

## Naval Air Station North Island Airport Land Use Compatibility Plan Draft EIR

### Project Description

The Naval Air Station North Island (NASNI) Airport Land Use Compatibility Plan (ALUCP) has been 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,<sup>1</sup> 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:

1. Promote the compatibility of land uses within noise contours by:
  - a) Limiting new noise-sensitive development within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) and higher noise contours to avoid an increase in existing land use incompatibility;
  - b) Ensuring that any new noise-sensitive development within the 65 dB CNEL and higher noise contours meets interior sound level standards.
2. Protect public safety by:
  - a) Limiting new risk-sensitive land uses within safety zones;
  - b) Avoiding an increase in existing land use incompatibility within the safety zones.
3. Protect NASNI airspace and the safety of flight by:
  - a) Limiting the height of new structures and objects within the airspace protection boundary per FAA standards;
  - b) Limiting potential hazards to flight within the airspace protection boundary.
4. Promote awareness to prospective buyers of new housing of the potential effects of aircraft overflights within the AIA.

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<sup>1</sup> California Public Utilities Code, Section 21675(b).

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### Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The impact of the proposed ALUCP in limiting the potential expansion of hotel/resort areas, which are zoned by the City of Coronado as H-M—Hotel-Motel, are considered potentially significant for the following reasons:

- Fifty-two (52) percent of the H-M—Hotel-Motel-zoned area in the city of Coronado is within the safety zones and is subject to limits on the expansion of nonresidential floor area;
- Assuming adherence to the approved Amended Master Plan for the Hotel del Coronado, the proposed ALUCP could potentially result in the displacement of 38,023 square feet of additional development on the Hotel del Coronado property, equating to 3.8 percent of the total potential gross floor area of the Hotel del Coronado (996,586 square feet) provided for in the approved Amended Master Plan.<sup>2</sup>

Another consideration is that the Coronado Zoning Code would allow the expansion of buildings on the Hotel del Coronado site to a maximum floor area ratio (FAR) of 1.8.<sup>3</sup> Thus, according to existing zoning, the building floor area could be allowed to expand to 2,204,832 square feet – an increase of 1,246,269 square feet more than the 958,563 square feet proposed in the Amended Master Plan. Given the historic status of the Hotel del Coronado, the presence of a geologic fault zone, and the location of the property in the Coastal Zone, it is difficult to envision maximum development of the site as a realistic possibility. Nonetheless, based on current zoning, the Hotel del Coronado site has considerable additional development capacity, some of which could be tapped in the long-range future without implementation of the proposed ALUCP. The development of any additional long-term capacity would not be possible with implementation of the proposed ALUCP.

The proposed ALUCP policies and standards reflect the legislative mandate to which the ALUC is subject.<sup>4</sup> The policies and standards are necessary for the ALUCP to achieve consistency with noise and safety recommendations of the AICUZ study and to avoid making existing land use incompatibility worse. They also reflect guidance and recommendations provided in the Caltrans Handbook.<sup>5</sup> Thus, any mitigation involving revisions to the ALUCP to relieve those conflicts would be contrary to the goals and objectives of the ALUCP and the state mandate regarding consistency of the ALUCP with the AICUZ noise and safety requirements.<sup>6</sup>

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 a two-thirds vote of its city council if it makes specific findings that the City's current land use plans and regulations fulfill the objectives of the ALUC statute.<sup>7</sup> The City also has the authority to make amendments to its General Plan and Zoning Code to allow for any new

<sup>2</sup> This is the remaining development capacity estimated to exist on the Hotel del Coronado property after build-out of the Amended Master Plan. Appendix B, *Revised Analysis of Potentially Displaced Development – Hotel del Coronado*, Table B-3.

<sup>3</sup> 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.

<sup>4</sup> California Public Utilities Code §§21670(a)(2), 21674.7(a), 21675(a), 21675(b).

<sup>5</sup> California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, pp. 3-3 – 3-11, 3-26 – 3-36, 3-47 – 3-48, 4-1 – 4-46.

<sup>6</sup> California Public Utilities Code §§ 21675.1(d), 21676(a) and (b). The statute also includes the following requirements. "At least 45 days prior to the decision to overrule the commission [ALUC], the local agency governing body shall provide the commission and the division [Caltrans Division of Aeronautics] a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body."

<sup>7</sup> California Public Utilities Code §§ 21676(a) and 21676.5.

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development that may be displaced from within the ALUCP noise contours and safety zones elsewhere in Coronado.

**If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.**

The City of Coronado was the only commenter raising concerns about the scope of the EIR analysis. The City requested analysis of the following matters:

- Effects of the proposed ALUCP leading to the relocation of residents and the necessity of building replacement housing;
- Indirect effects of the proposed ALUCP on air quality, greenhouse gas emissions, street traffic volumes, energy efficiency, water use efficiency, and disaster preparedness;
- Indirect effects of the proposed ALUCP leading to a potential shift in development to other parts of Coronado;
- Alternatives to the proposed ALUCP that would lessen or avoid significant environmental impacts.

**Provide a list of the responsible or trustee agencies for the project.**

There are no responsible agencies for this project.

Trustee/Jurisdiction by Law Agencies:

City of San Diego  
City of San Diego  
City of Coronado  
City of San Diego  
City of National City  
City of Imperial Beach  
City of Chula Vista  
County of San Diego  
San Diego Unified Port District  
SANDAG  
Naval Base Coronado  
University of California  
Grossmont-Cuyamaca Community College District  
San Diego Community College District  
Southwestern Community College District  
Coronado Unified School District  
San Diego Unified School District  
Chula Vista General Elementary School District  
National General Elementary School District  
Grossmont Union High School District  
Sweetwater Union High School District  
Metropolitan Water District  
San Diego County Flood Control District