determinations of ALUCP consistency and conditions of development permitting.
Policy A.14	**Sources of Thermal Exhaust Plumes** Sponsors of proposed conditionally compatible projects producing thermal exhaust plumes, as indicated in Table 4-1, must fully describe features of the proposed project that may cause thermal exhaust plumes on Form 7460-1, *Notice of Proposed Construction or Alteration*. Project sponsors must submit an exhaust plume analysis to the FAA with Form 7460-1. Refer to Section J.1.5 in **Appendix J** of this ALUCP for information about exhaust plume analysis. For a land use project subject to these conditions to be determined as compatible with the ALUCP, the project sponsor must provide evidence of compliance with the Form 7460-1 submittal requirements, and the FAA must have issued a Determination of No Hazard (DNH). If the DNH includes any recommendations for mitigation of thermal exhaust plumes, then those recommendations must be incorporated into determinations of ALUCP consistency and conditions of development permitting.
Policy A.15	**Hazardous Wildlife Attractants** Where conditionally compatible projects with the potential to attract hazardous wildlife, based on Table 4-1, are proposed, project sponsors must coordinate with the Airport operator and the FAA Airports District Office to identify suitable measures to mitigate the potential for attracting hazardous wildlife, especially birds.[35] For a land use project subject to these conditions to be determined as compatible with the ALUCP, the project sponsor must provide evidence of consultation with the Airport operator and the FAA, together with any Airport operator or FAA recommendations for mitigation measures. The recommended mitigation measures must be incorporated into determinations of ALUCP consistency and conditions of development permitting. For mitigation measures that require on-going maintenance, permitting conditions must require the project sponsor to file a mitigation monitoring report at least annually, verifying that the mitigation measures are being maintained.

[35] Mitigation guidance is provided in US Department of Transportation, Federal Aviation Administration, Office of Airport Safety and Standards, and US Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services, *Wildlife Hazard Management at Airports: A Manual for Airport Personnel*, Second Edition, Sections 5.2 and 9.2b, July 2005.

Chapter 5
Overflight Compatibility Policies

Chapter 5 provides the overflight compatibility policies for the San Diego International Airport (SDIA or the Airport) Airport Land Use Compatibility Plan (ALUCP) and a map of the overflight area within which the policies apply. **Appendix K** provides the technical basis for the overflight area boundary and policies.

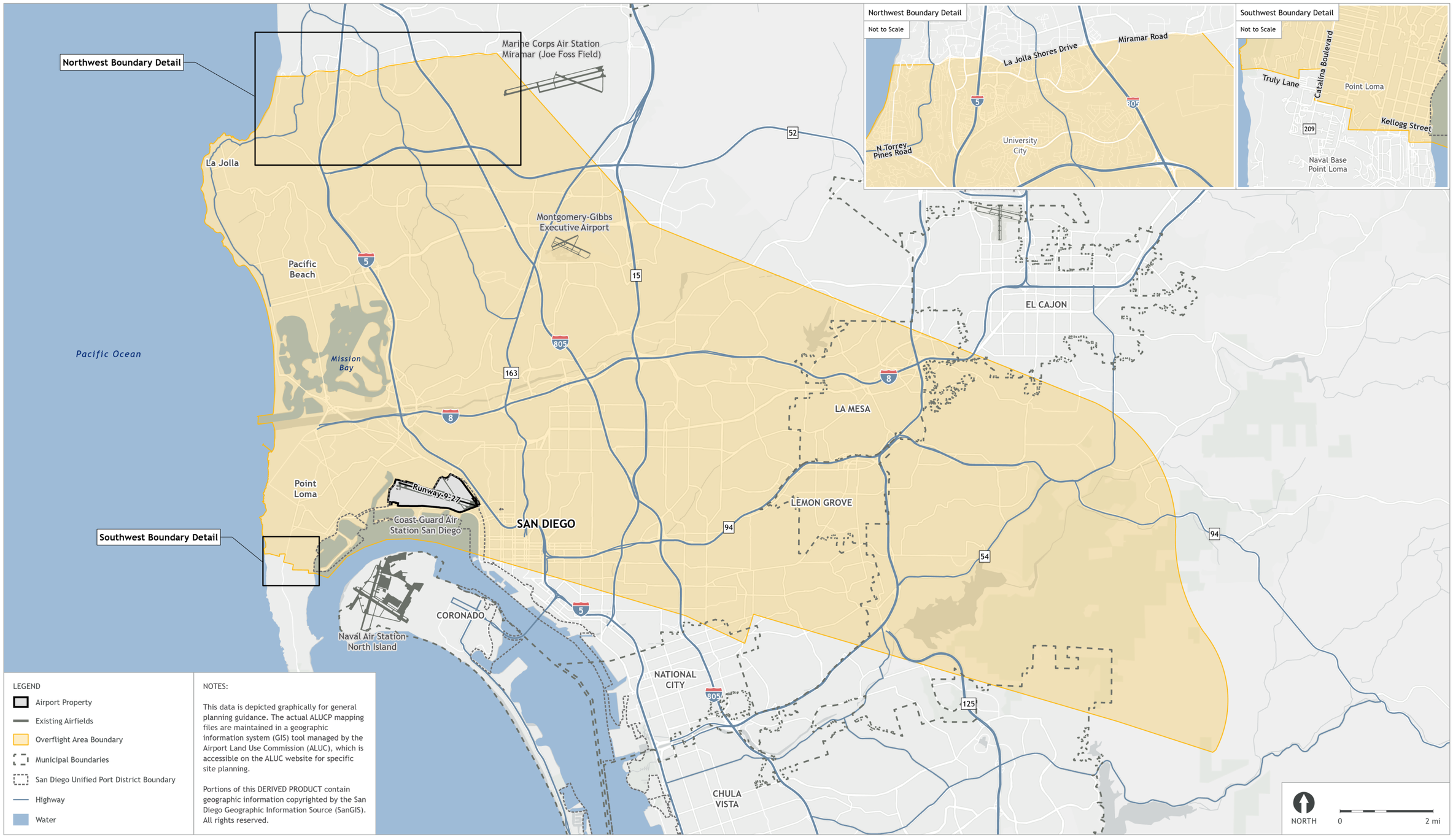
In addition to the policies established by this chapter, a project sponsor must also comply with the policies and standards established in Chapters 1, 2, 3, and 4 of this ALUCP.

Policy O.1	**Overflight Boundary** The overflight boundary, as depicted on **Exhibit 5-1**, establishes the area within which the overflight notification policy applies.
Policy O.2	**Overflight Notification** Local agencies should provide a means for owners of any newly constructed dwelling unit located within the area established by Policy O.1 to be notified of the effects of aircraft overflight. Potential methods to implement this policy include the following: • Adopt an ordinance requiring a recorded overflight notification agreement; • Provide notice upon issuance of building permits; • Adopt an overlay zone containing overflight notice; or • Adopt a local option real estate disclosure notice.[36] At a minimum, any notice should include the following language per state law: NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Local agency reliance upon the state real estate disclosure law,[37] which applies within the Airport Influence Area and requires any person who offers residential property for sale or lease to disclose the proximity of the airport to the property purchaser or lessee, is adequate to fulfill Policy O.2.

[36] California Civil Code, Section 1102.6a.

[37] California Business and Professions Code Sections 11010(a) and (b)(13); California Civil Code Sections 1102.6, 1103.4, and 1353; California Code of Civil Procedure Section 731a.

THIS PAGE INTENTIONALLY LEFT BLANK.



AIRPORT LAND USE COMMISSION

SOURCES: SanGIS, California State Parks, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, April 2024 (basemap); San Diego County Regional Airport Authority, *San Diego International Airport*, *Airport Layout Plan*, August 2021 (Airport property, runway); SanGIS, 2023 (municipalities); San Diego County Regional Airport Authority, 2023 (San Diego Unified Port District Boundary); US Census Bureau, 2022 (roads); County of San Diego, Planning and Development Services, LUEG-GIS Services, 2018 (water); SanGIS, 2015 (airfields); Ricondo & Associates, Inc., May 2024 (potential overflight area boundary).

File Location: Project:P:\GIS\Projects\SAN\MXD\SAN_ALUCP_2024_Maps\SAN_ALUCP_Chapter5_20240517.aprx Layout: SAN_ALUCP_Exh5-1_OverflightAreaBoundary_20240522

EXHIBIT 5-1

OVERFLIGHT AREA BOUNDARY

THIS PAGE INTENTIONALLY LEFT BLANK.