
Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name San Diego County Regional Airport Authority
Mailing Address P.O. BOX 82776
San Diego, CA 92138
Physical Address 3225 N. Harbor Drive
San Diego, CA 92101
Contact Ralph Redman
Email alucpcomments@san.org

The San Diego County Regional Airport Authority (SDCRAA), acting as the Airport Land Use Commission (ALUC) for San Diego County, will be the CEQA Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed project identified below. We need to know the view of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the proposed project.

SDCRAA is requesting input from interested governmental and quasi-government agencies, other organizations and private citizens regarding the scope and content of environmental information to be included in the EIR. Public agencies receiving this notice may need to use the EIR prepared by SDCRAA when considering their permits or other approvals for the proposed project.

Any public agencies that respond to this Notice of Preparation are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures that they would like to have addressed in the Draft EIR.
2. State whether they are a responsible or trustee agency for the proposed project, explain why and note the specific project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Ralph Redman at the mailing or email address shown above. We will need the name for a contact person in your agency.

Project Title: Naval Air Station North Island Airport Land Use Compatibility Plan

Project Location: Coronado San Diego County
City (nearest) County

Project Description: See the following description of the proposed project.

Date: April 22, 2019

Signature



Title

Manager, Airport Planning

Telephone

619.400.2464

Notice of Preparation

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

Naval Air Station North Island Airport Land Use Compatibility Plan

Project Description

The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) will be prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the County Airport Land Use Commission (ALUC). The ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (the cities of Coronado, Chula Vista, Imperial Beach, National City, San Diego, the Port District of San Diego and the County of San Diego) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdiction.

As required by state law,¹ the draft ALUCP will be consistent with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The draft ALUCP will provide airport land use compatibility policies pertaining to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies of the draft ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

The draft NASNI ALUCP is intended to promote compatibility between NASNI and future land uses for the protection of public health, safety, and welfare in areas around the Airport, to the extent that these areas are not already devoted to incompatible uses. The goals of the ALUCP policies are to:

- Limit new noise-sensitive development within the 65 dB CNEL and higher noise contours;
- Ensure that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meet interior sound level standards;
- Limit new risk-sensitive land uses within safety zones;
- Avoid an increase in land use incompatibility within the 65 dB CNEL and higher noise contours and safety zones;
- Limit the height of new structures and objects within the airspace protection boundary per Federal Aviation Administration (FAA) standards;
- Limit potential hazards to flight within the airspace protection boundary; and
- Promote awareness to prospective buyers of new housing of the potential effects of aircraft overflights within the ALUCP identified Airport Influence Area (AIA).

Project Area

The draft NASNI AIA covers approximately 175 square miles of land. After excluding National Forests, National Park Service properties, Bureau of Land Management (BLM) wilderness areas, military installations, and tribal lands, the AIA covers 125 square miles in the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego, unincorporated San Diego County, and the San Diego Unified Port District, as depicted in **Exhibit 1**.

As indicated on **Exhibit 1**, a smaller area is defined within the draft AIA that pertains to the airspace protection boundary, where airspace protection policies and standards apply. Noise and safety policies

¹ California Public Utilities Code, Section 21675(b).

and standards would apply within certain parts of the airspace protection boundary, as depicted on the inset map on **Exhibit 1**. The area within the airspace protection boundary is considered the project area for purposes of environmental analysis. In the portion of the AIA outside the airspace protection boundary, only the overflight policy applies. Because the overflight policy involves only a notice to prospective buyers of new residential property and does not involve limits on land uses, residential density, or development intensity, it would have no environmental impact, thus, the Initial Study is focused on the potential environmental impacts of the ALUCP within the airspace protection boundary.

Local agencies with jurisdiction within the project area (the airspace protection boundary) and which may be subject to draft ALUCP policies and standards include:

- City of Chula Vista
- City of Coronado
- City of National City
- City of San Diego
- Metropolitan Water District
- San Diego Unified Port District
- Chula Vista General Elementary School District
- Coronado Unified School District
- Grossmont Union High School District
- National School District
- San Diego Community College District
- San Diego Unified School District
- Southeastern Community College District
- Sweetwater Union High School District

Probable Environmental Effects of the Project

The analysis to be completed in accordance with the requirements of the California Environmental Quality Act (CEQA) will analyze impacts associated with the proposed project. The EIR will include discussion on all CEQA environmental topics required for potential environmental effect determination. Based on the findings of the Initial Study, potentially significant impacts may be caused for:

Land Use/Planning

Based on the findings of the Initial Study, the project project is anticipated to have less than significant impacts on the following environmental topics:

Aesthetics/Visual Effects	Hazards and Hazardous Materials
Agricultural/Farmlands and Forests	Human Health Risk
Air Quality	Hydrology/Water Quality
Biological Resources	Land Use/Planning
Coastal Resources	Mineral Resources
Cultural Resources	Noise
Geology/Soils	Population/Housing
Greenhouse Gases/Climate Change	Public Services

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Recreation

Transportation/Traffic

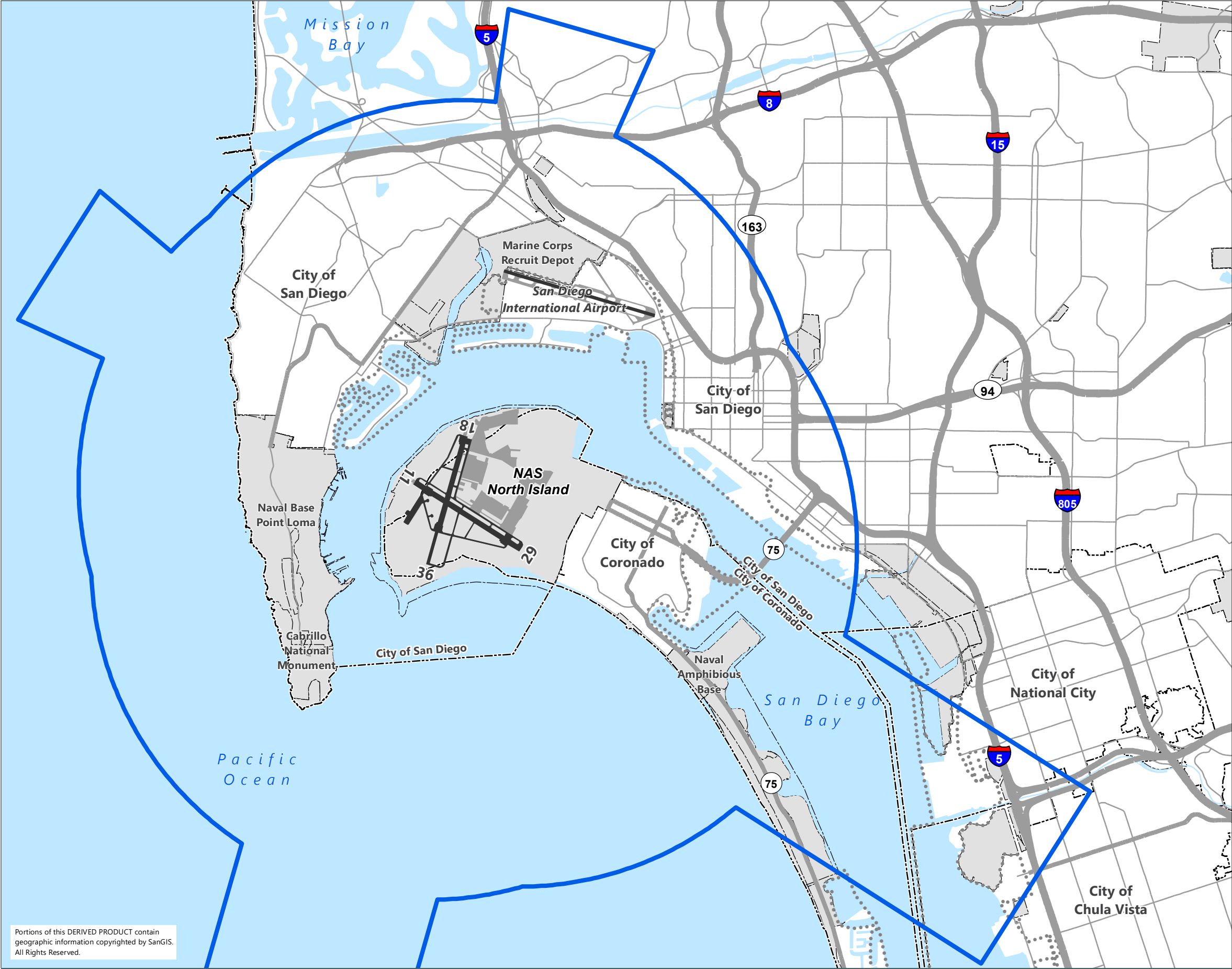
Tribal Resources

Utilities/Service Systems

Cumulative Effects

Attachment:

Exhibit 1 Project Location



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AIRPORT
LAND USE
COMMISSION

LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Federal Land
- San Diego Unified Port District
- Water
- EIR Project Area (Airspace Protection Boundary)



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces)' California Department of Water Resources, July 2018 (Federal land).

Prepared by: Ricondo & Associates, Inc., April 2019.

NASNI ALUCP EIR
Project Area

April 2019 | Final

Naval Air Station North Island

Airport Land Use Compatibility Plan CEQA Initial Study

Prepared for:

Airport Land Use Commission, San Diego County
Regional Airport Authority

Prepared by:

RICONDO

Ricondo & Associates, Inc. (Ricondo) prepared this document for the stated purposes as expressly set forth herein and for the sole use of San Diego County Regional Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation and this Report should be read in its entirety for an understanding of the analysis, assumptions, and opinions presented. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and does not provide financial advisory services within the meaning of such act.

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Summary and Determination

DETERMINATION (To be completed by Lead Agency)	
On the basis of this initial evaluation:	
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
<input checked="" type="checkbox"/> I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
<input type="checkbox"/> I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
	Ralph Redman Manager, Airport Planning San Diego County Regional Airport Authority
SIGNATURE	TITLE

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated in Section 4, Environmental Impacts.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems		Wildfire		Mandatory Findings of Significance

INITIAL STUDY CHECKLIST	
PROPONENT NAME San Diego County Regional Airport Authority, Airport Land Use Commission	PHONE NUMBER 619.400.2404
PROPONENT ADDRESS – Street Address Third Floor, SDCRAA Administration Building 3225 North Harbor Drive San Diego, California 92101	Mailing Address P.O. Box 82776 San Diego, California 92138-2776
PROPOSAL NAME Naval Air Station North Island Airport Land Use Compatibility Plan	

1. Introduction

This Initial Study has been prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, to determine if adoption and implementation of the Naval Air Station North Island (NASNI or Airport) Airport Land Use Compatibility Plan (ALUCP) may result in a significant effect on the environment, pursuant to the requirements of the California Environmental Quality Act (CEQA)¹ and the implementing CEQA Guidelines.² Pursuant to the CEQA Guidelines, if the Airport Authority, acting as the ALUC, upon reviewing this Initial Study determines that there is “substantial evidence that any aspect of the [NASNI ALUCP], either individually, or cumulatively, may cause a significant effect on the environment, an EIR shall be prepared.”³ If the Airport Authority determines that an EIR is required, this Initial Study will assist in preparing the EIR by, among other things: (1) focusing the EIR on the environmental effects determined to be potentially significant; (2) identifying the effects determined not to be significant; and (3) explaining the reasons for determining that potentially significant effects would not be significant.⁴

The Airport Authority intends for this Initial Study to satisfy the content requirements of CEQA Guidelines Section 15063, Subdivision (d)(1)-(6). Further, the Airport Authority has determined that, based on the analysis contained in this Initial Study, potentially significant impacts may result from implementation of the NASNI ALUCP relative to land use and planning. The Airport Authority also has determined, based on the analysis in the Initial Study, that implementation of the ALUCP would result in no impacts or less than significant impacts to all other environmental impact categories.

Based on the analysis presented in this Initial Study, the Airport Authority will prepare a Draft EIR to further analyze the ALUCP’s potential environmental impacts relative to land use and planning. No other environmental impact categories will be analyzed in the EIR.

Project Title

Naval Air Station North Island Airport Land Use Compatibility Plan

¹ Public Resources Code §21000 et seq.

² California Code of Regulations, title 14, §15000 et seq.

³ CEQA Guidelines §15063, subdivision (b)(1).

⁴ CEQA Guidelines §15063, subdivision (c)(3).

Lead Agency Name and Address

San Diego County Regional Airport Authority
Airport Land Use Commission
PO Box 82776
San Diego, CA 92138-2776

Contact Person and Phone Number

Ralph Redman
Manager, Airport Planning
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101
(619) 400-2464

Project Location

NASNI and the surrounding Airport Influence Area, San Diego County, California

Project Sponsor's Name and Address

San Diego County Regional Airport Authority
Airport Land Use Commission
PO Box 82776
San Diego, CA 92138-2776

General Plan Designation

Not applicable. The proposed project is an Airport Land Use Compatibility Plan. See Section 2 of Initial Study, Project Description.

Zoning

Not applicable. The proposed project is an Airport Land Use Compatibility Plan. See Section 2 of Initial Study, Project Description.

Description of the Project

See Section 2 of Initial Study, Project Description.

Surrounding Land Uses and Setting

See Section 3 of Initial Study, Environmental Setting.

Other Public Agencies Whose Approval is Required

See Section 2.4 of Initial Study, Required Approvals and Consultations.

Project Area

The draft NASNI Airport Influence Area (AIA) covers approximately 175 square miles of land in the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego, unincorporated San Diego County, and the San Diego Unified Port District, as depicted in **Exhibit 1-1**. Approximately 50 square miles of the AIA involves U.S. government and tribal lands where the ALUC has no jurisdiction, effectively reducing the AIA to 125 square miles. The AIA is comprised of the boundaries as defined by the airspace protection, noise, safety and overflight factor layers.

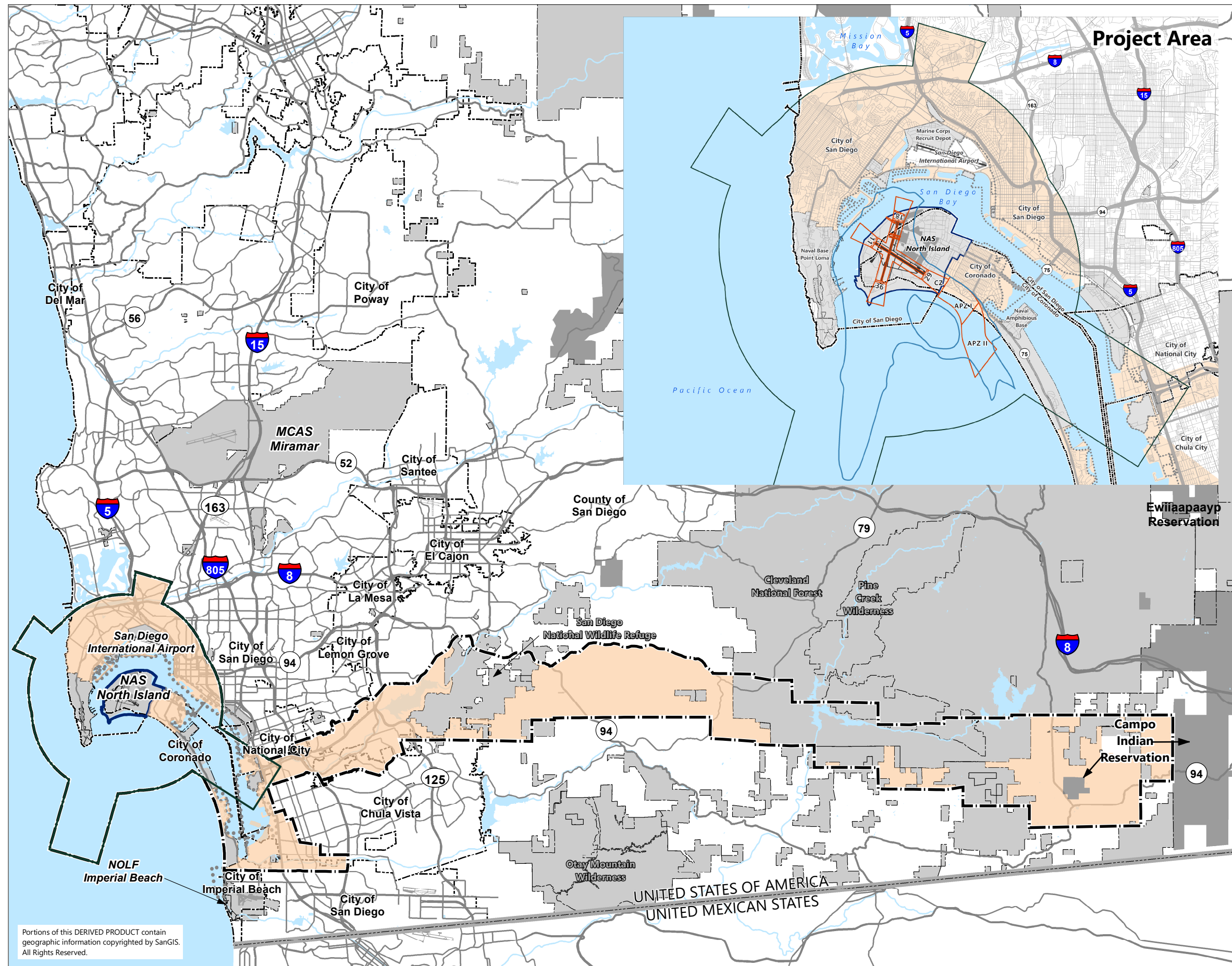
As indicated on **Exhibit 1-1**, a smaller area within the draft AIA has also been defined by the airspace protection boundary, where airspace protection and flight safety policies and standards, in addition to the overflight policy, apply. This area is referred to as the Project Area. The noise contours and safety zones, where noise and safety policies and standards apply, lie within the Project Area, as depicted on the inset map on **Exhibit 1-1**. In the portion of the AIA outside the Project Area, only the overflight policy applies. Because the overflight policy involves only a notice to prospective buyers of newly built residential property and does not involve limits on land uses, residential density, or development intensity, it would have no environmental impact; thus, this Initial Study is focused on the potential environmental impacts of the ALUCP within the Project Area.

Local agencies with jurisdiction within the Project Area and which may be subject to ALUCP policies and standards include:

- City of Chula Vista
- City of Coronado
- City of National City;
- City of San Diego;
- Metropolitan Water District
- San Diego Unified Port District;
- Chula Vista General Elementary School District
- Coronado Unified School District
- National School District
- San Diego Community College District
- San Diego Unified School District
- Southeastern Community College District
- Sweetwater Union High School District

These local agencies are discussed in Section 3, Environmental Setting.

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2. Project Description

2.1 Purpose and Goals of ALUCP

The proposed policies and standards for the Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station North Island (NASNI) were prepared by the San Diego County Regional Airport Authority (SDCRAA or Airport Authority), acting in its capacity as the County Airport Land Use Commission (ALUC). The NASNI ALUCP is to be used by the ALUC to promote airport land use compatibility in the Airport environs, to the extent that these areas are not already devoted to incompatible uses.

As required by state law,⁵ the proposed ALUCP policies and standards are consistent with the safety and noise standards in the 2011 Air Installations Compatible Use Zones (AICUZ) study, prepared by the United States Navy for NASNI. The proposed ALUCP airport land use compatibility policies pertain to four airport-related compatibility factors: 1) noise, 2) safety, 3) airspace protection, and 4) overflight. The policies and standards of the ALUCP would apply only to off-base land uses on non-federal lands as the ALUC does not have jurisdiction over federal property, nor does the ALUC have any authority over aviation operations.

The draft NASNI ALUCP is intended to promote compatibility between NASNI and surrounding land uses for the protection of public health, safety, and welfare in areas around the Airport, to the extent that these areas are not already devoted to incompatible uses. The goals of the proposed ALUCP airport land use compatibility policies and standards are to:

- Limit new noise-sensitive development within the 65 dB CNEL and higher noise contours;
- Ensure that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meets interior sound level standards;
- Limit new risk-sensitive land uses within safety zones;
- Avoid an increase in existing land use incompatibility within the 65 dB CNEL and higher noise contours and the safety zones
- Limit the height of new structures and objects within the airspace protection boundary per FAA standards;

⁵ California Public Utilities Code, Section 21675(b).

- Limit potential hazards to flight within the airspace protection boundary;
- Promote awareness to prospective buyers of new housing of the potential effects of aircraft overflights within the AIA.

2.2 Project Characteristics

The NASNI ALUCP would serve as the primary tool for the ALUC in reviewing proposed land developments in the NASNI environs for compatibility with military aviation operations. The ALUCP is also intended to assist local agencies (including the cities of Coronado, Chula Vista, National City, San Diego, and the San Diego Unified Port District) in preparing or amending land use plans and regulations as well as in the review of proposed land use projects within their jurisdictions. “Land use plans and regulations” include any general plan, community plan, specific plan, master plan, precise plan, zoning ordinance, zoning map or any amendments to any of these policy and regulatory documents. The term also applies to building regulations and amendments, other than the State Building Code, which would pertain to the land use policies and standards of the ALUCP. Land use plans and regulations also include any school district, community college district or special district master plans or amendments to master plans.⁶

A “land use project” is a proposed development requiring a ministerial or discretionary permit or approval from a local agency, or a proposed development sponsored by a local agency, that involves any of the following:

- Construction of a new building
- Enlargement of an existing building’s floor area
- Subdivision of land
- Change of use within an existing structure
- Increase in height of an existing structure

The ALUCP would be applicable to landowners – including local governments, school districts, special districts and private parties.⁷

The ALUCP comprises several components, summarized below:

- **Purpose and Scope of the Plan.** This component provides specific guidance on when the ALUCP may be amended, lists the goals of the ALUCP, discusses the geographic scope of the AIA, and discusses real estate disclosure as it relates to the AIA.

⁶ Public Utilities Code, §21676

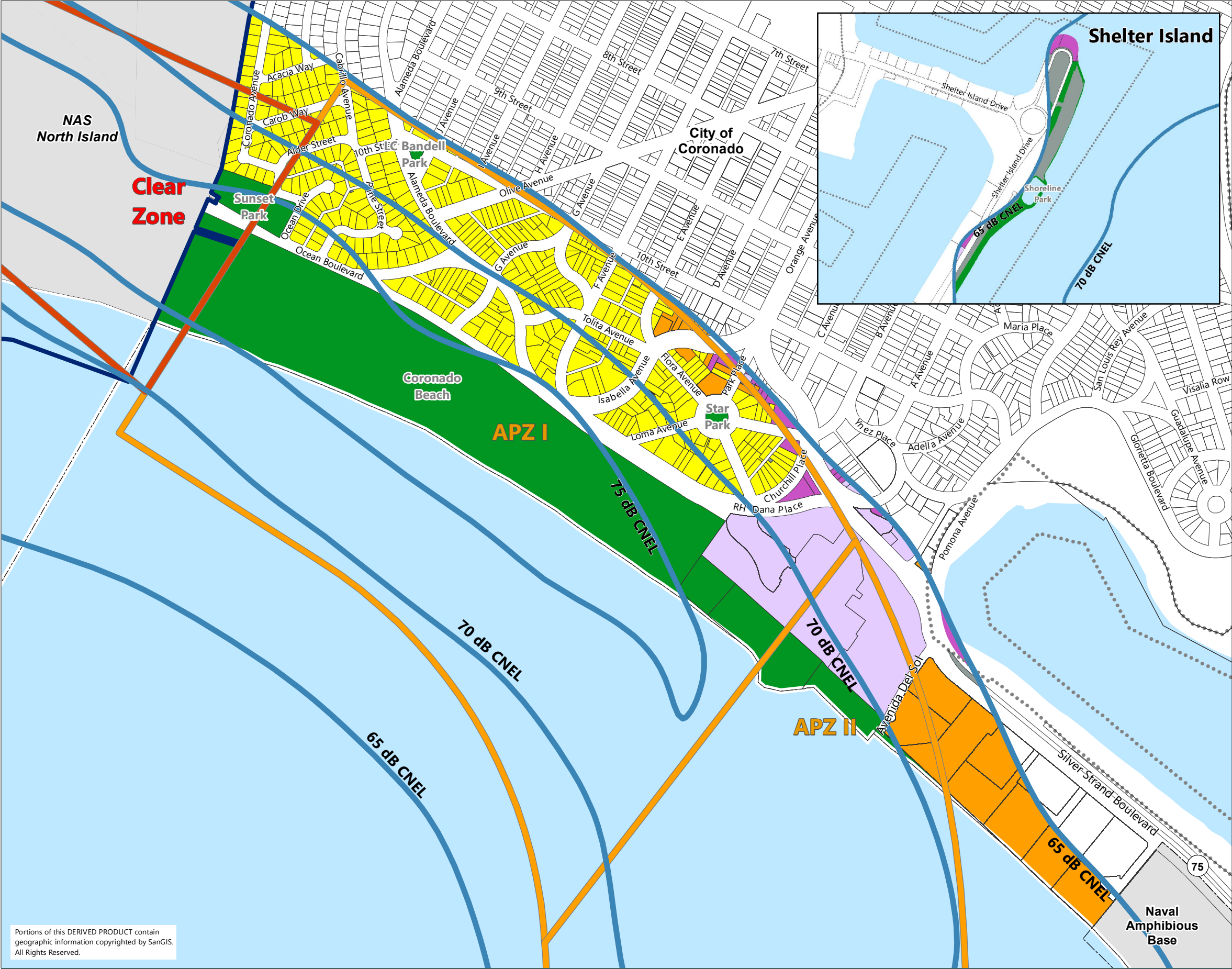
⁷ Public Utilities Code, §21670(f), §21674.7(b), §21675

- **Stakeholders Involved with this ALUCP.** This component 2 lists and describes the four groups of stakeholders who use or implement the draft ALUCP -- the ALUC, local agencies, project sponsors, and the U.S. Navy.
- **Limits of ALUC Authority.** This component discusses the limitations on the ALUC's authority. The properties to which the draft ALUCP policies do not apply are named; the facilities and operations at NASNI are specifically addressed as outside of the ALUC's jurisdiction; and the various exemptions from ALUC review are listed and described.
- **ALUC Review Process.** This component describes the processes used by the ALUC to review land use plans and regulations as well as proposed land use projects. The discussion describes the consistency determination review process and types of land use changes requiring a consistency review.
- **Airport Land Use Compatibility Policies.** This component covers the airport land use compatibility policies. The draft ALUCP provides land use policies and standards within the AIA to address each compatibility concern (i.e., noise, safety, airspace protection, and overflight notification). The draft ALUCP also provides compatibility maps for noise and safety, airspace protection, and overflight as well as a map defining the AIA for NASNI.
- **Implementation or Overrule of ALUCP.** This component describes the process for consistency determinations after a local agency amends its land use plans and regulations to be consistent with the ALUCP or overrules all or part of the ALUCP.
- **Technical Documentation and Supporting Information.** Nine appendices include: (1) an explanation of the land use classifications used in the ALUCP; (2) an explanation of the implementation tools and documentation available; (3) a description of NASNI and the local environs; (4-7) technical analyses explaining the basis for the safety, noise, airspace protection, and overflight notification policies; (8) an explanation of the terms and acronyms used in the ALUCP; and (9) a list of documents referenced in the ALUCP.

2.3 Overview of ALUCP Policies and Standards

The ALUCP has sets of policies and standards for each land use compatibility factor. The policies and standards apply only to new development, not to existing land uses for which no changes are proposed. The ALUCP would establish four compatibility zones, depicted on **Exhibit 2-1**, within which noise and/or safety compatibility standards and policies apply – three safety zones (Clear Zone and Accident Potential Zones I and II) where both noise and safety compatibility standards apply, and the area outside the safety zones within the 65 dB CNEL contour, where noise compatibility standards apply. The ALUCP also would establish an airspace protection boundary and an overflight area boundary, within which the airspace protection and overflight policies apply. The outer limits of the combined boundaries define the AIA, depicted on **Exhibit 1-1**.

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LEGEND

- Municipal Boundaries
 - Naval Air Station Property Boundary
 - Military Installation
 - San Diego Unified Port District
 - Water
- AICUZ Boundaries:**
- Clear Zone Boundary
 - Accident Potential Zone (APZ) I & II Boundaries
 - Prospective Noise Contours
- Existing Land Use**
- Commercial/Retail/Office
 - Hotel-Motel
 - Open Space
 - Residential – Multifamily
 - Residential – Single Family
 - Transportation/Utility



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, hydrology, and existing land use); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, runways, and accident potential zones); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., March 2018.

Exhibit 2-1
Draft ALUCP Safety Zones
and Noise Contours

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2.3.1 NOISE AND SAFETY COMPATIBILITY

The proposed noise and safety compatibility policies and standards of the ALUCP apply to four compatibility zones. Those include three safety zones defined in the 2011 Air Installation Compatible Use Zones (AICUZ) study⁸ and the area outside the safety zones exposed to noise above 65 dB CNEL, based on the prospective noise exposure contours developed for the AICUZ study.⁹ The proposed noise and safety standards applying within each of four compatibility zones, the Clear Zone (CZ), Accident Potential Zones I and II (APZS I and II)¹⁰, and the area within the 65 dB CNEL contour and outside the three safety zones, are presented in **Table 2-1** and summarized in the following sections.

2.3.1.1 Clear Zone

Within the CZ, all new structures are considered incompatible. Twenty-eight single-family homes, however, are currently located within the CZ. As existing land uses, the ALUCP policies and standards would impose no limits on the maintenance of the homes. Remodeling, expansion and reconstruction of the existing homes would be considered compatible, as long as any new habitable space is treated to achieve a 45 dB CNEL interior sound level.¹¹ The nature of the noise attenuation treatment required to achieve the 45 dB CNEL interior sound level likely will vary depending on the noise level to which the home is exposed. Homes within the 70 dB CNEL contour will require measures to attenuate outdoor noise by 25 to 30 dB to achieve the 45 dB CNEL target; homes within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB to achieve 45 dB CNEL.¹²

2.3.1.2 Accident Potential Zone I

Within APZ I, a variety of land uses involving concentrations of people and potentially hazardous materials are considered incompatible, as indicated in **Table 2-1**. Examples include hotels, manufacturing and storage of hazardous materials, hospitals, nursing homes, schools, and places of public assembly. Numerous other land uses are considered compatible in APZ I if new construction is treated to achieve interior sound levels of 45 or 50 dB CNEL. The 45 dB CNEL standard applies to residential uses, sleeping areas in hotels and resorts, and libraries, museums, and galleries. The 50 dB CNEL standard applies to office and public reception areas in various nonresidential land uses.

⁸ The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, Figure 5-3, p. 5-7. The AICUZ study is described in Section 2.2.1 of this Initial Study.

⁹ The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, Figure 4-8, p. 4-12.

¹⁰ The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, Figure 5-3, p. 5-7.

¹¹ These homes are within the 65 or 70 dB CNEL contours, as indicated in **Exhibit 2-1**.

¹² Standard construction is presumed to achieve an outdoor-to-indoor noise level reduction of 20 dB [The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Table C-1, note 1(c)].

Table 2-1 (1 of 3): Standards for Noise and Safety Compatibility

SLUCM ² Code	Land Use Type ¹	CZ	APZ I	APZ II	Inside 65 dB CNEL ³ & outside Safety Zones	Standards ⁴
10	Residences and Lodging					
111	Single-Family including accessory dwelling units; Supportive housing; Transitional housing	45	45	45	45	CZ, APZ I/II: One dwelling unit per legal lot of record at the time of ALUCP adoption, in addition to an accessory dwelling unit Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
112, 113, 12	Multi-Family; Group quarters; Bed and breakfast inn		45	45	45	APZ I/II: Residential density limited to the density existing at time of ALUCP adoption Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
13, 14, 15, 19	Residential Hotel; Mobile home park; Hotel/motel				45	Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL in sleeping areas.
20-30	Manufacturing					
23, 28, 29, 31, 35, 3999	Manufacturing: Apparel; Chemicals; Hazardous materials; Petroleum; Rubber; Plastic; Precision instruments					
21, 22, 32-34	Manufacturing: Food; Metals; Stone, clay, and glass; Textiles			50		APZ II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70 dB CNEL contour, interior noise must perform to sound level indicated.
24-27, 39	Manufacturing: Furniture and fixtures; Lumber and wood products; Paper; Printing and publishing; Miscellaneous manufacturing		50	50		APZ I/II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
40	Transportation, Communication, and Utilities					
41-46, 49	Auto parking; Boat launch ramp; Vehicle, freight, equipment storage					APZ I/II: No passenger facilities
47, 48	Communication: Telephone, radio, television; Utilities: Electrical, including wind and solar farms; Gas; Water; Wastewater					
485	Refuse Disposal: Sanitary landfill, solid waste/recycling center ⁵					
50	Trade					
51-59	Wholesale/Retail Trade, including eating/drinking establishment		50	50		APZ I/II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.

Table 2-1 (2 of 3): Standards for Noise and Safety Compatibility

SLUCM ² Code	Land Use Type ¹	CZ	APZ I	APZ II	Inside 65 dB CNEL ³ & outside Safety Zones	Standards ⁴
60	Services					
61, 62, 63, 65, 67, 69	Office: Finance, insurance, real estate, medical/dental; Services: Personal/professional/government; Research & Development		50	50		APZ I/II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6242, 637, 64, 66	Cemetery; Warehousing/storage (not including hazardous materials); Repair, including auto, electronics, furniture; Contract construction services		50	50		APZ I/II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; for public reception and office areas of new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
6379	Warehousing/storage of hazardous materials					
6513, 6516	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility				45	Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
68	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university				45	Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
6911, 6994	Indoor Public Assembly: Religious, fraternal				45	Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
70	Culture, Entertainment, and Recreation					
71	Library; Museum; Art gallery; Planetarium; Aquarium		45	45	45	APZ I/II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; new or reconstructed portions of buildings, interior noise must perform to sound level indicated. Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
723	Indoor Entertainment Assembly: Auditorium, concert hall, theater				45	Inside 65 dB CNEL: Interior noise must perform to 45 dB CNEL.
721, 722	Outdoor Assembly: Amphitheater, music shell; Spectator sports arena, stadium					
7123, 7124, 741, 743, 744,	Outdoor Participant Sports: Golf course, tennis court, riding stable, water recreation; Botanical garden; Zoo					APZ I/II: No clubhouse, indoor meeting place, or auditorium.
73	Amusement park; Golf driving range; Go-cart track; Miniature golf course					
742, 7414, 7415, 7417, 79	Athletic club; Gym; Fitness facility; Bowling alley; Recreation center; Skating rink		50	50		APZ I/II: No increase in gross floor area of existing uses; reconstructed buildings limited to gross floor area at time of ALUCP adoption; in new or reconstructed portions of buildings within the 70+ dB CNEL contour, interior noise must perform to sound level indicated.
76	Park					CZ: No above-ground structures APZ I/II: No clubhouse, indoor meeting place, or auditorium.

Table 2-1 (3 of 3): Standards for Noise and Safety Compatibility

SLUCM ² Code	Land Use Type ¹	CZ	APZ I	APZ II	Inside 65 dB CNEL ³ & outside Safety Zones	Standards ⁴
749, 752	Campground				45	Inside 65 dB CNEL: In new or reconstructed portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.
751	Resort		45/50	45/50	45	APZ I/II: No increase in gross floor area of existing uses; reconstructed building(s) limited to gross floor area at time of ALUCP adoption; interior noise in new or reconstructed portion of building must perform to 45 dB CNEL in sleeping areas and 50 dB CNEL in all other areas; no new uses that are classified as incompatible in this table. Inside 65 dB CNEL: In new or reconstructed portions of buildings, interior noise must perform to 45 dB CNEL in sleeping areas.
80	Resource Production and Extraction					
81-85, 89	Agriculture, aquaculture, mining					

Key to Table 2-1

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

Notes to Table 2-1

- The reuse of any land use for an incompatible use per this table is inconsistent with this ALUCP.
- Standard Land Use Coding Manual*, Urban Renewal Administration and Bureau of Public Roads, U.S. Department of Commerce, 1965. The SLUCM is a comprehensive land use classification system defined with a hierarchical set of codes. The most detailed level of classification uses 4 digits (say, 6911 for "churches, synagogues, and temples"), the next most detailed level uses three digits (691 for "religious activities"), a more generalized level uses two digits (69 for "miscellaneous services"), and the most generalized level uses one digit (6 for "services"). In this land use compatibility table, the generalized two-digit SLUCM codes have been used where possible. The standards applicable to each two-digit level of land uses apply to all of the more detailed land uses (using three-digit and four-digit codes) within the two-digit category, unless a more detailed SLUCM Code is used elsewhere in the table. For example, in the second row of the "Transportation, Communication and Utilities" category, SLUCM Codes 47 and 48 include communications and utilities land uses. In the third row, however, SLUCM Code 485, refuse disposal, is called out as a distinct land use for purposes of land use compatibility. Thus, SLUCM Code 48, in the second row, should be interpreted as including all uses described in the SLUCM under the "48 code," except for Code 485.
- Community Noise Equivalent Level
- Gross floor area includes vested development.
- While refuse disposal and related uses are not noise-sensitive, they are considered incompatible within the 65 dB CNEL contour because of their tendency to attract birds, a potential hazard to flight. These uses are considered incompatible throughout the Airspace Protection Area, which includes all areas within the 65 dB CNEL contour.

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

Because APZ I includes areas exposed to noise from 65 to over 75 dB CNEL, as depicted on **Exhibit 2-1**, noise attenuation measures to achieve the target interior level of 45 dB CNEL will vary throughout APZ I. For example, residential uses within the 75 dB CNEL contour will require measures to attenuate outdoor noise by 30 to 35 dB to achieve the 45 dB CNEL level; those within the 70 dB CNEL contour will require measures to attenuate noise by 25 to 30 dB; and those within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB.

2.3.1.3 Accident Potential Zone II

Within APZ II, which applies to only a small area in Coronado between Silver Strand Boulevard and the ocean, similar standards apply. The only differences are that certain manufacturing uses (food, metals, stone, clay, glass, and textiles) and certain amusement places and facilities (amusement parks, golf driving ranges, go-cart tracks, and miniature golf courses), which are incompatible in APZ I, would be considered compatible in APZ II.

The interior sound level standards applying in APZ I would also apply in APZ II. As depicted in **Exhibit 2-1**, noise levels in APZ II range from 65 dB CNEL to over 70 dB CNEL.

2.3.1.4 Area Inside 65 dB CNEL and Outside Safety Zones

According to the standards described in **Table 2-1**, places of outdoor assembly, such as amphitheaters and music shells, are incompatible within this zone.¹³ Other noise-sensitive uses, such as housing, hospitals, schools, and places of public assembly, are considered compatible within the 65 dB CNEL contour and outside the safety zones if the new uses are treated to achieve indoor sound levels of no higher than 45 dB CNEL with windows and doors closed. The noise level reduction standards would also apply to the remodeling and reconstruction of any of these existing uses and to the reconstruction of existing housing.

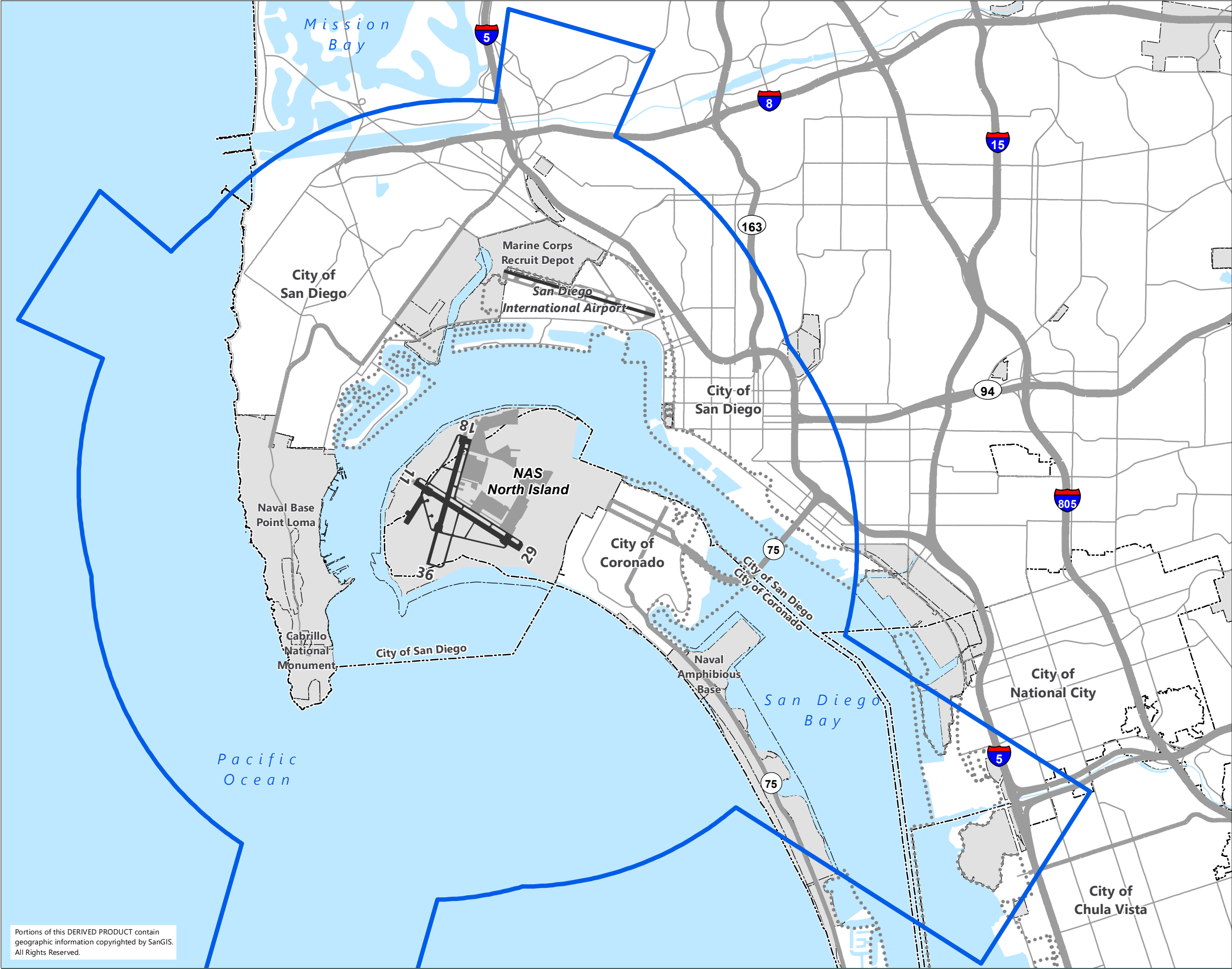
The proposed ALUCP airspace protection and flight safety standards apply within the airspace protection boundary, depicted on **Exhibit 2-2**. (The airspace protection boundary also defines the EIR Project Area, as discussed in Section 1.) The boundary is defined by a combination of the Part 77, Subpart B, airport vicinity notification surfaces and the inner Part 77 airport obstruction surfaces.¹⁴ The airspace protection policies establish the means for requiring compliance with Federal Aviation Administration (FAA) airspace determinations, which are undertaken in compliance with 14 CFR Part 77, and to acknowledge state law, which stipulates that no object determined by the FAA to be a hazard to air navigation can be erected without a permit from Caltrans.¹⁵

¹³ These uses are also considered incompatible in the CZ and APZ I and APZ II. One other land use, which is not noise-sensitive – refuse disposal – also is considered incompatible in all compatibility zones, including the area within the 65 dB CNEL contour and outside the safety zones. This is because of the potential for refuse disposal facilities to attract birds, a potential hazard to the safety of flight this close to NASNI.

¹⁴ Refer to the AICUZ study for more information about airspace surfaces. The Onyx Group, *Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Section 5.1.

¹⁵ California Public Utilities Code, Sections 21657, 21659(b).

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AIRPORT
LAND USE
COMMISSION

LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Federal Land
- San Diego Unified Port District
- Water
- EIR Project Area (Airspace Protection Boundary)



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces)' California Department of Water Resources, July 2018 (Federal land).

Prepared by: Ricondo & Associates, Inc., April 2019.

Exhibit 2-2

Draft ALUCP
Airspace Protection Boundary

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The proposed ALUCP airspace policies support existing federal and state law and regulations that ensure that hazards to air navigation are not built and that obstructions to air navigation are properly marked and lighted. While the ALUCP airspace policies are intended to ensure that local agencies comply with the FAA's regulations, the airspace policies would not establish new limitations on the heights of new structures and objects nor would they impose any changes on heights of existing structures and objects. The FAA's airspace protection regulations have applied for many years and are independent of the ALUCP. While changes in proposed structure heights may result from findings of the FAA's Obstruction Evaluation and Airport Airspace Analysis (OEAAA) process, that process has been in place for many years and is not altered by the ALUCP.

The proposed ALUCP flight safety standards are intended to ensure that proposed land use projects would not include features that could compromise flight safety, such as glare/glint; thermal plumes; dust, smoke, and vapor; electromagnetic interference; outdoor lighting which may be confused with airfield lighting systems; and wildlife attractants within the airspace protection boundary, by interfering with pilot and air traffic controller vision or the safe control of aircraft.

2.3.2 OVERFLIGHT

The proposed ALUCP overflight notification policy provides that for any land use project involving a new or completely reconstructed dwelling unit, the local agency with permitting authority should provide a means for the owner of the property to be informed of the potential effects of aircraft overflight. Potential methods to implement this policy include the following:

- Adopt an ordinance requiring a recorded overflight agreement;
- Provide notice upon issuance of building permits; or
- Adopt overlay zone containing notice.

The overflight policy would not impose any limits on land uses, residential density, or development intensity.

2.4 Required Approvals and Consultations

SDCRAA, acting in its capacity as the ALUC, is the lead agency for the NASNI ALUCP and is the "public agency which has the principal responsibility for carrying out or approving [the] project."¹⁶ As the lead agency, the Airport Authority is responsible for complying with the requirements of CEQA and the CEQA Guidelines. There are no responsible agencies for the project because no agency, other than the Airport Authority, has discretionary approval power over the project (the ALUCP), or would carry out or approve the project.

¹⁶ California Code of Regulations, Title 14, §15367; Public Resources Code, §21067.

However, as defined by section 15366 of the CEQA Guidelines, the cities of Coronado, Chula Vista, Imperial Beach, National City, and San Diego as well as the County of San Diego and the San Diego Unified Port District, school districts, community college districts, and special districts are local agencies with “jurisdiction by law” over the project because each local agency has primary jurisdiction over areas within the NASNI AIA.¹⁷ Accordingly, each of these agencies and districts will be provided with a copy of this Initial Study.

Local agencies with jurisdiction within the Project Area, and which are discussed in Section 3, Environmental Setting, include:

- City of Chula Vista
- City of Coronado
- City of National City;
- City of San Diego;
- San Diego Community College District
- Southeastern Community College District
- Chula Vista General Elementary School District
- Coronado Unified School District
- National School District
- San Diego Unified School District
- Sweetwater Union High School District
- Metropolitan Water District
- San Diego Unified Port District

Local agencies with jurisdiction only outside the Project Area but within the AIA, where only the overflight notification policy would apply, include:

- City of Imperial Beach
- County of San Diego
- Grossmont-Cuyamaca Community College District
- Cajon Valley Union General Elementary School District
- Grossmont Union High School District
- Jamul-Dulzura Union General Elementary School District
- La Mesa-Spring Valley General Elementary School District
- Mountain Empire Unified School District
- South Bay Union General Elementary School District
- San Diego County Flood Control District
- San Diego County Sanitation District

¹⁷ California Code of Regulations, Title 14, §15366 Subdivisions (b) and (c).

3. Environmental Setting

NASNI is in southwestern San Diego County on the northern portion of Coronado Island adjacent to the City of Coronado and opposite the City of San Diego across San Diego Bay.¹⁸ **Exhibit 3-1** depicts the location of NASNI in relation to western San Diego County.

As discussed in Section 1, the Project Area for this Initial Study is the portion of the NASNI AIA within the airspace protection boundary. (See **Exhibit 1-1** in Section 1.) This is the area within which policies and standards of the ALUCP could result in environmental impacts.¹⁹ Local agencies with jurisdiction within the Project Area, in addition to land use regulations and plans applying within the Project Area, are discussed in this section.

3.1 Special Districts

In addition to the county and municipal governments, numerous special districts, which provide limited and specialized public services, are within the Project Area. State law stipulates that special districts, including school and community college districts, are among the local agencies that are subject to the requirements of the airport land use compatibility statute.²⁰ These special districts would be subject to the noise, safety, and airspace protection policies and standards of the ALUCP. To the extent that any of these special districts provide for the construction of housing on site, they also would be subject to the overflight policy of the ALUCP.

3.1.1 COMMUNITY COLLEGE AND SCHOOL DISTRICTS

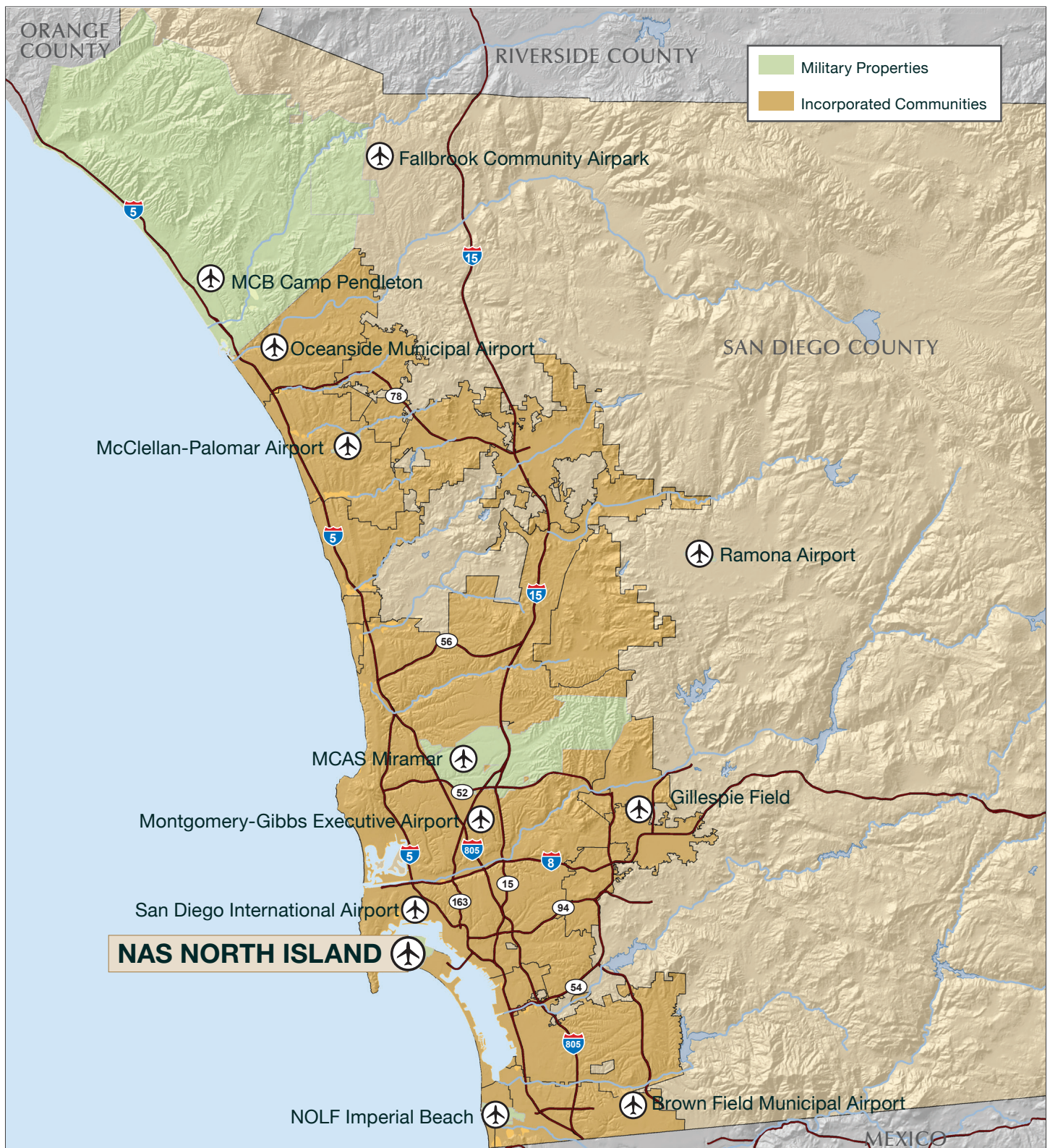
Portions of two community college districts, the San Diego Community College and Southwestern Community College Districts, depicted on **Exhibit 3-2**, are within the Project Area and the 65 dB CNEL contour. The Southwestern Community College District is also partially within the safety compatibility zones. These districts would be subject to ALUCP noise, safety, and airspace protection policies and standards.

¹⁸ A description of NASNI is provided in the AICUZ study (The Onyx Group, *Air Installations Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Section 2.0).

¹⁹ In the portion of the AIA outside the airspace protection boundary, only the ALUCP overflight policy would apply. The overflight policy advises that local agencies ensure that developers of housing provide notice to prospective buyers of the potential for aircraft overflights and related effects. It involves no limits on land uses, residential density, or development intensity.

²⁰ Public Utilities Code, Section 21670(f).

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PREPARED BY: Ricondo & Associates, Inc., March 2019.

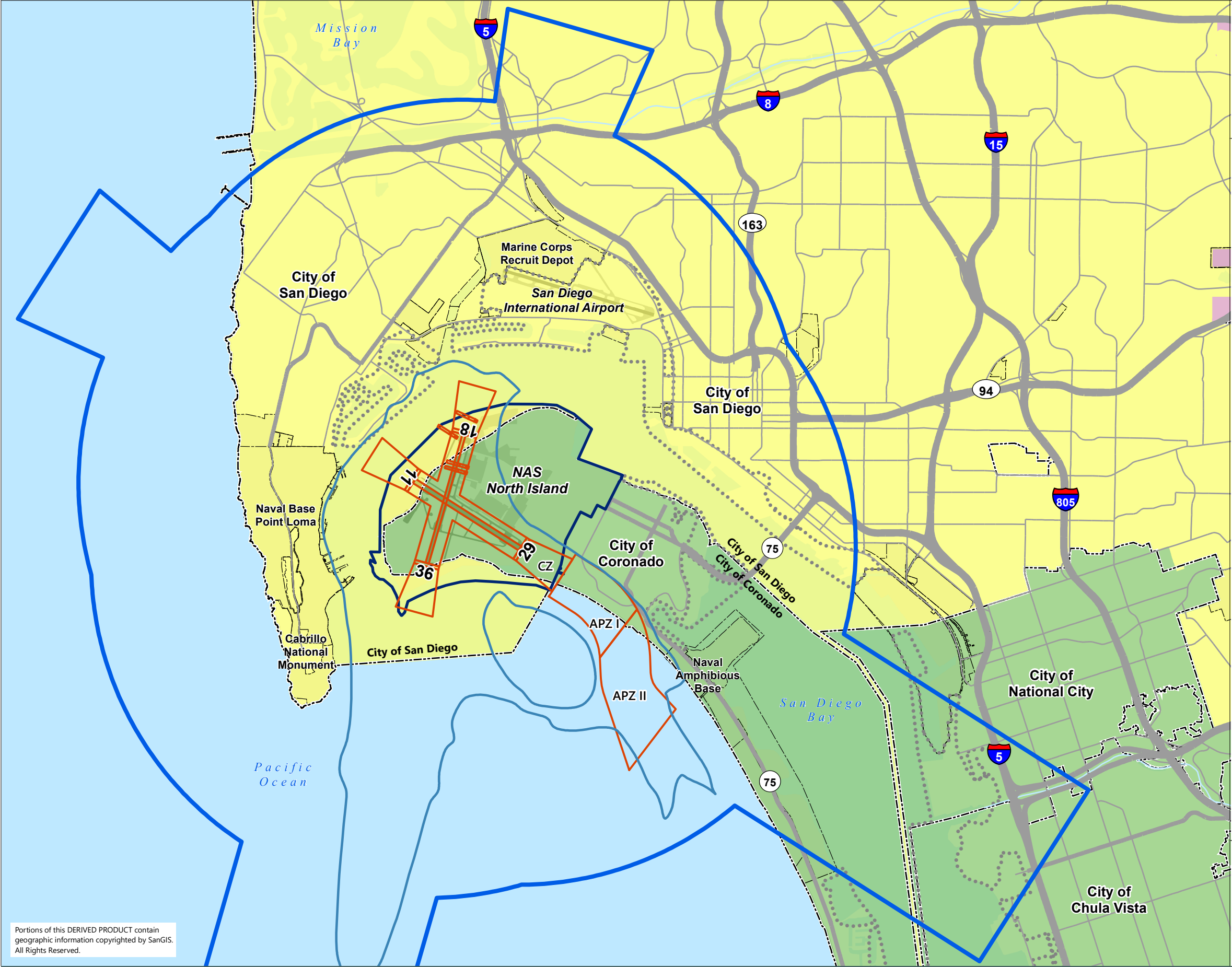
Exhibit 3-1

Regional Location Map

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

AIRPORT
LAND USE
COMMISSION

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LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water
- Airspace Protection Boundary
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries
- San Diego Community College District
- Southwestern Community College District
- Grossmont-Cuyamaca Community College District



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).

Prepared by: Ricondo & Associates, Inc., March 2019.

Exhibit 3-2
Community College Districts
within the
Project Area

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Five school districts have territory within the Project Area, as depicted on **Exhibit 3-3**.²¹

1. Chula Vista General Elementary School District
2. Coronado Unified School District
3. National School District
4. San Diego Unified School District
5. Sweetwater Union High School District

3.1.2 UTILITIES AND PORT DISTRICT

Exhibit 3-4 depicts the boundaries of utility and service districts with specialized land development authority within the Project Area, including the following:

- The Metropolitan Water District of the San Diego County Water Authority (SDCWA)
- The San Diego Unified Port District (Port District)

SDCWA serves most of the communities in western San Diego County and is charged with providing a reliable supply of water to the San Diego region. SDCWA pursues this obligation by developing new water supplies and promoting conservation.²²

The Port District oversees maritime operations, recreation, tourism and public safety in the tidelands of San Diego Bay and the surrounding waterfront. The Port District also has land development authority within its jurisdiction.²³

The San Diego County Flood Control District (FCD), which has territory just outside the Project Area, but within the AIA, is responsible for protecting waterways, watersheds and water quality in unincorporated areas of San Diego County. FCD manages all storm waters entering the district through precipitation, surface and ground flow. Among its responsibilities is the construction and maintenance of flood control facilities as well as recreation facilities within the watercourses of San Diego County.²⁴

3.1.3 OTHER SPECIAL DISTRICTS

Other special districts within the AIA, including business improvement districts (BIDs), maintenance assessment districts (MADs), and community parking districts, are not affected by the policies and standards of the NASNI ALUCP. They have limited responsibilities that do not involve land use projects that would be subject to ALUCP policies and standards.

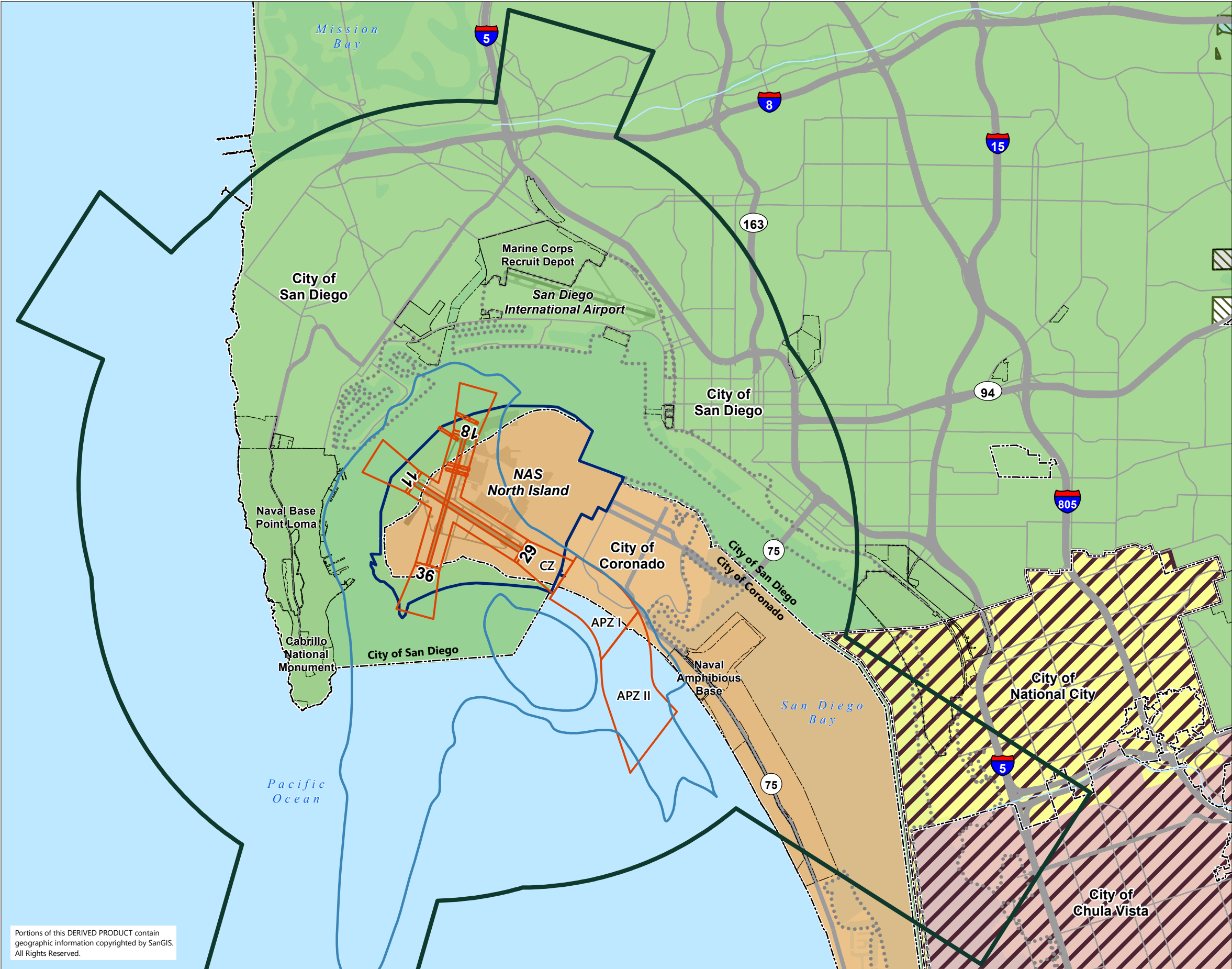
²¹ San Diego Geographic Information Source, <http://www.sangis.org/> (accessed July 18, 2017).

²² San Diego County Water Authority, <https://www.sdcwa.org/frequently-asked-questions-and-key-facts> (Accessed July 19, 2017).

²³ Unified Port of San Diego, <https://www.portofsandiego.org/about-us.html> (Accessed July 19, 2017).

²⁴ San Diego County Flood Control District, <http://www.sdcfcd.org/about.html> (Accessed July 19, 2017).

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LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water
- Accident Potential Zone (APZ) Boundaries
- Prospective 65 dB CNEL Noise Contours
- Airspace Protection Boundary
- Coronado Unified School District
- San Diego Unified School District
- Sweetwater Union High School District
- Grossmont Union High School District
- Chula Vista General Elementary School District
- National School District

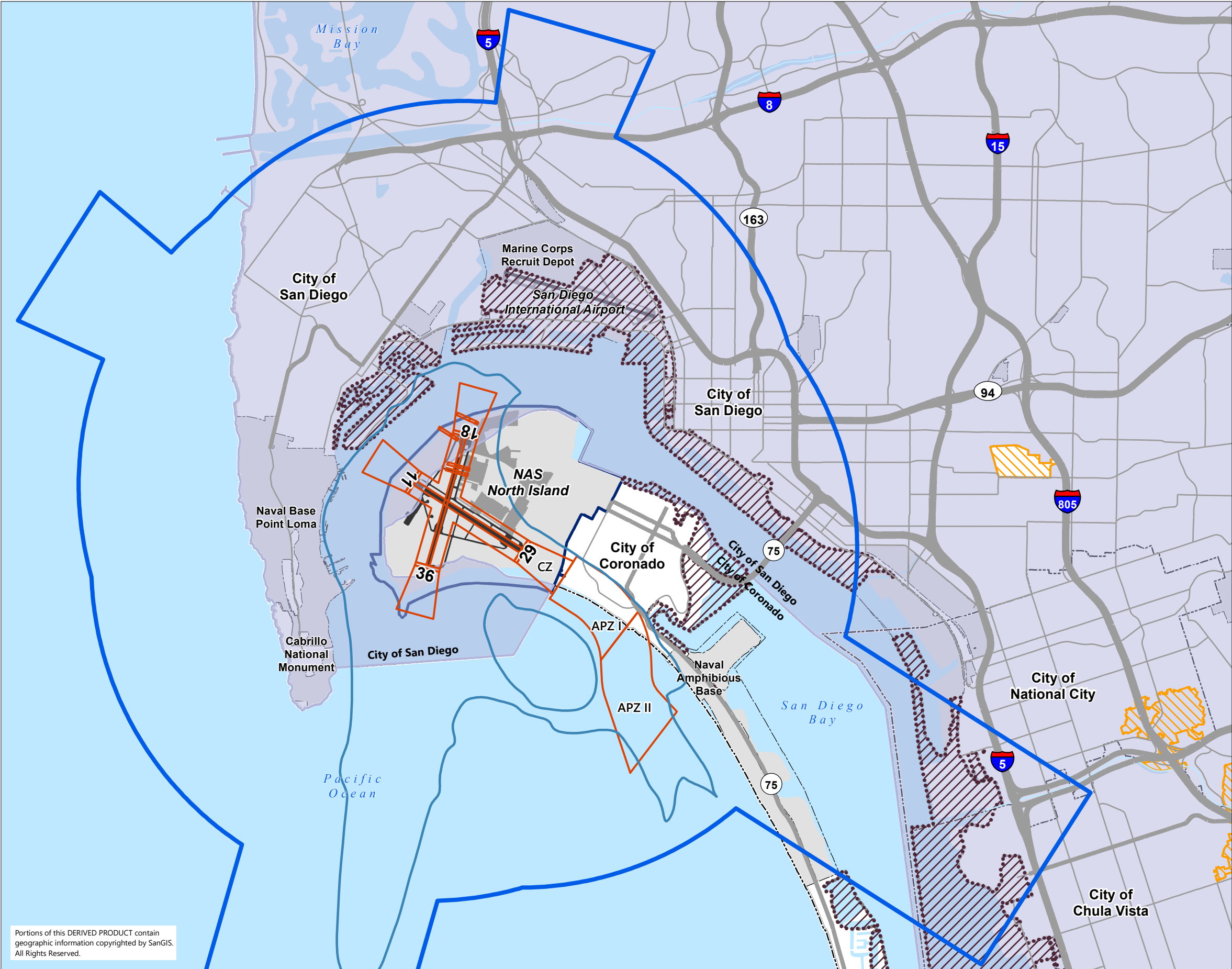


Sources: San Diego Geographic Information Source (SanGIS), 2015 (school districts, municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).

Prepared by: Ricondo & Associates, Inc., March 2019.

Exhibit 3-3
School Districts
within the
Project Area

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AIRPORT
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COMMISSION

LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water
- Airspace Protection Boundary
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries
- San Diego Unified Port District
- Metropolitan Water District
- San Diego County Flood Control District



Sources: San Diego Geographic Information Source (SanGIS), 2015 (utility and service districts, municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).

Prepared by: Ricondo & Associates, Inc., March 2019.

Exhibit 3-4
Utility and Service Districts
with Development Authority within
Project Area

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3.2 Relationship to Existing Plans and Documents

The existing plans and documents relevant to the NASNI ALUCP include the Department of Defense AICUZ study prepared for NASNI; general plans, community plans, specific plans and zoning ordinances of the surrounding communities; the San Diego Unified Port District Port Master Plan and related precise plans; the ALUCPs for other airports with AIAs intersecting the AIA of NASNI, and the Hotel del Coronado Amended Master Plan.

3.2.1 AIR INSTALLATION COMPATIBLE USE ZONES UPDATE

The AICUZ update for NASNI and Naval Outlying Landing Field (NOLF) Imperial Beach was published in 2011 by the Naval Facilities Command Southwest (NAVFAC SW). The goal of the AICUZ program is to protect the health, safety, and welfare of populations living on or near military airfields while concurrently preserving the operational viability of the airfield.²⁵ The AICUZ establishes noise and safety zones with corresponding compatibility guidelines. According to state law, the ALUCP must be consistent with the noise and safety standards of the AICUZ.²⁶

The AICUZ noise zones are based on modeled Community Noise Equivalent Level (CNEL) contours. Two sets of CNEL contours were modeled. A baseline scenario was developed from a 7-year average (2003-2009) of total annual aircraft operations at NASNI. A prospective future scenario (2020) was also developed to reflect anticipated operational levels at NASNI. The prospective future contours were the basis for the AICUZ noise zones where the noise compatibility guidelines apply.

The AICUZ safety guidelines are applicable in clear zones and accident potential zones (CZ and APZs I and II) which were developed for each runway end and helicopter landing pad at NASNI. Each runway and helicopter landing pad has a Clear Zone (CZ). Runway 29 has two accident potential zones (APZ I and APZ II) extending beyond the CZ. Only the CZ and APZs off the approach end of Runway 29 extend off NASNI property and onto land within the jurisdiction of the City of Coronado. All other Clear Zones are confined to NASNI property, San Diego Bay, or the Pacific Ocean. (See **Exhibit 1-1**.)

3.2.2 GENERAL PLANS

In California, municipal and county governments are required to prepare and adopt general plans to guide the long-term physical growth of the city, county or any other lands outside of the jurisdictional boundaries that

²⁵ The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, prepared for NAVFAC-SW, 2011, ES-1.

²⁶ California Public Utilities Code §21675(b).

may be relevant to the development and planning of the entity.²⁷ Each general plan must include nine elements addressing different aspects of human settlement.²⁸

- **Land Use Element.** The land use element designates the location and distribution of land uses throughout the jurisdiction. The land use element also provides recommended population densities and development intensities for various land use districts. The land use element must consider the impact of new development on military operations and readiness at any nearby military facilities.²⁹
- **Circulation Element.** The circulation element functions in concert with the land use element and establishes the location of transportation routes, ports, and associated public utilities.
- **Housing Element.** The housing element identifies existing and future housing needs and establishes plans to meet those needs. The housing element is subject to state agency review and is required to be revised and resubmitted at four or eight-year intervals.³⁰
- **Conservation Element.** The goals, objectives, and policies of the conservation element are geared toward the protection and use of natural resources within the jurisdiction.
- **Open Space Element.** The open space element addresses the provision of open space and parks in the jurisdiction.
- **Noise Element.** The noise element addresses potential noise problems related to automobile traffic, railways, aviation, industrial facilities, and other fixed-position noise nuisances including military bases.
- **Safety Element.** The safety element addresses the protection of the jurisdiction from seismic hazards, flooding, and wildfires as well as any items associated with such hazards.
- **Environmental Justice Element.** The environmental justice element establishes goals, objectives, and policies to address risks to health, safety, and welfare in disadvantaged communities or areas.
- **Air Quality Element.** The air quality element is specifically required for cities and counties within the San Joaquin Valley Air Pollution Control District (SJVAPCD). Cities and counties that can be considered disadvantaged according to state law must also address air quality in their general plans.³¹

Jurisdictions required to prepare and adopt general plans and that also have land area inside the NASNI Project Area include:

- The City of Chula Vista (Chula Vista Vision 2020, December 13, 2005)
- The City of Coronado (City of Coronado General Plan, November 11, 1986)
- The City of National City (National City General Plan, June 7, 2011)

²⁷ California Government Code §65300.

²⁸ California Government Code §65302.

²⁹ California Government Code §65302(a)(2).

³⁰ Governor's Office of Planning and Research, State of California, *State of California General Plan Guidelines 2017*, October 2017, p. 4:89.

³¹ Governor's Office of Planning and Research, State of California, *State of California General Plan Guidelines 2017*, October 2017, p. 4:185.

- The City of San Diego (City of San Diego General Plan, March 10, 2008)

Exhibit 3-5 depicts the city corporate limits within the NASNI Project Area.

3.2.3 COMMUNITY PLANS

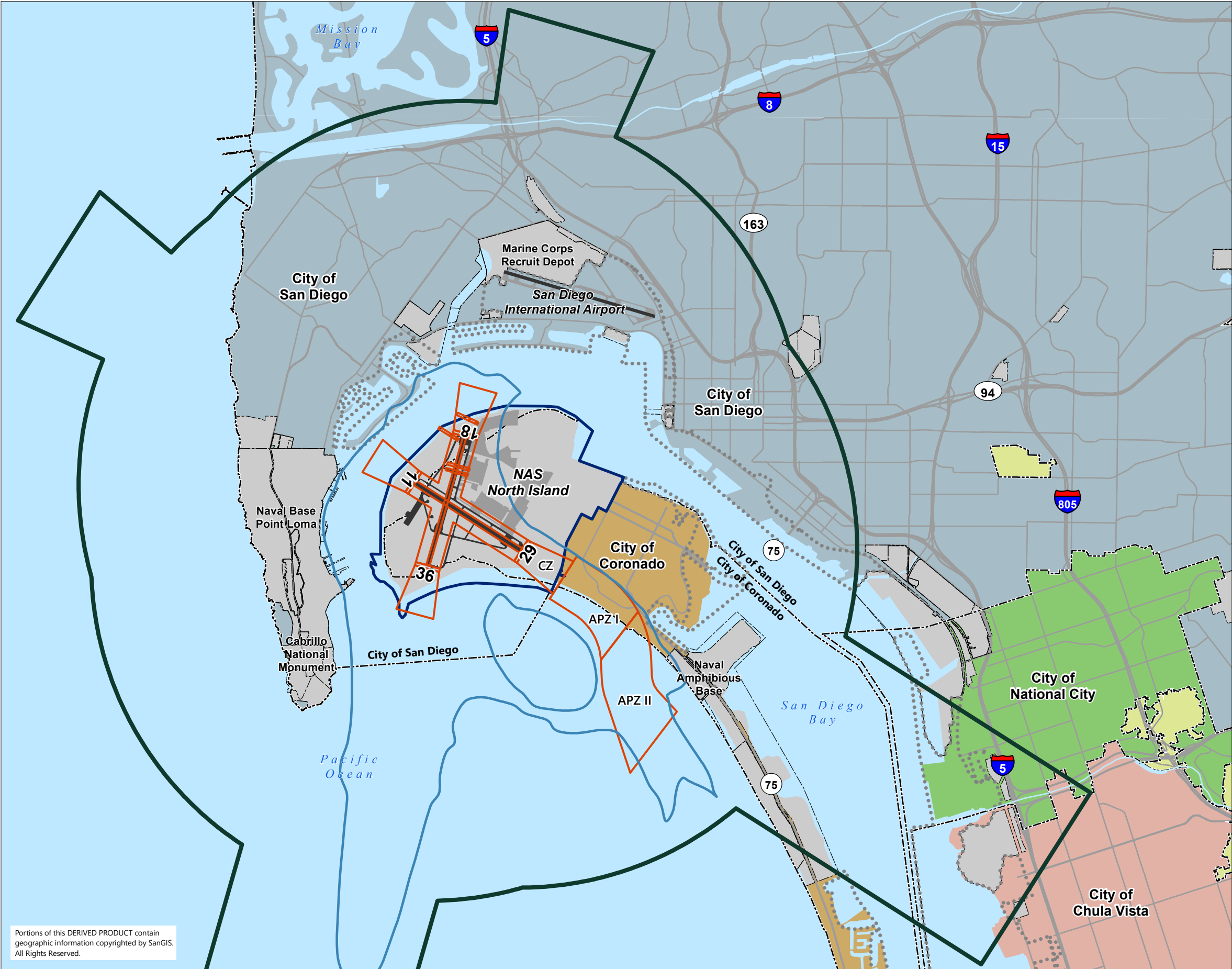
The City of San Diego has designated community planning areas (CPAs) for which plans are prepared to guide development at the local level. Community plans are considered part of the general plan. Community plans allow planning agencies to formulate goals, objectives, and policies for guiding development in a manner that is responsive to the unique geographic and cultural conditions of each CPA.

Twelve of the City of San Diego's CPAs are entirely or partially within the Project Area, as depicted on **Exhibit 3-6**. Only one CPA, Peninsula, is partially within the 65 CNEL noise contour, but the affected land is under the jurisdiction of the San Diego Unified Port District, so the Peninsula Community Plan does not apply in that area. No CPAs are within the safety zones, as the safety zones are confined to the City of Coronado.³² The following community plans apply within the Project Area:

1. Barrio Logan/Harbor 101 Community Plan, November 30, 1978
2. Clairemont Mesa Community Plan, September 26, 1989
3. Downtown Community Plan, March 14, 2006
4. Golden Hill Community Plan, October 25, 2016
5. Linda Vista Community Plan, December 1, 1998
6. Midway/Pacific Highway Corridor Community Plan, May 28, 1991
7. Mission Valley Community Plan, June 25, 1985
8. Ocean Beach Community Plan, November 9, 2015
9. Old Town San Diego Community Plan, July 7, 1987
10. Peninsula Community Plan, July 14, 1987
11. Southeastern San Diego Community Plan, November 16, 2015
12. Uptown Community Plan, November 14, 2016

³² The portion of the Peninsula Community Planning Area within the NAS North Island AIA Review Area 1 is under the land use authority of the Unified Port of San Diego.

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AIRPORT
LAND USE
COMMISSION

LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation/Federal Reserve Land
- Water
- Airspace Protection Boundary
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries
- San Diego Unified Port District
- City of Chula Vista
- City of Coronado
- City of National City
- Unincorporated San Diego County
- City of San Diego



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation, federal reserve land, tribal lands); U.S. Department of State, 2015(international boundary); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., February 2019.

Exhibit 3-5
Municipalities Within the
Project Area

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SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

AIRPORT
LAND USE
COMMISSION

LEGEND

- Major Roads
- Highways
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water
- Airspace Protection Boundary
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries



north

0 6,000 ft.

Sources: San Diego Geographic Information Source (SanGIS), 2015 (community planning areas, municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary); 14 CFR 77.21, Department of Defense (DOD) airport imaginary surfaces (imaginary airspace surfaces); 14 CFR 77.9, Construction or alteration requiring notice, and FAA Order JO 7400.2K, CHG 2, Procedures for Handling Airspace Matters, May 2016, Figure 5-2-5 (airspace notification surfaces).

Prepared by: Ricondo & Associates, Inc., March 2019.

Exhibit 3-6
City of San Diego Community
Planning Areas within
Project Area

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3.2.4 SPECIFIC PLANS

A specific plan is a means of implementing the policies of a general plan for development proposals within a defined area.³³ All or parts of seven specific plan areas are within the NASNI Project Area.

- **Atlas Specific Plan (San Diego).** The Atlas Specific Plan Area is a non-contiguous series of areas along Interstate 8 in the Mission Valley Community Planning Area. The specific plan guides development of hotels, offices, and related uses on the several sites comprising the specific plan area.³⁴
- **Bayfront Specific Plan (Chula Vista).** The Bayfront Specific Plan is the implementation program for the Chula Vista local coastal program.³⁵ The specific plan calls for commercial, industrial, and residential land uses.
- **Levi-Cushman Specific Plan (San Diego).** The Levi-Cushman Specific Plan Area is a 200-acre development on the north side of Interstate 8 along the San Diego River in the Mission Valley Community Planning Area. The specific plan prescribes a mix of residential, commercial, and recreational uses.³⁶
- **NTC Precise Plan (San Diego).** The NTC Precise Plan guides redevelopment of the former Naval Training Center San Diego site. The 360-acre site is intended to support a mix of residential, commercial, recreational, and institutional land uses.³⁷
- **Orange Avenue Corridor Specific Plan (Coronado).** The Orange Avenue Corridor Specific Plan (OACSP) applies to an area along Orange Avenue in the City of Coronado stretching from First Street south to Adella Avenue and R.H. Dana Place. The specific plan features commercial, multi-family, civic, and open space uses.³⁸ The OACSP is the only specific plan that applies within the boundaries of the ALUCP safety zones and noise contours.
- **Westside Specific Plan (National City).** The Westside Specific Plan Area applies to Old Town National City and is partially intersected by the NASNI Project Area. The specific plan calls for preserving existing residential uses while enhancing commercial land uses near major traffic corridors.³⁹

3.2.1 MUNICIPAL ZONING ORDINANCES

A zoning ordinance is the means through which a municipality or county implements the land use policies of a general, community, or specific plan. The zoning ordinance prescribes land use and development standards including limits on building heights, residential density, and development intensity. The following municipal zoning ordinances are applicable within the Project Area:

- Chula Vista Municipal Code, Title 19, Planning and Zoning

³³ Governor's Office of Planning and Research, State of California, *The Planner's Guide to Specific Plans*, January 2001, p. 4.

³⁴ P&D Technologies, Inc., *Atlas Specific Plan*, December 13, 1988, pp. 3-1-3-5.

³⁵ City of Chula Vista, *Bayfront Specific Plan*, September 2012, amended August 11, 2015, p. 1.

³⁶ Rick Engineering Company, *Levi-Cushman Specific Plan*, August 1987, p. 15.

³⁷ Rick Planning Group, *NTC Precise Plan and Local Coastal Program*, September 2001, p. Executive Summary – 1.

³⁸ City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 7.

³⁹ City of National City, *Final Westside Specific Plan*, March 2010, p. 29.

- City of Coronado Municipal Code, Title 86, Zoning – this is the only zoning ordinance applicable within the noise and safety zones
- City of National City, Chapter 18, Zoning Ordinance
- City of San Diego Municipal Code, Chapter 13, Zones; Chapter 15, Planned Districts

3.2.2 SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN

The Port Master Plan is the document guiding the development of the tidelands and submerged areas within the land entrusted to the Port District by the State of California.⁴⁰ The Port Master Plan governs the development of an area comprising 5,483 acres within the Port tidelands. Aside from military facilities, land uses in the Port District include commercial, industrial, and recreational uses. Residential development is not allowed in the tidelands. The Port Master Plan divides the port tidelands into ten smaller Planning Districts where Precise Plans apply. The Precise Plans include land use policies and regulations tailored to achieve specific development outcomes in each Planning District.⁴¹ One Precise Plan, Shelter Island – Planning District 1, applies within the area covered by the 65 dB CNEL contour. Six other Planning Districts are within the Project Area – 2 – Harbor Island; 3 – Center City Embarcadero; 4 – Tenth Avenue Marine Terminal; 5 – National City Bayfront; 6 – Coronado Bayfront; and 7 – Chula Vista Bayfront.

3.2.3 AIRPORT LAND USE COMPATIBILITY PLANS

The NASNI AIA intersects with the AIAs of four other airports in San Diego County with adopted ALUCPs, including San Diego International Airport (SDIA), Naval Outlying Landing Field (NOLF) Imperial Beach, Brown Field Municipal Airport, and Montgomery–Gibbs Executive Airport. The overlap of the draft NASNI AIA with the other airport AIAs is depicted on **Exhibit 3-7**.

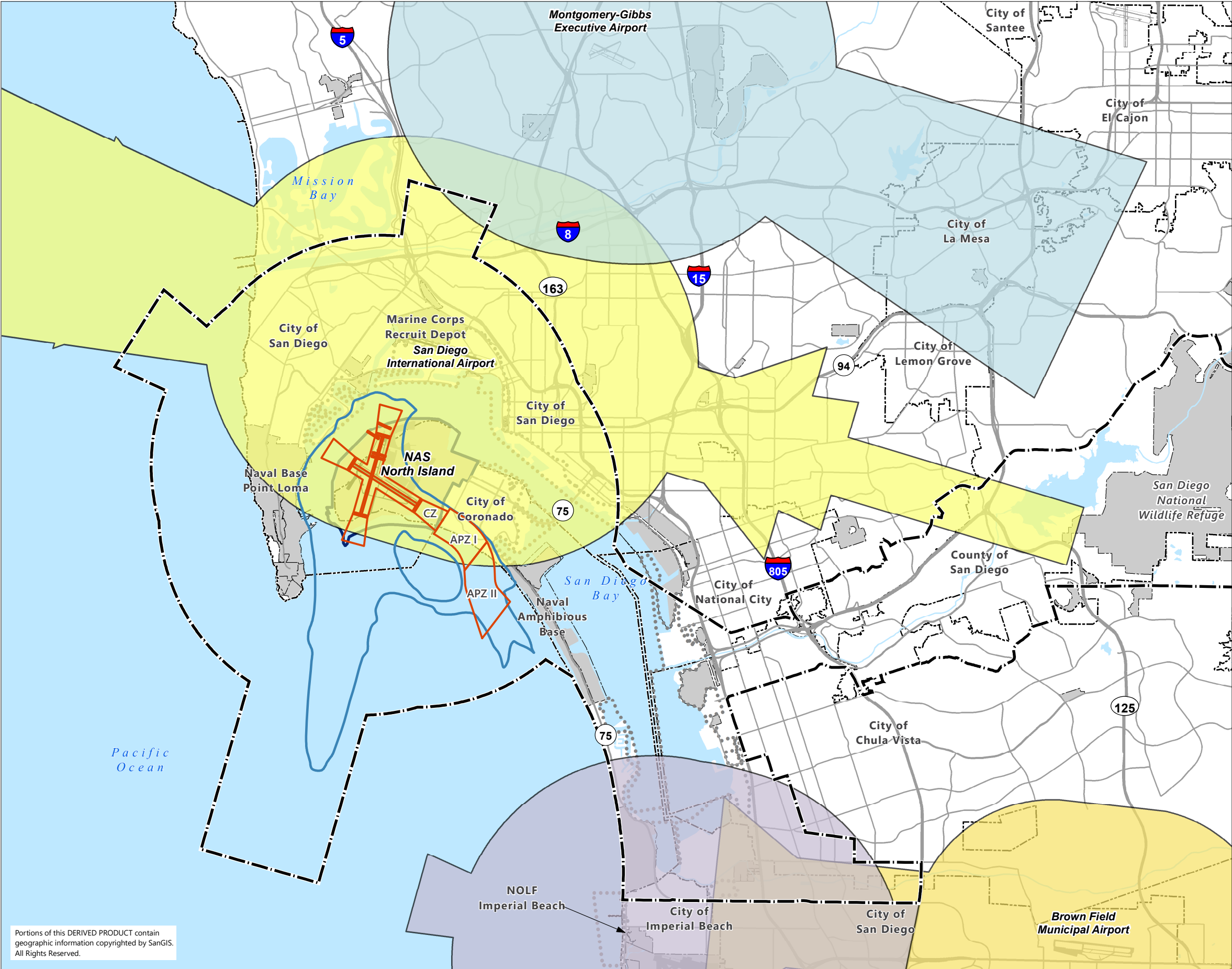
3.2.3.1 SDIA ALUCP

The SDIA ALUCP was adopted in April 2014 and establishes land use compatibility policies for the environs of SDIA. The immediate environs of SDIA, like those of NASNI, are already developed with existing land uses. The policies of the SDIA ALUCP limit the expansion and intensification of existing development and prevent the establishment of new incompatible uses. In Review Area 1, all compatibility policies and standards (noise, safety, airspace, and overflight) apply. In Review Area 2, only airspace protection and overflight apply.

The NASNI ALUCP safety zones and noise contours are located almost entirely within Review Area 2 of the SDIA AIA, but they do not overlap with Review Area 1 of the SDIA ALUCP.

⁴⁰ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 1.

⁴¹ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 41.



LEGEND

- Major Roads
- Highways
- International Boundary
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation/Federal Reserve Land
- Native American/Tribal Reservation
- San Diego Unified Port District
- Water
- NASNI Airport Influence Area: the AIA is the area within which real estate disclosure is required per State law.*
- Prospective 65 dB CNEL Noise Contours
- Accident Potential Zone (APZ) Boundaries
- Brown Field Municipal Airport AIA
- Montgomery-Gibbs Executive Airport AIA
- NOLF Imperial Beach AIA
- San Diego International Airport AIA

* California Business and Professions Code Section 11010(b)(13); California Civil Code, Sections 1103.4 and 1353 (a)(1).

NOTE:

The eastern portion of the draft NASNI AIA does not overlap with any other AIAs and is not depicted.



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, runways, and hydrology); U.S. Geological Survey (USGS), 2011 (Military installation, federal reserve land, tribal lands); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California*, 2011 (airport property boundary, runways, and airfield); Unified Port of San Diego, 2015 (port district boundary) San Diego County Regional Airport Authority, 2017 (airport influence area boundaries).

Prepared by: Ricondo & Associates, Inc., March 2019.

Exhibit 3-7
Airport Influence Areas
Overlapping the Draft NASNI AIA

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3.2.3.2 NOLF Imperial Beach ALUCP

The NOLF Imperial Beach ALUCP was adopted in October 2015 and is based on the same AICUZ study as the NASNI ALUCP. The NOLF Imperial Beach AIA Review Area 1 is subject to all four compatibility policies and standards (noise, safety, airspace, and overflight). NOLF Imperial Beach Review Area 2 is subject only to the airspace protection policies and standards and the overflight notification policy.

The NASNI ALUCP safety zones and noise contours do not overlap with any part of the NOLF Imperial Beach AIA. The southernmost part of the NASNI AIA, where only the overflight policy applies, overlaps with the NOLF Imperial Beach AIA.

3.2.3.3 Brown Field Municipal Airport ALUCP

The Brown Field Municipal Airport ALUCP was adopted in January 2010. Review Area 1 of the AIA is subject to all four compatibility policies and standards (noise, safety, airspace, and overflight). Review Area 2 is subject only to the airspace protection policies and standards and the overflight notification policy.

The NASNI ALUCP safety zones and noise contours do not overlap with any portion of the Brown Field AIA. The southernmost part of the NASNI AIA, where only the overflight policy applies, overlaps with the Brown Field AIA.

3.2.3.4 Montgomery-Gibbs Executive Airport ALUCP

The Montgomery-Gibbs Executive Airport ALUCP was adopted in January 2010. Review Area 1 of the AIA is subject to all four compatibility policies and standards (noise, safety, airspace, and overflight) and is located entirely within the City of San Diego. In Review Area 2 of the AIA, only the airspace protection policies and standards and the overflight notification policy apply.

The NASNI ALUCP safety zones and noise contours do not overlap with any portion of the Montgomery-Gibbs Executive Airport AIA. The northern edge of the NASNI AIA, where the airspace policies and standards and the overflight policy apply, overlaps with the Montgomery-Gibbs Executive Airport AIA.

3.2.4 HOTEL DEL CORONADO AMENDED MASTER PLAN

The Hotel del Coronado is situated entirely within the 65 dB CNEL contour and is divided between APZ I and APZ II. In this area, the proposed noise and safety compatibility and airspace protection policies and standards of the ALUCP would apply to future development or redevelopment. The Hotel Del Coronado Master Plan was approved in 2002, and an amended plan was approved by the City of Coronado in 2008 after revisions were made to address the discovery of a geologic fault zone on the hotel property.⁴² The plan proposes a new conference center, 144 new guest rooms, 165 additional parking spaces, and improved public beach access.⁴³

⁴² Hotel del Coronado, *Hotel del Coronado Amended Master Plan*, August 2010, p. 1-1.

⁴³ As this Initial Study was being prepared, construction was begun on the Hotel Del master plan development.

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4. Environmental Impacts

The environmental impacts of the NASNI ALUCP compatibility policies and standards are considered in this section. The discussion is organized around the environmental checklist published in the CEQA Guidelines.⁴⁴

4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

4.1.1 DISCUSSION

The ALUCP is a land use planning document which does not propose any new development, land use, or physical change to the environment that would directly create an adverse effect to a scenic vista, damage scenic resources, degrade existing visual character or quality of a site, or create a new source of light pollution or glare that would affect views.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new incompatible residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of incompatible land uses and building features (including bird attractants; sources of

⁴⁴ Association of Environmental Professionals, *2017 CEQA California Environmental Quality Act Statute and Guidelines*, Appendix G, Environmental Checklist Form.

glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those incompatible uses or features to other locations designated or zoned to allow them.⁴⁵ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on aesthetics. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level if and/or when development is proposed.

4.1.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

⁴⁵ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.2.1 DISCUSSION

The ALUCP is a land use planning document intended to ensure that future development is compatible with NASNI operations. It does not propose any development, land use change, or other physical change to the environment. No agricultural lands or land zoned for agricultural use are within the ALUCP Project Area. Thus, the ALUCP would not directly result in the loss or conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or forest land to non-agricultural or non-forest use.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁴⁶ Because of the absence of any agriculture or forest lands in Coronado or elsewhere in the Project Area, however, any shifts in land use development would have no impacts on agricultural or forest resources.

4.2.2 MITIGATION

No mitigation is needed because of the absence of impacts.

4.3 Air Quality

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?			X	
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

⁴⁶ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.3.1 DISCUSSION

The ALUCP is a land use planning document intended to ensure that future development is compatible with NASNI operations. As such, it will not directly result in increases of criteria pollutant emissions that would conflict with standards adopted in the San Diego Regional Air Quality Strategy (RAQS) and California State Implementation Plan (SIP). Neither will the project directly result in the emission of toxic air contaminants as identified by the California Air Resources Board. Therefore, the project will not directly obstruct or conflict with the implementation of the applicable air quality plan on a project or cumulative level. Also, the project will not directly create any type of pollutants that would expose sensitive receptors or create objectionable orders.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁴⁷ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on air quality. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.3.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

⁴⁷ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

4.4.1 DISCUSSION

The ALUCP is a land use planning document that does not propose any new development, construction, or physical change to the environment that would directly result in any impacts to biological resources, wetlands, or habitats. Neither will the proposed project conflict with any Habitat Conservation Plans and Natural Community Conservation Plans.

The ALUCP considers wetlands mitigation projects potential bird attractants that are incompatible within the airspace protection boundary, "unless they provide unique functions that must remain onsite or are otherwise directed by state or federal law, state or federal regulatory decision, or court order."⁴⁸ While no such projects are known to be planned at this time, implementation of the ALUCP would allow sufficient flexibility to the sponsor of a wetlands mitigation project that meets certain specified criteria to be able to establish it within the airspace protection boundary.

⁴⁸ Proposed ALUCP policy language.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁴⁹ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on biological resources. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.4.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.5 Cultural Resources

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c)	Disturb any human remains, including those interred outside of formal cemeteries?			X	

4.5.1 DISCUSSION

The ALUCP does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in any impacts to archaeological resources, unique geologic features, or paleontological resources. While implementation of the ALUCP would not cause any direct impacts to historic resources, it may have indirect effects, as discussed in the rest of this section.

⁴⁹ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

The National Register of Historic Places identifies several historic districts and buildings within the Project Area.⁵⁰ Only one building listed on the National Register, the Hotel del Coronado, lies within the ALUCP noise contours and safety zones. The City of Coronado also has a program for designating locally significant historic resources.⁵¹ As of November 1, 2017, the City had designated 213 historic resources.⁵²

Exhibit 4-1 depicts the location of historic resources and existing land use within the noise contours and safety zones. Implementation of the ALUCP would impose limitations on the adaptive reuse of locally designated historic buildings within the noise contours and safety zones, all of which are residences. The Coronado Historic Resource Code allows the adaptive reuse of locally designated historic resources for virtually any land use, regardless of the applicable zoning, subject to a major use permit.⁵³ The purpose is to encourage the long-term preservation of historic resources. The City recognizes that in some cases, the preservation of a historic resource in its current use, such as a very large single-family mansion, may become economically burdensome. Flexibility in the reuse of these resources is intended to encourage their preservation.

The following land uses, which could be proposed in historic buildings, are incompatible in the ALUCP safety zones:

- Residential hotels
- Hotels
- Congregate care/nursing and convalescent facilities
- Schools (including trade schools), preschools, child day care centers
- Indoor places of public assembly, such as places of religious and fraternal assembly

The analysis of potentially displaced development in Appendix A of this Initial Study (Table A-7) found that, with implementation of the ALUCP, 23 locally designated historic properties would become unavailable for conversion to trade schools, 20 for child day care centers, 13 for places of fraternal assembly, and one for places of religious assembly and K-12 schools. No local historic resources were deemed to be suitable for potential development of residential hotels or other hotels.⁵⁴

⁵⁰ National Park Service, *National Register of Historic Places*, <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, accessed April 18, 2018.

⁵¹ Coronado Municipal Code, Chapter 84.10, Historic Resource Code, § 84.10.030.

⁵² https://www.coronado.ca.us/UserFiles/Servers/Server_746006/File/government/departments/comm%20dev/historic%20preservation/Designated%20Historic%20Resources%20List%20110117.pdf, accessed January 16, 2019.

⁵³ Coronado Municipal Code, Chapter 84.10, Historic Resource Code, § 84.10.090.B.

⁵⁴ Bed and breakfast inns are specifically considered compatible uses in APZ I, APZ II, and within the 65 dB CNEL contour, subject to the attenuation of exterior noise to indoor levels of 45 dB CNEL. Refer to the second row in Table 2-1.

Implementation of the ALUCP noise compatibility standards would make it necessary for expanded portions of any noise-sensitive land use, including historic residences, to achieve maximum interior noise levels of 45 dB CNEL, with windows and doors closed, if the expansion constitutes 50 percent or more of the original habitable floor area of the building.⁵⁵ While this requirement may impose additional costs (e.g., for acoustical windows and doors), these improvements can be made with sensitivity to the character of the historic structure.⁵⁶

Although implementation of the ALUCP would restrict some reuse alternatives for locally designated historic structures, other reuse opportunities would remain, including, for example, bed and breakfast inns, professional offices, retail shops, and home occupations.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁵⁷ These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on cultural resources. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

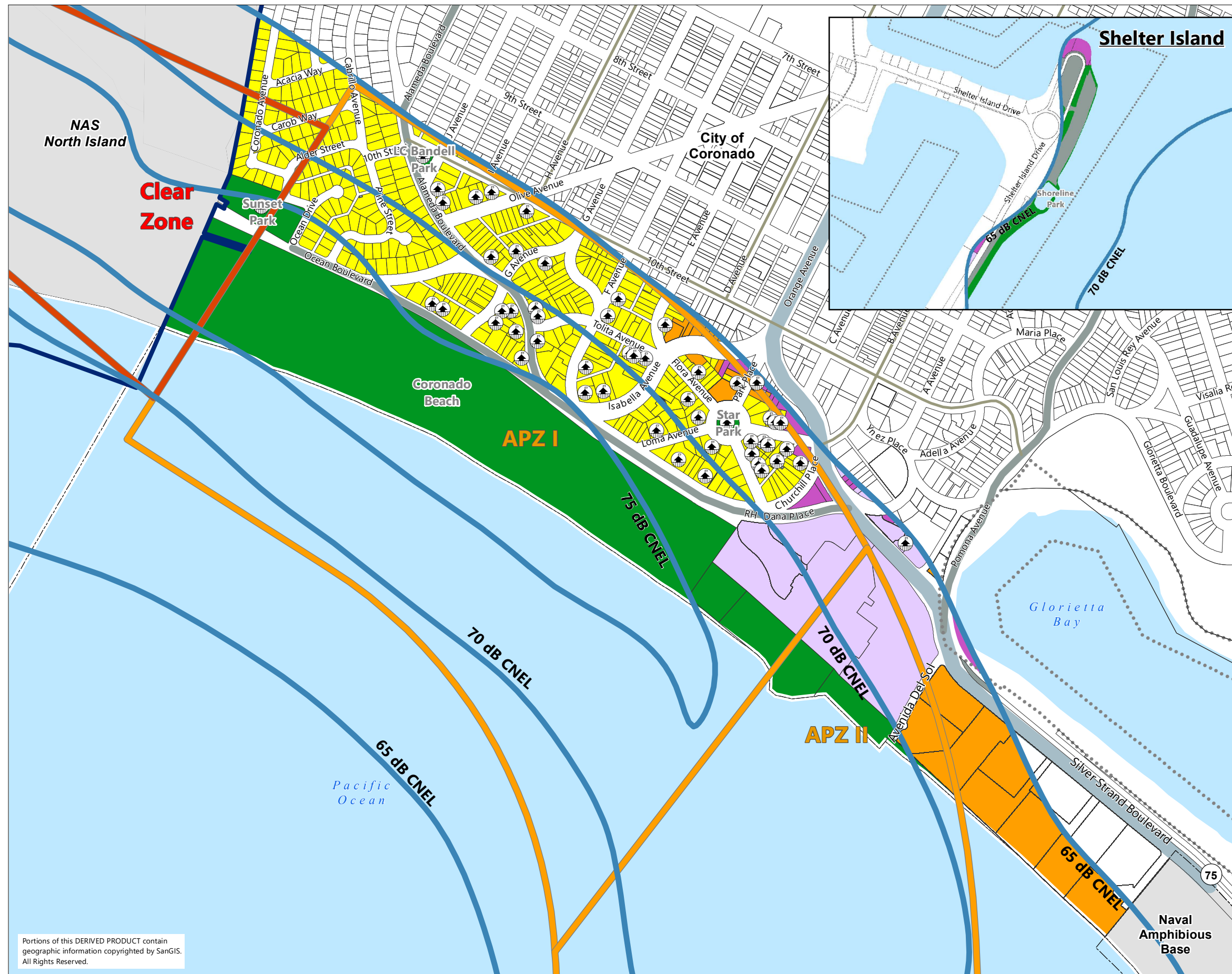
4.5.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

⁵⁵ The proposed policy states, “New or reconstructed buildings are subject to the conditions of the safety zone or noise contour in which the greatest proportion of habitable space, for a residential building, or gross floor area, for a nonresidential building, is located.” If less than 50 percent of the habitable space or gross floor area is within a safety zone or the 65 dB CNEL contour, the proposed construction is not subject to the ALUCP.

⁵⁶ Through its Quieter Homes Program (QHP), SDCRAA has acoustically treated over 950 historic and architecturally significant homes (either locally or nationally designated) while maintaining the character of the buildings. The goal of the QHP is to achieve a minimum improvement of 5 dB in the outdoor-to-indoor noise level reduction of the home. The program has been able to achieve this goal through the installation of acoustical windows and doors, and improvements in weather-stripping, caulking, and sealing. SDCRAA has entered into an agreement with the State Historic Preservation Officer, the Advisory Council on Historic Preservation, the City of San Diego, and the Federal Aviation Administration (April 18, 2011) to stipulate procedures to ensure the protection of historic resources through the QHP. (Craig Mayer, Deputy Program Manager, QHP, SDCRAA. Telephone conversation with Mark R. Johnson, Director, Ricondo & Associates, Inc., March 12, 2019.)

⁵⁷ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.



LEGEND

- Principal Arterial
- Minor Arterial
- Collector Road
- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water

AICUZ Boundaries:

- Clear Zone Boundary
- Accident Potential Zone (APZ) I & II Boundaries
- Prospective Noise Contours
- Local Historic Resource

Existing Land Use

- Commercial/Retail/Office
- Hotel-Motel
- Open Space
- Residential – Multifamily
- Residential – Single Family
- Transportation/Utility



0 720 ft.

Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, hydrology, and existing land use); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, runways, noise contours and accident potential zones); Unified Port of San Diego, 2015 (port district boundary); National Park Service, 2017 (national historic resources).

Prepared by: Ricondo & Associates, Inc., April 2019.

Exhibit 4-1 Local Historic Resources and Existing Land Use in Proposed Noise and Safety Zones

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4.6 Energy

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

4.6.1 DISCUSSION

The ALUCP is a land use planning document intended to ensure that future development is compatible with NASNI operations. As such, no construction or operation that would consume energy resources would be directly attributable to the ALUCP or implementation of the ALUCP. Neither will the ALUCP directly conflict with or obstruct and state or local plan for renewable energy or energy efficiency.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁵⁸ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on energy. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed

4.6.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

⁵⁸ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

4.7.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly or indirectly result in any impacts relative to seismic hazard areas, soil erosion, unstable soils, or expansive soils.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As

such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁵⁹ These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on geology and soils. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.7.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

4.8.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development or construction that would directly result in the generation of new vehicle trips or generate additional greenhouse gases in any way and, therefore would also not directly conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations

⁵⁹ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

designated or zoned to allow them.⁶⁰ These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on greenhouse gas emissions. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.8.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

⁶⁰ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.9.1 DISCUSSION

(a-d; f-g): The ALUCP is a land use planning document and does not propose any new development, construction, demolition, or physical change to the environment that would directly create a hazard related to the transport, disposal, or release of hazardous materials; interference with emergency evacuation plan; or exposure of people to wildland fire risks.

(e): The purpose of the ALUCP is to provide for the orderly growth of NASNI and the surrounding area and to safeguard the safety, health, and welfare of the public near the airport.⁶¹ Adoption and implementation of the ALUCP would have a beneficial impact by restricting development that would expose people within the proposed safety zones to airport-related safety hazards and excessive noise.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁶² These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on hazards and hazardous materials. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.9.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

⁶¹ California Public Utility Code, Section 21001 et seq., *State Aeronautics Act*, Section 21675 (a), August 2015.

⁶² This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.10 Hydrology and Water Quality

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c)	Substantially alter the existing drainage pattern of a site or area including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i.	result in substantial erosion or siltation on- or off-site;			X	
ii.	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii.	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv.	impede or redirect flood flows?			X	
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

4.10.1 DISCUSSION

(a-e): The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly result in any impacts to existing drainage patterns or flood hazard areas, does not propose the use of groundwater, and will not produce any discharges that require waste discharge requirement permits, National Pollution Discharge Elimination System (NPDES) permits, or water quality certification from the San Diego Regional Water Quality Control Board (SDRWQCB). The ALUCP will not conflict with or obstruct implementation of any water quality control plan or sustainable groundwater management plan

(b-d): The ALUCP is a land use planning document and does not propose any new development, construction, or physical change to the environment that would directly expose people to flooding from a failed levee or dam or inundation by a seiche, tsunami, or mudflow.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.⁶³ These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on hydrology or water quality. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.10.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	-
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	X			

4.11.1 DISCUSSION

The NASNI ALUCP is a land use planning document and does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Nothing in the ALUCP would result in the construction of housing, the development of nonresidential land uses, or the expansion of infrastructure. In addition, the ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas.

⁶³ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

The ALUCP does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of a local agency with jurisdiction over a project that has been adopted for the purpose of avoiding or mitigating an environmental effect.

The rest of this section discusses the relationship of the ALUCP to the plans and zoning regulations of the land use regulatory agencies with jurisdiction within the Project Area. Implementation of the ALUCP by local agencies would not limit or impose standards on future development within the portion of the proposed AIA outside the Project Area, which would be subject only to the overflight policy.

Before discussing the effects of the ALUCP on each local agency, the role that ALUCPs play in the regional land use planning and regulatory structure should be considered. In California, ALUCPs serve as regional land use plans focused on airport land use compatibility. Because the ALUC does not have land use authority to implement the ALUCP, the responsibility for implementing the ALUC land use policies rests with the local agencies with jurisdiction in the AIA. The local agencies have numerous options with regard to how to implement the ALUCP policies and standards. Specifically, the local agencies are required by state law to amend their land use plans and regulations to be consistent with the ALUCP or to overrule the ALUCP in accordance with specific requirements.⁶⁴ Thus, the statute establishing the ALUCP process anticipates the potential for ALUCPs to conflict with local plans and regulations and provides local agencies with remedies for resolving the conflicts. Such actions are specifically the responsibility, and within the jurisdiction, of the local governments and not the ALUC.

4.11.1.1 City of Coronado General Plan and Zoning Code

The portion of Coronado within the noise contours and safety zones of the ALUCP is almost fully developed, as indicated on **Exhibit 4-1**. The goals and policies of the Coronado General Plan do not conflict with the ALUCP, although those goals and policies, as they may be applied to airport land use compatibility, are quite general. Applicable policies of relevant general plan elements are summarized below:⁶⁵

- Land Use Element – The goals emphasize the importance of maintaining the existing character of the community, recognizing that it is almost fully developed.⁶⁶

⁶⁴ California Public Utilities Code §§ 21676(a) and 21676.5.

⁶⁵ Several elements of the Coronado General Plan do not relate to the proposed policies and standards of the ALUCP, including the Bay Element, the Circulation Element, the Community Design Element, the Conservation Element, the Disaster Preparedness Element, the Parking Element, the Recreation Element, and the Scenic Highway Element, and the Transportation Element.

⁶⁶ *City of Coronado General Plan*, Chapter A, Land Use Element, adopted November 11, 1986, revised August 6, 1996 and November 4, 2003, P. II-A4.

- Noise Element – While housing and other noise-sensitive uses (such as schools and concert halls) are considered normally unacceptable in areas exposed to noise above 65 dB CNEL, they may be considered acceptable if measures are taken to reduce exterior sound in the interior of buildings to an acceptable level.⁶⁷ The Noise Element also calls for the adoption of building code requirements ensuring adequate sound insulation, “especially in areas with a greater noise impact.”⁶⁸
- Safety Element – A policy states that “the most current ‘Air Installations Compatible Use Zones Study’ or a similar independent analysis will be consulted by the City prior to approval of any discretionary land use permit or approval that would modify the use, density or intensity of development permitted for a property in said Compatible Use Zones.”⁶⁹
- Public Facilities Element – This element proposes no public facilities or services in the ALUCP noise contours or safety zones that would be considered incompatible.⁷⁰
- Historic Preservation Element – The goal and policies emphasize the importance of designating and preserving privately and publicly owned historic resources.⁷¹
- Open Space Element – The policies call for the preservation and enhancement of open space areas and beaches within the city.⁷²
- Local Coastal Program Land Use Plan – Policies call for the preservation and enhancement of public access to the shoreline, preservation of public recreational facilities, and preservation of environmentally sensitive areas.⁷³

The Coronado Zoning Code conflicts in some respects with the noise and safety policies and standards of the ALUCP.⁷⁴ The conflicts in each affected zoning district are discussed below. Coronado’s zoning within the noise and safety zones is depicted on **Exhibit 4-2**.

*R-1A Single-family Residential Zone*⁷⁵

With implementation of the ALUCP, the development of new homes on legal lots of record would be considered compatible. Implementation of the ALUCP, however, would consider the subdivision of existing lots to create

⁶⁷ *City of Coronado General Plan*, Chapter L, Noise Element, September 17, 1974, April 20, 1999 (Revised), p II-L8.

⁶⁸ *City of Coronado General Plan*, Chapter L, Noise Element, September 17, 1974, April 20, 1999 (Revised), p II-L15. The City has not yet adopted code requirements for sound insulation.

⁶⁹ *City of Coronado General Plan*, Chapter K, Safety Element, adopted February 15, 2005, p. II-K22.

⁷⁰ *City of Coronado General Plan*, Chapter B, Public Facilities Element, adopted December 4, 2007.

⁷¹ *City of Coronado General Plan*, Chapter H, Historic Preservation Element, adopted January 5, 1999, revised June 15, 2004, p. II-H2 – II-H4.

⁷² *City of Coronado General Plan*, Chapter M, Open Space Element, adopted November 15, 1994, revised August 6, 1996, p. II-M2.

⁷³ City of Coronado, *Local Coastal Program Land Use Plan*, adopted December 3, 1980, revised February 1996, May 1996, October 2001, and August 2004.

⁷⁴ While the Coronado General Plan does not conflict with the ALUCP, it would be appropriate for the City to amend the General Plan to clearly acknowledge the NASNI ALUCP and to set policies that would be explicitly consistent with the ALUCP noise, safety, airspace protection, and overflight policies and standards.

⁷⁵ Potential impacts of the ALUCP on housing development are discussed in Section 3.13, Population and Housing, of this Initial Study.

new developable lots incompatible. This limitation would apply to 19 lots in R-1A-zoned areas that are at least twice the minimum lot size required in the zoning district. As discussed in Section 4.13, Population and Housing, these lots could accommodate up to an additional 28 homes if they could be subdivided.⁷⁶

The Coronado Zoning Code also allows the development of places of religious assembly, schools, colleges and universities, and day care centers and preschools in the R-1A zone, subject to the issuance of major special use permits.⁷⁷ These uses are considered incompatible in the safety zones under the ALUCP.⁷⁸ Although all property zoned R-1A within the safety zones is developed, the potential exists for redevelopment of some properties for these incompatible uses. Appendix A, Analysis of Potentially Displaced Development, considered the potential for development of these uses without implementation of the ALUCP. As indicated in **Table 4-1**, the analysis found that two to thirty-one (2 to 31) properties would become unavailable for these uses with implementation of the ALUCP.

Table 4-1: R-1A-Zoned Property Unavailable for Incompatible Uses and Potentially Subject to Displacement of Future Development with Implementation of the ALUCP

PERMITTED LAND USE	NUMBER OF PROPERTIES	LAND AREA (SQ FT)
Child Day Care Centers, Nurseries, Preschools	26	412,173
K-12 Schools	2	54,719
Trade Schools	31	433,675
Places of Religious Assembly	2	54,719

NOTES: The number of properties and the affected land area cannot be summed because the many of the same properties are included for the various land uses.

SOURCE: Appendix A, Analysis of Potentially Displaced Development, Table A-7.

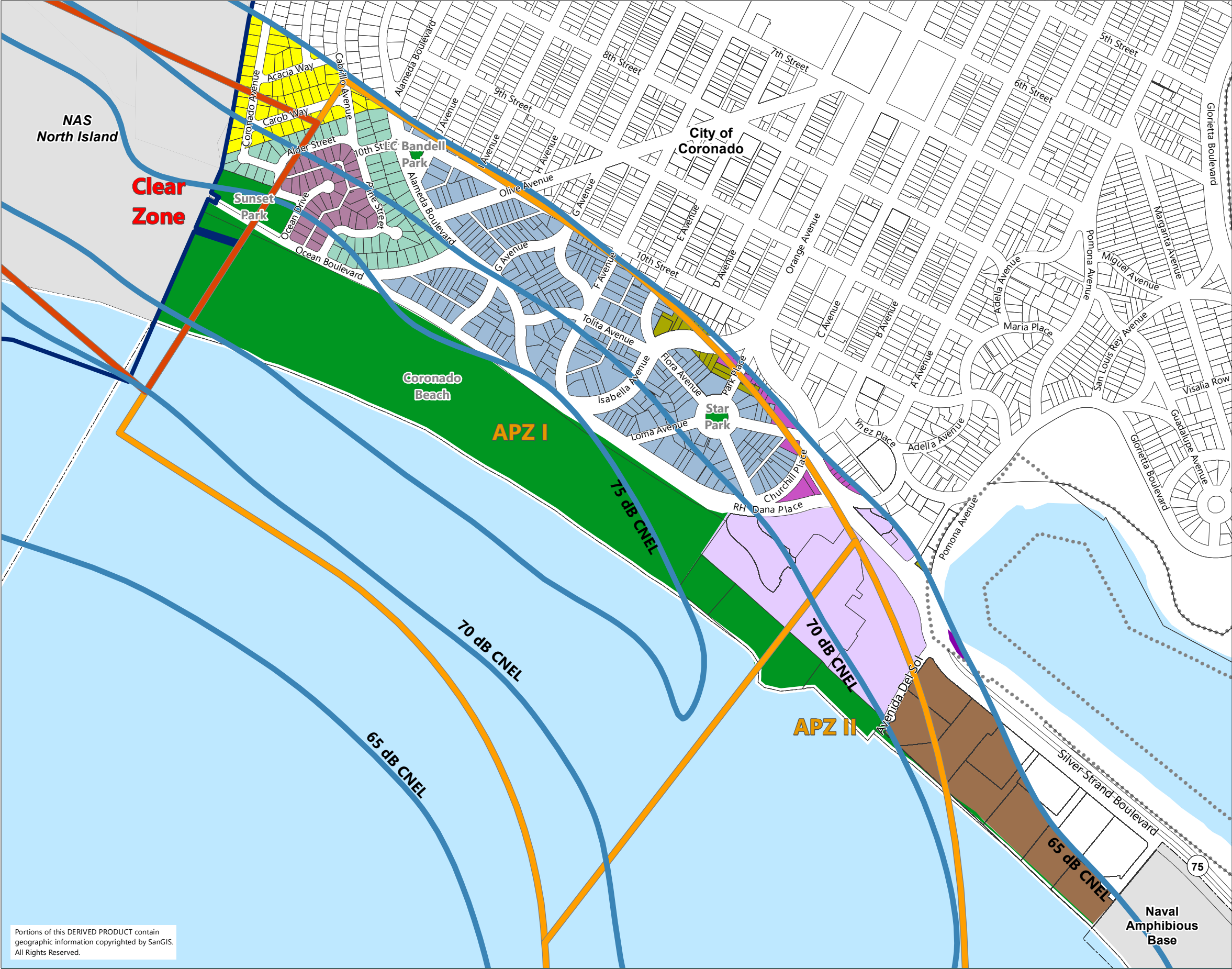
To put these results in perspective, consider that approximately 84.7 percent of the single-family residential-zoned area in Coronado is outside the ALUCP safety zones and would not be subject to ALUCP policies and standards.⁷⁹ Although most of the land in Coronado is developed, as it is in the safety zones, it is likely that opportunities for redevelopment or reuse of existing buildings exist in the portion of the single-family zoned areas outside the safety zones. Thus, opportunities would remain for the development of these uses in other parts of Coronado. Importantly, the uses that would be considered incompatible in single-family zoned areas within the safety zones are all institutional or public service uses, which are subject to limited development demand. In March 2018, only five child day care centers, nurseries, and preschools (excluding any in-home

⁷⁶ Appendix A, Analysis of Potentially Displaced Development, Table A-1.

⁷⁷ Coronado Municipal Code, Title 86, Zoning, Section 86.55.120.

⁷⁸ See Table 2-1 in Section 2 of this Initial Study.

⁷⁹ Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4.



LEGEND

- Municipal Boundaries
- Naval Air Station Property Boundary
- Military Installation
- San Diego Unified Port District
- Water

AICUZ Boundaries:

- Clear Zone Boundary
- Accident Potential Zone (APZ) I & II Boundaries
- Prospective Noise Contours

City of Coronado Zoning Designations

- R-1A(CC-1) – Single Family Res. (7,500 sq ft min. lot size)
- R-1A(CC-2) – Single Family Res. (6,600 sq ft min. lot size)
- R-1A(CC-3) – Single Family Res. (6,000 sq ft min. lot size)
- R-1A – Single Family Res. (5,500 sq ft min. lot size)
- R-3 – Multiple Family Residential (28 DU/AC)
- R-5 – Multiple Family Residential (47 DU/AC)
- C – Commercial
- CR – Commercial Recreation
- HM – Hotel & Motel
- OS – Open Space
- MZ – Military Zone



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, roads, highways, hydrology, and existing land use); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, runways, and accident potential zones); Unified Port of San Diego, 2015 (port district boundary) City of Coronado, 2004 (zoning).

Prepared by: Ricondo & Associates, Inc., February 2019.

Exhibit 4-2
Existing Zoning and ALUCP
Noise and Safety
Zones in Coronado

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facilities); ten schools (K-12); one trade school; and ten places of religious assembly were existing land uses in the entire City of Coronado.⁸⁰

R-3—Multiple-Family Residential Zone⁸¹

Implementation of the ALUCP would result in the addition of new multiple-family dwelling units, beyond the number existing at the time of ALUCP adoption, being incompatible. This limitation would apply to four properties in the R-3 Multiple-Family zone, which could otherwise accommodate an additional eight units in total.⁸² The implications of this limitation are discussed in Section 4.13, Population and Housing.

The Coronado Zoning Code allows the development of the same incompatible uses in the R-3 zone as in the R-1A zone (places of religious assembly, schools, colleges and universities, and day care centers and preschools), subject again to the issuance of major special use permits.⁸³ The analysis in Appendix A found that two properties (totaling 20,853 square feet) would become unavailable for the development of these uses in the safety zones with implementation of the ALUCP.⁸⁴

As a matter of perspective, approximately 96.2 percent of the multiple-family residential-zoned area is outside the ALUCP safety zones and would not be subject to the ALUCP safety policies and standards.⁸⁵ Although most of the land in Coronado is developed, as it is in the safety zones, it is likely that opportunities for redevelopment or reuse of existing buildings exist in the portion of the multiple-family zoned areas outside the safety zones. Thus, opportunities would remain for the development of these uses in other parts of Coronado. As noted in the preceding section, the uses that would be considered incompatible in R-3 multiple-family zoned areas within the safety zones are all institutional or public service uses, which are subject to limited development demand.⁸⁶

C—Commercial Zone

In the C Commercial zone, the Coronado Zoning Code allows the development of several uses considered incompatible in the safety zones under the ALUCP:

⁸⁰ Table AA-1 in Appendix A, Attachment A. The potential impact of the proposed ALUCP policies and standards on public services is considered in Section 4.14, Public Services.

⁸¹ Potential impacts of the ALUCP on housing development are discussed in Section 3.13, Population and Housing, of this Initial Study.

⁸² Appendix A, Analysis of Potentially Displaced Development, Table A-2.

⁸³ Coronado Municipal Code, Title 86, Zoning, §86.55.120.

⁸⁴ Appendix A, Analysis of Potentially Displaced Development, Table A-7. Note that all the affected incompatible uses involve public services. The impact of the ALUCP from a public services perspective is considered in Section 4.14, Public Services.

⁸⁵ Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4.

⁸⁶ In March 2018, only five child day care centers, nurseries, and preschools (excluding any in-home facilities); ten schools (K-12); one trade school; and ten places of religious assembly were in the entire City of Coronado. See Table AA-1 in Appendix A, Attachment A. The potential impact of the ALUCP on public services is considered in Section 4.14, Public Services.

- Allowed by right⁸⁷
 - Schools, K-12
 - Colleges and universities
 - Trade schools
- Allowed subject to minor special use permit⁸⁸
 - Child day care centers
 - Places of religious assembly
 - Places of indoor public assembly (e.g., fraternal associations)
 - Light manufacturing, clothing and instruments
 - Hotels and motels
 - Spectator sports arenas and stadiums
 - Theaters

The displacement analysis documented in Appendix A, found that one commercial-zoned parcel of 10,556 square feet would become unavailable for the future development of child day care centers, trade schools; light manufacturing of clothing, textiles and precision instruments; hotels and motels; and theaters, as presented in **Table 4-2**.⁸⁹ That parcel is too small to meet the minimum land area requirements for K-12 schools, college and university classrooms, places of religious assembly, and indoor places of assembly (fraternal associations) described in Table A-6 of Appendix A. Thus, these uses would not be considered potentially displaced from this property.

In addition, 23,759 square feet of potentially leasable space in existing buildings on two parcels would become unavailable for child day care centers, K-12 schools, trade schools, colleges and universities (auxiliary classrooms), places of religious assembly, places of public/fraternal assembly, and theaters. Thus, they could potentially be displaced with implementation of the ALUCP by the City of Coronado.

⁸⁷ City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 33-40.1.

⁸⁸ City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 33-40.1. A minor special use permit requires Planning Commission approval, after a public hearing. The decision to issue a minor special use permit can be appealed to the City Council (Coronado Municipal Codes, Title 86, §86.55.040).

⁸⁹ Appendix A, Analysis of Potentially Displaced Development, Table A-7.

Table 4-2: Commercial-Zoned Property Unavailable for Incompatible Uses and Potentially Subject to Displacement of Future Development with Implementation of the ALUCP

PERMITTED LAND USE	NUMBER OF PROPERTIES	LAND AREA (SQ FT)	GROSS FLOOR AREA (SQ FT)
Child Day Care Centers	2	10,566	23,759
K-12 Schools	2	0	23,759
College and University Classrooms	2	0	23,759
Trade Schools	2	10,566	23,759
Places of Religious Assembly	2	0	23,759
Places of Assembly – Fraternal Associations	2	0	23,759
Hotel and Motel	2	10,566	0
Light Manufacturing (clothing, textiles, precision instruments)	2	10,566	0
Theaters	2	10,566	23,759

NOTE: The number of properties and the affected land area cannot be summed because the same properties are included for each land use. The 10,556 square-foot parcel includes a two-story building with an estimated 3,280 square feet of leasable space on the second floor. Thus, the potential development displacement for this property is either 10,566 square feet of land area or 3,280 square feet of floor area, not both.

SOURCE: Appendix A, Analysis of Potentially Displaced Development, Table A-7.

In addition to designating incompatible uses in the C Commercial zone, the implementation of the ALUCP would render the enlargement of existing nonresidential uses incompatible in the safety zones. Only small areas in APZ I, totaling approximately one acre along the northern edge of the safety zone, are zoned for commercial use, as indicated in Exhibit A-5, in Appendix A. Two commercially zoned properties could potentially be affected by this ALUCP policy. The properties are currently occupied by a mix of retail, office, and personal and professional service uses with a total of 15,250 square feet of gross floor area. They have a potential capacity of 19,100 to 40,800 square feet, based on Coronado's development standards set forth in the OACSP.⁹⁰ Thus, the potential amount of gross floor area that could be displaced with the ALUCP would range from 3,850 to 25,550 square feet.⁹¹

As a matter of perspective, approximately 96 percent of the commercially zoned area in Coronado is outside the safety zones.⁹² Thus, ample opportunities would remain for the accommodation of any displaced commercial development and any incompatible uses in other parts of Coronado.

HM—Hotel-Motel Zone

The Coronado Zoning Code allows the following uses in the H-M zone that are considered incompatible in the safety zones under the ALUCP:

⁹⁰ The low end of the range would apply to development with surface parking, the high end to development with underground parking.

⁹¹ Appendix A, Analysis of Potentially Displaced Development, Table A-3.

⁹² Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4.

- Allowed by right⁹³
 - Indoor places of assembly, fraternal associations
 - Theaters
- Allowed subject to major special use permit⁹⁴
 - Amphitheaters, outdoor music shells
 - Sport and recreational enterprises, such as amusement parks, golf driving ranges, go-cart tracks, miniature golf courses
 - Dumps and landfills
 - Hospitals, nursing/convalescent homes
 - Places of religious assembly
 - Colleges and universities, trade schools, K-12 schools
 - Day care centers, nurseries, and preschools

The analysis in Appendix A found that no properties would become unavailable for the development of these uses in the HM-zoned areas in the safety zones with implementation of the ALUCP.⁹⁵

In addition to designating incompatible uses in the H-M zone, implementation of the ALUCP would render the enlargement of existing nonresidential uses incompatible in the portion of the H-M zone in the safety zones. This policy would affect one land use in the H-M zone, the Hotel del Coronado resort. The analysis in Appendix A indicated that implementation of the LUCP would result in the potential displacement of up to 272,400 square feet of additional development at the Hotel del Coronado property.⁹⁶ This excludes any planned development which the City of Coronado determines has been vested, (and is, therefore, “existing” under the terms of the ALUCP policies and state law) as of the date of ALUCP adoption by the San Diego County Airport Land Use Commission.⁹⁷

OS—Open Space Zone

One use allowed in the OS—Open Space zone is considered incompatible in the safety zones under the ALUCP – campgrounds.⁹⁸ Campgrounds are allowed in the OS zone subject to a major special use permit. No land in

⁹³ Coronado Municipal Code, Title 86, Zoning, Section 86.32.020.

⁹⁴ Coronado Municipal Code, Title 86, Zoning, Section 86.55.130.

⁹⁵ Appendix A, Analysis of Potentially Displaced Development, Section A-7 and Table A-7.

⁹⁶ Appendix A, Analysis of Potentially Displaced Development, Table A-4.

⁹⁷ As this Initial Study was being prepared, construction was initiated on the Hotel Del master plan development.

⁹⁸ Coronado Municipal Code, Title 86, Zoning, Section 86.55.190.

the OS—Open Space zone is considered developable, so implementation of the ALUCP would have no effect in those areas.

4.11.1.2 San Diego Unified Port District

Besides the City of Coronado, the San Diego Unified Port District is the only other land use agency with jurisdiction within the noise contours. As previously discussed, a small part of Shelter Island is within the 65 dB CNEL noise contour. The Shelter Island Precise Plan designates the area within the noise contour for open space and commercial recreation, as indicated on **Exhibit 4-3**.⁹⁹ These uses are compatible with the ALUCP. Thus, the ALUCP would have no impacts on the Port District with respect to land use and planning.

4.11.1.3 Airspace Protection and Flight Safety Standards in All Land Use Planning Jurisdictions

Proposed airspace protection and flight safety standards would apply within the ALUCP airspace protection boundary. They are intended to ensure compliance with Federal airspace protection standards described in CFR Part 77, which require that any obstructions to air navigation are properly marked and lighted and that construction of hazards to air navigation, as determined by the FAA, are avoided.

The airspace protection standards of the ALUCP would be consistent with existing federal and state law relating to the avoidance of hazards to air navigation.¹⁰⁰ Implementation of the ALUCP policies and standards is intended to ensure that local land use planning and permitting processes acknowledge and account for the relevant requirements of existing federal and state law and that development permits are not issued until compliance with the federal and state airspace protection laws is assured. Thus, implementation of the airspace protection policies and standards of the ALUCP would result in no substantive change in local development requirements.

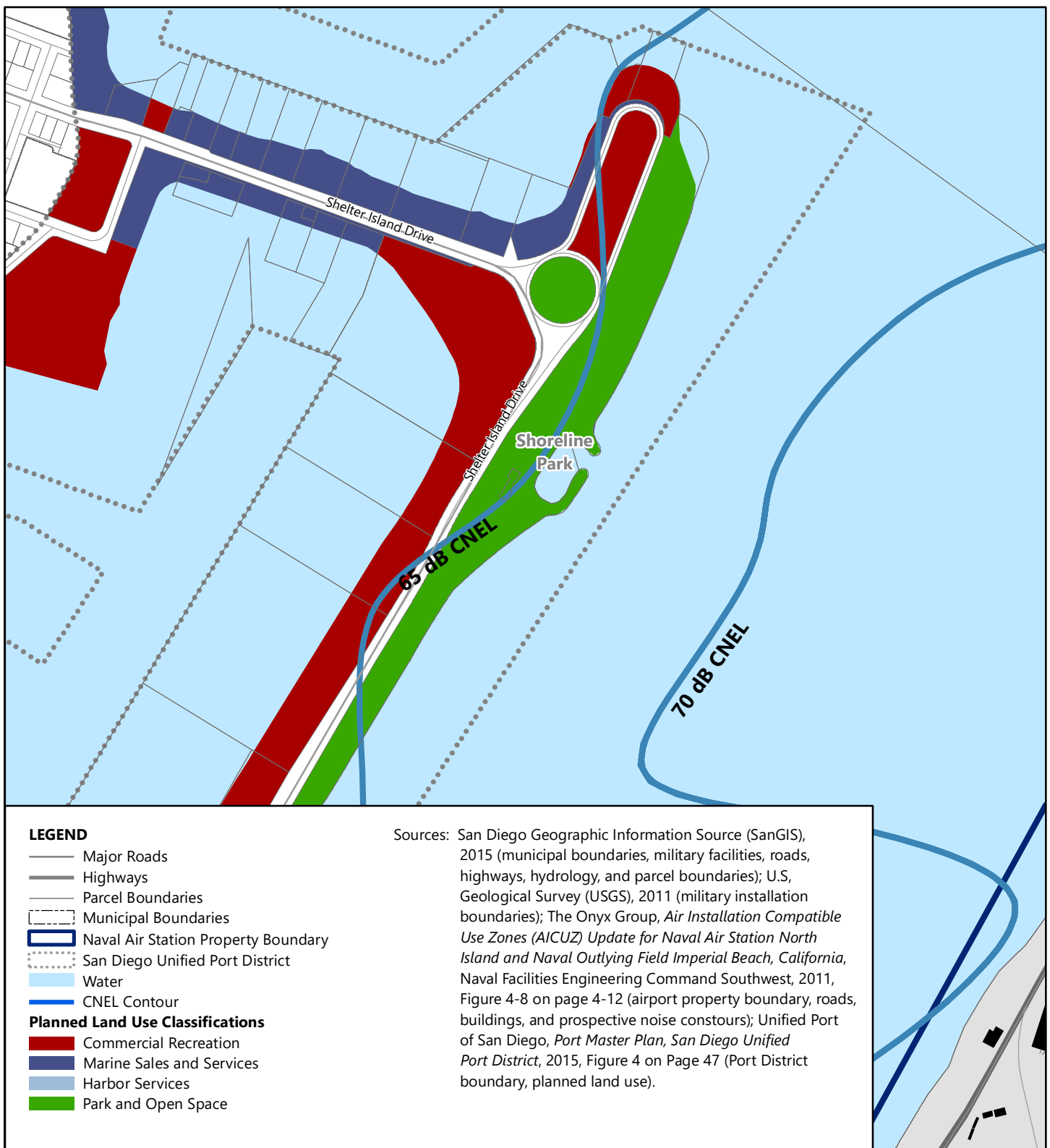
Proposed flight safety standards would also apply within the ALUCP airspace protection boundary. Implementation of those standards by local agencies would ensure that sources of glare; lighting that may be mistaken for airport identification and navigational lighting; sources of dust, smoke, and vapor; sources of thermal plumes; sources of electromagnetic interference; and bird wildlife attractants are avoided within the Project Area wherever they might interfere with the safety of flight. These standards are expected to have minimal impact on local land use and planning. Proposed development projects that feature these potential hazards are relatively uncommon. When they do occur, design modifications can be made to avoid these potential impacts. For example, the FAA has established design guidance for water, stormwater detention/retention, and wastewater treatment facilities to make them inhospitable to birds.¹⁰¹

⁹⁹ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 44-51.

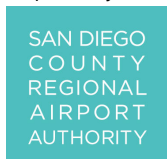
¹⁰⁰ Federal requirements related to airspace protection are in Title 14, Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. California Public Utilities Code, Sections 21657, 21659(b) State law prohibits the construction or alteration of structures or objects that exceed Part 77 obstruction standards unless a permit is issued by Caltrans. The permit may be waived for a structure or object less than 500 feet above the ground if the FAA determines it would not be a hazard to air navigation.

¹⁰¹ FAA, Advisory Circular AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, paragraph 2-3.

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Prepared by: Ricondo & Associates, Inc., March 2018.



**AIRPORT
LAND USE
COMMISSION**



Draft ALUCP Noise Contours and Planned Land Use on Shelter Island

Exhibit 4-3

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4.11.1.4 Conclusions

Implementation of the ALUCP would not change any existing land uses but would result in new residential and other noise- or risk-sensitive land uses being designated as incompatible in the safety zones and noise contours. Given the current built environment and the shortage of developable land in Coronado, it is unlikely, but possible, that implementation of the ALUCP standards could result in indirect development impacts elsewhere in the community (caused, for example, by shifting future development from within the noise contours and safety zones to other areas).¹⁰² There is, however, no substantial evidence that these indirect impacts may have a potentially significant effect on the physical division of an existing community or on any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

With implementation of the ALUCP, the City of Coronado is the only local government that would be subject to new land use policies and standards that would limit the development of incompatible land uses, residential density, and nonresidential intensity. Although the Coronado General Plan does not conflict with the ALUCP, the Zoning Code is inconsistent in several respects, as summarized in **Table 4-3**.

Table 4-3: Inconsistencies of Coronado Zoning Code with Proposed ALUCP Policies and Standards

CORONADO ZONING CODE	NASNI ALUCP
Residential-zoned lots may be subdivided if they meet the minimum lot size requirement	The creation of new residential lots would be incompatible in the safety zones
Multiple-family housing can be developed to the maximum density allowed in the zoning district	In the safety zones, multiple-family housing is limited to the density existing at the time of ALUCP adoption, regardless of zoning district allowance
Nonresidential development may be expanded to the maximum floor area ratio (FAR) or other maximum limit established by zoning	In the safety zones, expansion of nonresidential gross floor area (GFA) is limited to the GFA existing at time of ALUCP adoption
Land uses permitted in zoning districts, either by right or by special use permit, are as specified in Zoning Code	In the safety zones, the development of new selected land uses would be incompatible

SOURCES: Coronado Municipal Code, Title 86, Zoning; SDCRAA, Airport Land Use Commission, proposed NASNI ALUCP policies and standards.

Table 4-4 notes the proportion of land within the ALUCP safety zones relative to the land area in Coronado. Approximately 180 acres, or 14.1 percent of the nonfederal land area in Coronado, are in the safety zones. The single-family zoned area within the safety zones represents 15.3 percent of all single-family zoned land in

¹⁰² This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

Coronado, the multiple-family zoned area 3.8 percent, the commercial-zoned area 4.0 percent, and the hotel-motel zoned area 52.1 percent.

Table 4-4: Land Area within Draft Safety Zones

AREA OF INTEREST IN CORONADO	AREA IN CITY ^{1/} (ACRES)	AREA IN ALUCP SAFETY ZONES	
		ACRES	AS PERCENTAGE OF AREA IN CITY
City of Coronado (excluding federal land)	1,272	180	14.1%
Single-family-zoned area	414	64	15.3%
Multiple-family-zoned area	123	5	3.8%
Commercial-zoned area	25	1	4.0%
Hotel-motel-zoned area	49	25	52.1%

NOTE:

1/ All area measurements exclude street and highway rights-of-way.

SOURCES: Ricondo & Associates, Inc., March 2018; San Diego Geographic Information Source (SanGIS), March 2018.

The affected areas in each zoning district, except for the H-M—Hotel-Motel zoning district, are small relative to the total zoned areas in the city. The large proportion of affected H-M-zoned area and the amount of potentially displaced development (272,400 square feet of gross floor area) may represent a significant impact.

4.11.2 MITIGATION

The impact of the ALUCP on the City of Coronado may lead to potentially significant impacts on land use and planning, particularly related to areas zoned by the City for Hotel-Motel.

While the ALUCP conflicts with the Coronado Zoning Code in a few respects, the proposed ALUCP policies and standards reflect the legislative mandate to which the ALUC is subject. They are necessary for the ALUCP to achieve consistency with the AICUZ study. They also reflect guidance provided in the *California Airport Land Use Planning Handbook* (Caltrans Handbook). Thus, any mitigation involving revisions to the ALUCP to relieve those conflicts would be contrary to the purpose and goals of the ALUCP.

As provided in state law, the responsibility to resolve the conflicts rests with the City of Coronado. The law provides that the City can amend its land use regulations to achieve consistency with the ALUCP or overrule the ALUCP, subject to making findings that the City's current land use plans and regulations fulfill the objectives of the ALUC statute.¹⁰³ The City also has the authority to make General Plan and zoning code amendments to allow for any new development that may be displaced from within the ALUCP noise contours and safety zones.

¹⁰³ California Public Utilities Code §§21676(a) and 21676.5.

4.12 Mineral Resources

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

4.12.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly result in any use of or impacts to mineral resources.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹⁰⁴ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on mineral resources. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.12.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

¹⁰⁴ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?			X	

4.13.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that would directly result in the exposure of people to an increase in noise levels or groundborne vibration.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹⁰⁵ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on noise. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

¹⁰⁵ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.13.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

4.14.1 DISCUSSION

The ALUCP is a land use planning document that does not propose any new development, construction or physical change to the environment that would either induce population growth or result in the displacement of people or existing housing. Implementation of the ALUCP would, however, limit the construction of new housing within the safety zones. While new accessory housing units would be allowed within the safety zones, in accordance with Coronado zoning, the subdivision of lots for new housing would be incompatible. The development of new multiple-family housing units within the safety zones would also be incompatible.

In Appendix A, Analysis of Potentially Displaced Development, the number of housing units that would be unable to be built after implementation of the ALUCP was calculated. The results are summarized in Tables A-1, A-2, and A-7 in Appendix A. The analysis found that 19 parcels in the R-1A zone, depicted on Exhibit A-2, were more than twice the required minimum lot size of 5,500 square feet and could be subdivided based on Coronado's zoning. If all were subdivided, the lots could accommodate an additional 28 single-family homes. For this to be possible, however, the large homes on the affected lots may have to be demolished for the split lots to be configured to accommodate new homes. The size of the existing homes can be seen on the aerial image on Exhibit A-3 in Appendix A. Given the high value of the real estate in the area, this may be a future possibility. On the other hand, the existing homes are quite substantial and expensive and may continue to be highly valued by the market as they are. Thus, the potential redevelopment of the properties (without implementation of the ALUCP) can only be considered speculative.¹⁰⁶

¹⁰⁶ In January 2019, average prices for homes in the neighborhoods within the safety zones listed on trulia.com ranged from \$25,000,000 to \$1,398,000 (https://www.trulia.com/real_estate/Coronado-California/, accessed January 30, 2019). A search of homes listed on Zillow found 18 homes in the study area listed for sale with prices ranging up to \$25,000,000. Ten of the homes were listed for more than \$3,500,000 (https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/, accessed January 30, 2019).

The analysis in Appendix A found that four properties in the R-3 Multiple-Family zone had additional development capacity, as depicted on Exhibit A-2, and could accommodate an additional eight units. When combined with the potentially displaced single-family dwellings, a maximum of 36 additional dwelling units could remain undeveloped (or be displaced) with implementation of the ALUCP.

To put the potential displacement of housing units in context, the City of Coronado General Plan Housing Element was reviewed. In 2010, 9,634 dwelling units were in the city.¹⁰⁷ The Housing Element notes that the R-1 zone, which accounts for most of the land in the safety zones, is expected to experience some minor redevelopment in the future, but little net increase in housing units.¹⁰⁸ The Housing Element projects a need for 50 additional housing units through the year 2020. Seventeen housing opportunity sites, all in the R-4 Multiple-Family Residential zone, were identified.¹⁰⁹ All sites are outside the ALUCP safety zones. Thus, implementation of the ALUCP would not impair the City's ability to achieve its 2020 housing goals.

Overall, implementation of the ALUCP would potentially prevent a maximum of 36 housing units, or 0.37 percent of the 2010 housing stock, from being developed. Given the speculative nature of the potential housing displacement, the small number of housing units involved, and the lack of impact on any housing opportunity sites, the effect of the ALUCP on population and housing is considered less than significant.

By limiting the compatibility of development of new housing in the safety zones, implementation of the ALUCP may indirectly increase residential development pressures in other locations designated or zoned for residential use.¹¹⁰ Any potential indirect effect that may arise from such potential development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.14.2 MITIGATION

Given the less than significant impact on population and housing, no mitigation is necessary.

¹⁰⁷ *City of Coronado 2013-2021 Housing Element*, adopted February 19, 2013, p. 30.

¹⁰⁸ *City of Coronado 2013-2021 Housing Element*, adopted February 19, 2013, p. 45.

¹⁰⁹ *City of Coronado 2013-2021 Housing Element*, adopted February 19, 2013, p. 81.

¹¹⁰ This potential outcome would depend on whether the City of Coronado implements the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5].

4.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other Public Facilities?			X	

4.15.1 DISCUSSION

The ALUCP considers several public services uses incompatible within the safety zones, including:

- Hospitals and nursing/convalescent homes
- Day care centers
- Schools, colleges, universities and trade schools
- Indoor places of public assembly, such as places of religious and fraternal assembly

All of these uses could be allowed under the Coronado Zoning Code, subject to approval of special use permits.¹¹¹

Appendix A, Analysis of Potentially Displaced Development, estimated the amount of land within the safety zones that could conceivably become unavailable for the development of these uses with implementation of the ALUCP. The property considered to be potentially available for these uses is depicted on Exhibit A-7 in the appendix. The property was identified based on criteria described on pages A-34 and A-35 in Appendix A.

The results of the displacement analysis are summarized in Tables A-7 and A-8 of Appendix A. No vacant lots are within the safety zones, but some parcels have potential excess development capacity and could possibly

¹¹¹ City of Coronado Municipal Code, Title 86, Zoning, Chapter 86.55, Special Use Permits; City of Coronado, *Orange Avenue Corridor Specific Plan*, November 4, 2003, p. 33-38, 40-41. Special use permits require approval by either Planning Commission (minor use permit) or City Council (major use permit) after public hearings (Section 86.55.040).

be candidates for redevelopment. Redevelopment of any of these properties, however, is speculative. The affected area is a mature and high value residential neighborhood. Any of the public services land uses considered incompatible under the ALUCP would be inconsistent with the character of the neighborhood and would also generate more traffic than single-family homes, the dominant land use in the area. Thus, it is possible that applications for the required special use permits would cause concerns among neighboring residents, the Planning Commission, and the City Council, making it difficult to secure approval of the permits.

An additional obstacle to the reuse of land in the safety zones for incompatible public service uses is the high value of land. The median sale price for homes in Coronado in the summer/fall of 2018 was \$1,474,500.¹¹² Housing values in the neighborhoods within the safety zones, near the ocean beaches, are even higher than in the City as a whole. A search of homes listed on Zillow in January 2019 found 18 homes in the study area listed for sale with prices ranging up to \$25,000,000. Only eight homes were listed for less than \$3,500,000.¹¹³ The high value of the homes could make it impractical for a prospective developer to realize an acceptable return on investment from development of any of the public service uses that would be rendered incompatible with implementation of the ALUCP.

The results of the development displacement analysis, with respect to incompatible public service uses, are summarized in **Table 4-5**. Note that no suitable properties for potential hospital and nursing/convalescent home development are in the area.

As indicated in Table 4-5, 35 potentially developable parcels in addition to 23,759 of commercial floor area would be unavailable for the development of incompatible public service uses with implementation of the ALUCP (although the parcels would be available for redevelopment of other uses). The development of trade schools would be incompatible on all 35 properties, totaling 433,675 square feet of land and 23,759 square feet of existing floor area. The development of child day care centers, nurseries, and preschools would be incompatible on 32 properties, totaling 412,173 square feet of land and 23,759 square feet of existing floor area. The development of places of public/fraternal assembly would be incompatible on 13 parcels totaling 195,062 square feet, in addition to 23,759 square feet of existing floor area. The development of K-12 schools and places of religious assembly would be incompatible on two parcels totaling 54,719 square feet, in addition to 23,579 square feet of existing commercial floor area. Colleges and university classrooms would be incompatible in 23,579 of existing commercial floor area.

None of these public service uses are known to be planned in the affected area.¹¹⁴

¹¹² Sale prices between July 18 and October 17, 2018. https://www.trulia.com/real_estate/Coronado-California/, accessed November 21, 2018.

¹¹³ https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/, accessed January 30, 2019.

¹¹⁴ Based on the *City of Coronado General Plan*, Chapter B, Public Facilities Element, adopted December 4, 2007; comments provided by the City of Coronado planning staff and discussions at ALUCP Working Group meetings.

Table 4-5 (1 of 2): Property Unavailable for Incompatible Public Service Uses and Potentially Subject to Displacement of New Development with Implementation of ALUCP

MAP ID ^{2/}	AREA (SQ FT)	INCOMPATIBLE LAND USE ^{1/}					
		CHILD DAY CARE CENTERS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY
1 ^{3/}	13,107	13,107	0	13,107	0	0	0
2	15,419	15,419	0	15,419	0	0	0
3	11,012	11,012	0	11,012	0	0	0
4	15,400	15,400	0	15,400	0	0	0
5	11,789	11,789	0	11,789	0	0	11,789
6	11,204	11,204	0	11,204	0	0	11,204
7	11,768	11,768	0	11,768	0	0	11,768
8	18,505	18,505	0	18,505	0	0	0
9 ^{3/}	13,097	13,097	0	13,097	0	0	13,097
10 ^{3/}	16,776	16,776	0	16,776	0	0	16,776
11 ^{3/}	28,890	28,890	28,890	28,890	0	28,890	0
12 ^{3/}	15,971	15,971	0	15,971	0	0	15,971
13 ^{3/}	14,139	14,139	0	14,139	0	0	14,139
14 ^{3/}	16,032	16,032	0	16,032	0	0	16,032
15 ^{3/}	16,948	16,948	0	16,948	0	0	16,948
16	25,829	25,829	25,829	25,829	0	25,829	25,829
17	18,757	18,757	0	18,757	0	0	18,757
18 ^{3/}	11,901	11,901	0	11,901	0	0	11,901
19	11,969	11,969	0	11,969	0	0	0
20 ^{3/}	12,007	12,007	0	12,007	0	0	0
21 ^{3/}	8,846	8,846	0	8,846	0	0	0
30	10,852	10,852	0	10,852	0	0	10,852
31	9,018	9,018	0	9,018	0	0	0
32	8,389	8,389	0	8,389	0	0	0
33	10,460	10,460	0	10,460	0	0	0
34 ^{3/}	8,514	8,514	0	8,514	0	0	0
35	10,213	10,213	0	10,213	0	0	0
36 ^{3/}	7,041	0	0	7,041	0	0	0
37	7,342	0	0	7,342	0	0	0
38	9,138	9,138	0	9,138	0	0	0
39 ^{3/}	8,033	8,033	0	8,033	0	0	0

Table 4-5 (2 of 2): Property Unavailable for Incompatible Public Service Uses and Potentially Subject to Displacement of New Development with Implementation of ALUCP

MAP ID ^{2/}	AREA (SQ FT)	INCOMPATIBLE LAND USE ^{1/}					
		CHILD DAY CARE CENTERS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY
40 ^{3/}	7,625	7,625	0	7,625	0	0	0
41 ^{3/}	7,119	0	0	7,119	0	0	0
42	10,566	10,566	0	10,566	0	0	0
42 ^{4/}	3,280 (floor area)	3,280	3,280	3,280	3,280 ^{6/}	3,280	3,280
43 ^{5/}	20,479 (floor area)	20,479	20,479	20,479	20,479 ^{6/}	20,479	20,479
Total Parcel Area		412,173	54,719	433,675	0	54,719	195,062
Total Parcel Area on Arterial and Collector Streets		211,150	25,829	218,491	0	25,829	104,337
Total Floor Area		23,759	23,759	23,759	23,759	23,759	23,759

NOTES:

1/ No potentially developable parcels were found that could accommodate these incompatible uses: colleges/ universities; hospitals; congregate care, nursing, and convalescent homes; stadiums and arenas; solid waste facilities; sport and recreational enterprises (amusement parks, golf driving ranges, go-cart tracks, miniature golf courses), and amphitheaters.

2/ Please refer to Exhibit A-7 in Appendix A.

3/ These parcels are on streets classified as "local," which are not designed for through traffic. The others are on collector or arterial streets. The potential for increased traffic with the various incompatible land uses may make the approval of special use permits, whether major or minor, difficult because of the possibility of neighborhood objections.

4/ The upper floor of the two-story building on map ID 56 is considered to be potentially available for the incompatible uses noted in the table. This would be an alternative to the redevelopment of the parcel, described in the preceding row.

5/ Map ID 57 represents the second and third floors of Coronado Plaza, which have 13,464 and 7,015 square feet of gross floor area, respectively. This space is considered to be potentially available for the incompatible uses noted in the table.

6/ It is assumed that this leasable space could be potentially available for auxiliary college or university classrooms.

SOURCE: Ricondo & Associates, Inc. analysis, January 2019; *City of Coronado General Plan, Circulation Element*, Figure A, amended 2012, (street classification).

To put the results of the displacement analysis in perspective, it must be recognized that these public service land uses occur infrequently in neighborhoods and communities.¹¹⁵ The ALUCP safety zones also affect only a small portion of Coronado. A large proportion of the City would remain available for the incompatible public service uses. Approximately 86 percent of nonfederal land in the City is outside the safety zones, including 85 percent of the single-family residential-zoned area, 96 percent of the multiple-family residential-zoned area, and 96 percent of the commercial-zoned area.¹¹⁶ Given these considerations, the speculative nature of new public service uses in fully developed neighborhoods, and the absence of any known plans for new public service

¹¹⁵ A survey undertaken in March 2018 found the following incompatible service uses in all of Coronado: five child day care centers, nurseries, and preschools (excluding any in-home facilities); ten schools (K-12); no colleges or universities, including auxiliary classrooms; one trade school; ten places of religious assembly; and five places of public/fraternal assembly. See Table AA-1 in Appendix A, Attachment A.

¹¹⁶ Calculations by Ricondo & Associates, Inc., March 2018. See Table 4-4 in Section 4.10.2.4.

uses within the safety zones, the potential impact of implementation of the ALUCP on public services is considered less than significant.

In conclusion, implementation of the ALUCP would limit within the safety zones and noise contours the future development of new incompatible residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹¹⁷ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on public services. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.15.2 MITIGATION

Given the less than significant impact on public service uses, no mitigation is necessary.

4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

4.16.1 DISCUSSION

The ALUCP is a land use planning document and does not include any proposals that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Additionally, the project does not propose any construction or expansion of recreational facilities and, therefore, would not directly result

¹¹⁷ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

in an effect on the environment relative to recreational resources. Nothing in the ALUCP would directly result in a change in the use of or demand for public recreation in the City of Coronado or elsewhere in the AIA.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹¹⁸ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on recreation. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.16.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.17 Transportation

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?			X	
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d)	Result in inadequate emergency access?			X	

¹¹⁸ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.17.1 DISCUSSION

The ALUCP is a land use planning document and does not propose any new development, construction or physical change to the environment that will directly result in any additional vehicle trips and will not directly alter the surrounding circulation system in any way; therefore the project would not directly result in inadequate emergency access or directly conflict with any applicable plan, ordinance or policy establishing measures of the effectiveness of the circulation system, congestion management, and alternative transportation.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹¹⁹ These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on transportation or traffic. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.17.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

¹¹⁹ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

4.18.1 DISCUSSION

As a land use planning document, the ALUCP does not propose any new development, construction, or physical change to the environment that would directly result in any impacts to tribal cultural resources.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹²⁰ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on tribal cultural resources. Furthermore, any potential indirect effect that may arise from such

¹²⁰ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.18.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

4.19.1 DISCUSSION

The ALUCP is a land use planning document and will not directly produce any wastewater or solid waste, nor place any direct burden on the existing permitted capacity of any landfill, transfer station, or wastewater treatment provider within San Diego County. As a land use planning document, compliance with Federal, State, or local statutes or regulation related to solid waste is not applicable to this project. The project would not directly result in any effect to existing utilities/service systems.

Implementation of one ALUCP policy would require compliance with FAA guidance on the location of solid waste disposal, stormwater management, and wastewater management facilities near airports (FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*). These facilities are incompatible within the airspace protection boundary because of their potential to attract birds, which can create hazards to low-flying aircraft. The policy provides that, where stormwater and wastewater management facilities must be located within the airspace protection boundary, measures must be taken to minimize the risk of attracting

birds. Design guidance for managing bird attractants is provided in Federal Aviation Administration, Advisory Circular AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, paragraph 2-3.

A review of the general plans of the affected jurisdictions (the cities of Chula Vista, Coronado, National City, and San Diego) indicates that no solid waste facilities, new sewage treatment plants, or stormwater storage basins are known to be proposed within the Airspace Protection Boundary.¹²¹

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹²² These residential and other noise- or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on utility or service systems. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.19.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

¹²¹ *City of Chula Vista Vision 2020: General Plan*, amended October 2015. Chapter 8, Public Facilities and Services Element, p. PFS-5 – PFS-15, PFS-57 – PFS-60; *City of Coronado General Plan*, Chapter A, Land Use Element, Revised November 4, 2003 and Chapter B, Public Facilities Element, adopted December 4, 2007; *National City General Plan*, adopted June 2011. Part Three: General Plan Elements – Conservation and Sustainability, p. 3-185 – 3-212; *City of San Diego General Plan*, Public Facilities, Services and Safety Element, June 2015, p. PF-29 – PF-45.

¹²² This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.20 Wildfire

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

4.20.1 DISCUSSION

As a land use planning document, the ALUCP does not propose any new development, construction, or physical change to the environment that would directly result in any impacts related to wildfire risks.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹²³ These residential and other noise or risk-sensitive uses and features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on wildfire risks. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

¹²³ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

4.20.2 MITIGATION

No mitigation is needed because of the absence of significant impacts.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	X			

4.21.1 DISCUSSION – (a)

As discussed in the preceding parts of Section 4, the NASNI ALUCP would not directly impact the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate examples of major periods of California history or prehistory.

Implementation of the ALUCP would limit within the safety zones and noise contours the future development of incompatible new residential and other noise- or risk-sensitive uses. It would also limit within the Project Area the development of land use and building features (including bird attractants; sources of glint and glare; thermal plumes; sources of electromagnetic interference; sources of dust, smoke, and vapor; and lighting that may be confused with Airport landing and navigational aids) that could be hazards to aircraft in flight near NASNI. As such, implementation of the ALUCP may indirectly result in shifting those uses or features to other locations designated or zoned to allow them.¹²⁴ These residential and other noise- or risk-sensitive uses and

¹²⁴ This potential outcome would depend on whether the affected local agencies implement the ALUCP. Based on state law, local agencies are authorized to amend their land use plans and regulations to fully implement the ALUCP or to overrule the ALUCP and leave their land

features can be accommodated within other approved land use or zoning designations in Coronado. (See, Section 4.10, Land Use and Planning). As such, there is no substantial evidence that these indirect impacts may have a potentially significant effect on the environmental resource described in subheading (a) of the checklist above. Furthermore, any potential indirect effect that may arise from such a shift in development is speculative and uncertain from a timing and location standpoint and, therefore, any further analysis necessarily must occur at the specific project level when and if development is proposed.

4.21.2 DISCUSSION – (b)

The City of Coronado's website was searched for past projects and planned future projects that could combine with the impacts of the ALUCP to create cumulatively significant environment impacts. Planned changes at NASNI were also considered. Two recent ordinances and two current planning efforts of potential relevance were found: Ordinance 2062, adopted October 4, 2016, implementing the residential standards improvement program; Ordinance 2088, adopted December 18, 2018, amending the Historic Resources Code; regional planning for sea level rise; and the planned conversion from C-2A to CMV-22B aircraft at NASNI.

4.21.2.1 Ordinance 2062 – Residential Standards Improvement Program

This ordinance amended the Zoning Code by adding design standards for residential development. The additional standards are intended to ensure light and air for properties adjacent to those that are undergoing development or expansion by limiting building heights and mass. The standards also adjusted residential yard and building setback requirements. Standards for burying utilities were also established for new construction and for substantial building modifications. Other standards address the placement of mechanical equipment; the design of dormers, roof decks and balconies; and the design and placement of fences, walls and hedges.¹²⁵

The requirements of Ordinance 2062 would not interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

4.21.2.2 Ordinance 2088 – Amended Historic Resources Code

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

use plans and regulations unchanged. They may also decide to implement parts of the ALUCP and overrule other parts [California Public Utilities Code §§21676(a) and 21676.5.] All affected local agencies are listed in Section 1.

¹²⁵ Ordinance No. 2062, An Ordinance of the City Council of the City of Coronado, California, Amending Portions of the Coronado Municipal Code to Implement the Recommendations of the Residential Improvement Standards Program (RSIP-3) ..., adopted October 4, 2016; Coronado Municipal Code, RSIP-3, Proposed Revisions, June 27, 2016, (Revised by City Council September 20, 2016).

4.21.2.3 Regional Planning for Rising Sea Levels

The City of Coronado has been coordinating with other San Diego Bay area governments and stakeholders in studying the potential impact of rising sea levels on the local natural and built environment. Coronado was represented on the Steering Committee and Technical Advisory Committee that participated in the preparation of an adaptation strategy document in 2012.¹²⁶

The report included a vulnerability assessment for various sectors of the natural and built environment and identified adaptation strategies. The ten comprehensive strategies are quoted below.

1. Create a staff-level regional sea level rise (SLR) adaptation working group consisting of representatives from public agencies around San Diego Bay to implement the Adaptation Strategy.
2. Provide regular opportunities for stakeholder engagement around implementation of the Adaptation Strategy.
3. Create and enhance existing outreach, education, training, and peer exchange programs tailored to public agency staff, stakeholders, and the general public.
4. Establish and promote a regional research agenda to advance understanding of sea level rise impacts, vulnerabilities, and adaptation responses in the San Diego region.
5. Engage regulatory agencies to advocate for clear and consistent regulatory guidance on how to address sea level rise impacts in development permitting.
6. Engage the Federal Emergency Management Agency (FEMA) to encourage the incorporation of future risks from sea level rise into non-regulatory maps associated with upcoming Flood Insurance Studies (FIS).
7. Institutionalize or mainstream sea level rise adaptation by incorporating sea level rise and associated impacts into relevant local and regional plans and projects.
8. Consistently utilize guidance provided by the State of California Climate Action Team in developing sea level rise assumptions for planning purposes.
9. Perform more detailed vulnerability assessments at a site-specific level as significant plans or capital projects are undertaken.¹²⁷
10. Develop decision-making frameworks in each jurisdiction for selecting and implementing appropriate management practices in communities vulnerable to inundation or regular flooding, utilizing such frameworks as risk management and cost/benefit analysis.

¹²⁶ ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012. Prepared for the project's Public Agency Steering Committee, with the support of The San Diego Foundation.

¹²⁷ ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012, p. vii.

The report also identifies a series of targeted strategies for each sector of the natural and built environment for which vulnerability assessments were undertaken. With respect to building stock, the report identifies two areas in Coronado as being at risk by the year 2100 – the Coronado Cays and all housing on the east side of 1st Street.¹²⁸ The report identifies the following strategies for addressing the risk of flooding and inundation of the building stock, as prioritized by the project's Stakeholder Working Group and the Technical Advisory Committee.¹²⁹

1. In areas vulnerable to projected SLR-related [sea level rise] flooding and in the existing 100-year floodplain, consider strengthening floodplain management regulations through participation in the FEMA Community Rating System or through incorporation of more flood resistant building code provisions.
2. Work with FEMA to improve Flood Insurance Rate Maps (FIRMs) and create additional maps that include future sea level rise.
3. Create financial incentives for buildings constructed to higher standards.
4. Create a real estate disclosure statement that requires more explicit statements regarding future risks.
5. Develop, enhance and distribute outreach and education materials for building owners and tenants in flood prone areas.
6. Gather more specific elevation data creating a better understanding of current base floor building elevations.
7. In areas vulnerable to projected SLR-related flooding that are not in the existing 100-year floodplain, consider applying NFIP [National Flood Insurance Program] minimum requirements to new development.

Section 5 of the report includes several management practices and engineering techniques that can be used in different situations to adapt to sea level rise.

At this point, no specific regulations or development standards related to sea level rise have been adopted by the City of Coronado. Neither the comprehensive strategies nor the targeted strategies related to the building stock would interact with the proposed policies and standards of the ALUCP to create cumulative impacts.

4.21.2.4 CMV-22B Conversion at NASNI

The U.S. Navy is planning a conversion from C-2A Greyhound fixed-wing aircraft to CMV-22B Osprey tilt-rotor aircraft, starting in 2020 and finishing by 2028. The Environmental Assessment (EA)¹³⁰ for the proposed project

¹²⁸ ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012, p.47.

¹²⁹ ICLEI Local Governments for Sustainability, *Sea Level Rise Adaptation Strategy for San Diego Bay*, January 2012, p.48.

¹³⁰ Department of Defense, Department of the Navy, *Finding of No Significant Impact for the Environmental Assessment for the Transition from C-2A to CMV-22B Aircraft at Fleet Logistics Centers – Naval Air Station North Island, California, and Naval Station Norfolk, Virginia*, November 15, 2018.

evaluated two action alternatives. Alternative 1 would increase the aircraft based at NASNI from 10 C-2As to 23 CMV-22Bs. Alternative 2 would increase the number of based CMV-22Bs to 18 aircraft.¹³¹ The EA concluded that no significant environmental impacts would occur with either of the two alternatives.¹³² No changes to the AICUZ study, prepared in 2011, would be required.¹³³

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

4.21.3 DISCUSSION – (c)

The analysis in Section 4.10, Land Use and Planning, found that the ALUCP could lead to significant impacts, especially with respect to hotel-motel-resort development. The analysis found that as much as 272,400 gross square feet of potential expanded floor area could be displaced from the Hotel del Coronado. Given the large proportion of H-M—Hotel-Motel zoned land in the safety zones (52 percent of all H-M-zoned land in Coronado), this could represent a significant impact.

4.21.4 MITIGATION

As discussed in Section 4.10.3, despite the conflicts of the Coronado Zoning Code with the ALUCP, the proposed policies and standards of the ALUCP reflect the legislative mandate to which the ALUC is subject. They are necessary for the ALUCP to achieve consistency with the AICUZ study. They also reflect guidance provided in the California Airport Land Use Planning Handbook. Thus, any mitigation involving revisions to the ALUCP to relieve those conflicts would be contrary to the purpose and goals of the ALUCP (described in Section 2.1 of this Initial Study).

As provided in state law, the responsibility to resolve the conflicts rests with the City of Coronado. The law provides that the City can amend its land use regulations to achieve consistency with the ALUCP or overrule the ALUCP, subject to making findings that the City's current land use plans and regulations fulfill the objectives of the ALUC statute. The City also has the authority to make General Plan and zoning code amendments to allow for any new development that may be displaced from within the ALUCP noise contours and safety zones.

¹³¹ *Draft Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, January 2018, p. ES-1.

¹³² *Draft Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, January 2018, p. ES-5 – ES-13.

¹³³ *Draft Environmental Assessment for the Transition from C-2A to CMV-22V Aircraft at Fleet Logistics Centers Naval Air Station North Island and Naval Station Norfolk*, January 2018, p. ES-6.

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Appendix A

Analysis of Potentially Displaced Development

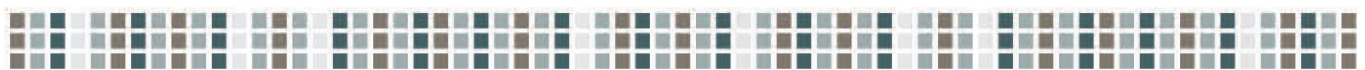


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Appendix A Analysis of Potentially Displaced Development

A.1 Purpose of the Displacement Analysis

The California Environmental Quality Act (CEQA) requires the evaluation of proposed projects for potential environmental impacts. The California courts have held that airport land use compatibility plans are “projects” under CEQA.¹ The Airport Land Use Compatibility Plan (ALUCP) for Naval Air Station North Island (NASNI) is a land use plan and does not involve or propose any development. Therefore, any environmental impacts attributable to the ALUCP would be limited to changes to local agency land use plans and regulations required to implement ALUCP policies that could affect future development.² CEQA resource categories that may potentially be affected by Airport Land Use Commission (ALUC) adoption and local agency implementation of the ALUCP include land use planning, population and housing, and public services.

Only one local agency, the City of Coronado, is potentially subject to the displacement of future development with implementation of the ALUCP. The displacement analysis discussed in this report quantifies the amount of future development currently allowed under the City’s General Plan and zoning, in terms of dwelling units and nonresidential floor area, that could potentially be displaced from the areas subject to more restrictive land use controls after the City’s implementation of the ALUCP. The analysis also quantifies the amount of land area that could be subject to the displacement of new land uses that would be incompatible within the noise contours and safety zones after adoption and implementation of the ALUCP.

Although the area subject to potential development displacement is fully developed, not all land is developed to the maximum density and intensity allowed under Coronado’s zoning. This analysis considers the potential displacement that could occur if the area was developed to the maximum level allowed by current zoning without implementation of the ALUCP by the City.

¹ *Muzzy Ranch v. Solano County Airport Land Use Commission*, 41 Cal.4th 372.

² Full implementation of the ALUCP is only one option available to local agencies under State law. They may implement parts of the ALUCP and overrule other parts or overrule the entire ALUCP. See California Public Utilities Code §§ 21676(a) and 21676.5.

A.2 Potential Causes of Displacement

The proposed ALUCP policies and standards address four land use compatibility factors: noise, safety, airspace protection, and overflight. Only the proposed ALUCP noise and safety policies and standards have the potential to displace future development. Implementation of those policies by the City would render the development of some new uses incompatible within the noise contours and safety zones. Those policies would also limit the subdivision of residential lots, the development of additional multiple-family housing, and the expansion of nonresidential land uses. The noise and safety policies and standards are described in Section 2.3 and Table 2-1, Standards for Noise and Safety Compatibility, of the Initial Study.

The proposed ALUCP airspace protection policies, while integrating the Airport Land Use Commission's (ALUC's) policy more clearly with applicable Federal Aviation Administration (FAA) regulations³ and California law,⁴ involve no changes to existing maximum allowable building heights. The airspace protection policies and standards include limits on selected land uses and development features that could compromise flight safety.⁵ The overflight policy provides real estate disclosure and residential property buyer awareness measures but does not involve land use restrictions. (See Section 2.3 of the Initial Study for a description of these policies and standards.)

A.2.1 LAND USE PLANNING AND REGULATIONS IN THE DEVELOPMENT DISPLACEMENT ANALYSIS STUDY AREA

The study area for the development displacement analysis is defined by the ALUCP noise compatibility and safety zone boundaries, depicted on Exhibit 2-1 in the Initial Study. The ALUCP noise compatibility boundaries are defined by the 65 dB, 70 dB, and 75 dB CNEL contours for prospective future noise exposure presented in the *Air Installation Compatible Use Zones (AICUZ)* study for NASNI.⁶ The area includes part of the City of Coronado and a small portion of the City of San Diego on Shelter Island which falls under the land use authority of the San Diego Unified Port District (the Port District). The ALUCP safety zones correspond with the Clear Zone and Accident Potential Zones (APZ I and APZ II) described in the AICUZ study, which includes part of the City of Coronado.

³ 14 CFR 77.9 and 77.11.

⁴ California Public Utilities Code, Sections 21657, 21659(b). Also, see California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 4-40 – 4-41.

⁵ These limits include the avoidance of land uses and building materials that would cause glare/glint, thermal plumes; or dust, smoke, or vapor sufficient to interfere with the safe control of aircraft. In addition, lighting that could be confused with airport identification and navigational lighting; electromagnetic interference with communications and navigation equipment; and wildlife attractants would also be limited.

⁶ The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011.

The extent to which implementation of the ALUCP noise and safety policies could conflict with local land use plans and regulations and potentially displace future development in these areas is addressed in the following sections.

A.2.1.1 Land Use Planning and Regulation in the City of Coronado

The City of Coronado General Plan, adopted in November 1986 and most recently amended in February 2013, establishes planning and development policies for the City. The General Plan includes the following elements: land use, public facilities, recreation, parking, circulation, transportation, housing, historic preservation, community design, disaster preparedness, safety, noise, open space, conservation, scenic highway, local coastal, and bay. The land use element includes policies related to land development in the City of Coronado and includes a future land use map describing the preferred locations of residential and nonresidential land uses, which closely resembles the existing land use pattern.

California law authorizes local governments to prepare Specific Plans for all or part of the area covered by the General Plan. A Specific Plan must be consistent with the General Plan, but it provides considerably more detail related to the type and distribution of land uses, the layout of development, the placement and design of public facilities and a program of implementation measures.

One Specific Plan applies in the Coronado portion of the study area -- the Orange Avenue Corridor Specific Plan (OACSP), adopted in November 2003 and most recently amended in April 2014. The corridor extends along Orange Avenue from First Street on the north to R.H. Dana Place and Adella Avenue on the south. The OACSP designates commercial uses on the northern and southern ends, with residential, civic, and open space uses in the central portion of the corridor. Only a small portion of the OACSP area lies in the study area, from Loma Avenue southeast to R.H. Dana Place, as depicted on **Exhibit A-1**.

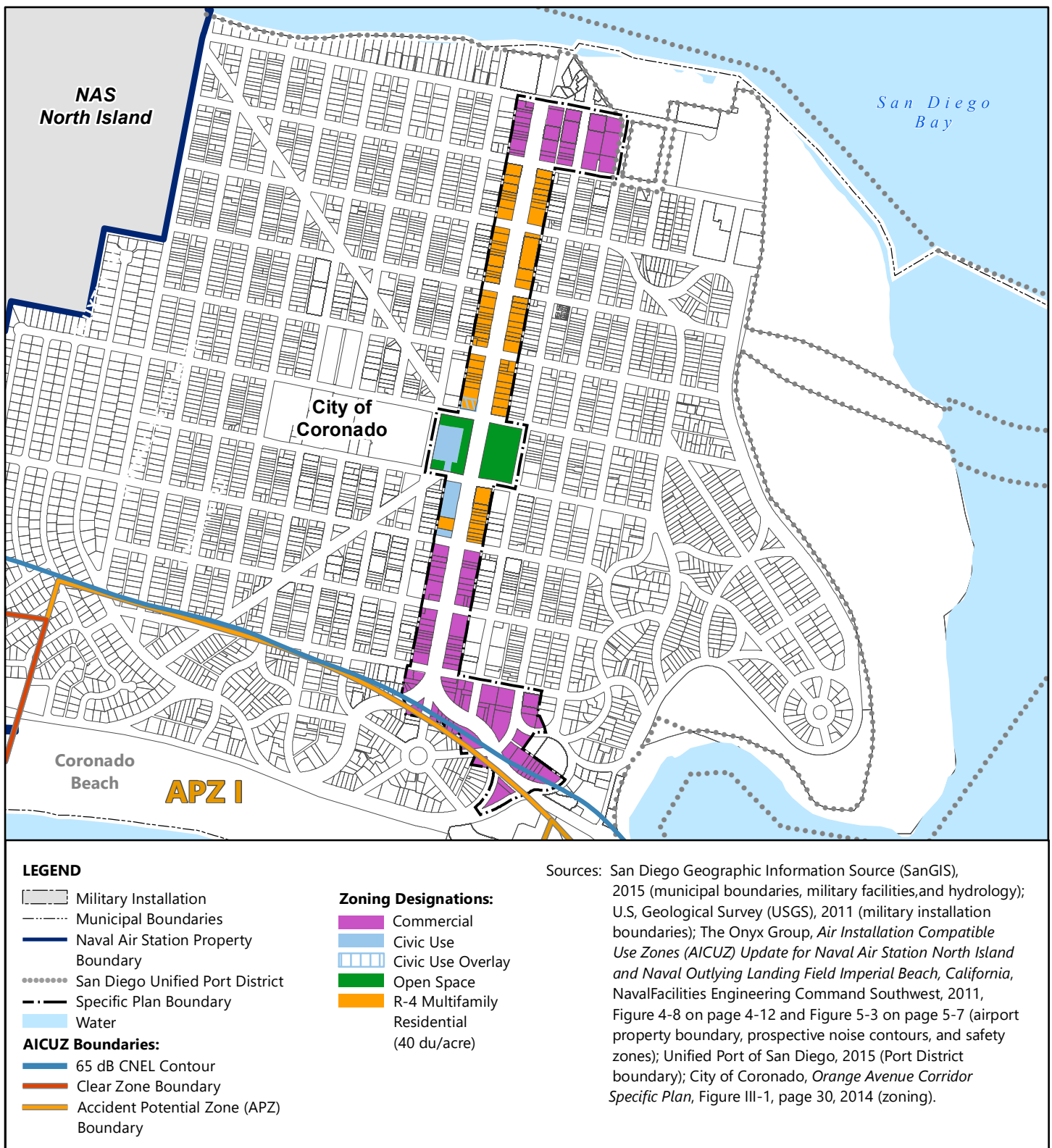
While the General Plan establishes the goals, objectives and policies directing growth in the City of Coronado, the Zoning Code includes the regulations that implement those policies.⁷ California law requires that the zoning regulations must be based on the General Plan.⁸ Zoning codes establish districts or zones where specific sets of regulations are prescribed, including permitted land uses and development standards, such as lot coverage, building heights, residential dwelling unit densities, floor area ratios,⁹ and off-street parking requirements. The regulations are drafted to achieve the type and design of desired development as envisioned in the General Plan.

⁷ Coronado Municipal Code, Title 86, Zoning.

⁸ *California Government Code*, 2011, Section 65860(a).

⁹ Floor area ratio (F.A.R.) is the ratio of building floor area to the lot area.

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Prepared by: Ricondo & Associates, Inc., February 2019.

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

AIRPORT
LAND USE
COMMISSION



0 1,250 ft.

Exhibit A-1 Orange Avenue Corridor Specific Plan Area

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The following zones are in the Coronado portion of the study area:¹⁰

- R-1A (CC-1) – Single-family Residential (7,500 square-foot minimum lot size)
- R-1A (CC-2) – Single-family Residential (6,600 square-foot minimum lot size)
- R-1A (CC-3) – Single-family Residential (6,000 square-foot minimum lot size)
- R-1A – Single-family Residential (5,500 square-foot minimum lot size)
- R-3 – Multiple-family Residential (28 dwelling units per acre)
- R-5 – Multiple-family Residential (47 dwelling units per acre)
- C – Commercial
- H-M – Hotel-Motel
- OS – Open Space
- MZ – Military Zone (applies only to military facilities, which are not subject to the ALUCP)

In the portion of the C—Commercial, zone within the study area, the development regulations and standards of the OACSP apply.

A.2.1.2 Land Use Planning and Regulation in the San Diego Unified Port District

The Port District encompasses 5,483 acres of San Diego Bay tidelands.¹¹ The policies and regulations guiding development of the Port District lands are established in the Port Master Plan (PMP). Land within the Port District consists of commercial, industrial, recreation, conservation, public facilities, and military uses. The PMP divides the tidelands into ten smaller Planning Districts where Precise Plans provide land use regulations and standards tailored to achieve specific development outcomes in each Planning District.¹²

A single Planning District, Shelter Island, is intersected by the 65 dB CNEL contour. (See Exhibit 4-3 in the Initial Study.) The Shelter Island Precise Plan divides the Planning District into seven planning subareas. The Bay Corridor planning subarea of the Shelter Island Precise Plan is the only portion within the 65 dB CNEL contour. Planned land uses within the 65 dB CNEL contour include commercial recreation, parks, and open space, as depicted on Exhibit 4-3 in the Initial Study.¹³

¹⁰ See Exhibit 4-2 in the Initial Study. Parts of individual lots zoned CR, Commercial Recreation, are also in the study area (on the northeast side of Silver Strand Boulevard opposite Avenida del Sol), but are too small to have any realistic redevelopment potential. Thus, they are excluded from the analysis of potential development displacement.

¹¹ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 4.

¹² Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 41.

¹³ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, p. 47.

A.2.2 NOISE AND SAFETY COMPATIBILITY POLICIES AND STANDARDS

The proposed ALUCP noise and safety compatibility policies and standards are presented in Table 2-1 of the Initial Study. Four compatibility zones are established, the Clear Zone (CZ), Accident Potential Zone (APZ) I, APZ II, and the 65 dB CNEL contour outside the safety zones. The compatibility zones are depicted on Exhibit 4-1 (with existing land use) and Exhibit 4-2 (with existing zoning) in the Initial Study.

A.2.2.1 Area Inside 65 dB CNEL and Outside Safety Zones

The only land uses considered incompatible within the 65 dB CNEL contour but outside the safety zones are outdoor places of public assembly (amphitheaters, arenas, stadiums, etc.) and refuse disposal (sanitary landfills, solid waste/recycling centers).¹⁴ In the City of Coronado, approximately 33 acres of land is within the 65 dB CNEL contour and outside the safety zones. Existing land uses in this area, which match the General Plan land use designations, include single-family and multiple-family residential, commercial, hotel-motel-resort, and open space. Within the 65 dB CNEL contour, the City's C—Commercial and H-M—Hotel-Motel zoning would allow uses considered incompatible with the ALUCP.

- In the C zone, spectator sports facilities are allowed, subject to a minor special use permit.¹⁵ Based on a survey of such uses in Coronado and central San Diego, they would require sites of at least 39,000 square feet.¹⁶ No suitable developable sites for such facilities are in the C zone.
- In the H-M zone, "assemblages of many people," including outdoor theaters (such as amphitheaters and music shells), are allowed subject to a major special use permit, but, again, no suitable sites are available within the H-M zone.¹⁷
- In the H-M zone, refuse disposal facilities are also allowed, subject to a major special use permit,¹⁸ but there are no suitable sites for such facilities in the 65 dB CNEL contour.¹⁹

Thus, implementation of the noise policies and standards of the ALUCP would have no displacement effect on the land uses in Coronado considered incompatible within the 65 dB CNEL contour and outside safety zones.

¹⁴ Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study. While refuse disposal is not a noise-sensitive land use, it is incompatible from a safety perspective so close to NASNI because of its potential to attract birds.

¹⁵ City of Coronado, *Orange Avenue Corridor Specific Plan*, Chapter IV, Commercial Zone (C) Regulations, Section E.5, page 40.

¹⁶ See Table AA-1 in Appendix A.

¹⁷ Outdoor theaters, such as amphitheaters and music shells are often associated with parks and open space areas and are seldom found in intensively developed commercial areas with high property values and high levels of ambient noise. According to a survey of such facilities in central San Diego, a minimum site size of 17,400 square feet would be required (see Table AA-1 in Attachment A.) No vacant sites zoned H-M are within the noise contours or safety zones. All parcels are occupied by substantial buildings, most of which are hotels. Thus, it is considered unrealistic that any of the existing buildings would be demolished to make way for open space uses such as amphitheaters or outdoor music shells.

¹⁸ City of Coronado, Coronado Municipal Code, Title 86, Zoning, §86.55.130.

¹⁹ Solid waste transfer stations are typically located in industrial areas, and landfills require large sites away from urbanized areas. No such sites exist in the H-M zone, which is dominated by tourist-oriented uses.

In the Port District area, only 14 acres on Shelter Island are within the 65 dB CNEL contour and outside the safety zones. Planned land uses within the 65 dB CNEL contour include commercial recreation, open space, and parks, as depicted on Exhibit 4-3 in the Initial Study. Facilities planned in this area include art displays, a restaurant, a landing dock, a waterfront park, and renovation of an existing boat launch.²⁰ There are currently no plans for any outdoor assembly facilities or refuse disposal facilities in this area.²¹ Therefore, implementation of the ALUCP noise compatibility policies and standards within the 65 dB CNEL contour and outside the safety zones would not result in the displacement of any future planned development on Port District lands.

Various noise-sensitive land uses would be conditionally compatible within the 65 dB CNEL contour and outside the safety zones, subject to performance standards ensuring maximum interior sound levels of 45 dB CNEL in new construction.²² Thus, implementation of the ALUCP would not prevent the future development of such land uses. Land uses that must achieve interior levels of 45 dB CNEL include those where people sleep, study, listen to live performances, or are engaged in contemplation. They include:

- Residences, group quarters, bed and breakfast inns
- Hotels and motels (sleeping areas only)
- Hospitals and congregate care facilities
- Day care centers, schools, colleges and universities, including trade schools
- Indoor public assembly facilities (religious and fraternal)
- Libraries, museums, art galleries, planetariums, and aquariums
- Indoor entertainment assembly (auditoriums, concert halls, and indoor theaters)
- Campgrounds (indoor sleeping areas only)
- Resorts (sleeping areas only)

A.2.2.2 Accident Potential Zone II

Within APZ II, which applies to a 22-acre area in Coronado between Silver Strand Boulevard and the ocean, land uses that are considered incompatible with the ALUCP:²³

- Residential hotels, mobile home parks, hotels, and motels
- Manufacturing of apparel, chemicals, hazardous materials, petroleum, rubber, plastic, and precision instruments
- Refuse disposal, including sanitary landfills and solid waste/recycling centers

²⁰ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, 16, p. 46.

²¹ Port of San Diego, *Port Master Plan, San Diego Unified Port District*, 2017, including all amendments through 2016, 16, p. 46.

²² Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study.

²³ See Table 2-1, Standards for Noise and Land Use Compatibility, in the Initial Study.

- Warehousing and storage of hazardous materials
- Hospitals and congregate care facilities
- Day care, schools, colleges and universities
- Indoor public assemblies (religious, fraternal)
- Indoor entertainment assemblies (theaters, auditoriums, concert halls)
- Outdoor assemblies (amphitheaters, music shells, spectator sports venues)
- Campgrounds

Certain noise-sensitive land uses would be conditionally compatible in APZ II, subject to performance standards ensuring maximum interior sound levels of 45 dB CNEL or 50 dB CNEL in new construction.²⁴ Thus, implementation of the ALUCP would not prevent the future development of such land uses. As depicted on Exhibit 4-1 in the Initial Study, noise levels range from 65 dB CNEL to over 70 dB CNEL. Land uses that must achieve interior levels of 45 dB CNEL to be deemed compatible land uses include those where people sleep, study, listen to live performances, or are engaged in contemplation. They include:

- Residences, group quarters, bed and breakfast inns
- Libraries, museums, art galleries, planetariums, and aquariums
- Resorts (sleeping areas only)

Areas that must achieve interior sound levels of 50 dB CNEL include retail and commercial transaction spaces, offices, public reception areas, and commercial recreation areas.²⁵

A.2.2.3 Accident Potential Zone I

In APZ I, totaling 145 acres, all land uses considered incompatible in APZ II would be also be incompatible, in addition to the following uses:

- Manufacturing of food, metals, stone, clay, glass, or textiles
- Amusement parks, golf driving ranges, go-cart tracks, or miniature golf courses

The same interior sound level performance standards would apply in APZ I as in APZ II. Because APZ I includes areas exposed to noise from 65 to over 75 dB CNEL, as depicted on Exhibit 4-1 in the Initial Study, noise attenuation measures to achieve the target interior levels of 45 dB or 50 dB CNEL will vary throughout APZ I. For example, residential uses within the 75 dB CNEL contour will require measures to attenuate outdoor noise by 30 to 35 dB to achieve the 45 dB CNEL level; those within the 70 dB CNEL contour will require measures to attenuate noise by 25 to 30 dB; and those within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB. As in the other compatibility zones, implementation of the interior sound level

²⁴ See Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study.

²⁵ Specific land uses to which the 50 dB CNEL standard applies are listed in Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study).

performance standards will not prevent development of the subject land uses; rather it will help ensure that the interior noise levels of the land uses are compatible with the noise levels where the uses are located.

A.2.2.4 Clear Zone

Within the CZ, an area of 13 acres, all new structures are considered incompatible. Twenty-eight single-family homes, however, are within the CZ. As existing land uses, the ALUCP would impose no limits on the repair and maintenance of the homes. Remodeling, expansion, and reconstruction of the existing homes would be considered compatible, as long as any new habitable space is treated to achieve a 45 dB CNEL interior sound level.²⁶ The nature of the noise attenuation treatment required to achieve the 45 dB CNEL interior sound level will vary depending on the noise level to which the home is exposed. Homes within the 70 dB CNEL contour will require measures to attenuate outdoor noise by 25 to 30 dB to achieve the 45 dB CNEL target; homes within the 65 dB CNEL contour will require measures to attenuate noise by 20 to 25 dB to achieve 45 dB CNEL.²⁷

A.2.2.5 Limits on Expansion of Incompatible Land Uses in CZ, APZ I, and APZ II

The development of accessory dwelling units and new single-family housing on existing legal lots of record in all compatibility zones would be compatible with the ALUCP policies. The subdivision of existing single-family residential parcels in the three safety zones (CZ, APZ I, and APZ II), however, would be incompatible with the ALUCP. Multiple-family dwellings in the three safety zones would be limited to the number of units existing at the time of ALUCP adoption. The expansion of existing nonresidential land uses, or the reconstruction of nonresidential uses in excess of the existing floor area, also would be incompatible in the three safety zones. These standards could result in the displacement of new residential and nonresidential development from the safety zones to other parts of Coronado.

A.3 Structure of Development Displacement Analysis

The development displacement analysis examines the extent to which the potential future development yield, based on the City of Coronado's current zoning, could be reduced in (or displaced from) the safety zones if the policies and standards of the ALUCP were implemented by the City through amendments to its General Plan and/or zoning. The areas where the ALUCP policies and standards could potentially displace future development are confined to the three safety zones. (As noted in Section A.2.2, no potential development would be displaced from the area within the 65 dB CNEL and outside the safety zones.)

The development displacement analysis is divided into four parts.

²⁶ These homes are within the 65 or 70 dB CNEL contours, as indicated in Exhibit 2-1. The ALUCP would not limit the scale of expansion or reconstruction, as long as the home remains a single-family residence.

²⁷ Standard construction is presumed to achieve an outdoor-to-indoor noise level reduction of 20 dB [The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Table C-1, note 1(c)].

1. **Displacement of Single-Family Residential Development** – This part of the analysis considers the potential displacement of single-family housing that could otherwise be built if the subdivision of oversized lots was not considered incompatible under the ALUCP. Nineteen single-family-zoned lots are more than twice the required minimum lot size and, under current R-1A zoning, could be subdivided into two or more developable lots. This would be incompatible with implementation of the ALUCP by the City.
2. **Displacement of Multiple-family Residential Development** – The development of additional multiple-family dwelling units would be incompatible with the ALUCP. Four lots zoned R-3—Multiple-Family Residential are not currently developed to the maximum density allowed under the City of Coronado Zoning Code. Thus, these lots have additional development capacity that would become incompatible with implementation of the ALUCP by the City.
3. **Displacement of Nonresidential Expansion** – Under the ALUCP, the expansion of the gross floor area of nonresidential uses would be incompatible. While existing nonresidential development could be demolished and reconstructed, the gross floor area of the new development would be limited to that of the existing land use. Some lots zoned C—Commercial and H-M—Hotel-Motel are not developed to the maximum intensity (expressed as gross floor area) that is allowed by current zoning. Thus, these lots are deemed to have potential additional development capacity that would become incompatible with implementation of the ALUCP by the City.
4. **Displacement of New Incompatible Nonresidential Development** – A variety of land uses, most of which are institutional uses or places of public assembly, are considered incompatible under the ALUCP. The Coronado Zoning Code permits these uses either by right or by special use permit in the City's zoning districts within the ALUCP safety zones. They also can be permitted in any designated historic resource, subject to approval of a major special use permit. The development of these new uses would be incompatible with implementation of the ALUCP by the City.

A.4 Displacement of Single-Family Residential Development

The potential for new development in the single-family zoned areas within the ALUCP safety zones is extremely limited because the area has been established as a high-end residential community for decades and no vacant lots exist. Nevertheless, based on current zoning, the potential exists for a limited amount of additional single-family residential development. Nineteen single-family dwellings are built on parcels that are more than twice as large as the required minimum lot size in the R-1A zone (5,500 square feet), as depicted on

Exhibit A-2.²⁸ Under the City's Zoning Code, those parcels could be split into smaller lots to accommodate additional homes. Whether this would actually be done is highly speculative. **Exhibit A-3** is an aerial image of the affected area. The homes on the affected lots are large, occupying much of each lot. Thus, it may be necessary to demolish the existing multi-million-dollar homes to provide the space necessary for the construction of new homes on the newly created lots.²⁹ (The ALUCP would not restrict the rebuilding of replacement homes on each lot, as long as any special standards were met, including the attenuation of noise to indoor levels of 45 dB CNEL. The subdivision of the lots and the building of additional homes, however, would be incompatible with implementation of the ALUCP by the City.

Under the ALUCP, new single-family housing could be built only on existing legal lots of record. With implementation of the ALUCP, the subdivision of the 19 oversized lots would be incompatible. The affected lots are listed in **Table A-1**. As indicated in the table, an additional 28 single-family homes theoretically could be built on those lots, if they were subdivided based on current zoning. With implementation of the ALUCP by the City, these 28 additional homes would not be able to be built. Thus, they would be considered potentially displaced with implementation of the ALUCP.

A.5 Displacement of Multiple-Family Residential Development

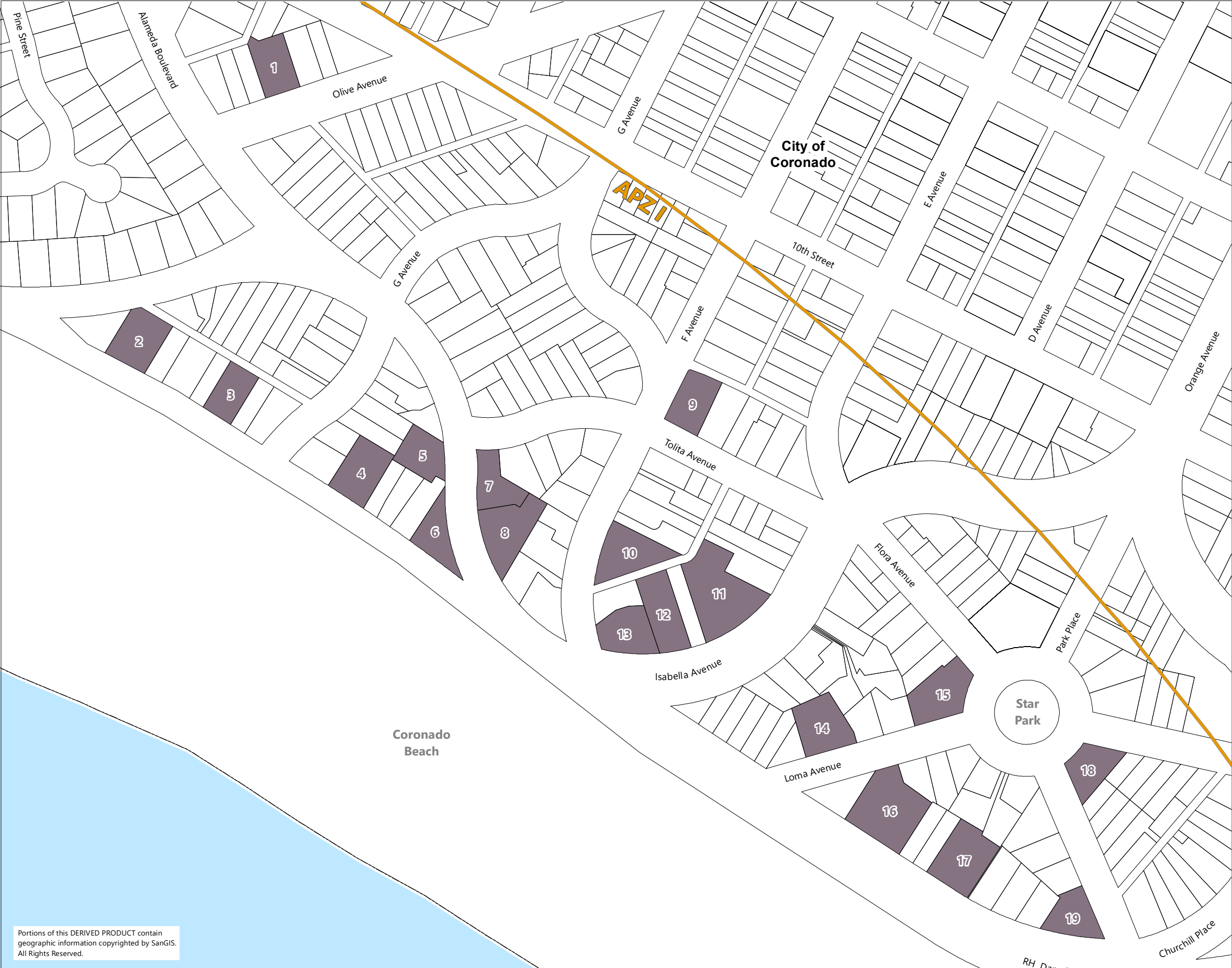
Two areas in the safety zones are zoned for multiple-family residential, as indicated on Exhibit 4-2 in the Initial Study. A small part of the area at the south edge of APZ II is zoned R-5, Multiple-Family. This area is occupied by one of the Coronado Shores condominium towers. The area is developed to the maximum density allowed in the R-5 zone and has no remaining development capacity.

Property within APZ I along Isabella Avenue is zoned R-3, Multiple Family Residential, as depicted on **Exhibit A-4**. This area is subdivided into several relatively small lots and is occupied by a mix of small apartment buildings, single-family homes, and commercial uses. Four of the lots in this area have additional development capacity as they are not developed to the maximum density allowed in the R-3 zone.

²⁸ No lots in the R-1A (CC-1) zone or the R-1A (CC-2) are twice as large as the minimums required in those zones – 6,600 square feet and 6,000 square feet, respectively.

²⁹ In January 2019, average prices for homes in the neighborhoods within the safety zones listed on trullia.com ranged from \$25,000,000 to \$1,398,000 (https://www.trulia.com/real_estate/Coronado-California/, accessed January 30, 2019). A search of homes listed on Zillow found 18 homes in the study area listed for sale with prices ranging up to \$25,000,000. Ten of the homes were listed for more than \$3,500,000 (https://www.zillow.com/homes/for_sale/32.6926,-117.176453,32.67994,-117.196966_rect/15_zm/1_fr/, accessed January 30, 2019).

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- Water
- Parcels of 11,000 sq ft or larger^{1/}
- Accident Potential Zone (APZ) Boundary

Notes:

^{1/} Subdivision of these parcels would be incompatible with the draft ALUCP. New accessory dwelling units, however, would be compatible on all residential-zoned parcels.



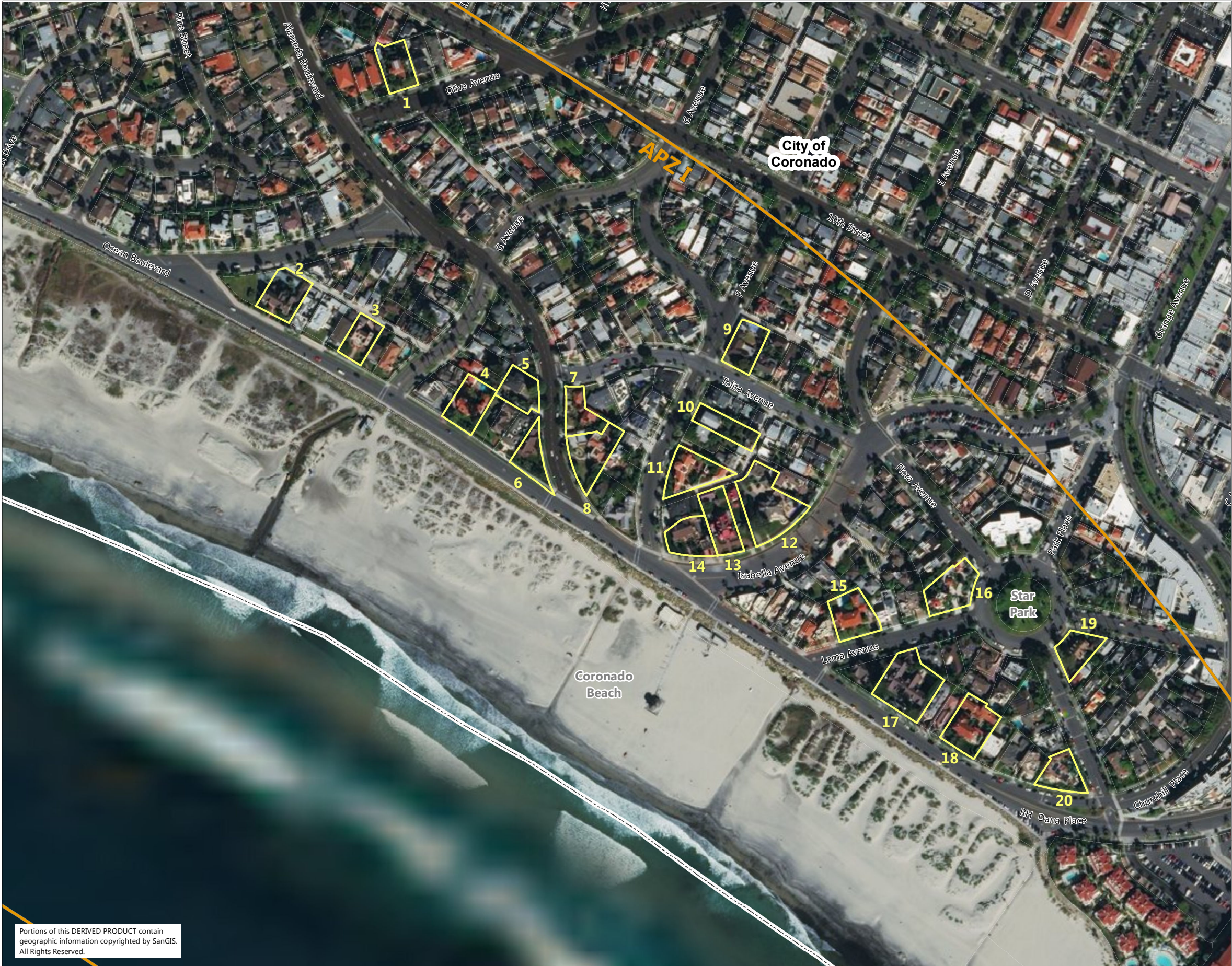
Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcels and hydrology); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones).

Prepared by: Ricondo & Associates, Inc., January 2019.

Exhibit A-2
Single-Family Zoned Lots
Potentially Subject to Displacement
of Future Single-Family Dwellings

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- Municipal Boundaries
- Parcels of 11,000 sq ft or larger
- Accident Potential Zone (APZ) Boundary



Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcels and boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, 2018 (aerial image).

Prepared by: Ricondo & Associates, Inc., February 2018.

Exhibit A-3
**Aerial Image of Single-Family
Zoned Lots Potentially
Subject to Displacement**

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Table A-1: Potential Displacement of Single-Family Housing within Safety Zones

MAP ID ^{1/}	ASSESSOR'S PARCEL NUMBER	PARCEL AREA (SQ FT) ^{2/}	POTENTIAL ADDITIONAL HOMES
1	537-411-09	13,107	1
2	537-500-20	15,419	1
3	537-500-16	11,012	1
4	537-510-10	15,400	1
5	537-510-01	11,789	1
6	537-510-12	11,204	1
7	537-521-01	11,768	1
8	537-521-08	18,505	2
9	537-432-08	13,097	1
10	537-522-07	16,776	2
11	537-522-12	28,890	4
12	537-522-22	15,971	1
13	537-522-21	14,139	1
14	537-531-19	16,032	1
15	537-531-41	16,948	2
16	537-540-16	25,829	3
17	537-540-14	18,757	2
18	537-552-01	11,901	1
19	537-540-06	11,969	1
Totals			28

NOTES:

1/ Parcels are labeled on Exhibits A-2 and A-3.

2/ Includes all lots in the safety zones that are at least twice the minimum required lot size in the R-1A zone – 5,500 square feet. One single-family home is currently on each lot.

SOURCES: Analysis of San Diego County Assessor's Maps (537-376, 537-411, 537-432, 537-500, 537-510, 537-521, 537-522, 537-531, 537-532, 537-540, 537-552, 8550; and Parcel Maps 4167 and 10825) by Ricondo & Associates, January 2019.

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- Parcels developed to maximum density
- Parcels with additional development capacity
- Accident Potential Zone (APZ) Boundary
- R-3 Multifamily Zoning Boundary



Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcel boundaries); Naval Facilities Engineering Command, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, 2011, Figure 5-3 on page 5-7 (safety zones).
Prepared by: Ricondo & Associates, Inc., January 2019.

Exhibit A-4
R-3 Zoned Property
Subject to Potential Displacement
of Multiple-Family Development

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While it is speculative to assume that additional multiple-family development would occur in this area, an analysis was undertaken to determine the development potential based on current zoning. For the analysis, only lots with 50 percent or more of their area within the safety zones were considered. This reflects the ALUCP policy that applies compatibility standards only to buildings with 50 percent or more of their floor area within the safety zones or noise contours.³⁰ For purposes of the multiple-family displacement analysis, it is assumed that any new buildings on parcels with less than 50 percent of their area within the safety zones would be sited so that less than 50 percent of the building was in the safety zone.

As indicated in **Table A-2**, 25 dwelling units are currently in this area, and a maximum of 8 additional units could be developed on the properties under R-3 zoning. With implementation of the ALUCP by the City, these 8 additional units would not be able to be built. Thus, they would be considered potentially displaced with implementation of the ALUCP.

Table A-2: Potential Displacement of Multiple-Family Dwelling Units

MAP ID ^{1/}	ASSESSOR'S PARCEL NUMBER	PARCEL SIZE (ACRES)	EXISTING LAND USE	EXISTING DWELLING UNITS (DUs)	MAXIMUM BUILDOUT POTENTIAL (DUs) ^{2/}	MAXIMUM ADDITIONAL DUs
20	537-440-08-02	0.28	Residential	6	7	1
21	537-440-35-00	0.20	Residential	3	5	2
22	537-440-34-03	0.17	Residential	5	4	0
23	537-532-20-00	0.04	Residential	1	1	0
24	537-532-19-00	0.06	Residential	1	1	0
25	537-532-18-00	0.08	Residential	2	2	0
26	537-532-17-00	0.12	Commercial ^{4/}	0	3	3
27	537-532-11-01	0.14	Residential	3	3	0
28	537-532-10-00	0.12	Residential	1	3	2
29	537-551-06-00	0.14	Residential	3	3	0
Totals		1.35		25	32	8

NOTES:

1/ Parcels are labeled on Exhibit A-4.

2/ Based on a maximum density of 28 units per acre. Note that Parcel 3 has one more unit than is allowed under current Coronado zoning.

3/ Real estate office and laundry.

SOURCES: Ricondo & Associates, Inc., field survey, January 15, 2019; Ricondo & Associates, Inc. analysis, January 2019.

³⁰ The proposed policy states that, "New or reconstructed buildings are subject to the conditions of the safety zone or noise contour in which the greatest proportion of habitable space, for a residential building, or gross floor area, for a nonresidential building, is located." If less than 50 percent of the habitable space or gross floor area is within a safety zone or the 65 dB CNEL contour, the proposed construction is not subject to the ALUCP.

A.6 Displacement of Nonresidential Expansion

As previously discussed, the ALUCP would limit new nonresidential development in the safety zones to the gross floor area of existing development (including any vested development). Two nonresidential zones would be affected by this policy – the C—Commercial zone and the H-M—Hotel-Motel zone.

A.6.1 DISPLACEMENT OF NONRESIDENTIAL EXPANSION IN C—COMMERCIAL ZONE

Only small areas in APZ I, totaling approximately one acre along the northern edge of the safety zone, are zoned for commercial use, as indicated in **Exhibit A-5**. This portion of the C—Commercial zone is located exclusively within the OACSP.³¹ Only three commercial-zoned parcels have 50 percent or more of their land area within APZ I.³² Two of the three properties comprise the Coronado Plaza and are fully built-out with little likelihood of near-term redevelopment potential.³³ The remaining parcel has an area of 10,566 square feet and is occupied by two buildings with three restaurants, a real estate office, and a tobacco store. The gross floor area of the two buildings is approximately 7,350 square feet. This parcel could possibly be a candidate for future redevelopment.³⁴ If this property was redeveloped, the gross floor area could range from 9,000 to 19,100 square feet, depending on whether surface parking or underground parking are provided. The potential for major increases in commercial floor area is limited by the 32-foot (2 story) building height limit and the off-street parking requirements in the C—Commercial zone.³⁵

One other property with development potential has 47 percent of its area within APZ I (APN 537-532-21 on **Exhibit A-5**). This parcel would be affected by the ALUCP if the City implements the ALUCP policies and if the parcel is ever considered for redevelopment or expansion and the developer is unable to site more than 50 percent of the floor area of the new or expanded building outside the safety zone.³⁶ The property is currently occupied by three buildings, which are being used for law offices, a contractor's design center, a salon/spa, a fitness center, and a laundromat.³⁷ The gross floor area of the three buildings is approximately 7,900 square feet. If this property was redeveloped, the gross floor area could range from 10,100 to 21,700 square feet, depending on whether surface or underground parking is provided.

³¹ Orange Avenue Corridor Specific Plan, Chapter IV – Commercial Zone (C) Regulations, April 2014.

³² As discussed previously, the ALUCP would apply compatibility policies and standards only to buildings with 50 percent or more of their floor area within the safety zones or noise contours (The proposed policy states that, "New or reconstructed buildings are subject to the conditions of the safety zone or noise contour in which the greatest proportion of habitable space, for a residential building, or gross floor area, for a nonresidential building, is located.") For the displacement analysis, it is assumed, unless specifically stated otherwise, that any new buildings on parcels with less than 50 percent of their area within the safety zones would be sited so that less than 50 percent of the building was in the safety zone.

³³ This judgment is based on the excellent condition of the substantial building and the absence of street level shop vacancies.

³⁴ Redevelopment is assumed to be a possibility because of the relatively old age of the buildings and because the large potential increase in gross floor area relative to the existing gross floor area (a 22 to 160 percent increase).

³⁵ Orange Avenue Corridor Specific Plan, April 2014, p. 44.

³⁶ This property is considered a candidate for future redevelopment because of the inefficient configuration of the old buildings and the potential increase in gross floor area relative to the existing gross floor area (a 28 to 175 percent increase).

³⁷ Google Earth Pro, imagery dated November 2017.



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- Commercial zone parcels with 50% or more of parcel area within safety zones
- Commercial zone parcel with 47% of parcel area within safety zones also analyzed to determine potential displacement
- 0,000 sq ft Existing Floor Area
- 0,000 sq ft Potential Floor Area
- Accident Potential Zone (APZ) Boundary
- Commercial Zoning Boundary



north



Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcel boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); City of Coronado, 2014 (zoning).
Prepared by: Ricondo & Associates, Inc., February 2019.

Exhibit A-5
Commercial-Zoned Property
Subject to Limitations on
Nonresidential Expansion

Naval Air Station North Island Airport Land Use Compatibility Plan
CEQA Initial Study

Coronado
Beach

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As indicated in **Table A-3**, the total amount of potential additional commercial floor area, based on current zoning, would range from 3,850 to 25,550 square feet. With implementation of the ALUCP by the City, this additional gross floor area would be incompatible. Thus, it would be considered potentially displaced with implementation of the ALUCP.

Table A-3: Potential Displacement of Commercial Floor Area

ASSESSOR'S PARCEL NUMBER	EXISTING USE	PARCEL SIZE (SQ FT)	EXISTING GROSS FLOOR AREA (SQ FT)	POTENTIAL GROSS FLOOR AREA (SQ FT)	POTENTIAL DISPLACED GROSS FLOOR AREA (SQ FT)
537-532-21	Personal services, offices	12,039	7,900	10,100 to 21,700 ^{1/}	2,200 to 13,800
537-552-22	Restaurants, retail, office	10,566	7,350	9,000 to 19,100 ^{1/}	1,650 to 11,750
537-562-01 & -02	Coronado Plaza	26,479	45,600	45,600	0
Totals		49,084	60,850	64,700 to 86,400	3,850 to 25,550

NOTE:

1/ The lower numbers involve development with surface parking, the higher numbers, underground parking.

SOURCE: Ricondo & Associates, Inc., February 2018.

A.6.2 DISPLACEMENT OF NONRESIDENTIAL EXPANSION IN H-M—HOTEL-MOTEL ZONE

Part of the H-M—Hotel-Motel zone, which includes the Hotel del Coronado resort, is in APZ I and APZ II, as depicted on **Exhibit A-6**. A master plan proposing some expansion of the Hotel Del complex has been prepared and approved by the City of Coronado. The Hotel Del ownership recently commenced construction in accordance with the approved Master Plan. After completing the construction envisioned in the Master Plan, the gross floor area of the Hotel Del would be 1,144,163 square feet, including the portion of the hotel property outside the safety zones. Based on the total parcel size of 1,248,519 square feet, this amounts to a floor area ratio (FAR) of 0.92.³⁸

While no plans for further expansion are known to be contemplated, the site has additional development potential based on current zoning. The Coronado Zoning Code would allow the expansion of buildings on the site to a maximum floor area ratio (FAR) of 1.8.³⁹

A site planning analysis was undertaken to estimate the practical development capacity of the resort property without implementation of the ALUCP. The following assumptions were made in the analysis:

- The designated historic hotel would remain in place and would not be substantially altered⁴⁰
- Other structures and open space that contribute to the historic character of the Hotel Del would remain in place

³⁸ FAR is the ratio of building floor area to lot area.

³⁹ City of Coronado, Coronado Municipal Code, Title 86, Zoning, §86.32.110. A special use permit is required for development exceeding a FAR of 1.8.

⁴⁰ The Hotel del Coronado was registered as a California Landmark on September 24, 1970 and listed on the National Register of Historic Places on October 14, 1971 (<http://ohp.parks.ca.gov/ListedResources/Detail/844>, accessed March 27, 2018).

- The fault zone on the property would remain without building development
- Recent development would remain in place rather than being demolished and redeveloped at greater intensity
- Required off-street parking for any new development would be accommodated in the most compact configuration possible, which was assumed to be a four-level parking garage

As summarized in **Table A-4**, it was estimated that up to 1,416,663 square feet of gross floor area could be accommodated on the Hotel Del site without implementation of the ALUCP, corresponding to a FAR of 1.13. This is 272,400 square feet more than could be developed on the site if the City implements the ALUCP policies. This would be considered potentially displaced development with the ALUCP.

Table A-4: Potential Displacement of Resort Floor Area

LAND USE	POTENTIAL GROSS FLOOR AREA WITH ALUCP ^{1/} (SQ FT)	POTENTIAL GROSS FLOOR AREA WITHOUT ALUCP (SQ FT)	POTENTIAL DISPLACED GROSS FLOOR AREA (SQ FT)
Development Potential with ALUCP			
Existing plus Master Plan Development	965,363	---	---
Development Potential Outside Safety Zones	178,800 ^{1/}	---	---
Total with ALUCP	1,144,163 ^{2/}	---	---
Development Potential Without ALUCP			
Area in Historic Buildings – to Remain ^{3/}	---	512,263	---
Area in Recent Development – to Remain ^{4/}	---	32,300	---
Development Potential	---	872,000	---
Total without ALUCP	---	1,416,663 ^{5/}	---
Potential Displaced Floor Area with ALUCP	---	---	272,400

1/ For this analysis, the potential new building was sited so that more than 50 percent of its floor area was outside the safety zones. The approximate building footprint is depicted on Exhibit A-6.

2/ Based on a parcel area of 1,248,519 square feet, this equates to a floor area ratio (FAR) of 0.92.

3/ The Hotel Del is on the National Register of Historic Places and is a registered California Landmark. Other buildings that contribute to the historic character of the hotel are the Grande Hall, the powerplant building and smokestack, the laundry building, the Oxford Building, and the Windsor Cottage, labeled on Exhibit A-6. Critical open space areas include the Entry Garden and the Windsor Lawn, labeled on Exhibit A-6.

4/ The recent development includes the North Beach Villas.

5/ Based on a parcel area of 1,248,519 square feet, this equates to a floor area ratio (FAR) of 1.13.

SOURCE: KSL Resorts, *Hotel Del Coronado Amended Master Plan*, June 2008, Table B – FAR Comparison, Page 2-10 (floor area of existing plus Master Plan development); KSL Resorts, *Hotel Del Coronado Amended Master Plan*, June 2008, Appendix A, Historical Analysis (information on the historic character of the Hotel Del property and buildings); <http://ohp.parks.ca.gov/ListedResources/Detail/844>, accessed March 27, 2018 (historic status of Hotel Del); Ricondo & Associates, Inc., March 2018 (calculations of estimated floor area and development potential).



LEGEND

- Municipal Boundaries
- H-M Hotel-Motel Zoning Boundary
- Designated historic resources assumed to be unavailable for potential redevelopment without ALUCP
- Approximate fault zone location (non-buildable)
- Property assumed to be available for potential redevelopment without ALUCP
- Property assumed to be available for redevelopment outside of accident potential zones
- Approximate building footprint compatible with ALUCP
- Accident Potential Zone (APZ) Boundary

Sources: San Diego Geographic Information Source (SanGIS), 2015 (parcels and boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 5-3 on page 5-7 (safety zones); Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, 2018 (aerial image).

Prepared by: Ricondo & Associates, Inc., February 2018.

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0 3,000 ft.

Exhibit A-6 H-M-Zoned Property Subject to Limitations on Nonresidential Expansion

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A.7 Displacement of New Incompatible Nonresidential Development

As described in Sections A.2.2 and A.2.3, implementation of the noise and safety policies and standards in the ALUCP by the City would result in future development of selected nonresidential land uses being incompatible within the 65+ dB CNEL noise contour and in the safety zones. **Table A-5** lists the incompatible land uses based on the City's zoning districts in which they are allowed. The table also notes the ALUCP safety zones or noise contours in which the uses are incompatible. The incompatible uses include those that are particularly noise-sensitive or risk-sensitive because of large concentrations of people or that may involve large quantities of hazardous or flammable materials. One set of land uses, dumps and landfills, is incompatible because of the potential to attract birds, a potential hazard to aircraft in flight.

Table A-5 (1 of 3): ALUCP Incompatible Land Uses Allowed by Coronado Zoning

LAND USE		SAFETY ZONE OR NOISE CONTOUR IN WHICH USE IS INCOMPATIBLE ^{1/}	HOW PERMITTED BY ZONING ^{2/}	CORONADO ZONING RESTRICTIONS
PER CORONADO ZONING	CORRESPONDING ALUCP LAND USE			
C—COMMERCIAL ZONE				
Child care	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	Minor U.P. ^{4/}	Restricted from ground floor on Orange Ave
Churches	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Minor U.P. ⁵⁴	Restricted from ground floor on Orange Ave
Community service facilities, teen center, clubs, lodges, halls	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Minor U.P. ^{4/}	Restricted from Orange Ave
College, university; Trade school; K-12 school; Preschool, nursery	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	By right ^{4/}	Restricted from ground floor on Orange Ave
Manufacturing, light (cabinets, clothing, instruments, pharmaceuticals, food preparation, signs) *	Manufacturing: Apparel; Chemicals; Hazardous materials; Petroleum; Rubber; Plastic; Precision instruments	APZ I, APZ II	Minor U.P. ^{4/}	Restricted from Orange Ave
	Manufacturing: Food; Metals; Stone, clay, and glass; Textiles]	APZ I		
Hotel/motel	Residential Hotel; Mobile home park; Hotel/motel	APZ I, APZ II	Minor U.P. ^{4/}	
Sports facility ^{3/}	Outdoor Assembly: Amphitheater, music shell; Spectator sports arena, stadium	All zones	Minor U.P. ^{4/}	

Table A-5 (2 of 3): ALUCP Incompatible Land Uses Allowed by Coronado Zoning

LAND USE		SAFETY ZONE OR NOISE CONTOUR IN WHICH USE IS INCOMPATIBLE ^{1/}	HOW PERMITTED BY ZONING ^{2/}	CORONADO ZONING RESTRICTIONS
PER CORONADO ZONING	CORRESPONDING ALUCP LAND USE			
C—COMMERCIAL ZONE (CONTINUED)				
Theater, live or movie	Indoor Entertainment Assembly: Auditorium, concert hall, theater	APZ I, APZ II	Minor U.P. ^{4/}	
H-M—HOTEL-MOTEL ZONE				
Assemblages of many people/automobiles, open- air theaters, sport/recreational enterprises	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Major U.P. ^{5/}	
	Indoor Entertainment Assembly: Auditorium, concert hall, theater	APZ I, APZ II		
	Outdoor Assembly: Amphitheater, music shell; Spectator sports arena, stadium	APZ I, APZ II, 65 dB CNEL		
	Amusement park; Golf driving range; Go-cart track; Miniature golf course	APZ I		
Assembly halls, theaters	Indoor public assembly; Religious, fraternal	APZ I, APZ II	By right ^{6/}	
	Indoor Entertainment Assembly: auditorium, concert hall, theater			
Churches	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Major U.P. ^{7/}	
College, private secondary university; Elementary; Nursery, day nursery, preschool	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	Major U.P. ^{7/}	
Dumps/landfills, Public, Private	Refuse Disposal: Sanitary landfill, solid waste/recycling center	APZ I, APZ II, 65 dB CNEL	Major U.P. ^{5/}	
Private clubs and lodges	Indoor public assembly; Religious, fraternal	APZ I, APZ II	By right ^{6/}	Provide access without causing heavy traffic congestion on adjacent residential streets ^{9/}
Hospitals, convalescent; Nursing homes, Rest homes, Sanitariums	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility	APZ I, APZ II	Major U.P. ^{5/}	
Hospitals, general	Hospital; Congregate care/nursing/convalescent facility; Large residential care facility	APZ I, APZ II	Major U.P. ^{5/}	

Table A-5 (3 of 3): ALUCP Incompatible Land Uses Allowed by Coronado Zoning

PER CORONADO ZONING	LAND USE CORRESPONDING ALUCP LAND USE	SAFETY ZONE OR NOISE CONTOUR IN WHICH USE IS INCOMPATIBLE ^{1/}	HOW PERMITTED BY ZONING ^{2/}	CORONADO ZONING RESTRICTIONS
O—OPEN SPACE ZONE				
Campground	Campground	APZ I, APZ II	Major U.P. ^{8/}	
R—RESIDENTIAL ZONES (R-1A, R-3, R-5)				
Churches	Indoor public assembly; Religious, fraternal	APZ I, APZ II	Major U.P. ^{7/}	
College, private secondary university; Elementary; Nursery, day nursery, preschool	Day care; Nursery school; Elementary, middle/junior high, and high school; College/university	APZ I, APZ II	Major U.P. ^{7/}	

NOTES:

- 1/ For the most part, new structures are incompatible in the Clear Zone. Existing homes in the Clear Zone, however, may be expanded or reconstructed and accessory units are consistent with the ALUCP. No potentially developable property is in the Clear Zone, so that area is not considered in this development displacement analysis.
- 2/ By right – use permitted subject to compliance with zoning development standards. Minor U.P. – use subject to approval of a minor special use permit by the Planning Commission. Major U.P. -- use subject to approval of a major special use permit by the City Council.
- 3/ Only stadiums and spectator sports arenas are incompatible; facilities for participant sports are compatible.
- 4/ City of Coronado, *Orange Avenue Corridor Specific Plan*, Chapter IV, Commercial Zone (C) Regulations, Section C, Table IV-1, p. 33-38.
- 5/ City of Coronado, Coronado Municipal Code, Section 86.55.130.
- 6/ City of Coronado, Coronado Municipal Code, Section 86.55.020.
- 7/ City of Coronado, Coronado Municipal Code, Section 86.55.120.
- 8/ City of Coronado, Coronado Municipal Code, Section 86.55.190.
- 9/ City of Coronado, Coronado Municipal Code, Section 86.55.280.

SOURCES: City of Coronado, Coronado Municipal Code, Title 86, Zoning; Table 2-1, Standards for Noise and Safety Compatibility, in the Initial Study.

The potential displacement of new incompatible nonresidential land uses in the ALUCP safety zones was measured using a three-step process:

1. The Coronado zoning districts within which incompatible uses under the ALUCP would be allowed under current regulations were identified and mapped within the safety zones.
2. Developable properties within each Coronado zoning district and proposed safety zone were then identified. This step included properties with designated historic buildings, regardless of Coronado zoning district.⁴¹
3. The developable parcels zoned for uses that would be incompatible under the ALUCP were then identified and the land area of the parcels totaled.

⁴¹ The Historic Resource Code (Coronado Municipal Code, Chapter 84.10, § 84.10.090) allows the reuse of historic resources for any use or purpose, subject to approval of a major special use permit.

Some of the nonresidential land uses that would be incompatible with the ALUCP require relatively large sites if they are to be viable development projects. To account for those site requirements, developable parcels that failed to meet the minimum site area requirements for those land uses were excluded from the analysis in Step 3. Minimum site areas, listed in **Table A-6**, were defined based on a study of comparable land uses already developed in Coronado and central San Diego.⁴² This study is documented in Attachment A.

Table A-6: Minimum Site Area Requirements for Free-Standing Incompatible Land Uses

LAND USE	MINIMUM SITE AREA REQUIRED (SQ FT)
Educational Services	
College, University	29,900
School – Kindergarten through Grade 12	24,000
Child Day Care Center, Nursery School, Preschool	7,400
Trade School	7,000
Entertainment and Recreation Services	
Amphitheater, Music Shell	17,400
Indoor Entertainment Assembly (theater, concert hall)	6,700
Spectator Sports Arena, Stadium	39,200
Sport/Recreation Enterprises (amusement park; golf driving range; go-cart track; miniature golf course)	n.a.
Health Care Services	
Hospital	110,600
Nursing, Convalescent Home	41,200
Hotel, Motel	
Hotel	2,900
Indoor Public Assembly	
Places of Public/Fraternal Assembly	10,600
Places of Religious Assembly	21,200 ^{1/}
Manufacturing	
Light Manufacturing (clothing, instruments)	4,700

NOTES:

n.a. Not applicable. These uses are incompatible only in APZ I and are permitted only in the H-M, Hotel-Motel zone. No potentially developable land exists in the in the H-M-zoned part of APZ I.

1/ Minimum site area calculated by Ricondo & Associates, Inc., assuming provision of required off-street parking and a seating capacity of 100 people. See Table AA-2 in Attachment A.

SOURCE: Ricondo & Associates, Inc., February 2018 (minimum site area requirements). See Attachment A for documentation of a survey of existing uses.

Some incompatible uses could lease space in existing buildings under current Coronado zoning. These leasable spaces were considered potentially available for the following land uses, regardless of the minimum site requirements for free-standing facilities:

- College and universities (auxiliary classroom space)⁴³
- Schools (charter)

⁴² This study is documented in Attachment A.

⁴³ The developable parcels and the potential leasable space are too small to accommodate a full-scale university or college, but the leasable space could conceivably be used for auxiliary classroom space for a university or college with its main campus elsewhere.

- Day care centers, nurseries, preschools
- Trade schools
- Places of public/fraternal assembly
- Places of religious assembly
- Indoor entertainment assembly (theaters)

The other incompatible uses (hospitals, nursing and convalescent homes, hotels, and light manufacturing) were considered unlikely candidates for lease of the available floor area because of their needs for specialized facilities or ground floor access.

Exhibit A-7 depicts the 35 properties within the displacement study area that would potentially be subject to the displacement of incompatible future land uses with implementation of the ALUCP by the City. All of the parcels are currently developed. They were selected because, theoretically, they had excess development capacity or the potential to be easily adapted for new uses, as noted below:

- Single-family residential-zoned lots (19 parcels – map ID numbers 1 through 19 on Exhibit A-7 and Table A-6) – Lots at least twice the required minimum lot size in the R-1A zone (5,500 square feet)
- Multiple-family residential-zoned lots (2 parcels – map ID numbers 20 and 21) – Lots with the capacity to accommodate one or more additional dwelling units and large enough to accommodate any of the incompatible uses allowed by Coronado in the R-3 zoning district
- Historic buildings designated by the City of Coronado (23 parcels – map ID numbers 5 through 7, 9 and 10, 12 through 18, 30, and 32 through 41) – Buildings that can be adapted for various incompatible uses, as authorized in the Coronado Historic Resource Code⁴⁴ (for this analysis, K-12 schools, day care centers, trade schools, places of religious assembly, and places of public/fraternal assembly were considered potentially realistic uses for historic buildings, if the minimum site areas for free-standing land uses were met, as described in Table A-6)⁴⁵
- Commercial-zoned lots (2 parcels -- map ID numbers 42 and 43) — Currently developed at less than the capacity allowed by zoning (map ID 42) and property where the upper floors could be leased for new uses (map ID numbers 42 and 43)

⁴⁴ Coronado Municipal Code, Chapter 84.10, Historic Resource Code, § 84.10.090.

⁴⁵ While the Historic Resource Code does not limit potential land uses, for this analysis colleges and universities, hospitals, nursing and convalescent homes, hotels, indoor entertainment assembly (theaters), and light manufacturing were considered unrealistic candidates for adaptive reuse of historic structures because of the need for major reconfiguration of the buildings, thus harming the historic character of the buildings, or the need for off-street parking to serve the use. (Hotels do not include bed and breakfast establishments, which are considered compatible uses with the ALUCP.)

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LEGEND

- Principal Arterial
- Minor Arterial
- Collector Road
- San Diego Unified Port District
- Water

AICUZ Boundaries:

- 65 dB CNEL Contour
- Clear Zone Boundary
- Accident Potential Zone (APZ) Boundary

Parcels with Potential to Accommodate Uses Prohibited by the ALUCP

- Parcels potentially subject to displacement of future incompatible uses with ALUCP
- Incompatible uses would only potentially be displaced from the second and/or third floors.
- Parcels designated as historic resources



Sources: San Diego Geographic Information Source (SanGIS), 2015 (municipal boundaries, military facilities, and hydrology); U.S. Geological Survey (USGS), 2011 (military installation boundaries); The Onyx Group, *Air Installation Compatible Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California*, Naval Facilities Engineering Command Southwest, 2011, Figure 4-8 on page 4-12 and Figure 5-3 on page 5-7 (airport property boundary, prospective noise contours, and safety zones); Unified Port of San Diego, 2015 (port district boundary).

Prepared by: Ricondo & Associates, Inc., January 2019.

Exhibit A-7
Parcels Potentially Subject to
Displacement of Incompatible Uses

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Parcels developed to capacity, except for designated historic resources, were excluded from the analysis as was the Hotel del Coronado property. The Hotel Del was excluded from this category of displacement because of its unique character as a luxury resort and its status as a California landmark and national historic resource. It was considered unlikely that the owners would develop part of the property for any of these incompatible uses or that any of the property could be acquired for these uses. (The potential for displacement of expanded hotel floor area, however, is considered in Section A.6, above.)

Table A-7 presents the results of the analysis of potential displacement of incompatible uses. Thirty-five of the parcels, totaling 433,675 square feet of land, in addition to 23,759 square feet of existing floor area on two parcels, would become unavailable for the development of trade schools with implementation of the ALUCP. Thirty-two properties totaling 412,173 square feet of land, in addition to 23,759 square feet of existing floor area, would become unavailable for child day care centers, nurseries, and preschools. Thirteen parcels totaling 195,062 square feet, in addition to 23,759 square feet of existing floor area, would become unavailable for places of public/fraternal assembly. Two parcels totaling 54,719 square feet, in addition to 23,579 square feet of existing commercial floor area, would become unavailable for the development of K-12 schools and places of religious assembly. One commercial-zoned parcel of 10,566 square feet (map ID 42 on Exhibit A-7) would become unavailable for the development of hotels and motels, light manufacturing, and theaters (indoor entertainment assembly). In addition, 23,579 of existing commercial floor area would become unavailable for theaters and colleges and universities (auxiliary classrooms).

A.7.1 POSSIBLE OVERSTATEMENT OF INCOMPATIBLE USE DISPLACEMENT – RESIDENTIAL LOTS ON STREETS CLASSIFIED AS LOCAL

The potential displacement of incompatible uses in the R-1A and R-3 residential-zoned areas may be overstated. Fourteen of the potentially developable properties are on streets classified as “local,” rather than collector or arterial streets designed for relatively high traffic volumes.⁴⁶ All incompatible uses allowed in residential zones require major special use permits (see Table A-5). Major special use permits are issued by the City Council after holding a public hearing, affording neighbors and interested citizens the opportunity to comment on the development proposals. Because of the potential for increased traffic associated with these uses, the approval of special use permits could be problematic.

Table A-7 also presents total potential displacement considering only the parcels with frontage on collector or arterial streets. Under this scenario, the amount of property potentially subject to the displacement of trade schools; child day care centers, nurseries, and preschools; and places of public/fraternal assembly decreases substantially – to 218,491 square feet, 211,150 square feet, and 90,199 square feet, respectively. The other incompatible uses are less affected by this consideration. One of the two parcels that would become unavailable for new K-12 schools or places of religious assembly is on a minor arterial street. The one property that would become unavailable for new hotels, light manufacturing, or theaters is on a minor arterial street.

⁴⁶ *City of Coronado General Plan*, Chapter E, Circulation Element, adopted October 17, 1995, amended July 18, 2012, p. II-E2.

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Table A-7 (1 of 2): Property Subject to Potential Displacement of Incompatible Uses with Implementation of ALUCP

PARCEL					INCOMPATIBLE LAND USE ^{1/}									
MAP ID (EXHIBIT A-7)	ASSESSOR PARCEL NUMBER	CORONADO ZONING	HISTORIC RESOURCE?	ALUCP ZONE	AREA (SQ FT)	CHILD DAY CARE, NURSERIES, PRESCHOOLS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY	HOTEL/ MOTEL	LIGHT MANUFACTURING (CLOTHING, TEXTILES, PRECISION INSTRUMENTS)	THEATERS
1 ^{2/}	537-411-09	R-1A	N	APZ I	13,107	13,107	0	13,107	0	0	0	0	0	0
2	537-500-20	R-1A	N	APZ I	15,419	15,419	0	15,419	0	0	0	0	0	0
3	537-500-16	R-1A	N	APZ I	11,012	11,012	0	11,012	0	0	0	0	0	0
4	537-510-10	R-1A	N	APZ I	15,400	15,400	0	15,400	0	0	0	0	0	0
5	537-510-01	R-1A	Y	APZ I	11,789	11,789	0	11,789	0	0	11,789	0	0	0
6	537-510-12	R-1A	Y	APZ I	11,204	11,204	0	11,204	0	0	11,204	0	0	0
7	537-521-01	R-1A	Y	APZ I	11,768	11,768	0	11,768	0	0	11,768	0	0	0
8	537-521-08	R-1A	N	APZ I	18,505	18,505	0	18,505	0	0	0	0	0	0
9 ^{2/}	537-432-08	R-1A	Y	APZ I	13,097	13,097	0	13,097	0	0	13,097	0	0	0
10 ^{2/}	537-522-07	R-1A	Y	APZ I	16,776	16,776	0	16,776	0	0	16,776	0	0	0
11 ^{2/}	537-522-12	R-1A	N	APZ I	28,890	28,890	28,890	28,890	0	28,890	0	0	0	0
12 ^{2/}	537-522-22	R-1A	Y	APZ I	15,971	15,971	0	15,971	0	0	15,971	0	0	0
13 ^{2/}	537-522-21	R-1A	Y	APZ I	14,139	14,139	0	14,139	0	0	14,139	0	0	0
14 ^{2/}	537-531-19	R-1A	Y	APZ I	16,032	16,032	0	16,032	0	0	16,032	0	0	0
15 ^{2/}	537-531-41	R-1A	Y	APZ I	16,948	16,948	0	16,948	0	0	16,948	0	0	0
16	537-540-16	R-1A	Y	APZ I	25,829	25,829	25,829	25,829	0	25,829	25,829	0	0	0
17	537-540-14	R-1A	Y	APZ I	18,757	18,757	0	18,757	0	0	18,757	0	0	0
18 ^{2/}	537-552-01	R-1A	Y	APZ I	11,901	11,901	0	11,901	0	0	11,901	0	0	0
19	537-540-06	R-1A	N	APZ I	11,969	11,969	0	11,969	0	0	0	0	0	0
20 ^{2/}	537-440-08	R-3	N	APZ I	12,007	12,007	0	12,007	0	0	0	0	0	0
21 ^{2/}	537-440-35	R-3	N	APZ I	8,846	8,846	0	8,846	0	0	0	0	0	0
30	537-411-01	R-1A	Y	APZ I	10,852	10,852	0	10,852	0	0	10,852	0	0	0
31	537-500-21	R-1A	N	APZ I	9,018	9,018	0	9,018	0	0	0	0	0	0
32	537-411-14	R-1A	Y	APZ I	8,389	8,389	0	8,389	0	0	0	0	0	0
33	537-50-018	R-1A	Y	APZ I	10,460	10,460	0	10,460	0	0	0	0	0	0
34 ^{2/}	537-411-08	R-1A	Y	APZ I	8,514	8,514	0	8,514	0	0	0	0	0	0
35	537-411-06	R-1A	Y	APZ I	10,213	10,213	0	10,213	0	0	0	0	0	0
36 ^{2/}	537-510-07	R-1A	Y	APZ I	7,041	0	0	7,041	0	0	0	0	0	0
37	537-510-04	R-1A	Y	APZ I	7,342	0	0	7,342	0	0	0	0	0	0
38 [/]	537-420-04	R-1A	Y	APZ I	9,138	9,138	0	9,138	0	0	0	0	0	0

Table A-7 (2 of 2): Property Subject to Potential Displacement of Incompatible Uses with Implementation of ALUCP

PARCEL					INCOMPATIBLE LAND USE ^{1/}									
MAP ID (EXHIBIT A-7)	ASSESSOR PARCEL NUMBER	CORONADO ZONING	HISTORIC RESOURCE?	ALUCP ZONE	AREA (SQ FT)	CHILD DAY CARE. NURSERIES, PRESCHOOLS	K-12 SCHOOLS	TRADE SCHOOLS	COLLEGES, UNIVERSITIES (AUXILIARY CLASSROOMS)	PLACES OF RELIGIOUS ASSEMBLY	PLACES OF PUBLIC, FRATERNAL ASSEMBLY	HOTEL/ MOTEL	LIGHT MANUFACTURING (CLOTHING, TEXTILES, PRECISION INSTRUMENTS)	THEATERS
39 ^{2/}	537-432-07	R-1A	Y	APZ I	8,033	8,033	0	8,033	0	0	0	0	0	0
40 ^{2/}	537-531-16	R-1A	Y	APZ I	7,625	7,625	0	7,625	0	0	0	0	0	0
41 ^{2/}	537-552-21	R-1A	Y	APZ I	7,119	0	0	7,119	0	0	0	0	0	0
42	537-552-22	C	N	APZ I	10,566	10,566	0	10,566	0	0	0	10,566	10,566 ^{6/}	10,566
42 ^{3/}	537-552-22	C	N	APZ I	3,280 (floor area)	3,280	3,280	3,280	3,280	3,280	3,280	0	0	3,280
43 ^{4/}	537-562-01 537-562-02	C	N	APZ I	20,479 (floor area)	20,479	20,479	20,479	20,479	20,479	20,479	0	0	20,479
Total Parcel Area					433,675	—	—	—	—	—	—	—	—	—
Totals – Parcels Subject to Displacement					—	412,173	54,719	433,675	0	54,719	195,062	10,566	10,566	10,566
Totals – Parcel Area Subject to Displacement on Arterial and Collector Streets					218,491	211,150	25,829	218,491	0	25,829	90,199	10,566	10,566	10,566
Totals – Floor Area					23,759	23,759	23,759	23,759	23,759	23,759	23,759	0	0	23,759

n/a Coronado Zoning Code does not allow the use in the corresponding zone.

- 1/ No potentially developable parcels were found that could accommodate these incompatible uses: colleges/ universities; hospitals; congregate care, nursing, and convalescent homes; stadiums and arenas; solid waste facilities; sport and recreational enterprises (amusement parks, golf driving ranges, go-cart tracks, miniature golf courses), and amphitheaters.
- 2/ These parcels are on streets classified as “local,” which are not designed for through traffic. The others are on collector or arterial streets. The potential for increased traffic with the various incompatible land uses may make the approval of special use permits, whether major or minor, difficult because of the possibility of neighborhood objections.
- 3/ The upper floor of the two-story building on map ID 42 is considered to be potentially available for the incompatible uses noted in the table. This would be an alternative to the redevelopment of the parcel, described in the preceding row.
- 4/ Map ID 43 represents the second and third floors of Coronado Plaza, which have 13,464 and 7,015 square feet of gross floor area, respectively. This space is considered to be potentially available for the incompatible uses noted in the table.
- 5/ It is assumed that this leasable space could be potentially available for auxiliary college or university classrooms.
- SOURCE: Ricondo & Associates, Inc. analysis, January 2019; *City of Coronado General Plan, Circulation Element*, Figure A, amended 2012, (street classification).

A.7.2 POSSIBLE OVERSTATEMENT OF INCOMPATIBLE LAND USE DISPLACEMENT – RELATIVE SCARCITY OF SUBJECT USES

Another cause of the possible overstatement of potential displacement of incompatible uses is the relative scarcity of many of these specialized land uses. Many of the incompatible uses occur only infrequently, if at all, in the City. An inventory of uses classified as incompatible under the ALUCP was undertaken in the City of Coronado and is documented in Attachment A. (See the first half of Table AA-1.) The numbers of these uses that currently occur in Coronado is as follows:

- Child day care centers, nurseries, preschools (not including in-home facilities)— 5
- K-12 schools – 10
- Trade schools – 1
- Colleges, universities – 0
- Places of religious assembly – 10
- Places of public fraternal assembly – 5
- Hotel/motel – 19
- Light manufacturing—0
- Theaters – 3

According to the displacement analysis, three of these uses could be subject to relatively high levels of displacement, but they occur only infrequently in Coronado. Trade schools are subject to the highest amount of potential displacement (433,675 square feet), but only one such school is currently in Coronado. Only five examples of the other two uses with the next highest amounts of potential displacement – child day care centers, nurseries, and preschools (412,173 square feet) and places of public fraternal assembly (195,062 square feet)—currently occur anywhere in Coronado.

A.8 Summary

The results of the complete development displacement analysis are summarized in **Table A-8**. As shown, the potential development of 36 dwelling units, 3,850 to 25,550 square feet of expanded commercial floor area, and 272,400 square feet of expanded resort floor area could be potentially displaced with implementation of the ALUCP by the City. The amount of land that could become unavailable for the development of uses that are designated as incompatible under the proposed ALUCP policies and standards would range from 10,566 square feet for hotels and light manufacturing to 433,675 square feet of land for trade schools. In addition, 23,759 square feet of existing commercial floor area would become unavailable for the development of child day care centers, nurseries, and preschools; K-12 schools; trade schools; colleges and universities (auxiliary classrooms); places of religious assembly; places of public/fraternal assembly; and theaters (indoor entertainment assembly).

Table A-8: Summary of Potentially Displaced Development

LAND USE	DWELLING UNITS	EXPANDED GROSS FLOOR AREA (SQ FT)	NEW INCOMPATIBLE NONRESIDENTIAL FLOOR AREA (SQ FT)^{1/}	NEW INCOMPATIBLE NONRESIDENTIAL PARCEL AREA (SQ FT)^{2/}
Single-Family Residential	28	---	---	---
Multiple-Family Residential	8	---	---	---
Commercial	---	3,850 to 25,550	---	---
Hotel/Resort	---	272,400	---	---
Child Day Care Centers, Nurseries, Preschools	---	---	23,759 ^{3/}	412,173
K-12 Schools	---	---	23,759 ^{3/}	54,719
Trade Schools	---	---	23,759 ^{3/}	433,675
Colleges and Universities (classrooms)	---	---	23,759 ^{3/}	0
Places of Religious Assembly	---	---	23,759 ^{3/}	54,719
Places of Public/Fraternal Assembly	---	---	23,759 ^{3/}	195,062
Hotels, Motels	---	---	0	10,566
Light Manufacturing (textiles, clothing, precision instruments)	---	---	0	10,566
Theaters	---	---	23,759 ^{3/}	10,566
Totals	36	276,250 to 297,950	23,759^{4/}	10,556 to 433,675^{4/}

NOTES:

- 1/ Includes only leasable floor area on the upper floors of two commercial buildings, one of which is on a parcel that is considered potentially developable and is also considered in the column to the right.
- 2/ Includes the total parcel area subject to potential displacement, rather than estimated floor area of potentially displaced development.
- 3/ Includes 20,479 square feet of floor area on the upper floors of Coronado Plaza (map ID 57 on **Exhibit A-7**) and 3,280 square feet of floor area on the second floor of the building at the corner of Loma and Orange Avenues (map ID 56 on **Exhibit A-7**).
- 4/ The data listed in these columns includes many of the same parcels, so the data cannot be validly summed. The "totals" represent the total leasable area or parcel area involved for each measure of displaced development.
- SOURCE Ricondo & Associates, Inc., January 2019.

Attachment A: Analysis of Minimum Parcel Sizes for Incompatible Nonresidential Land Uses

Ricondo conducted a survey of existing land uses that are considered incompatible in the ALUCP noise contours and safety zones. The purpose was to determine a reasonable minimum site area for each of those uses for consideration in the analysis of potential development displacement. Examples of several, but not all, land uses were found in Coronado, including five child day care centers, nurseries, and preschools (only one of which was on its own parcel); ten K-12 schools; one trade school; one hospital; two nursing and convalescent homes; ten places of religious assembly; two places of public/fraternal assembly; nineteen hotels/resorts; four arenas and stadiums; and three theaters. To secure data on the land use categories that were not found in Coronado, – amphitheaters, colleges and universities, and light manufacturing – a survey of downtown San Diego and neighboring San Diego Community Planning Areas (CPAs) was undertaken.⁴⁷ Since so few examples of free-standing child day care centers, nurseries, and preschools; trade schools; hospitals; and theaters were found in Coronado, those uses were also sought in San Diego. The findings of the surveys are presented in **Table AA-1**.

Some of the existing sites were quite small and may have been developed before modern zoning ordinances were established. Sites in question included the Hotel Marisol, at 2,921 square feet, the First Baptist Church of Coronado, at 10,294 square feet, and the Associated Technical College in San Diego, at 7,021 square feet. A site inspection of the Hotel Marisol revealed that a site of that size was indeed feasible for a small boutique hotel (the Hotel Marisol has 15 rooms) with underground parking under Coronado's zoning. Analyses were undertaken to determine the reasonableness of the site sizes for places of religious assembly and trade schools. Based on current zoning requirements, a free-standing place of religious assembly on a 10,294 square-foot site could only accommodate seating for approximately 49 people, while providing space for off-street parking. This is quite small, especially considering the costs of property acquisition and new construction. For purposes of this analysis, it was assumed that seating for at least 100 people would be needed to justify construction of a new church or other place of religious assembly in the area. **Table AA-2** indicates that seating for 100 people with adequate space for off-street surface parking could be accommodated on a site of 21,200 square feet. **Table AA-3** presents the calculations testing the viability of a minimum site area of 7,000 square feet for free-standing trade schools.⁴⁸ It was determined that a site of this size would accommodate off-street parking and space for 37 students and 4 employees, which is considered viable for such a use.

⁴⁷ The CPAs surveyed included Barrio Logan, Downtown, Greater Golden Hill, Midway-Pacific Hwy, Southeastern San Diego, and Uptown.

⁴⁸ These calculations do not apply to places of religious assembly or trade schools that would lease space in existing buildings. The upper floors of Coronado Plaza and the upper floor of the two-story building at the corner of Loma and Orange Avenues were considered the only practical locations within the safety zones for the leasing of such space.

Table AA-1 (1 of 3): Survey of Site Areas of Incompatible Land Uses

		SITE AREA ^{1/}	
FACILITY TYPE AND NAME	DESCRIPTION	SQ FT	ACRES
CITY OF CORONADO			
Child Day Care Centers/Nurseries;/Preschools			
Crown Preschool,	Early Childhood Development Center	146,277	3.36
Coronado Baptist Daycare	Co-located with church	n.a.	n.a.
Coronado Child Care Center	Co-located with school	n.a.	n.a.
Graham Memorial Preschool	Co-located with church	n.a.	n.a.
Resurrection Preschool	Co-located with church	n.a.	n.a.
K-12 Schools			
Dunamis Academy	Private	24,031	0.55
Sacred Heart Parish School	Private	29,443	0.68
Palm Academy for Learning	Continuation High Schools	45,685	1.05
Coronado Pathways Charter	K-12 School (Public charter)	45,685	1.05
Christ Church Day School	Private	57,730	1.33
Coronado Middle School		160,643	3.69
Coronado Village Elementary School		218,854	5.02
Coronado High School		516,255	11.85
Silver Strand Elementary School		583,766	13.40
Christ Church Day School	Pre-K – Grade 6, co-located with church	n.a.	n.a.
Trade Schools			
Coronado Adult Education, Career Technical Education	Co-located with other school	n.a.	n.a.
Hospitals			
Sharp Coronado Hospital and Healthcare Center		110,671	2.54
Nursing and Convalescent Homes			
Villa Coronado Convalescent		41,256	0.95
Coronado Retirement Village and Memory Care	Nursing Home	66,164	1.52
Places of Religious Assembly			
First Baptist Church of Coronado		10,294	0.24
First Church of Christ Scientist		10,450	0.24
Saint Paul’s United Methodist Church		10,747	0.25
Resurrection Lutheran Church		14,002	0.32
Coronado Southern Baptist Church		21,015	0.48
Christ Episcopal Church		30,761	0.71
Graham Memorial Presbyterian Church		33,497	0.77
Sacred Heart Roman Catholic Church		45,589	1.05
Coronado Community Church	Services held at elementary school	n.a.	n.a.
Living Waters Christian Fellowship	Services held in office suite	n.a.	n.a.
Places of Public/Fraternal Assembly			
Veterans of Foreign Wars of United States General Henry D. Styer Post	Fraternal Association	10,617	0.24
Coronado Senior Association, Inc.		150,659	3.46
Coronado Community Center	Part of larger civic/recreation property	n.a.	n.a.
Coronado Lawn Bowling Clube	Part of larger civic/recreation property	n.a.	n.a.
Coronado Yacht Club	Part of larger civic/recreation property	n.a.	n.a.
Hotel/Motel/Resort			
Hotel Marisol Coronado		2,921	0.07
Coronado Island Inn		5,291	0.12
Villa Capri by the Sea		6,291	0.14
El Rancho Motel		6,866	0.16
Cherokee Lodge		7,853	0.18
Motel Del Island		10,625	0.24
1906 Lodge, A Four Sisters Inn		12,960	0.30
Crown City Inn		17,135	0.39
Best Western Suites Coronado I		21,242	0.49
La Avenida on Coronado Island		22,367	0.51
Coronado Beach Resort		22,631	0.52
Coronado Inn		24,310	0.56
El Cordova Hotel on Coronado Island		31,207	0.72

Table AA-1 (2 of 3): Survey of Site Areas of Incompatible Land Uses

FACILITY TYPE AND NAME	DESCRIPTION	SITE AREA	
		SQ FT	ACRES
Glorietta Bay Inn		77,625	1.78
Beach Village at The Del		122,783	2.82
Loews Coronado Bay		170,618	3.92
Hotel Del Coronado		999,532	22.95
Loews Coronado Bay Resort		1,492,522	34.26
Marriott Coronado Island Resort		3,051,492	70.05
Theaters			
Coronado Community Theater	Performing arts theater	n.a. ^{3/}	n.a.
Lamb's Players Theatre	Live theater	n.a. ^{4/}	n.a.
Village Theater	Single Screen Movie Theater	6,787	0.16
Sports Facilities – Arenas and Stadiums			
Brian Brent Memorial Aquatics Center	Indoor/outdoor facility, parking excluded	39,290	0.90
Coronado High School Baseball Field	Outdoor facility, parking excluded	55,148	1.27
Vernetti Stadium	Outdoor baseball stadium	75,923	1.74
Coronado High School Football Field	Outdoor facility, parking excluded	153,248	3.52
CITY OF SAN DIEGO^{2/}			
Amphitheaters			
The Old Globe	Balboa Park; parking excluded	17,420	0.40
Greek Amphitheater	Point Loma Nazarene University; parking excluded	39,636	0.91
Starlight Musical Theater	Balboa Park; parking excluded	43,900	1.01
Spreckels Organ Pavilion	Balboa Park; parking excluded	59,439	1.36
Cal Coast Credit Union Amphitheater	SDSU; parking excluded	91,500	2.10
Mattress Firm Amphitheater		1,566,099	39.95
Child Day Care Centers/Nurseries;/Preschools			
Merry Go Round Preschool	Private preschool	7,430	0.17
Gingerbread Nursery Daycare		14,078	0.32
Trade Schools			
Associated Technical College		7,019	0.16
Paul Mitchell The School-San Diego		10,083	0.23
CET-San Diego		59,193	1.36
Career College of San Diego		100,984	2.32
Concorde Career Colleges		158,816	3.65
EF International Language Campus		276,469	6.35
Colleges/Universities.			
Thomas Jefferson School of Law		29,916	0.69
California Western School of Law		32,064	0.74
Fashion Institute of Design & Merchandising-San Diego		49,733	1.14
Newschool of Architecture and Design		60,024	1.38
San Diego City College		1,781,969	40.91
Hospitals			
Vibra Hospital of San Diego		92,092	2.11
Scripps Mercy Hospital	General Medical / Surgical	880,797	20.22
University of Calif-San Diego Medical Center	General Medical / Surgical	2,589,402	59.44
U. S. Naval Medical Center-San Diego (Balboa)	General Medical / Surgical	3,524,444	80.93

Table AA-1 (3 of 3): Survey of Site Areas of Incompatible Land Uses

		SITE AREA	
FACILITY TYPE AND NAME	DESCRIPTION	SQ FT	ACRES
Theaters			
Gaslamp Quarter Theater		9,469	0.22
Balboa Theater		15,102	0.35
San Diego Symphony		27,500	0.63
Pacific Gaslamp Theatre		28,971	0.67
San Diego Civic Theatre		265,439	6.09
Light Manufacturing			
Mohr Manufacturing	Machine shop	4,753	0.11
Chrome Digital	Photo Shop	4,792	0.11
Reclaimed Wood San Diego	Wood Salvage	6,198	0.14
City Wide Custom Cycles, LLC	Custom Motorcycles	6,517	0.15
Graphic Solutions Ltd	Graphic design	6,699	0.15
Mr. Neon, Inc.	Sign shop	6,878	0.16
A & L Tile, Inc.	Tile contractor	6,947	0.16
Advanced Metal Forming	Metal fabricator	6,991	0.16
David's Roasting	Coffee Roasting	7,214	0.17
United Fastener Co.	Fastener supplier	7,439	0.17
Auna IronWorks	Iron works	7,452	0.17
10 Barrel Brewing Co.	Microbrewery	7,552	0.17
MaxWood Co.	Furniture maker	9,194	0.21
El Dorado Coatings	Pickup truck spray-on bedliners	13,180	0.30
M G Iron Work	Iron works	14,106	0.32
San Diego Galvanizing, Inc.	Metal finisher	14,918	0.34
North Graphics	Commercial Art/Graphic Design	14,942	0.34
Irelia Fine Jewelry	Custom Jewelry	17,707	0.41
Gate Gourmet	Catering/Food Preparation	22,643	0.52
Abraxas Studio	Antique Furniture Restoration	23,222	0.53
Tum Yeto	Skateboard shop	24,950	0.57
Watson Laminates	Skateboard Shop	25,960	0.60
Mission Brewery	Microbrewery	40,054	0.92
Hesser Handcrafted	Cabinet Maker	57,228	1.31
Rush Press, Inc.	Printing Services	60,941	1.40
Coronado Leather Co.	Manufacturer	64,536	1.48
Quality Cabinet & Fixture Co.	Cabinet maker	183,363	4.21

NOTE:

- 1/ Site areas are provided only for free-standing facilities that are not sharing buildings with other primary land uses.
- 2/ The survey of land uses in San Diego was conducted in the following Community Planning Areas: Downtown, Midway-Pacific Hwy, Uptown, Barrio Logan, Southeastern San Diego, and Greater Golden Hill.
- 3/ Coronado Community Theater is located on public land of approximately 15 acres. Other uses on this parcel include the City of Coronado City Hall, the Coronado Community Center, City of Coronado Aquatics Center, Glorietta Bay Park, the Glorietta Bay Marina A/California Yacht Marina, and parking.
- 4/ Lamb's Players Theatre is one of several commercial uses in a shared building on a site of 0.84 acre.

SOURCES: Ricondo & Associates, Inc., November 2012 (site areas of arenas and stadiums); Ricondo & Associates, Inc., December 2017 (survey of site areas for other land uses in Coronado and San Diego).

Table AA-2: Minimum Site Area Calculations for Free-Standing Place of Religious Assembly

VARIABLE	ASSUMPTIONS, CALCULATIONS
Site Area (Sq Ft)	21,200
Base FAR per Zoning ^{1/}	0.35
Unbuilt Portion of Site	0.75
Landscape Requirement (Proportion of Site)	0.15
Building Floor Area, assuming partial second floor (Sq Ft)	7,420
Assembly Area (Sq Ft) ^{2/}	1,202
Fixed Seats ^{3/}	100
Parking Spaces Required	44
Available Parking Area ^{2/}	12,720
Parking Spaces Provided	44

NOTES:

1/ FAR – Floor Area Ratio: the ratio of the gross floor area of the building to the lot area.

2/ The large parking area requirement for places of religious assembly required an iterative calculation of assembly area to find a balance between available site area and sufficient parking area for occupants. A larger proportion of building area devoted to the assembly space would not provide sufficient site area to accommodate the required parking.

3/ Seating assumes 12 square feet per occupant.

SOURCES: Ricondo & Associates, Inc., January 2018 (calculations); City of Coronado Municipal Code, Title 86, Zoning, Section 86.58.080(O) (parking requirements); <http://sanctuaryseating.com/resources/church-chairs/calculate-seating-capacity-church/>, accessed January 29, 2018 (seating area per occupant).

Table AA-3: Minimum Site Area Calculations for Free-Standing Trade School

VARIABLE	ASSUMPTIONS, CALCULATIONS
Site Area (Sq Ft)	7,000
Maximum FAR per Zoning	0.5
Remaining Site	0.75
Landscape Requirement	0.15
Building Floor Area, assuming partial second floor (Sq Ft)	3,500
Sq Ft/Student ^{1/}	95
Number of Students	37
Number of Employees (assumed)	4
Parking Spaces Required	9
Available Parking Area	4,200
Parking Spaces Provided	14

SOURCES: Ricondo & Associates, Inc., January 2018 (calculations); City of Coronado Municipal Code, Title 86, Zoning, Section 86.58.080(T) (parking requirements); <https://www.cde.ca.gov/ls/fa/sf/completesch.asp>, accessed January 29, 2018 (floor area per student).

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