
Adopted December 2006
Amended December 2011

Jacumba Airport Land Use Compatibility Plan



AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY



RESOLUTION NO. 2006-0063R ALUC*

A RESOLUTION OF THE BOARD OF THE SAN
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
APPROVING THE AIRPORT LAND USE
COMPATIBILITY PLAN FOR JACUMBA AIRPORT

WHEREAS, the San Diego County Regional Airport Authority ("Airport Authority") has been designated as the Airport Land Use Commission ("ALUC") for all public airports in the County of San Diego ("County"), effective January 1, 2003 (Pub.Res.Code §21670.3); and

WHEREAS, the Airport Authority, acting in its capacity as the ALUC for San Diego County, is required to prepare and adopt an airport land use compatibility plan ("ALUCP") for each of the airports within its jurisdiction (Pub.Util.Code §§21674(c) and 21675(a)); and

WHEREAS, the basic function of the ALUCPs is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible uses; and

WHEREAS, an ALUC is required to be guided by information in the California Department of Transportation, Division of Aeronautics ("Caltrans"), California Airport Land Use Planning Handbook ("Caltrans Handbook") in formulating ALUCPs; and

WHEREAS, an ALUCP must include and be based on a long-range master plan or an airport layout plan ("ALP"), as determined by Caltrans, that reflects the anticipated growth of the airport during at least the next twenty (20) years; and

WHEREAS, Caltrans approved the use of the Jacumba ALP for use in developing an ALUCP for the Airport in its letter to the Director of System Planning, dated July 8, 2005, which is provided as Exhibit C to this Resolution and which is hereby incorporated by this reference; and

WHEREAS, during a meeting on November 9, 2005, the ALUC directed staff to establish an extensive public outreach and community involvement program through the development of the Airport Land Use Compatibility Plan Technical Advisory Group ("ATAG"), consisting of public agencies, local jurisdictions, pilots, landowners, and other interested parties, to review and provide recommendations to the ALUC regarding land use compatibility policies and related issues; and

*This resolution was revised to correct a clerical error on the airport name.

WHEREAS, the ATAG established a structure consisting of various subcommittees relating to safety, noise, airspace protection, overflight and overall county policies as advisory bodies to the ATAG; and

WHEREAS, since its establishment, this extensive public outreach and community involvement ATAG process has resulted in over sixty (60) meetings where ATAG members were afforded the opportunity to work directly with the technical consultants who participated in the preparation of the draft ALUCP; work directly with the staff on the development of compatibility policies and criteria; and provide direct input to local officials, municipalities and agencies involved in the ALUCP process; and

WHEREAS, the ATAG and its subcommittees were able to reach consensus on the policy guidelines for the establishment of compatibility layers and criteria for each of the layers relating to safety, noise, airspace protection and overflight; and

WHEREAS, the ATAG and its subcommittees also were able to reach consensus on the general Countywide policies related to many issues including existing land use and ALUCP applicability; and

WHEREAS, on July 6, 2006, the ALUC adopted Resolution 2006-0038 accepting ATAG's general compatibility policies for noise, airspace protection and overflight and directing staff to utilize these compatibility policies for purposes of developing the draft ALUCP for the Jacumba Airport; and

WHEREAS, the ALUC prepared a draft ALUCP for Jacumba Airport based upon the ALP for the Airport and consistent with the requirements of the State Aeronautics Act (Cal.Pub.Util.Code §§21670, et seq.), the Caltrans Handbook requirements, and the land use compatibility policies and criteria developed through the ATAG process and accepted by the ALUC; and

WHEREAS, the draft ALUCP for Jacumba Airport is complete unto itself and is separate and independent from ALUCPs adopted by the ALUC for other airports in the County; and

*This resolution was revised to correct a clerical error on the airport name.

WHEREAS, the ALUCP for Jacumba Airport contains the policies by which the ALUC operates and conducts compatibility review of proposed land use and airport development actions; provides detailed compatibility criteria and other policies applicable to Jacumba Airport ("Airport"); presents various background data regarding features, impacts and environs of the Airport; and provides data and assumptions upon which the compatibility policy maps for the Airport are based; and

WHEREAS, the ALUC prepared an Initial Study to determine if the draft ALUCP may have a significant effect on the environment in accordance with the requirements of the California Environmental Quality Act, Pub.Res.Code §§21000, et seq. ("CEQA"), its implementing Guidelines, 14 Cal.Code Regs. §§15000, et seq. ("CEQA Guidelines") and the Airport Authority's CEQA Procedures; and

WHEREAS, the Initial Study showed that there is no substantial evidence, in light of the whole record, that the draft ALUCP for Jacumba Airport may have a significant effect on the environment; and

WHEREAS, based on the Initial Study's findings, the ALUC prepared a proposed Negative Declaration, which included a brief description of the draft ALUCP and its location; a proposed finding that the ALUCP would not have a significant effect on the environment; and a copy of the Initial Study documenting the reasons in support of the proposed finding; and

WHEREAS, the ALUC prepared a Notice of Intent ("NOI") to Adopt a Negative Declaration for the draft ALUCP. The NOI provided notice of the ALUC's intention to adopt a Negative Declaration for the draft ALUCP; that the ALUC would receive public comments on the proposed Negative Declaration for a 30-day period, beginning September 1, 2006 and concluding October 1, 2006; the locations where copies of the Initial Study and proposed Negative Declaration were available for review, including on the Internet; and that the ALUC would hold a public hearing to consider the proposed Negative Declaration on October 2, 2006; and

*This resolution was revised to correct a clerical error on the airport name.

WHEREAS, the ALUC also provided public notice of the ALUC's intention to adopt an ALUCP for Jacumba Airport; that the ALUC would receive public comments on the draft ALUCP for Jacumba Airport for a 30-day period, beginning September 1, 2006 and concluding October 1, 2006; the locations where copies of the draft ALUCP were available for review, including the Internet; and, that the ALUC would hold a public hearing to consider the draft ALUCP on October 2, 2006; and

WHEREAS, on September 12, 2006, the ALUC held a community workshop at the Borrego Springs High School, Borrego Springs, California to discuss the draft ALUCP for Jacumba Airport; and

WHEREAS, as required by Public Utilities Code Section 21675(c), during the public review period and at the community public workshop, the ALUC consulted with and sought comments from the County of San Diego regarding the proposed Airport Influence Area boundary for the draft ALUCP; and

WHEREAS, on October 2, 2006, the ALUC held a public hearing to receive information from ALUC staff regarding the status of the ALUCP preparation and approval process; including information regarding the public review and comment process, the number of written comments received, the public hearing process, and the status of the ATAG discussions concerning the ALUCP compatibility policies; and

WHEREAS, on November 7, 2006, the ALUC made available to the public written responses to all written comments received on the draft ALUCP and draft Initial Study/Negative Declaration; and

WHEREAS, on November 13, 2006, the ALUC held a public hearing to further consider the draft ALUCP. After a review of all of the documentation comprising the draft ALUCP, the Initial Study and proposed Negative Declaration prepared for the draft ALUCP, the ALUC directed staff to make the necessary revisions to the draft ALUCP consistent with public comment and the responses to comments matrices; prepare an addendum (Exhibit "D" to this resolution) to the draft ALUCP providing these revisions; and carry forward the Initial Study and proposed Negative Declaration and the draft ALUCP and addendum to the draft ALUCP (final ALUCP) for Jacumba Airport for final ALUC Board certification, adoption and approval; and

*This resolution was revised to correct a clerical error on the airport name.

WHEREAS, the Airport Authority scheduled a duly noticed public meeting on December 4, 2006, to consider the completeness and adequacy of the Initial Study and proposed Negative Declaration for the Jacumba Airport draft ALUCP and to consider approval of the draft ALUCP and its addendum; and

WHEREAS, the purpose of the ALUCP is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around Jacumba Airport; there is no evidence in the record of these proceedings that the draft ALUCP will result in a safety hazard or noise problem for persons using the Jacumba Airport or for persons residing or working in the project area; and

WHEREAS, the ALUC has reviewed all documentation comprising the Initial Study and proposed Negative Declaration for the Jacumba ALUCP and has made the determination that, on the basis of the whole record before it and any comments received, that there is no substantial evidence that the Jacumba ALUCP will have a significant impact on the environment; that the proposed Negative Declaration reflects the ALUC's independent judgment and analysis; and that the proposed Negative Declaration is complete, adequate and fully complies with all requirements of CEQA, the State CEQA Guidelines and the Airport Authority's CEQA Procedures; and

NOW, THEREFORE, BE IT RESOLVED that the Airport Authority serving as the Airport Land Use Commission for San Diego County, pursuant to Section 21670.3 of the Public Utilities Code hereby:

Approves and adopts for implementation the draft ALUCP and addendum to the draft ALUCP (final ALUCP) for the Jacumba Airport, as described in this Board Resolution.

*This resolution was revised to correct a clerical error on the airport name.

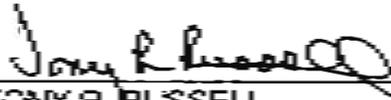
PASSED, ADOPTED and APPROVED by the Board of the San Diego County Regional Airport Authority, acting in its capacity as the ALUC for the County of San Diego, at a regular meeting this 4th day of December, 2006, by the following vote:

AYES: Board Members: Craver, Jacobson, Lynch, Maxwell, Nieto, Peterson, Sessom, Vance

NOES: Board Members: None

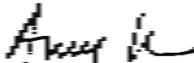
ABSENT: Board Members: Young

ATTEST



TONY R. RUSSELL
DIRECTOR CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:



BRETON K. LOBNER
GENERAL COUNSEL

*This resolution was revised to correct a clerical error on the airport name.

RESOLUTION NO. 2011-0023 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY ADOPTING AN AMENDMENT TO THE JACUMBA AIRSTRIP AIRPORT LAND USE COMPATIBILITY PLAN AND ADOPTING AN ADDENDUM TO THE PREVIOUSLY ADOPTED NEGATIVE DECLARATION.

WHEREAS, on December 4, 2006, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to Section 21670.3 of the Public Utilities Code, adopted an Airport Land Use Compatibility Plan (ALUCP) for Jacumba Airstrip; and

WHEREAS, the ALUC concurrently adopted the Negative Declaration (ND) (State Clearinghouse No. 2005031077) prepared for the adopted Jacumba Airstrip ALUCP, which concluded that there was no substantial evidence that the ALUCP would result in significant environmental impacts (Resolution No. 2006-0069 ALUC); and

WHEREAS, the ALUC is required to prepare, adopt, and amend (as necessary) an ALUCP for each of the airports in its jurisdiction (Public Utilities Code, §§21674, subd. (c); 21675, subd. (a)); and

WHEREAS, the adopted Jacumba Airstrip ALUCP, as required by State law, is based on the Airport Layout Plan (ALP) and airport-related forecast and background data approved by the California Department of Transportation, Division of Aeronautics, which reflects the anticipated growth of the airport for the next 20 years; and

WHEREAS, the amendment to the adopted Jacumba Airstrip ALUCP is consistent with the primary objectives of the State Aeronautics Act (Cal. Pub. Util. Code §§21001, et seq.) and the California Airport Land Use Planning Handbook and does not diminish the protection provided by the previously adopted ALUCP for Jacumba Airstrip; and

WHEREAS, on October 6, 2011, ALUC staff presented a list of issues and concerns to the ALUC that have been encountered when applying the Jacumba Airstrip ALUCP to land use projects requiring consistency determination review; and

WHEREAS, on October 28, 2011, ALUC staff held a meeting with County of San Diego staff to inform them about the proposed revisions to the Jacumba Airstrip ALUCP as well as to solicit their input; and

WHEREAS, the ALUC finds it appropriate to amend the adopted Agua Caliente Airstrip ALUCP, as requested by ALUC staff, so as to provide clarity on the following: 1) replace the term "overflight easement" with "overflight agreement" in all references throughout the entire ALUCP; 2) clarify the definition of existing land use in chapter 2, section 1.3.12 to allow new occupancies within existing buildings to be treated as existing land uses, provided that the occupancy remains within the same or reduced level of occupancy as the most recent use; 3) clarify in chapter 2, sections 1.6.1(a)(1) and (2), 1.6.1(b)(1) and (2), and 1.6.2(a)(2), that only noise or safety concerns within Review Area 1 require ALUC review, whereas all land use actions within Review Area 1 or 2 which have been determined to be a hazard by the Federal Aviation Administration (FAA) require ALUC review; 4) clarify in chapter 2, with the addition of section 1.6.3, that ALUC staff review is sufficient for projects which comply with all ALUCP compatibility factors and no conditions are required, provided the project has done one or both of the following, if applicable: obtain a determination of no hazard from the FAA, and record an overflight agreement per local agency condition; 5) clarify in chapter 2, section 2.3.4, that no increase in height which would be deemed a hazard by the FAA and no greater than a cumulative ten percent increase in building area or lot coverage over a previously approved project for nonresidential uses would be allowed before subsequent new ALUC review; 6) clarify in chapter 2, section 3.1.2(d), that ALUC review is required for any proposed expansion of a nonconforming use only when there is an increase in the number of dwelling units or people on site for nonresidential uses; 7) insert the heading "Residential Development Criteria" in chapter 3, after section 2.3(b), creating a new section 2.4 at that point, with indentation and numeration of all following subheadings and sections adjusted accordingly; 8) clarify in chapter 3, section 2.4(e) as renumbered, that the Retail Shopping Center category may or may not include eating and drinking establishments; and 9) simplify in chapter 3, section 2.6(a) and (b) as renumbered, the method of calculating maximum use of a site for projects with a mixture of nonresidential uses to use a proportionate share of each land use as a proportion of the permitted floor area ratio and provide example calculations; and

WHEREAS, the amendment to the adopted Jacumba Airstrip ALUCP will ensure that the ALUC and the affected local agencies have the most accurate technical data regarding the proposed clarifications and revisions before them when rendering consistency determinations and/or implementing the Jacumba Airstrip ALUCP; and

WHEREAS, in compliance with the requirements of the California Environmental Quality Act (CEQA; Pub. Resources Code, §2100, et seq.), the CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), and the Airport Authority's own CEQA Procedures, ALUC staff has evaluated the environmental ramifications of the proposed amendment to the adopted Jacumba Airstrip ALUCP; and

WHEREAS, ALUC staff has prepared an Addendum to the previously adopted ND (State Clearinghouse No. 2005031077); and

WHEREAS, the Addendum concludes the previously adopted ND addresses all impacts associated with the implementation of the proposed amendment to the adopted Jacumba Airstrip ALUCP; and

WHEREAS, the Addendum also concludes that any potential environmental impacts associated with revisions to the affected policies were identified within the scope of the previously adopted ND, and that the environmental ramifications associated with the proposed amendment is the same as or less than that identified in the previously adopted ND; and

WHEREAS, the Addendum further finds that no new or substantially more severe environmental effects would result from the ALUC's decision to amend the adopted Jacumba Airstrip ALUCP; and

WHEREAS, the Addendum concludes that no new information has been presented regarding the adopted Jacumba Airstrip ALUCP's environmental effects that gives rise to any new or more severe environmental effects than were previously identified in the adopted ND; and

WHEREAS, the ALUC considered the Addendum for the proposed amendment to the adopted Jacumba Airstrip ALUCP, along with the previously adopted ND, and the ALUC, based on its independent judgment and analysis, agrees with the conclusions reached in the Addendum.

NOW, THEREFORE, BE IT RESOLVED, that the ALUC adopts the Addendum to the previously adopted ND (State Clearinghouse No. 2005031077 attached as Attachment A), as described therein, and orders that ALUC staff prepare and file a Notice of Determination within five days of the certification of this Resolution; and

BE IT FURTHER RESOLVED, that the ALUC adopts an amendment to the Jacumba Airstrip ALUCP, as previously adopted by the ALUC on December 4, 2006, so as to include corrections and revisions to applicable text as outlined within the Staff Report, to be effective immediately upon certification of this Resolution; and

BE IT FURTHER RESOLVED that this ALUC action is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a special meeting this 1st day of December, 2011, by the following vote:

AYES: Commissioners: Boland, Desmond, Gleason, Hubbs, Panknin, Robinson, Smisek, Young

NOES: Commissioners: None

ABSENT: Commissioners: Cox

ATTEST:



TONY A. RUSSELL
DIRECTOR, CORPORATE SERVICES
AUTHORITY CLERK

APPROVED AS TO FORM



BRETON S. JENER
GENERAL COUNSEL

Jacumba Airport Land Use Compatibility Plan

**Adopted by the
San Diego County
Airport Land Use Commission
Adopted December 4, 2006
Amended December 1, 2011**

Prepared by



Santa Rosa, California

In association with

**VRPA Technologies, Inc.
Harris Miller Miller & Hanson, Inc.
Dudek & Associates, Inc.
Technology Associates International Corporation
MJE Marketing Services**

San Diego County Regional Airport Authority
(as of December 4, 2006)

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Paul G. Nieto, Vice Chairman
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Chapter 1

Introduction



Department of Transport

Introduction

OVERVIEW OF THE PLAN

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible uses. With limited exceptions, California law requires preparation of a compatibility plan for each public-use and military airport in the state. Most counties have established an airport land use commission, as provided for in the law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans. In San Diego County, the airport land use commission function rests with the Board of the San Diego County Regional Airport Authority (SDCRAA), as provided in Section 21670.3 of the California Public Utilities Code.

Function and Applicability of the Compatibility Plan

The *Jacumba Airport Land Use Compatibility Plan* is the fundamental tool used by the SDCRAA, acting in its capacity as the San Diego County Airport Land Use Commission (ALUC), in fulfilling its purpose of promoting airport land use compatibility. Specifically, this *Compatibility Plan*: (1) provides for the orderly growth of the Jacumba Airport and the area surrounding the airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. Essentially then, this *Compatibility Plan* serves as a tool for use by the ALUC in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to land owners in their design of new development.

The airport influence area for the Jacumba Airport, as defined in this *Compatibility Plan*, encompasses lands within the unincorporated areas of the County of San Diego. Details regarding the purpose, scope, and applicability of this *Compatibility Plan* are set forth in Chapter 2.

Included in Chapter 2 are the procedural requirements associated with the compatibility review of development proposals. These procedures together with the compatibility criteria, maps, and other policies in Chapter 3 of the plan comprise the tools used by the ALUC in conducting reviews of proposed land use and airport development actions.

Use of the *Compatibility Plan* is not limited only to the ALUC. The compatibility criteria are applicable to local agencies in their preparation or amendment of land use plans and ordinances. State law explicitly requires the county and affected cities to modify their general plans and specific plans to be consistent with the ALUC's plan or to take special steps to overrule the ALUC. As the environs of the Jacumba Airport are unincorporated, the *Jacumba Airport Compatibility Plan* is at this time primarily applicable to the County of San Diego as it prepares land use plans and reviews development proposals within its jurisdiction. This *Compatibility Plan* would also apply to any future city that may be incorporated within any part of the airport influence area. Furthermore, the *Compatibility Plan* applies not just to the county, but to school districts, community college districts, and special districts, as any of these entities consider the siting and design of new facilities or expansion of existing ones. Finally, private parties are subject to the provision of the *Compatibility Plan* either directly or as implemented in plans and zoning of the county.

This *Compatibility Plan* is the first such plan for the Jacumba Airport. Neither the San Diego County Association of Governments (SANDAG) when it served as the San Diego County ALUC prior to 2003 nor the SDCRAA acting in its capacity as the current ALUC have previously adopted a compatibility plan for the airport. This *Compatibility Plan* is based upon a simplified airport layout diagram which was prepared for compatibility planning purposes and submitted to and approved by the California Division of Aeronautics in accordance with Public Utilities Code Section 21675(a). The diagram reflects existing facilities: airfield, runway protection zones and the airport property boundary.

Statutory Requirements

Powers and Duties

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670, *et seq.*) in 1967. (See Appendix A herein for a copy of the statutes). Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

“...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

The statutes give ALUCs the following powers and duties, subject to limitations, by which to accomplish this objective:

- ▶ To assist local agencies in ensuring compatible land uses in the vicinity of airports to the extent that land in the vicinity of the airports is not already devoted to incompatible uses;
- ▶ To coordinate planning at the state, regional and local levels, so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare;
- ▶ To prepare and adopt an airport land use compatibility plan; and
- ▶ To review the plans, regulations, and certain other actions of local agencies and airport operators for consistency with that plan.

Limitations

The above fundamental purpose notwithstanding, there are important limitations on an ALUC's authority. Two limitations are explicitly written into the law: ALUCs have no authority over either existing land uses (Section 21674(a)) or the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes. Although the interpretation of their meaning is fairly standard throughout the state, the exact definitions—especially that of *existing land use*—were topics for considerable debate during the preparation and public review of drafts of this and other compatibility plans for airports in San Diego County. Definitions of *existing land use* and *airport-related use* are included in Chapter 2.

A third, less absolute, limitation upon ALUC authority concerns the types of land use actions that are subject to ALUC review. The law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, San Diego County and each city affected by an airport land use compatibility plan is required to make its general plan consistent with the ALUC plan (or to overrule the ALUC). Once a local agency has taken this action to the satisfaction of the ALUC, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. Submittal of individual projects for ALUC review is voluntary, and ALUC determinations on these projects are not subject to the overruling provisions associated with mandatory reviews.

One final limitation worth noting is that, although ALUCs must prepare compatibility plans for military airports, ALUCs have no jurisdiction over federal lands such as military bases and lands controlled by the U.S. Forest Service, Bureau of Land Management, or Indian tribes. ALUCs can merely inform these agencies about the ALUC policies and seek their cooperation.

San Diego County Airport Land Use Commission

As noted earlier in this chapter, the San Diego County Regional Airport Authority serves as the airport land use commission in San Diego County. The SDCRAA designation as the San Diego County ALUC is written into state law (Public Utilities Code Section 21670.3). SDCRAA assumed the ALUC duties from the San Diego Association of Governments (SANDAG) when the Airport Authority came into existence on January 1, 2003. SANDAG had served as the San Diego County ALUC since December 1970 when the ALUC function was first established.

The legislation establishing SDCRAA gives the agency not only the role as the County's ALUC, but also two other key roles with regard to aviation in San Diego County. It is the operator of San Diego International Airport (SDIA), the sole major domestic and international airline airport in the County. Additionally, SDCRAA is responsible for leading the comprehensive planning effort directed at meeting the long-term air transportation service demands of the region. While these three functions are housed within a single organization, the ALUC role is largely independent of the others because by law ALUCs have no authority over airport operations. This *Compatibility Plan* thus plays no direct part in determining the future of SDIA or the Airport Site Selection program for serving the county's long-term air transportation needs. For the purposes of this *Compatibility Plan*, all existing public-use and military airports in the County are assumed to continue in their present roles.

Relationship of the ALUC to County and City Governments

The fundamental relationship between the San Diego County ALUC and the governments of San Diego County and any future city that may be affected by this *Compatibility Plan* is set forth in the State Aeronautics Act. The ALUC does not need approval of the county or any city in order to adopt this *Compatibility Plan* or to carry out the ALUC project review responsibilities.

Despite this independent action status, the ALUC must coordinate its activities with the local land use jurisdictions. In one particular respect, this coordination is mandatory. State law requires “hearing and consultation with the involved agencies” with regard to establishment of airport influence area boundaries (PUC Section 21675(c)). This step will be necessary as part of the present *Compatibility Plan* preparation process in that the influence area of the airport is modified from the previous ALUC plan.

The law also identifies another point at which coordination between the ALUC and county government occurs. Once the county has revised its general plan or specific plan or has overruled the commission, the proposed action of the local agency is not subject to further commission review, “unless the commission and the local agency agree that individual projects shall be reviewed by the commission” (Section 21676.5(b)). Policies concerning such reviews are included in Chapter 2.

A final aspect of the relationship between the ALUC and county government concerns implementation of the *Compatibility Plan*. Although the ALUC has the sole authority to adopt this *Compatibility Plan* and to conduct compatibility reviews, the authority and responsibility for implementing the compatibility policies rests with the County of San Diego and any future city that may be affected by this *Compatibility Plan*. Actions that local jurisdictions affected by this *Compatibility Plan* can take to implement the plan’s policies are outlined later in this chapter.

POLICY FRAMEWORK

The policies in Chapter 2 and 3 of this *Jacumba Airport Land Use Compatibility Plan* are based upon these primary sources: state laws and guidelines; the role of the airport as reflected in policies of the County of San Diego as airport proprietor; and the simplified airport layout diagram which was prepared for compatibility planning purposes and approved by the California Division of Aeronautics

State Laws and Guidelines

Many of the procedures that govern how ALUCs operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for ALUC adoption of compatibility plans, including which airports should or can be included and some of the steps involved in the plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the ALUC. The types of actions that local jurisdictions must submit for review are specified, for example.

With respect to airport land use compatibility criteria, the statutes say little, however. Instead, a section of the law enacted in 1994 refers to another document, the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, ALUCs shall “be guided by” the information contained in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports. The policies and maps

in this *Compatibility Plan* take into account the guidance provided by the current edition of the *Airport Land Use Planning Handbook*, dated January 2002.

An additional function of the *Airport Land Use Planning Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Specifically, Section 21096 requires that lead agencies must use the *Handbook* as “a technical resource” when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

The January 2002 edition of the *Handbook* is available for downloading from the Division of Aeronautics web site (www.dot.ca.gov/hq/planning/aeronaut).

Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are mostly off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency that owns and/or operates the airport. In contrast, the major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county’s airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Public Utilities Code Section 21675(a) requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the California Division of Aeronautics.

The responsibility of master planning of the Jacumba Airport rests with the airport’s proprietor, the County of San Diego, Department of Public Works. The county has not prepared a master plan for this low-activity airport. However, county policies with regard to the development and use of the airport are reflected in this *Compatibility Plan*.

FORECASTING METHODOLOGY

The projected airport activity levels upon which policies in the *Jacumba Airport Land Use Compatibility Plan* are based have been determined in accordance with the forecasting methodology guidance contained in the *California Airport Land Use Planning Handbook*. The chief consideration is that the Public Utilities Code (Section 21675(a)) requires that a compatibility plan must reflect “the anticipated growth of the airport during at least the next 20 years.” This same code section also requires the compatibility plan to be based upon the airport sponsor’s adopted airport master plan where one exists.

Frequently, unless the master plan is very recent, its forecasts cannot be directly used because they do not cover the requisite 20-year time period. A final forecasting factor therefore is one pointed out in the *Handbook*:

“...most airports presumably will remain in operation for more than 20 years. This factor combined with the characteristic uncertainty of forecasting suggests that, for the purposed of airport land use compatibility planning, using a high estimate of long-range activity levels is generally

preferable to underestimating the future potential. This strategy especially applies with respect to assessment of noise impacts. Too low of a forecast may allow compatibility conflicts that cannot later be undone.”

The caveat to this methodology, as also stated in the *Handbook*, is that “activity projections must also be reasonable.”

Given county policies toward the airport, activity levels are expected to remain low throughout the 20+ year time horizon of this *Compatibility Plan*. Specific factors considered in determining a potential maximum activity level consistent with the above *Handbook* guidelines are described in Chapters 3 and 4.

PLAN IMPLEMENTATION

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC’s planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency’s plans are consistent with the intent of state airport land use planning statutes. Additionally, the local agency must provide both the ALUC and the California Department of Transportation, Division of Aeronautics, with a copy of the local agency’s proposed decision and findings at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). The ALUC and the Division of Aeronautics may provide comments to the local agency within 30 days of receiving the proposed decision and findings. If comments are submitted, the local agency must include them in the public record of the final decision to overrule the ALUC (Sections 21676, 21676.5 and 21677.) Note that similar requirements apply to local agency overruling of ALUC actions concerning individual development proposals for which ALUC review is mandatory (Section 21676.5(a)) and airport master plans (Section 21676(c)).

A general plan does not need to be identical with the ALUC compatibility plan in order to be consistent with the compatibility plan. To meet the consistency test, a general plan must do two things:

- ▶ It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- ▶ It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good airport compatibility planning. The County of San Diego may need to make some modification to its general plan and/or other land use policy documents in order to meet the *Compatibility Plan*’s consistency requirements. It must be emphasized, however, that local agencies need not change land use designations to bring them into consistency with the ALUC criteria if the current designations merely reflect existing development. They merely would need to establish policies to ensure that the nonconforming uses would not be expanded in a manner inconsistent with this *Compatibility Plan* and that any redevelopment of the affected areas would be made consistent with the compatibility criteria.

Compatibility planning issues can be reflected in a general plan in several ways:

- ▶ **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures necessary to ensure compliance with compatibility criteria could be fully incorporated into the local jurisdiction’s general plan.
- ▶ **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when the community’s general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.
- ▶ **Adopt Compatibility Plan as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *Jacumba Airport Land Use Compatibility Plan*—specifically, the policies and maps in Chapters 2 and 3. Applicable background information from Chapter 4 could be included as well if desired. Changes to the community’s existing general plan would be minimal. Policy reference to the ALUC plan would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- ▶ **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix F.)

Project Referrals

The types of land use actions for which referral to the ALUC is mandatory in accordance with state law are listed in Chapter 2. This requirement should be indicated in the general plan or implementing ordinance of any affected local jurisdiction. Additionally, beginning with when this *Compatibility Plan* is adopted by the ALUC and continuing until such time as the each affected jurisdiction has made the necessary modifications to its general plan, all land use actions are to be submitted to the commission for review. After the a jurisdiction made its general plan consistent with the *Compatibility Plan*, submittal

of individual development actions is generally not required, but the ALUC and the jurisdiction can agree upon continued submittal of certain actions on an informal basis. With respect to the *Jacumba Airport Land Use Compatibility Plan*, the County of San Diego is the only general land use jurisdiction now in existence that would be affected by these provisions.

PLAN CONTENTS

This *Jacumba Airport Land Use Compatibility Plan* is complete unto itself and is separate and independent from compatibility plans adopted by the San Diego County Airport Land Use Commission for other airports in the county. The *Jacumba Airport Land Use Compatibility Plan* is organized into four chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for the Jacumba Airport and San Diego County ALUC in particular

The most important components of the plan are found in Chapters 2 and 3. These chapters contain the policies by which the ALUC operates and conducts compatibility reviews of proposed land use and airport development actions. The policies in Chapter 2 are broadly written so as to address overarching compatibility concerns. Detailed compatibility criteria and other policies applicable specifically to Jacumba Airport are set forth in Chapter 3 of this document. Chapter 4 presents various background data regarding features, impacts, and environs of Jacumba Airport. Chapter 4 also serves to document the data and assumptions upon which the compatibility policy maps for the airport are based.

Also included in this document are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning. Chapter 4 along with the appendices constitute supporting documentation for the adopted policies contained in Chapters 2 and 3. This material is taken from other sources and does not represent ALUC policy except where cited as such in Chapters 2 and 3—specifically the state ALUC statutes and certain other laws (Appendix A) and Federal Aviation Regulations Part 77 (Appendix B).

Chapter **2**

**Basic Airport Land Use
Commission Policies**



DEPT. LEVEL OF PLANNING

Basic Airport Land Use Commission Policies

1. GENERAL APPLICABILITY

1.1. Introduction

1.1.1. *Purpose:* The policies set forth in this chapter and Chapter 3 of the *Jacumba Airport Land Use Compatibility Plan* serve two functions:

- (a) To articulate the procedures to be used by the San Diego County Regional Airport Authority Board, acting in its capacity as the San Diego County Airport Land Use Commission (ALUC), and affected local agencies for the purpose of fulfilling the airport land use compatibility review requirements set forth in the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). Specifically, these procedures define:
 - (1) The steps to be taken by the County of San Diego, any future cities that may be affected by this *Compatibility Plan*, special districts, school districts, and community college districts in submitting certain land use development plans and other proposed actions to the ALUC for review in accordance with Policies 1.6.1(a), 1.6.1(b), and 1.6.2 of this *Compatibility Plan*.
 - (2) The steps to be taken by the operator of the Jacumba Airport in submitting airport master plans and certain airport expansion plans to the ALUC for review in accordance with Policies 1.6.1(c) and 1.6.1(d) of this *Compatibility Plan*.
 - (3) The process, as set forth in Sections 2 and 3.3 of this *Compatibility Plan*, to be used by the ALUC in reviewing the above actions for compliance with the compatibility criteria set forth in this *Compatibility Plan*.
- (b) To identify compatibility criteria to be utilized by:
 - (1) The ALUC in review of:
 - Various actions involving land use development within the Jacumba Airport influence area.
 - Airport master plans and other development plans for Jacumba Airport.

- (2) San Diego County and any future cities that may be affected by this *Compatibility Plan* in modifying their respective general plans, applicable specific plans, and zoning ordinances for consistency with this *Compatibility Plan*.

1.1.2. *Relationship to Chapter 3 Policies:* The policies in this chapter address ALUC review procedures and overarching compatibility considerations. Compatibility criteria and other policies applicable specifically to Jacumba Airport are set forth in Chapter 3. For the purposes intended to be served by this *Compatibility Plan*, as listed in Policy 1.1.1 above, adherence to the policies of both chapters is required.

1.2. Effective Date

1.2.1. *Plan Adoption:* The policies in this *Compatibility Plan* shall become effective for the Jacumba Airport as of the date that the San Diego County Airport Land Use Commission (“ALUC”) adopts the plan. Any action to invalidate all or portions of a compatibility plan adopted by the ALUC for any other airport within its jurisdiction shall not invalidate this *Compatibility Plan*.

1.2.2. *Applicability to Projects Not Yet Completed:* The compatibility policies, if any, that will be used to perform a consistency review for a proposed project, and any subsequent implementing action(s) associated with that project, shall be determined according to the following, as provided in Paragraphs (a) through (f) below. In no instance, however, shall the ALUC apply any *Compatibility Plan* rules, regulations, and/or policies to any project, permit or action, or to any subsequent discretionary or ministerial implementing permit or action for that project, that are in any manner inconsistent with the provisions of Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*, and/or the California Airport Noise Regulations (21 Cal.Code Regs. Sections 5000, *et seq.*).

- (a) Airport Plans: Notwithstanding any provision of this Section, the ALUC shall apply any new *Compatibility Plan* rules, regulations, and policies to any project, permit or action, and any subsequent discretionary or ministerial implementing permit or action for that project, that have been approved based upon:
 - (1) An airport master plan, or amendments or modifications to an airport master plan (Public Utilities Code Section 21676(c)); or
 - (2) Any airport expansion project which requires amendment of the Airport Permit issued by the California Department of Transportation, including the construction of a new runway, the extension or realignment of an existing runway or the acquisition of runway protection zones or any interest in land for the purpose of any airport expansion project (Public Utilities Code Section 21664.5), that has been submitted to the ALUC for review by the public agency owning the Jacumba Airport.
- (b) General Plan Consistent with *Compatibility Plan:* A project, and any subsequent implementing action(s) for that project, that is located within a local jurisdiction which has modified its general plan to be consistent with the compatibility plan in effect prior to approval of this *Compatibility Plan*, or within a local jurisdiction which has taken the special steps necessary to overrule the prior compatibility plan, shall not be subject to ALUC review under this *Compatibility Plan*, provided that the local jurisdiction has deemed the project application to be complete prior

to the effective date of this *Compatibility Plan*, the project is consistent with the jurisdiction's ALUC-approved general plan (or the local jurisdiction has overruled the prior compatibility plan), and the project and/or any subsequent implementing action(s) have not changed in a substantive manner, as determined by the local jurisdiction, based on the criteria provided in Policy 2.3.4, that would potentially invalidate any original approval of the project by the local jurisdiction and require a subsequent review.

- (c) **General Plan Not Consistent with Prior Compatibility Plan:** A project, and/or any subsequent implementing action(s) for that project, that is located within a local jurisdiction that has not modified its general plan to be consistent with the compatibility plan in effect prior to the approval of this *Compatibility Plan*, or taken the special steps necessary to overrule the prior compatibility plan, that is within the airport influence area as defined in this *Compatibility Plan*, and that is not yet an existing use, as defined in Policy 1.3.12, shall be submitted to the ALUC to be reviewed in accordance with the compatibility plan in effect at the time the application was deemed complete by the local jurisdiction except where such application is materially deficient pursuant to Paragraph (1) below, in which case the project shall be reviewed in accordance with the compatibility plan in effect at the time the application is deemed complete by the ALUC, as specifically provided in Paragraphs (2) through (4) below.
 - (1) If an application for a project has been submitted to the local jurisdiction and the application has been deemed complete by the local jurisdiction, such application shall constitute a complete application for purposes of a consistency review by the ALUC, unless the ALUC determines that the application lacks one or more of the components required in Policy 2.1.2(a).
 - (2) If an application for consistency is determined by the ALUC to be incomplete pursuant to Paragraph (c)(1), above, then not later than thirty (30) calendar days after the ALUC has received an application for a determination of consistency, the ALUC shall respond in writing as to why the application is *not* complete and shall immediately transmit the information to the local jurisdiction and the project proponent. The ALUC shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application for a determination of consistency.
 - (3) If the written response as to the completeness of the application is not made by the ALUC within thirty (30) calendar days after receipt of the consistency application, and/or after receipt of any additional information requested, the project will be evaluated using the ALUCP in effect on the date of expiration of the thirty (30) calendar day time limit for determining completeness of the application materials submitted.
 - (4) Nothing in this policy precludes a local jurisdiction and the ALUC from mutually agreeing, with the concurrence of the project owner, to an extension of any time limit provided by this policy.
- (d) **Subsequent Review of Project(s):** A project previously reviewed by the ALUC and found to be consistent with the compatibility plan in effect at the time of the project review shall not be subject to further review under a subsequently

adopted compatibility plan unless the project changes in a substantive manner—as determined by the local jurisdiction or by the ALUC when the ALUC concludes that further review is warranted based on criteria provided in Policy 2.3.4(b)—that would potentially invalidate the original ALUC consistency findings.

- (1) Any project requiring subsequent ALUC review will be evaluated using the ALUCP in effect at the time the re-application was deemed complete by the local jurisdiction, unless the ALUC determines that such re-application lacks one or more of the components required in Policy 2.1.2(a), in which case the project will be evaluated in accordance with Paragraphs (c)(2) through (c)(4), inclusive, above.
 - (2) Any project requiring subsequent ALUC review need not be resubmitted for ALUC review if, prior to resubmission, the general plan of the local jurisdiction in which the project is situated has been reviewed by the ALUC and found to be consistent with this *Compatibility Plan*; and the revised project is consistent with that ALUC-approved general plan.
- (e) **ALUC Project Review Not Required:** A project application which was deemed complete by the local jurisdiction prior to the effective date of this *Compatibility Plan*, and which did not require ALUC review because (1) no previous compatibility plan was adopted or was in the process of being prepared for the airport in accordance with Public Utilities Code Section 21675.1(c) or (2) it was located beyond the boundary of the airport influence area defined by the Jacumba Airport compatibility plan in place at the time the application was deemed complete shall not require subsequent ALUC review under this *Compatibility Plan*, unless the project changes in a substantive manner (see Policy 2.3.4(b)).
- (f) **Long-Term Project:** Except as otherwise provided in Paragraphs (a) through (e), above, a long term project, such as a specific plan, master plan, precise plan, large subdivision which consists of several phases, or functionally comparable discretionary permit or action (“original approval(s)”), and any subsequent discretionary or ministerial implementing permit or action for that project, shall be governed by the compatibility plan in effect at the time the first such permit or action for the project was issued by the local jurisdiction, provided all of the following exist:
- (1) The project applicant has obtained from a local jurisdiction final approval of the original approval(s) prior to the effective date of this *Compatibility Plan*;
 - (2) The local jurisdiction has obtained a consistency determination for the original approval(s) (for those jurisdictions where the General Plan is not consistent with compatibility plan);
 - (3) The original approval(s) remain(s) in effect;
 - (4) Final approval of the original approval(s) was (were) obtained not more than fifteen (15) years prior to the effective date of this *Compatibility Plan*;
 - (5) The project applicant has used reasonable good faith efforts in proceeding with the original approval(s) including without limitation, processing any other governmental permits and approvals necessary to implement the original approval(s) (such as preparing and processing any subsequent or additional CEQA documents or resource agency permits), preparing architectural or en-

- gineering plans, or constructing infrastructure for the original approval(s), such as roadways, storm drains, parks, sewer, water or other utilities;
- (6) The local jurisdiction has approved a related implementing permit or action for the original approval(s) within five (5) years prior to the effective date of this *Compatibility Plan* or the project applicant has an application on file that has been deemed complete by the local jurisdiction for any related implementing permit or action as of the effective date of this *Compatibility Plan*; and
 - (7) The original approval(s) has/have not changed in a substantive manner, as determined by the local jurisdiction or the ALUC (see Policy 2.3.4).

1.3. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

- 1.3.1. *Aeronautics Act*: Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.
- 1.3.2. *Airport*: The Jacumba Airport.
- 1.3.3. *Airport Influence Area*: An area, as delineated in Chapter 3 of this *Compatibility Plan*, in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The *airport influence area* constitutes the area within which certain land use actions are subject to ALUC review to determine consistency with the policies set forth in the *Jacumba Airport Land Use Compatibility Plan*. The *airport influence area* is divided into Review Area 1 and Review Area 2 as described in Policy 1.5.2 and Chapter 3. Different policies apply to each of these areas. The term *airport influence area* is synonymous with the term *airport referral area* as well as to the term *planning area* as referred to in Public Utilities Code Section 21675.
- 1.3.4. *Airport Land Use Commission (ALUC)*: The San Diego County Regional Airport Authority acting in its capacity as the San Diego County Airport Land Use Commission.
- 1.3.5. *Airport Land Use Commission Staff*: The President/CEO (Chief Executive Officer) of the San Diego County Regional Airport Authority or a person designated by the President/CEO with the concurrence of the ALUC chairperson.
- 1.3.6. *Airspace Protection Area*: The area beneath the *airspace protection surfaces* for the Jacumba Airport as depicted on the Compatibility Policy Map: Airspace Protection in Chapter 3.
- 1.3.7. *Airspace Protection Surfaces*: Imaginary surfaces in the airspace surrounding airports defined for an individual airport in accordance with criteria set forth in Federal Aviation Regulations Part 77 and the U.S. Standard for Terminal Instrument Procedures (TERPS). These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of an airport.
- 1.3.8. *Aviation-Related Use*: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their asso-

ciated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

- 1.3.9. *Avigation Easement*: An easement that conveys rights associated with aircraft overflight of a property, including but not limited to creation of noise and limits on the height of structures and trees. (See Policy 3.1.5, Appendix F, and *Glossary*)
- 1.3.10. *Community Noise Equivalent Level (CNEL)*: The noise metric adopted by the state of California for land use planning purposes, including describing airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value. (See *Glossary*, Appendix H)
- 1.3.11. *Compatibility Plan*: This document, the *Jacumba Airport Land Use Compatibility Plan*, also referred to as “this *Compatibility Plan*.”
- 1.3.12. *Existing Land Use*: The Aeronautics Act gives an ALUC authority to conduct compatibility planning around airports only “to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses” (Public Utilities Code Section 21674(a)). This phrase is generally accepted to mean that an ALUC has no authority over existing land uses; therefore, such projects are not subject to ALUC review.
- (a) For purposes of this *Compatibility Plan*, a project shall be considered an “existing land use” when a “vested right” is obtained, as follows:
 - (1) A vesting tentative map has been approved pursuant to California Government Code Section 66498.1 and not expired; or
 - (2) A development agreement has been executed pursuant to California Government Code Section 65866 and remains in effect; or
 - (3) A valid building permit has been issued, substantial work has been performed, and substantial liabilities have been incurred in good faith reliance on the permit, pursuant to the California Supreme Court decision in *Avco Community Developers, Inc. v. South Coast Regional Com.* (1976) 17 Cal.3d 785,791, and its progeny.
 - (b) A proposed modification to an existing land use that will result in an increase in height, a change of use, or an increase in density or intensity of use which is not in substantial conformance with the development project entitled by the local jurisdiction shall be subject to this *Compatibility Plan*. (See, e.g., Policy 2.3.4)
 - (c) The determination of whether a project meets the criteria of an “existing land use” shall be made by the local jurisdiction and the ALUC.
 - (d) A new occupancy proposed within an existing building shall be treated as an existing land use, provided the new occupancy remains within the same or reduced level of occupancy as the most recent one. A new occupancy which increases intensity shall not qualify as an existing land use.
- 1.3.13. *Federal Aviation Regulations (FAR) Part 77*: The part of Federal Aviation Regulations that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the Part 77 height limits constitute airspace obstructions. See Section JAC.3 of Chapter 3 for specific height limit criteria and requirements for review by the Federal Aviation Administration and ALUC. (See Appendix B of this *Compatibility Plan* for the text of Part 77).

- 1.3.14. *High Terrain Zone:* Areas of land in the vicinity of an airport where the ground lies above an FAR Part 77 surface or less than 35 feet beneath such surface; also any location where the ground level reaches to within 100 feet of an instrument approach surface defined by the U.S. Standard for Terminal Instrument Procedures. This zone is shown on the individual policy maps in Chapter 3 where applicable based upon surrounding terrain.
- 1.3.15. *Infill:* Development of vacant or underutilized land within established communities or neighborhoods that are: (a) already served with streets, water, sewer, and other infrastructure; and (b) comprised of uses inconsistent with the compatibility criteria set forth in this *Compatibility Plan*. (See Policy 3.1.1(b) for criteria used to identify potential infill areas for compatibility planning purposes).
- 1.3.16. *Local Jurisdiction:* For the purposes of this *Compatibility Plan*, the County of San Diego, any future cities that may be affected by the plan, or other local governmental entity such as a special district, school district, or community college district having jurisdiction over land uses within its boundaries. These entities are subject to the provisions of this *Compatibility Plan*; the ALUC does not have authority over land use actions of state and federal agencies or Indian tribes.
- 1.3.17. *Noise Impact Area:* The area within which the noise impacts, measured in terms of CNEL, generated by the airport that may represent a land use compatibility concern. The CNEL that defines the noise impact area for Jacumba Airport is indicated in Section JAC.1 of Chapter 3.
- 1.3.18. *Noise-Sensitive Land Uses:* Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.
- 1.3.19. *Nonconforming Use:* A land use, parcel or building that does not comply with this *Compatibility Plan*. (See Policies 3.1.2 and 3.1.3 for criteria applicable to land use actions involving nonconforming uses).
- 1.3.20. *Project; Land Use Action; Development Proposal:* Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, that are subject to the provisions of this *Compatibility Plan*.
- 1.3.21. *Reconstruction:* The rebuilding of an existing nonconforming structure that has been fully or partially destroyed as a result of a calamity (not planned reconstruction or redevelopment).
- 1.3.22. *Redevelopment:* Development of a new use (not necessarily a new type of use) to replace an existing use at a density or intensity that may vary from the existing use. Redevelopment projects are subject to the provisions of this *Compatibility Plan* to the same extent as other forms of proposed development. (Also see Policy 1.6.2(c)).
- 1.3.23. *U.S. Standard for Terminal Instrument Procedures (TERPS):* Standardized criteria adopted by the Federal Aviation Administration, U.S. military branches, and the U.S. Coast Guard for use in designing airport area and en route instrument flight procedures. The criteria are predicated on normal aircraft operations for considering obstacle clearance requirements.

1.4. Types of Airport Impacts

- 1.4.1. *Principal Compatibility Concerns:* As established by state law (Public Utilities Code Section 21670), the ALUC has the responsibility both “to provide for the orderly development of airports” and “to prevent the creation of new noise and safety problems.” ALUC policies thus have the dual objectives of protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses and also minimizing the public’s exposure to excessive noise and safety hazards.
- (a) In order to meet these objectives, this *Compatibility Plan* addresses potential airport compatibility impacts related to:
 - (1) Noise—Exposure to aircraft noise;
 - (2) Safety—Land use factors that affect safety both for people on the ground and the occupants of aircraft;
 - (3) Airspace Protection—Protection of airport airspace; and
 - (4) Overflight—Annoyance and other general concerns related to aircraft overflights.
 - (b) Compatibility policies concerning each of these types of impacts are enumerated in Chapter 3. Each concern is addressed separately. Proposed land use development actions must comply with the compatibility policies and maps for each compatibility “layer” as well as all policies in this chapter.
- 1.4.2. *Policy Objectives:* The primary purpose of the compatibility criteria enumerated in Chapter 3 is to minimize land use incompatibilities. For each compatibility concern, specific policy objectives are as follows:
- (a) Noise: The purpose of noise compatibility policies is to avoid establishment of new noise-sensitive land uses and exposure of the users to levels of aircraft noise that can disrupt the activities involved. The characteristics of Jacumba Airport and the community that surrounds it are taken into account in determining the level of noise deemed acceptable for each type of land use.
 - (b) Safety: The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing. Risks both to people and property on the ground in the vicinity of the airport and to people on board aircraft are considered.
 - (c) Airspace Protection: The objective of ALUC airspace protection policies is to ensure that structures and other uses of the land do not cause hazards to aircraft in flight in the airport vicinity. Hazards to flight include:
 - (1) Physical obstructions to the navigable airspace;
 - (2) Wildlife hazards, particularly bird strikes; and
 - (3) Land use characteristics that create visual or electronic interference with aircraft navigation or communication.
 - (d) Overflight: Noise from individual aircraft overflights, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify

people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses. Overflight policies do not restrict the use of the land.

- 1.4.3. *Airport Impacts Not Considered:* Other impacts sometimes created by airports (e.g., air pollution, automobile traffic) are not addressed by these compatibility policies and are not subject to ALUC review. Also, in accordance with state law (Public Utilities Code Section 21674(e)), neither this *Compatibility Plan* nor the ALUC have authority over the operation of the airport (including where and when aircraft fly, airport security, and other such matters).

1.5. Geographic Scope

As established by the San Diego County Airport Land Use Commission, the geographic scope of the *Jacumba Airport Land Use Compatibility Plan* encompasses an airport influence area delineated as follows:

- 1.5.1. Property on which the uses could (a) be negatively affected by present or future aircraft operations at the Jacumba Airport; or (b) negatively affect the development or utilization of this airport. As required by state law, potential future effects are to be evaluated with respect to “the anticipated growth of the airport during at least the next 20 years” (Public Utilities Code section 21675(a)).
- 1.5.2. The Jacumba Airport influence area is divided into two subareas, Review Area 1 and Review Area 2. Review Area 1 encompasses six designated safety zones and the 50 dB CNEL noise contour. Review Area 2 encompasses the airport-related overflight areas and the airspace protection area not encompassed within Review Area 1. A more detailed description of each of these areas and the basis for their delineation is contained in Chapter 3. Requirements for referral of land use actions to the ALUC for review differ between the two review areas (see Policy 1.6.2(a)).

1.6. Types of Actions Reviewed

- 1.6.1. *Actions that Always Require ALUC Review:* As required by state law, the following types of actions shall be referred to the ALUC for determination of consistency with the *Jacumba Airport Land Use Compatibility Plan* prior to their approval by the local jurisdiction:
- (a) The adoption or approval of any new general or specific plan or any amendment thereto that affects lands within the airport influence area and involves (Public Utilities Code Section 21676(b)):
 - (1) Within Review Area 1, noise or safety concerns; or
 - (2) Within Review Areas 1 and 2, land use actions that have been determined to be a hazard by the FAA in accordance with Part 77.
 - (b) The adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulation, that affects lands within the airport influence area and involves (Public Utilities Code Section 21676(b)):
 - (1) Within Review Area 1, noise or safety concerns; or

- (2) Within Review Areas 1 and 2, land use actions that have been determined to be a hazard by the FAA in accordance with Part 77.
- (c) Adoption or modification of the master plan for Jacumba Airport, a public-use airport (Public Utilities Code Section 21676(c)).
- (d) Any proposal for expansion of the Jacumba Airport if such expansion will require an amended Airport Permit from the state of California (Public Utilities Code Section 21664.5).
- 1.6.2. *Other Land Use Actions Subject to ALUC Review:* In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:
- (a) Until such time as (1) the ALUC finds that a local jurisdiction's general plan or specific plan is consistent with the *Jacumba Airport Land Use Compatibility Plan*, or (2) the local jurisdiction has overruled the Commission's determination of inconsistency, state law allows ALUCs to require that local jurisdictions submit all actions, regulations, and permits involving land within an airport influence area to the Commission for review (Public Utilities Code Section 21676.5(a)). Only those actions that an ALUC elects not to review are exempt from this requirement. San Diego County ALUC policy is that, under the above circumstances.
- (1) Within Review Area 1, *all* such actions, regulations, and permits affecting concerns listed in Policy 1.4.1 shall be submitted for review.
- (2) Within Review Area 2, only the following actions affecting land uses require ALUC review:
- Any object having a height that requires review by the Federal Aviation Administration in accordance with Federal Aviation Regulations (FAR) Part 77, Subpart B.
 - Any proposed object in a *High Terrain Zone* having a height of more than 35 feet. However, within that portion of the *High Terrain Zone* that is defined by United States Standard for Terminal Instrument Procedures (TERPS) surfaces and lies beyond the boundaries of the surfaces defined by FAR Part 77, Subpart C, ALUC review is required only for those objects taller than 100 feet above ground level. (The approximate extent of the *High Terrain Zone* is indicated on the Compatibility Policy Map: Airspace Protection included in Chapter 3. The On-Line Implementation Tool described in Appendix G can also be used to assess whether an object requires review under this policy.)
 - Any project having the potential to create electrical or visual hazards to aircraft in flight, including: electrical interference with radio communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots of aircraft using the airport; and impaired visibility near the airport.
 - Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an airport.
- (3) On airport property, proposed nonaviation development shall also be subject to ALUC review unless such development has previously been included in an airport master plan or on an airport layout plan drawing prepared by the ju-

jurisdiction owning the airport and reviewed by the ALUC. (See Policy 1.3.8 for definition of *aviation-related use*.)

- (b) After a local jurisdiction has revised its general plan or specific plan (see Section 3.2) or has overruled the ALUC, the Commission no longer has authority under state law to require that all actions, regulations, and permits be submitted for review. However, the ALUC and the local jurisdiction can agree that the Commission should continue to review and comment upon individual projects. Because the ALUC reviews are optional under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions recommended by the Commission.
 - (c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this *Compatibility Plan*, shall be subject to ALUC review. This policy is intended to address circumstances that arise when a general or specific plan land use designation does not conform to ALUC compatibility criteria, but is deemed consistent with the compatibility plan because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan. (Also see Policies 3.1.2 and 3.1.3.)
- 1.6.3 *Land Use Actions Subject to Discretionary ALUC Staff Review:* ALUC staff has the authority and discretion to make a consistency determination without formal ALUC review of the project if the land use action:
- (a) Is “compatible” with both noise and safety compatibility policies; and
 - (b) Has received a final notice of determination from the FAA that that project will not constitute a hazard or obstruction to air navigation, to the extent applicable; and
 - (c) Has been conditioned by the local agency to require an overflight agreement consistent with the requirements of this *Compatibility Plan*, to the extent applicable.

2. REVIEW PROCESS FOR LAND USE ACTIONS

2.1. General

- 2.1.1. *Timing of Project Submittal:* The precise timing of ALUC or ALUC staff review of a proposed land use action may vary depending upon the nature of the specific project.
- (a) In general, plans and projects should be referred to the ALUC at the earliest reasonable point in time so that the ALUC’s review can be duly considered by the local jurisdiction prior to formalizing its actions. Depending upon the type of plan or project and the normal scheduling of meetings, ALUC review can be completed before, after, or concurrently with review by the local planning com-

mission and other advisory bodies, but must be accomplished before final action by the jurisdiction.

- (b) Although the most appropriate timing for a proposed land use action to be referred to the ALUC for review is as soon as possible after a formal application has been submitted to the local jurisdiction, the completion of a formal application with the local jurisdiction is not required prior to a local jurisdiction's referral of a proposed land use action to the ALUC. Rather, a project applicant may request, and the local jurisdiction may refer, a proposed land use action to the ALUC for review, so long as the jurisdiction is able to provide the ALUC with the project submittal information for the proposal, as specified and required in Section 2.1.2 of this *Compatibility Plan*.

2.1.2. *Project Submittal Information:* A proposed land use action submitted to the ALUC (or to the ALUC Staff) for review that requires a new or amended general plan, specific plan, zoning ordinance, or building regulation in accordance with Policy 1.6.1 or other land use actions in accordance with Policy 1.6.2 shall include:

- (a) The following information, to the extent applicable:
 - (1) Property location data (assessor's parcel number, street address, subdivision lot number).
 - (2) An accurately scaled map showing the relationship (distance and direction) of the project site to the airport boundary and runways. When available, a digital version of the map should be provided along with a paper copy. Mapping products available from the ALUC's On-Line Implementation Tool (see Appendix G) may also be used.
 - (3) A description of the existing use(s) of the land in question, including current general plan and zoning designations, height of structures, usage intensity, floor area ratio (FAR), and other applicable information.
 - (4) A description of the proposed use(s) and the type of land use action being sought from the local jurisdiction (e.g., zoning change, building permit, etc.).
 - (5) For residential uses, an indication of the potential or proposed number of dwelling units per acre (excluding any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time or the proposed floor area ratio (FAR) and lot coverage of the project.
 - (6) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees above mean sea level and above ground level. A profile view of proposed features is also to be provided in instances where height is an issue. When available, a digital version of the drawings should be provided along with the paper version.
 - (7) Identification of any features that would increase the attraction of birds or cause other wildlife hazards to aircraft operations on the airport or in its environs.
 - (8) Identification of any characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

- (9) Any environmental document (initial study, negative declaration, mitigated negative declaration, or draft environmental impact report) that may have been prepared for the project.
 - (10) Any staff reports regarding the project that may have been presented to local agency decision makers.
 - (11) Any airspace determination that has been obtained from the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations.
 - (12) Other relevant information that the ALUC or its staff determine to be necessary to enable a comprehensive review of the proposal.
- (b) Any applicable review fees as established by the San Diego County Airport Land Use Commission.
- 2.1.3. *Public Input:* Where applicable, the ALUC shall provide public notice and obtain public input in accordance with Public Utilities Code Section 21675.2(d) before acting on any plan, regulation, or other land use proposal under consideration.

2.2. Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

- 2.2.1. *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *Airport Land Use Compatibility Plan*, the ALUC shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.
- (a) Within 180 days of the ALUC's adoption or amendment of the *Jacumba Airport Land Use Compatibility Plan*, each local jurisdiction affected by the plan must amend its general plan and any applicable specific plan to be consistent with the ALUC's *Compatibility Plan* or, alternatively, provide required notice, adopt findings, and overrule the ALUC by two-thirds vote of the jurisdiction's governing body in accordance with Public Utilities Code Section 21676(b) (Government Code Section 65302.3).
 - (b) Prior to taking action on a proposed general plan or specific plan amendment as necessitated by Paragraph (a), the local jurisdiction must submit the draft of the amendment to the ALUC for review and approval.
 - (c) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC in response to the requirements of Paragraphs (a) and (b) above, a local jurisdiction must identify areas that the jurisdiction requests the ALUC to consider as *infill* in accordance with Policy 3.1.1 if it wishes to take advantage of the infill policy provisions. The ALUC will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.
- 2.2.2. *Subsequent Reviews of Related Land Use Development Proposals:* As indicated in Policies 1.6.1(a) and 1.6.1(b), prior to taking action on new adoption or an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined of this *Compatibility Plan*, local jurisdictions must submit the proposed plan, ordinance, or regulation to the ALUC for review. Once the general plan and applicable specific plans have been

made consistent with this *Compatibility Plan*, subsequent land use development actions that are consistent with those plans as well as any related ordinances and regulations previously reviewed by the ALUC are subject to ALUC review only under the conditions indicated in Policies 1.6.2 and 2.3.4.

- (a) Copies of the complete text and maps of the proposed plan, ordinance, or regulation adoption or amendment must be submitted and any supporting material documenting that the proposal is consistent with the *Compatibility Plan* should be included.
- (b) If the amendment is required as part of a proposed development project, then the information listed in Policy 2.1.2(a) shall also be included to the extent applicable.

2.2.3. *ALUC Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Commission has three choices of action:

- (a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Section 3.2 must be met.
- (b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications that the Commission may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.
- (c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts or shortcomings upon which its determination of inconsistency is based.

2.2.4. *Response Time:* The ALUC must respond to a local jurisdiction's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of submittal (Public Utilities Code Section 21676(d)).

- (a) The 60-day review period may be extended if the submitting jurisdiction or project applicant agrees in writing or so states at an ALUC public hearing on the action.
- (b) The date of submittal is deemed to be the date on which all applicable project information is received by ALUC staff and the ALUC staff determines that the application for a consistency determination is complete. Copies of the complete text and maps of the proposed plan, ordinance, or regulation adoption or amendment must be submitted and any supporting material documenting that the proposal is consistent with the *Compatibility Plan* should also be included.
- (c) If the ALUC fails to make a determination within the time period required or agreed upon, the proposed action shall be deemed consistent with the *Compatibility Plan* (Public Utilities Code Section 21676(d)).
- (d) Regardless of action or failure to act on the part of the ALUC, the proposed action still must comply with other applicable local, state, and federal laws and regulations.

- (e) The submitting local jurisdiction shall be notified of the ALUC's action in writing.
- 2.2.5. *ALUC Response to Notification of Proposed Overruling:* If a local jurisdiction proposes to overrule an ALUC action regarding a general plan, specific plan, zoning ordinance, or building regulation, it must provide a copy of the proposed decision and findings to both the ALUC and the California Division of Aeronautics at least 45 days prior to taking action. These agencies then have 30 days in which to respond to the local agency with their comments (Public Utilities Code Sections 21676(a) and (b)). The ALUC authorizes the ALUC staff to respond as appropriate. The comments of the division and the ALUC are advisory, but must be made part of the record of final decision to overrule the ALUC.

2.3. Review Process for Other Land Use Actions

- 2.3.1. *ALUC Action Choices:* When reviewing land use project proposals other than general plans, specific plans, zoning ordinances, or building regulations, the Commission has three choices of action:
- (a) Find the project consistent with the *Compatibility Plan*.
 - (b) Find the project consistent with the *Compatibility Plan*, subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
 - (c) Find the project inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination of inconsistency is based.
- 2.3.2. *Response Time:* In responding to land use actions other than general plans, specific plans, zoning ordinances, or building regulations submitted for review, the policy of the San Diego County Airport Land Use Commission is that:
- (a) Reviews of projects forwarded to the ALUC for a consistency determination shall be completed within 60 days of the date of project submittal, as defined in Paragraph (b) below.
 - (b) The date of project submittal shall be the date on which all applicable project submittal information as listed in Policy 2.1.2 is received by the ALUC staff and the ALUC staff has determined the application to be complete (also see Policy 1.2.2(c)). Not later than 30 calendar days after the ALUC has received an application, the ALUC staff shall determine in writing whether the application is complete and shall immediately transmit the determination to the local jurisdiction. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a consistency determination, the application shall be determined complete. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the ALUC staff shall determine the completeness of the application. If the application is determined not to be complete, the ALUC staff's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application.

- (c) If the ALUC fails to make a determination within 60 days after ALUC staff has determined the application to be complete, the proposed action shall be deemed consistent with the compatibility plan unless the submitting agency or project applicant agrees to an extension beyond 60 days in writing or so states at an ALUC public hearing on the action.
 - (d) Regardless of action or failure to act on the part of the ALUC, the proposed action still must comply with other applicable local, state, and federal laws and regulations.
 - (e) The submitting agency shall be notified of the ALUC's action in writing.
- 2.3.3. *ALUC Response to Notification of Proposed Overruling:* If a local jurisdiction proposes to overrule an ALUC decision regarding a land use action for which ALUC review is mandatory under this section, then the jurisdiction must provide a copy of the proposed decision and findings to both the ALUC and the California Division of Aeronautics at least 45 days prior to taking action to overrule. These agencies then have 30 days in which to respond to the local agency with their comments (Public Utilities Code Section 21676.5(a)). The ALUC authorizes the ALUC Staff to respond as appropriate. The comments of the division and the ALUC are advisory, but must be made part of the record of final decision to overrule the ALUC.
- 2.3.4. *Subsequent Review:* Even after a project has been found consistent with the *Compatibility Plan*—whether as part of a general plan change or zoning amendment or other mandatory-review action or as a prior action related to the same project—it may still need be submitted for review at subsequent stages of the planning process if any of the following are true:
- (a) At the time of the original ALUC review, the project information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the project design level. For example, the proposed land use designation indicated in a general plan, specific plan, or zoning amendment may have been found consistent, but information on site layout, usage intensity, building heights, and other such factors that may also affect the consistency determination for a project may not have yet been known.
 - (b) The design of the project subsequently changes in a manner that reopens previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review may include, but are not limited to, the following:
 - (1) An increase in the number of dwelling units or intensity of use (more people on the site) to levels exceeding the criteria set forth in this *Compatibility Plan*;
 - (2) Any cumulative increase in the total building area or lot coverage for nonresidential uses in excess of 10 percent of the previous project;
 - (3) An increase in the height of structures which has been deemed a hazard by the FAA;
 - (4) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or
 - (c) The local jurisdiction concludes that further review is warranted.

3. ADDITIONAL COMPATIBILITY CONSIDERATIONS

3.1. Special Conditions

3.1.1. *Infill*: Where land uses not in conformance with the criteria set forth in this *Compatibility Plan* exist at the time of the plan's adoption, infill development of similar land uses may be allowed to occur in that area even if the proposed new land use is otherwise incompatible within the compatibility zone involved. See Chapter 3 for any modifications to and application of these criteria as they pertain to Jacumba Airport.

- (a) Infill development is not permitted in the following locations.
 - (1) No type of infill development shall be permitted in Safety Zone 1 (the runway protection zones and within the runway primary surface).
 - (2) Residential infill development shall not be permitted within Safety Zone 2 (inner approach/departure zone) or Safety Zone 5 (sideline zone) except as provided for in Policy 3.1.4(a)(1).
 - (3) Residential infill development shall not be allowed where the dwellings would be exposed to noise levels more than 5 dB above the acceptable limit for other new residential development as set by Policy JAC.1.3 (Noise Compatibility Policies, *Acceptable Noise Levels for Specific Types of Land Use Development*) in Chapter 3.
- (b) In other locations within Review Area 1, a project site can be considered for *infill* development if it meets one of the following criteria (infill is not applicable within Review Area 2 as land uses are not restricted in this area other than with respect to height limits):
 - (1) The parcel or parcels on which the project is to be situated is part of an area identified by the local jurisdiction on a map as appropriate for infill development and the jurisdiction has submitted the map to the ALUC for infill identification and processing and the ALUC has concurred; or
 - (2) The project application submitted by the local jurisdiction to the ALUC for a consistency determination identifies the site as an area appropriate for infill development and the ALUC concurs with the infill identification (this situation may apply if a map has not been submitted by the local jurisdiction for infill identification or if the project site does not fall within the areas mapped by the jurisdiction for infill development); or
 - (3) The ALUC determines that the parcel is part of an identifiable area of existing development, and:
 - At least 80% of the identifiable area was developed prior to adoption of this *Compatibility Plan* with land uses not in conformance with this *Compatibility Plan*;
 - The proposed development of the parcel would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses;
 - The proposed development of the parcel would be consistent with zoning regulations governing the existing, already developed, surrounding area; and

- The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this *Compatibility Plan* unless replacement open land is provided within the same compatibility zone.
- (c) In locations that qualify as infill under the criteria in Paragraphs (b) and (c) above, the following criteria shall apply:
- (1) For residential development, the average development density (dwelling units per acre) of the site shall not exceed the greater of the average density represented by:
 - All existing lots with residential uses that lie fully or partially within the boundary of the area identified by the local jurisdiction as appropriate for infill development, as specified in Paragraph (b)(1), above; or
 - All existing lots with residential uses that lie fully or partially within a distance of 0.25 mile from the boundary of the parcel or parcels identified by the local jurisdiction as appropriate for infill development; or
 - 110% of the density permitted in accordance with the criteria provided in Table JAC-2 of Chapter 3 of this *Compatibility Plan*.
 - (2) For nonresidential development, the average usage intensity (the number of people per acre) of the site's proposed use shall not exceed the greater of:
 - The average intensity of all similar uses that lie fully or partially within the boundary of the area identified by the local jurisdiction as appropriate for infill development, as specified in Paragraph (b)(1), above; or
 - The average intensity of all similar existing uses that lie fully or partially within a distance of 0.25 mile from the boundary of the proposed development; or
 - 110% of the usage intensity permitted in accordance with the criteria provided in Section 3.1 of this *Compatibility Plan*.
- (d) The sound attenuation and avigation easement dedication requirements set by Policies JAC.1.5 in Chapter 3 and 3.1.5 in this chapter shall apply to infill development.
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that all parcels eligible for infill be identified at one time by the local jurisdiction.
- (1) The local jurisdiction is responsible for identifying in its general plan or other adopted planning document approved by the ALUC the qualifying locations that lie within that jurisdiction's boundaries. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*.
 - (2) In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent and is not the responsibility of the ALUC.
- 3.1.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* are subject to the following restrictions:
- (a) Nonconforming residential uses:

- (1) A nonconforming single-family residence may be reconstructed (see Policy 3.1.3) or expanded in building size provided that the reconstruction or expansion does not increase the number of dwelling units. For example, a bedroom could be added to an existing residence, but an additional dwelling unit could not be built unless that unit is a secondary dwelling unit as defined by state law. Also, a new single-family residence may be constructed in accordance with Policy 3.1.4(a)(1).
 - (2) A nonconforming multi-family use may be reconstructed in accordance with Policy 3.1.3(a), but not expanded in number of dwelling units or floor area of the building.
 - (3) No ALUC review of these improvements is required.
 - (4) The sound attenuation and avigation easement dedication requirements set by Policies JAC.1.5 in Chapter 3 and 3.1.5 in this chapter shall apply.
- (b) Nonconforming nonresidential uses:
- (1) A nonconforming nonresidential used may be continued, leased, or sold and the facilities may be maintained, altered, or, if required by state law, reconstructed provided that neither the portion of the site devoted to the nonconforming use nor the building's floor area are expanded and that the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*.
 - (2) No ALUC review of such changes is required.
 - (3) The sound attenuation and avigation easement dedication requirements set by Policies JAC.1.5 in Chapter 3 and 3.1.5 in this chapter shall apply.
- (c) Nonconforming schools and hospitals:
- (1) In noise and safety zones where the criteria in Tables JAC-1 and JAC-2 of Chapter 3 show these uses to be conditionally compatible, any expansion must meet all of the following conditions:
 - The expansion must be in accordance with state law requirements;
 - Property acquisition to increase the site size is not allowed; and
 - Sound attenuation to meet interior noise level standards as specified in Table JAC-1 is required for all new construction.
 - (2) Expansion of nonconforming schools or hospitals in noise or safety zones where Tables JAC-1 or JAC-2 indicate these uses to be incompatible is not allowed.
- (d) ALUC review is required for any proposed expansion of a nonconforming use that would increase the number of dwelling units, increase the number of people on the site for nonresidential uses, or increase the height of a structure such that it would be deemed a hazard by the FAA. Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.1.1).
- 3.1.3. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity (not planned reconstruction or redevelopment) may be rebuilt only under the following conditions:
- (a) Nonconforming residential uses may be rebuilt provided that the reconstruction does not result in either more dwelling units than existed on the parcel at the time

of the damage or, for multi-family residential uses, an increase in the floor area of the building. Addition of a secondary dwelling unit to a single-family residence is permitted if in accordance with state law.

- (b) A nonconforming nonresidential development may be rebuilt provided that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre).
- (c) Reconstruction under Paragraphs (a) or (b) above:
 - (1) Must have a permit deemed complete by the local jurisdiction within twenty-four (24) months of the date the damage occurred.
 - (2) Shall incorporate sound attenuation features to the extent required by Policy JAC.1.5 of Chapter 3 and consistent with the California Noise Standards.
 - (3) Shall be conditioned upon dedication of an avigation easement to the airport proprietor if required under Policy 3.1.5.
 - (4) Shall comply with Federal Aviation Regulations Part 77 requirements.
- (d) Reconstruction in accordance with Paragraphs (a), (b), and (c) above shall not be permitted in Safety Zone 1 (see Policy JAC.2.12 of Chapter 3 for exceptions) or where it would be in conflict (not in conformance) with the general plan or zoning ordinance of the local jurisdiction.
- (e) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

3.1.4. *Development by Right:*

- (a) Nothing in these policies prohibits:
 - (1) Other than in Safety Zone 1, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.
 - (2) Construction of other types of uses if local government approvals qualify the development as an existing land use (see Policy 1.3.12 for definition).
 - (3) Lot line adjustments provided that new developable parcels would not be created and the resulting density or intensity of the affected property would not exceed the applicable criteria indicated in the Table JAC-2 of Chapter 3.
- (b) The sound attenuation and avigation easement dedication requirements set by Policies JAC.1.5 in Chapter 3 and 3.1.5 in this chapter shall apply to development permitted under this policy.

3.1.5. *Avigation Easement Dedication:* As a condition for approval of the types of projects listed in Paragraph (a) below, the owner of the property involved shall be required to dedicate an avigation easement to the entity owning the airport.

- (a) An avigation easement is required for any project:
 - (1) Where proposed structures, trees, or other objects would constitute an obstruction as defined by FAR Part 77;
 - (2) Located within a High Terrain Zone (locations where the ground level penetrates a FAR Part 77 surface); or

- (3) Situated on property lying within the projected 55 dB CNEL contour of Jacumba Airport as depicted on the Compatibility Policy Map: Noise, contained in Chapter 3 of this *Compatibility Plan*.
 - (4) Situated on property lying within Safety Zones 1, 2, 3, 4 and/or 5 as depicted on the Compatibility Policy Map: Safety in Chapter 3 of this *Compatibility Plan*.
- (b) The aviation easement shall:
- (1) Provide the right of flight in the airspace above the property;
 - (2) Allow the generation of noise and other impacts associated with aircraft overflight;
 - (3) Restrict the height of structures, trees and other objects;
 - (4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
 - (5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.
- (c) An example of an aviation easement is provided in Appendix F.

3.2. General Plan Consistency with Compatibility Plan

In order for a general plan to be considered consistent with this *Compatibility Plan*, the following must be accomplished (see Appendix E for additional guidance):

3.2.1. *Elimination of Conflicts*: No direct conflicts can exist between the two plans.

- (a) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in Chapter 3 of this *Compatibility Plan*. In addition, conflicts with regard to other policies—height limitations in particular—may exist.
- (b) A general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations that reflect existing land uses even if those designations conflict with the compatibility criteria of this *Compatibility Plan*. General plan land use designations that merely reflect the existing uses are exempt from requirements for general plan consistency with the *Compatibility Plan*. This exemption derives from state law which proscribes ALUC authority over existing land uses. However, proposed redevelopment or other changes to existing land uses are not exempt from compliance with compatibility policies and are subject to ALUC review in accordance with Policy 1.6.2(c). To ensure that nonconforming uses do not become more nonconforming, general plans therefore must include policies setting limitations on expansion and reconstruction of nonconforming uses located within Review Area 1 or Review Area 2 consistent with Policies 3.1.2 and 3.1.3. Policies of this type are essential for a general plan to be deemed consistent with the *Compatibility Plan*.
- (c) To be consistent with the *Compatibility Plan*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage intensity that exceeds the applicable standard or other limit approved by the ALUC.

- 3.2.2. *Establishment of Review Process:* Local jurisdictions must define the process they will follow when reviewing proposed land use development within an airport influence area to ensure that the development will be consistent with the policies set forth in the *Compatibility Plan*.
- (a) Specifically, the process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the local jurisdiction's general plan, specific plan, zoning ordinance, and/or other development regulations that the ALUC has previously found consistent with the *Compatibility Plan* and that the development's subsequent use or reuse will remain consistent over time. Additionally, consistency with other applicable compatibility criteria—e.g., usage intensity, height limitations, aviation easement dedication—must be assessed.
 - (b) This review process may be described either within land use plans themselves or in implementing ordinances. Local jurisdictions have the following choices for satisfying this review process requirement:
 - (1) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable compatibility plan (this means both that the compatibility criteria be identified and that project review procedures be described);
 - (2) The ALUC's compatibility plan can be adopted by reference (in this case, the project review procedure must be described in a separate policy document or memorandum of understanding presented to and approved by the ALUC); and/or
 - (3) The general plan can indicate that all land use actions, or a list of action types agreed to by the ALUC, shall be submitted to the Commission for review in accordance with the policies of Section 2.3.

3.3. Review of Airport Master Plans and Development Plans

- 3.3.1. *Actions for which ALUC Review is Required:* State law requires that, prior to modifying an airport master plan, the public agency owning the airport must submit the proposed modification to the ALUC for review (Public Utilities Code 21676(c)). Additionally, any airport expansion that entails modification of the airport permit also must submit the proposal to the ALUC (Public Utilities Code 21664.5).
- (a) Beyond these mandatory reviews, the ALUC has no authority over airport operations and therefore other types of aviation-related development of airport property are not subject to ALUC review. See Policy 1.3.8 for definition of *aviation-related use*.
 - (b) Nonaviation development of airport property is not deemed to be a form of airport operation. Such development is therefore subject to ALUC review either on an individual project basis or, in a manner comparable to ALUC review of general plans, as part of an airport master plan.
- 3.3.2. *Project Submittal Information:* Any proposed new or amended master plan or development plan for Jacumba Airport submitted to the ALUC for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety,

airspace protection, and overflight impacts of airport activity upon surrounding land uses.

- (a) At a minimum, information to be submitted shall include:
 - (1) A layout plan drawing of the proposed facility showing the location of:
 - Property boundaries;
 - Runways or helicopter takeoff and landing areas;
 - Runway or helipad protection zones;
 - Aircraft or helicopter approach/departure flight routes.
 - (2) A map of the proposed airspace surfaces as defined by Federal Aviation Regulations, Part 77, if the proposal would result in changes to these surfaces.
 - (3) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.
 - (4) Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant.
 - (5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
 - (6) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
 - (7) Identification and proposed mitigation of impacts on surrounding land uses.
- (b) Any applicable review fees as established by the San Diego County Airport Land Use Commission shall accompany the application.

3.3.3. *ALUC Action Choices:* When reviewing airport master plans or expansion plans for the Jacumba Airport, the Commission has three action choices:

- (a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan*.
- (b) Find the airport plan inconsistent with the Commission's *Plan*.
- (c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

3.3.4. *Response Time:* The ALUC must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of submittal (Public Utilities Code Section 21676(d)).

- (a) The date of submittal is deemed to be the date on which all applicable project submittal information is received by the ALUC Staff and the ALUC staff determines that the application for a consistency determination is complete.
- (b) The 60-day review period may be extended if the submitting agency agrees in writing or so states at an ALUC public hearing on the action.
- (c) If the ALUC fails to make a determination within the time period required or agreed upon, the proposed action shall be deemed consistent with the *Compatibility Plan*.

- (d) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
 - (e) The submitting agency shall be notified of the ALUC's action in writing.
- 3.3.5. *ALUC Response to Notification of Proposed Overruling:* If the agency owning Jacumba Airport proposes to overrule an ALUC action regarding the airport master plan or a development plan, it must provide 45 days notice and a copy of the proposed decision and findings to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond with their comments (Public Utilities Code Section 21676(c)). The ALUC authorizes the ALUC Staff to respond as appropriate. The comments of the division and the ALUC are advisory, but must be made part of the record of final decision to overrule the ALUC.
- 3.3.6. *Substance of Review:* When reviewing master plans or development plans for existing airports, the ALUC shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:
- (a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or that (2) include a higher proportion of larger or noisier aircraft.
 - (b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.
- 3.3.7. *Noise Impacts of Expanded Airport:* Any proposed expansion of facilities or modification of flight procedures at Jacumba Airport that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level.
- (a) For the purposes of this plan, a noise increase shall be considered significant if:
 - (1) In locations having an existing ambient noise level of less than 55 dB CNEL, the project would increase the noise level by 5.0 dB or more.
 - (2) In locations having an existing ambient noise level of between 55 and 60 dB CNEL, the project would increase the noise level by 3.0 dB or more.
 - (3) In locations having an existing ambient noise level of more than 60 dB CNEL, the project would increase the noise level by 1.5 dB or more.
 - (b) In instances where noise impacts of the proposed expanded airport cannot be reduced to a less-than-significant level, the ALUC may take into account in its review a statement of overriding considerations approved by the project proponent in accordance with the provisions of the California Environmental Quality Act.
- 3.3.8. *Consistency Determination:* The ALUC shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on:
- (a) Findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.

- (b) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *Compatibility Plan* with respect to that airport (see Policy 1.3.8 for definition of aviation-related use).

Chapter **3**

**Jacumba Airport
Policies and Maps**



PORT OF LOS ANGELES

Jacumba Airport Policies and Maps

CHAPTER OVERVIEW

The policies and maps presented in this chapter of the *Jacumba Airport Land Use Compatibility Plan* function together with the basic policies outlined in Chapter 2. The policies in Chapter 2 establish the procedures by which the San Diego County Airport Land Use Commission (ALUC) conducts compatibility reviews for certain proposed land use and airport-related actions involving the Jacumba Airport and its environs. The policies and maps in this chapter set the compatibility criteria by which those reviews are to be conducted. These criteria pertain specifically to Jacumba Airport.

The following portion of this chapter summarizes the physical and operational data about Jacumba Airport that were relied upon in development of the compatibility policy maps. Specific factors considered in delineation of each map are noted as well. A more detailed presentation of the data is included in Chapter 4. The remainder of the chapter contains the Jacumba Airport policies.

COMPATIBILITY ZONE DELINEATION

Underlying Airport Data

- > *Airport Master Plan Status*: State law (Public Utilities Code Section 21675(a)) and guidance in the *California Airport Land Use Planning Handbook* require an airport land use compatibility plan for a civilian airport to be based upon a long-range airport master plan or, where no such plan has been approved by the airport proprietor, an airport layout plan drawing approved for compatibility planning purposes by the California Division of Aeronautics. The County of San Diego, owner of the airport, has not adopted an airport master plan for this limited-use facility. The *Jacumba Airport Land Use Compatibility Plan* is based upon the a simplified airport layout diagram which was prepared for compatibility planning purposes and submitted to and approved by the California Division of Aeronautics in accordance with Public Utilities Code Section 21675(a). The diagram reflects existing facilities: airfield, runway protection zones and the airport property boundary.

- > *Airfield Configuration:* Jacumba Airport is a visual facility with a single gravel runway approximately 2,500 feet in length. No changes in the existing configuration of the airport runway or approaches are anticipated over the extended forecast period. The compatibility policy maps for Jacumba Airport reflect the current configuration of the runway.
- > *Airport Activity Forecast:* Activity levels at this low-activity airport have historically fluctuated. The *Compatibility Plan* for Jacumba Airport assumes that the airport activity level will remain low, reaching no more than 4,100 annual operations. This forecast represents approximately a doubling of the historical peak activity, a reasonably foreseeable projection for the 20+ year time horizon that the *Compatibility Plan* is required to take and is therefore utilized for compatibility planning purposes. As noted in Chapter 1 and further discussed in the *California Airport Land Use Planning Handbook*, forecasts at the high end of a reasonably foreseeable activity range are normally used for compatibility planning purposes as they provide the greatest assurance that future activity increases will not result in preventable compatibility conflicts.

Compatibility Policy Maps

As indicated in Chapter 2, this *Compatibility Plan* addresses four types of airport land use compatibility concerns: noise, safety, airspace protection, and overflight. Each concern represents a separate “layer” for the purposes of assessing the compatibility of proposed land use development. The policies and maps applicable to each layer are found in this chapter. In accordance with state law, the combination of the four layers determines the boundary of the airport influence area.

Airport Influence Area

In accordance with guidance from the state Handbook and as defined in the Business and Professions Code (Section 11010), the Jacumba Airport influence area is established as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.” To facilitate implementation and reduce unnecessary referrals of projects to the ALUC, the airport influence area is divided into Review Area 1 and Review Area 2. The composition of each area is determined as follows:

- > Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Specifically, Review Area 1 contains both the 50 dB CNEL noise contours and all of the safety zones depicted on the associated maps in this chapter. Within Review Area 1, *all* types of land use actions are to be submitted to the ALUC for review to the extent review is required by law.
- > Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight areas depicted on the associated maps in this chapter. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The additional function of this area is to define where various mechanisms to alert prospective property owners about the nearby airport are appropriate. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to ALUC review (see Policy 1.6.2(a)(2) of Chapter 2).

The boundaries of Review Area 1 and Review Area 2 are shown on each of the four compatibility policy maps in this chapter. The Jacumba Airport influence area boundary to the north, east, and west encompasses unincorporated lands of San Diego County and the community of Jacumba located west

of the airport. The Mexican border located about 100 yards south of the airport delineates the southern edge of the airport influence area.

Noise Impact Zones

The noise contours established for the purpose of evaluating the noise compatibility of land use development in the influence area of Jacumba Airport are depicted on Map JAC-1. As required by state law (Public Utilities Code Section 21675(a)), the noise contours reflect the anticipated growth of the airport during at least the next 20 years. The activity forecast described above was used in the contour calculations. Aircraft operational data used in the noise contour calculations are summarized in Exhibit JAC-3 in Chapter 4.

Safety Zones

The safety zones established for the purpose of evaluating the safety compatibility of land use development in the influence area of Jacumba Airport are depicted on Map JAC-2. The zone boundaries are based upon general aviation aircraft accident location data contained in the *California Airport Land Use Planning Handbook* along with data regarding the runway configuration and aircraft operational procedures at Jacumba Airport. This data is mapped in Exhibit JAC-11 in Chapter 4 of this *Compatibility Plan*.

To depict the relative risks of aircraft accidents near runway ends, the *Handbook* provides both a series of risk contours and a set of generic safety zones. The contours are derived directly from the accident location database described in the *Handbook* and show the relative concentrations of arrival and departure accidents near the ends of runways of different lengths. The generic safety zones are based upon the same data and are depicted for different runway lengths and operational characteristics, but additionally consider aeronautical factors that affect where aircraft accidents are likely to occur. Unlike the contours, these zones have regular geometric shapes. Also, the generic safety zones assume an equal distribution of takeoffs and landings at each runway end. The risk contours and generic safety zones most relevant to Jacumba Airport, as depicted in Exhibit JAC-11, are the ones for a runway length of less than 4,000 feet. More information regarding the risk contours and generic safety zones is presented in Appendix C of this *Compatibility Plan* and in the *Handbook* itself.

As stated in the *Handbook*, the generic safety zones must be adjusted to reflect the runway configuration and operational characteristics of a particular airport runway. Factors specifically considered in adjusting the generic zones to apply to Jacumba Airport include:

- > The airport's very short runway—approximately 2,500 feet—means few turns are made close to the runway ends, especially on departure; also, the areas of significant departure accident risk when considered relative to the start of takeoff roll at the north end of the runway is extended southward.
- > No arrivals from or departures to the south occur because of the proximity of the Mexican border.
- > Arrival and departure routes are nonstandard because of the proximity of the Mexican border to the south and high terrain to the east.
- > Closed circuit (flight training) traffic pattern use by fixed-wing aircraft is minimal, a factor which also enables combining Zone 3 into Zone 4.

- > High terrain approximately 700 feet above the airport elevation is located east of the facility and restricts the flight routes flown by airplanes.
- > The direction of traffic is predominantly (95%) from east to west—mostly arrivals from the east and departures to the west.
- > Low volume of future aircraft operations over the extended forecast period.

Airspace Protection Zones

The airspace protection zones established for the purpose of evaluating the airspace compatibility of land use development in the influence area of Jacumba Airport are depicted on Map JAC-3. The zones represent the imaginary surfaces defined for the airport in accordance with Federal Aviation Regulations Part 77. Map JAC-3 reflects the areas that should be protected for the safe use of the airport airspace.

Overflight Zones

The overflight zones established for the purpose of providing aircraft overflight notification for land uses in the influence area of Jacumba Airport are depicted on Map JAC-4. The zones reflect that the airport traffic pattern is limited to the north side of the airport because of the proximity of the Mexican border. The depiction of the overflight zones is derived from information supplied by the County of San Diego, Department of Public Works.

COMPATIBILITY POLICIES FOR JACUMBA AIRPORT

JAC.1. Noise Compatibility Policies

- JAC.1.1 *Evaluating Acceptable Noise Levels for New Development:* The noise compatibility of proposed land uses within the influence area of Jacumba Airport shall be evaluated in accordance with the policies set forth in this section, including the criteria listed in Table JAC-1 and the noise contours depicted on Map JAC-1.
- JAC.1.2 *Measures of Noise Compatibility:* The criteria in Table JAC-1 indicate the maximum acceptable airport-related noise levels, measured in terms of Community Noise Equivalent Level (CNEL), for residential and a range of nonresidential land uses. Factors considered in setting the criteria include the following:
- (a) Established federal and state regulations and guidelines.
 - (b) The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities. For the purposes of this *Compatibility Plan*, the Jacumba Airport vicinity is considered a suburban community.
 - (c) The extent to which noise would intrude upon and interrupt the activity associated with a particular use.
 - (d) The extent to which the activity itself generates noise.
 - (e) The extent of outdoor activity associated with a particular land use.

- (f) The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation in accordance with Policy JAC.JAC.1.5.

JAC.1.3 *Acceptable Noise Levels for Specific Types of Land Use Development:*

- (a) The threshold for evaluation is the projected 50 dB CNEL contour. This contour defines the noise impact area of the airport. All land uses located outside this noise contour are consistent with the noise compatibility policies.
- (b) The maximum airport-related noise level considered compatible for new residential development in the environs of Jacumba Airport is 55 dB CNEL.
- (c) The compatibility of new nonresidential development with noise levels generated by the airport is indicated in Table JAC-1.
 - (1) Buildings associated with land uses listed as “conditional” must have added sound attenuation as necessary to meet the interior noise level standards indicated in the table and in Policy JAC.JAC.1.5.
 - (2) Land uses not specifically listed shall be evaluated using the criteria for similar listed uses.
- (d) Dedication of an aviation easement in accordance with Policy 3.1.5 of Chapter 2 is a requirement for acceptability of any type of development within the 55 dB CNEL contour.

JAC.1.4 *Application of Noise Contours to Individual Project Sites:* Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be utilized as follows in assessing the proposed use of a specific development site.

- (a) In general, the highest CNEL to which a project site is projected to be exposed shall be used in evaluating the compatibility of development over the entire site and in determining sound attenuation requirements, if any.
- (b) Exceptions to this policy are as follows:
 - (1) On project sites large enough to have a CNEL variation of 3 dB or more, compatibility criteria applicable within each 5 dB range (55 to 60, 60 to 65, etc.) shall be applied to each portion of the site exposed to that range of noise.
 - (2) Where no part of the buildings proposed on the site fall within the higher CNEL range, the criteria for the CNEL range where the buildings are located shall apply.

JAC.1.5 *Interior Noise Levels:* Land uses for which indoor activities may be easily disrupted by noise shall be required to comply with the interior noise level criteria indicated in Table JAC-1.

- (a) The noise contours depicted in Map JAC-1 shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.
- (b) When a proposed building lies within multiple CNEL ranges, the 5 dB range within which 75% or more of the building is located shall apply for the purposes of determining sound attenuation requirements.

- (c) When structures are part of a proposed land use action submitted to the ALUC for review, evidence that proposed structures will be designed to comply with the criteria in Paragraph (a) of this policy shall be submitted to the ALUC under the following circumstances:
 - (1) Any mobile home situated where the projected exposure to airport noise is 55-dB CNEL or greater. [A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]
 - (2) Any single- or multi-family residence situated where the projected exposure to airport noise is 60-dB CNEL or greater (note that these uses are allowed only as infill or on existing residential lots). [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.]
 - (3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated where the projected exposure to airport noise is 60 dB CNEL or greater.
- (d) Exceptions to the interior noise level criteria in Paragraph (a)(2) of this policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

JAC.1.6 *Engine Run-Up and Testing Noise:* ALUC consideration of noise from aircraft engine run-ups and testing activities shall be limited as follows:

- (a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.
 - (1) Noise from these sources can be, but normally is not, represented in airport noise contours. It is not included in the noise contours prepared for this *Compatibility Plan*. Nevertheless, when reviewing the compatibility of proposed land uses in locations near the airport where such noise may be significant, the ALUC may seek additional data and may take into account noise from these ground-based sources.
 - (2) Noise from aircraft ground operations also should be considered by the ALUC when reviewing airport master plans or development plans in accordance with Section 4.3 of Chapter 2 of this *Compatibility Plan*.
- (b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local jurisdictions in the same manner as noise from other industrial sources. (Engine testing noise is not included in the noise contours prepared for the airport.)

JAC.1.7 *Airport Expansion:* Any proposed expansion of facilities at the airport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level or findings that are appropriate to support a statement of overriding considerations as required by the California Environmental Quality Act. For the purposes of this plan, a noise increase shall be considered significant if:

- (a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.
- (b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.
- (c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

[The preceding thresholds are derived from recommendations of the Federal Interagency Committee on Noise (FICON) as documented in its 1992 report, Federal Agency Review of Selected Airport Noise Analysis Issues.]

JAC.2. Safety Compatibility Policies

JAC.2.1 *Evaluating Safety Compatibility for New Development:* The safety compatibility of proposed land uses within the airport influence area of Jacumba Airport shall be evaluated in accordance with the policies set forth in this section, including Table JAC-2 and the safety zones depicted on Map JAC-2. Table JAC-2 shows each listed land use type as being either “incompatible,” “conditional,” or “compatible” within each safety zone. The meaning of these terms is as follows:

- (a) Incompatible: The use should not be permitted under any circumstances.
- (b) Conditional: The use is acceptable if the conditions listed in the column on the right side of the table and as further described in the policies in this section are satisfied. If these conditions are not met, the use is incompatible.
- (c) Compatible: The use is acceptable without safety-related conditions. Noise, air-space protection, and/or overflight limitations may apply.

JAC.2.2 *Measures of Safety Compatibility:* To minimize risks to people and property on the ground and to people on board aircraft, the safety compatibility criteria set limits on:

- (a) The density of residential development, fundamentally measured in terms of dwelling units per acre. The residential density limitations cannot be equated to the usage intensity limitations for nonresidential uses. Consistent with pervasive societal views and as suggested by the *Handbook* guidelines, a greater degree of protection is warranted for residential uses.
- (b) The intensity of nonresidential development measured in terms of the number of people concentrated in areas most susceptible to aircraft accidents.
- (c) Development or expansion of certain uses that represent special safety concerns regardless of the number of people present.
- (d) The extent to which development covers the ground and thus limits the options of where an aircraft in distress can attempt an emergency landing.

JAC.2.3 *Factors Considered in Setting Safety Compatibility Criteria:* The principal factors considered in setting criteria applicable within each safety zone are:

- (a) The airport proximity within which aircraft accidents near general aviation airports typically occur. The most stringent land use controls shall be applied to the areas with the greatest potential risks.

The risk information utilized is the general aviation accident data and analyses contained in the *California Airport Land Use Planning Handbook* supplemented by available data for accidents at airports in San Diego County.

- (b) The volume of aircraft operations is primarily a factor used in adjusting the sizes of the safety zones rather than the criteria applicable within each zone.

JAC.2.4 *Residential Development Criteria:* The following criteria apply to proposed residential development.

- (a) In Safety Zone 1, no new dwellings shall be constructed under any circumstances.
- (b) In Safety Zones 2 and 5, dwelling sites are not allowed to be located within the zone boundaries. Small parcels are presumed to be unable to meet this criterion; therefore new residential development at a density greater than 4.0 dwelling units per acre is incompatible. Where proposed densities are less than or equal to 4.0 dwelling units per acre, new development is acceptable provided that the dwelling sites are outside of these restricted zones. Portions of the parcels and accessory buildings may extend into these zones.
- (c) In Safety Zones 3 and 4, new residential development at a density greater than 8.0 dwelling units per acre is incompatible. A density of 4.0 dwelling units per acre or less is compatible. In the range of more than 4.0 but less than 8.0 dwelling units per acre, new development is conditioned upon the building sites being clustered in a manner that maximizes the open land on which an aircraft could execute an emergency landing.
 - (1) The minimum contiguous open land area is approximately 0.5 acres (see Policy JAC.2.9).
 - (2) Clustering to meet these criteria is mandatory for projects of 10.0 acres or more with one open land area to be provided per each 10 acres of the site.
 - (3) For projects of less than 10.0 acres, compliance with the clustering condition is desirable, but not required as a condition for development approval.
 - (4) The clustering of residential development must not result in the density within any single 1.0-acre area exceeding 20.0 dwelling units per acre.
- (d) In Safety Zone 6, residential development is not restricted.
- (e) The acreage evaluated equals the project site size which may include multiple parcels.
- (f) A density bonus of 20% above the residential densities indicated in Table JAC-1 and Paragraph (a) above shall be allowed for affordable housing developed in accordance with the provisions of state law.
- (g) Secondary units, as defined by state law, shall be excluded from density calculations.
- (h) As indicated in Policy 3.1.4(a)(1) of Chapter 2, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is allowed in all safety zones except Safety Zone 1 if such use is permitted by local land use regulations.

JAC.2.5 *Nonresidential Development Criteria:* The following criteria apply to most proposed nonresidential development. Additional or different criteria for uses of special concern are

described in Policy JAC.2.6. (Concepts associated with these criteria are discussed in Appendix C.)

- (a) For the purposes of this *Compatibility Plan*, the fundamental measure of risk exposure for people on the ground in the event of an aircraft accident is the number of people concentrated in areas most susceptible to aircraft accidents. This measure is the chief determinant of whether particular types of nonresidential development are designated as incompatible, conditional, or compatible in Table JAC-2.
 - (1) The maximum acceptable intensity of proposed development within the environs of Jacumba Airport is:
 - Within Safety Zone 1: 10 people per acre.
 - Within Safety Zone 2: 60 people per acre.
 - Within Safety Zone 3: 120 people per acre.
 - Within Safety Zone 4: 150 people per acre.
 - Within Safety Zone 5: 150 people per acre.
 - Within Safety Zone 6: no limit.
 - (2) Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors.
 - (3) Local jurisdictions may make exceptions for rare special events (e.g., as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- (b) Evaluation of the compatibility of a proposed nonresidential land use development shall be made using the land use types listed in Table JAC-2.
 - (1) The nonresidential uses are categorized primarily with respect to the typical occupancy load factor of the use measured in terms of square footage per occupant. Occupancy load factor takes into account all occupants of the facility including employees, customers, and others. Also indicated in the table is the California Building Code (CBC) classification under which each facility is presumed to be constructed.
 - (2) Proposed development for which no land use type is listed in Table JAC-2 shall be evaluated with respect to a similar use included on the list. The occupancy load factor of the unlisted use and that of the similar listed use shall be the primary basis for comparison except where the unlisted use is most similar to a land use of special concern. Unlisted uses also may be compared to listed uses having the same construction type as noted in the CBC column in the table.
- (c) For land use types that are deemed “conditional” in a particular zone, the condition to be met in many instances is a limitation on the floor area ratio (FAR) of the proposed development.
 - (1) The FAR criteria differ among different land uses in recognition of the fact that the usage intensities vary substantially from one land use type to another—a low-intensity warehouse versus a high-intensity restaurant, for example. (Appendix D describes the relationship between usage intensity and FAR.)

- (2) FAR calculations shall be based upon the gross floor area of the buildings proposed for the project site, excluding parking garages if any.
- (d) Additional restrictions apply to assembly facilities—uses in which 50 or more people are concentrated in a confined space.
 - (1) Outdoor assembly uses pose particular risks because no roof protects the occupants from accidents involving small aircraft. New facilities or expansion of existing facilities of this type are incompatible in Safety Zones 1, 2, and 5 for all assembly uses plus Safety Zones 3 and 4 for major assembly uses (ones with 1,000 or more occupants).
 - (2) Outdoor assembly uses having 1,000 or fewer people are conditionally acceptable in Safety Zones 3 and 4 only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area.
 - (3) Major indoor assembly uses having more than 1,000 people are incompatible in all zones except Safety Zones 4 and 6. In Safety Zones 4 and 6, major assembly uses are acceptable only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area.
 - (4) Eating and drinking establishments in their own free-standing buildings are conditional in Safety Zones 2 through 5. For those that are part of a retail shopping center, see Policy JAC.2.5(e).
 - Establishments having capacities of 50 or more people are regarded as assembly facilities and acceptable in the indicated zones provided that the FAR criteria in Table JAC-2 are met.
 - Establishments having capacities of fewer than 50 people are compatible in all zones except Zones 1 and 2. The use is incompatible in Zone 1. In Zone 2, the gross building size shall be limited to no more than 2,500 square feet.
 - (5) Nonaviation transportation terminals (rail, bus, marine) are conditional uses in Zones 2 and 5. In these zones, the use is acceptable only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area.
- (e) Retail shopping centers containing a mixture of uses which may or may not include eating/drinking establishments are “compatible” only in Safety Zone 6. In Zones 2 through 5, this use is “conditional” and the conditions below must be met. The objective of these conditions is to place the most intensive uses in the least risk-exposed locations. The large site size—potentially covering multiple safety zones—and extensive parking requirements of most retail shopping centers, especially regional centers, generally affords this opportunity.
 - (1) Safety Zones 2 through 5: The portion of the building or buildings within each safety zone must not exceed the maximum FAR criterion indicated in Table JAC-2 for that zone. That is, the FAR for the portion of the development with-

in each zone is to be calculated with respect to the building floor area and portion of the site within that zone. However, as indicated in Policy JAC.JAC.2.11, the development allowed within the more restricted portion of the site can (and is encouraged to) be reallocated to the less restricted portion even if the allowable FAR in the less restricted portion would then be exceeded.

- (2) Safety Zone 2: To the extent practical, any portion of a shopping center development located in this zone should be devoted to automobile parking. Any buildings to be situated within Zone 2 shall be freestanding structures separate from the primary building(s) of the center, shall each be limited to 2,500 square feet in size, and shall have a capacity of less than 50 people.
- (3) Safety Zone 3: No portion of a shopping center lying within Zones 3 or 5 shall contain spaces that allow assembly of 300 or more people (CBC Groups A-1, A-2, or A-4).

JAC.2.6 *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern, the nature of the concern, and the conditions which the development must meet to be acceptable within a particular safety zone are as listed below.

- (a) Uses Having Vulnerable Occupants: These uses are ones in which the majority of occupants are children, elderly, and/or disabled—people who have reduced effective mobility or may be unable to respond to emergency situations. The primary uses in this category and the conditions applicable to new facilities or expansion of existing facilities are:
 - (1) Children’s Schools (grades K–12): In Safety Zones 3 and 4, buildings may be replaced and/or expanded at existing schools if required by state law; however no new assembly facilities (spaces with capacities of 50 or more people) shall be created. No new school sites or acquisition of land for existing schools are acceptable.
 - (2) Day Care Centers (facilities with 15 or more children, as defined in the California Health and Safety Code): In Safety Zones 3 and 4, new facilities or expansion of existing facilities is acceptable only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area. No new assembly facilities (spaces with capacities of 50 or more people) shall be created.
 - (3) Family Day Care Homes (14 or fewer children): In Safety Zone 3, this use is allowed only if it is situated in an existing residential area.
 - (4) Hospitals and Health Care Centers: In Safety Zones 3 and 4, buildings may be replaced and/or expanded at existing facilities if required by state law. No new sites or acquisition of land to expand existing sites are acceptable.
 - (5) Inmate Facilities: In Safety Zones 3 and 4, new facilities or expansion of existing facilities are acceptable only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area.

- (b) Hazardous Materials Storage: Materials that are flammable, explosive, corrosive, or toxic constitute special safety compatibility concerns to the extent that an aircraft accident could cause release of the materials and thereby pose dangers to people and property in the vicinity. Two categories of hazardous materials storage facilities are defined in Table JAC-2.
- (1) Facilities such as oil refineries and chemical plants that process and store bulk quantities (tank capacities greater than 10,000 gallons) of highly hazardous materials are incompatible in all Safety Zones except Zone 6 and acceptable in the latter only if the siting requirements of the facility are such that alternative locations are not feasible. Both new facilities and expansion or replacement of existing facilities are to be evaluated against this criterion.
 - (2) Facilities where hazardous materials are stored primarily for use at an otherwise compatible land use are conditionally compatible in Safety Zones 2, 3, 4, and 5. Assessment of whether storage and use of a particular substance is acceptable near the airport is delegated to the permitting agencies that are responsible for ensuring safe storage and use of the substances irrespective of the facility's location near the airport. However, these agencies are requested to evaluate whether extra precautions would be warranted to protect against release of the hazardous substances in the event that the facility where the substances are stored and used should be involved in an aircraft accident. Both new facilities and expansion or replacement of existing facilities are to be evaluated against this criterion. The occupied portion of any facility containing hazardous materials must also be consistent with the compatibility evaluation for that use indicated in Table JAC-2 and comply with any conditions (such as maximum FAR) that may be listed for that use.
- (c) Critical Community Infrastructure: This category pertains to facilities the damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility.
- (1) Emergency Services Facilities: Facilities such as police and fire stations should be constructed or expanded in Zones 3, 4, or 5 only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area. Any facilities built under this condition must be designed in a manner that protects against the facility being rendered unusable if it were to be struck by a light aircraft.
 - (2) Emergency Communications Facilities; Power Plants, and Other Utilities: Facilities such as these are conditionally compatible in the zones indicated for that use in Table JAC-2 only if the local jurisdiction documents that an alternative site outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area. Susceptibility of the facility to damage by an aircraft accident, the availability of redundant or replacement facilities, the rapidity with which the facility could be repaired, and other such factors should all be considered in the determination of whether a facility of this type should be placed in a risky location.

JAC.2.7 *Mixed-Use Development:* Where a combination of land use types listed separately in Table JAC-2 are proposed for a single project, the following policies apply:

- (a) Development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or nearby buildings on the same site must meet both residential density and nonresidential intensity criteria. The number of dwelling units shall not exceed the density limits indicated in Table JAC-2. Each nonresidential component use shall be considered as occupying a proportionate share of the total project's area. For example, if 70 percent of a project's total area is residential and 30 percent is retail sales, the maximum allowable FAR for the retail component would be 30 percent of the retail FAR in Table JAC-2. Each nonresidential component use may not exceed the proportionate FAR limit applicable to each use in order for the use to be allowed as part of the project.
 - (1) Except as limited by Paragraph (2) below, this mixed-use development policy is intended for dense, urban-type developments where the overall usage intensity and ambient noise levels are relatively high. The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.
 - (2) Mixed-use development shall not be allowed where the residential component would be exposed to noise levels above the limits set in Policy JAC.1.3 of Chapter 3.
- (b) Where proposed development will contain a mixture of nonresidential uses listed separately in Table JAC-2, the FAR for each component use shall be calculated as a proportion of the FAR specified for that use. For example, if 70 percent of a project's total area is office and 30 percent is retail sales, the allowable FAR for the office component would be 70 percent of the office FAR in Table JAC-2 and the allowable FAR for the retail component would be 30 percent of the retail FAR in Table JAC-2.
- (c) Land use types for which a FAR limit is listed in Table JAC-2 as a condition for acceptability in a particular safety zone may have up to 10% of the floor space devoted to another type of use, even one with a higher occupancy load factor, provided that the secondary use would not be an assembly room having more than 750 feet of floor area (this criterion is intended to parallel CBC standards).

JAC.2.8 *Maximum Lot Coverage:* All proposed development in Safety Zones 2, 3, 4, and 5 regardless of whether the land use is listed as "compatible" or "conditional" shall adhere to the maximum lot coverage limitations indicated in Table JAC-2. No structures are permitted in Safety Zone 1 and no limits on lot coverage are set in Safety Zone 6. All structures, including parking structures and support buildings, shall be counted when determining maximum lot coverage.

- (a) On project sites of 10.0 acres or more, structures and other large objects shall be arranged so as to meet the open land criteria in Policy JAC.2.9 below at the rate of one open land area per each 10 acres of the site.
- (b) On project sites of less than 10.0 acres, provision of open land areas is desirable, but not required.

JAC.2.9 *Open Land:* In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land

area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site. For business jets and other large or fast aircraft, including most military aircraft, provision of open land for emergency landing purposes has minimal benefit unless the areas are very large and flat.

- (a) Open land criteria are applicable to all general aviation airport runways in that even the runways frequently used by business jets are mostly used by light aircraft.
- (b) To qualify as open land, an area should:
 - (1) Be free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
 - (2) Have minimum dimensions of approximately 75 feet by 300 feet (0.5 acres).
- (c) Open land areas should be oriented with the typical direction of aircraft flight over the location involved.
- (d) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.
- (e) Open land criteria for each safety zone are most appropriately applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.
- (f) Clustering of development, subject to the limitations noted in Policy JAC.2.10 below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.
- (g) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan*. Portraying this information is intended to ensure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

JAC.2.10 *Limits on Clustering of Nonresidential Development:* As used in this *Compatibility Plan*, “clustering” refers to the concentration of development (measured in terms of dwellings or people per acre) into a portion of the site, leaving other portions of the site relatively less developed or as open land. To a degree, clustering of development is desirable from an airport land use safety compatibility perspective in that more places where an aircraft can attempt an emergency landing would then potentially remain. However, clustering poses the risk that an out-of-control aircraft could strike the location where the development is clustered. To guard against this risk, limitations on the maximum concentrations of dwellings or people in a small area of a large project site are appropriate. No explicit limits on the maximum clustering of nonresidential uses is established. However, no development shall be clustered in a manner that would then place it in an assembly facility or other land use category listed as incompatible in Table JAC-2.

JAC.2.11 *Parcels Lying within Two or More Safety Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth in Table JAC-2, any parcel that is split by compa-

tibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be reallocated to the less restricted portion. This reallocation of density or intensity is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that safety zone.

JAC.2.12 *Special Provisions for Safety Zone 1:* In accordance with Federal Aviation Administration guidance, the basic compatibility criteria for Safety Zone 1 (the runway protection zones and within the runway primary surface), as listed in Table JAC-2, preclude most uses, including any new structures and uses having an assemblage of people.

- (a) The presumption is that the airport owner owns or intends to acquire property interests—fee title or easements—sufficient to effect this policy. The ALUC policy is to encourage airport owner acquisition of these property interests in all of Safety Zone 1 with funding assistance from the FAA.
- (b) In instances where the affected property is privately owned and the airport owner does not intend to acquire property interests, the following uses shall be considered acceptable (See *Glossary*, Appendix H, for definition of *Object Free Area*):
 - (1) Within the runway object free area (OFA): No uses except FAA-approved uses related to aeronautical functions.
 - (2) Within the extended runway object free area:
 - Roads
 - Farm crops that do not attract wildlife
 - (3) Outside the runway object free area and extended runway object free area.
 - Uses listed in Paragraph (2)
 - Surface automobile parking
 - Other uses not in structures and not exceeding a usage intensity of 10 people per any single acre
 - (4) The acceptability of uses not listed shall be consistent with FAA guidance and the ALUC determination shall be made in consultation with the FAA and the airport owner.

JAC.3. Airspace Protection Compatibility Policies

JAC.3.1 *Evaluating Airspace Protection Compatibility for New Development:* The airspace protection compatibility of proposed land uses within the influence area of Jacumba Airport shall be evaluated in accordance with the policies in this section, including the airspace protection surfaces depicted on Map JAC-3, Compatibility Policy Map: Airspace Protection. The policies apply to all of the airport influence area (Review Area 1 and Review Area 2).

JAC.3.2 *Measures of Airspace Protection Compatibility:* In establishing airspace protection policies, the ALUC primarily relies upon regulations enacted by the Federal Aviation Administration and the state of California. The ALUC policies are intended to help implement the federal and state regulations. Specific regulations are referenced in subsequent policies of this section.

- (a) The FAA has well-defined standards by which potential hazards to flight can be assessed. However, the agency has no authority to prevent creation of such hazards. That authority rests with state and local governments.
- (b) State airspace protection standards for the most part mirror those of the FAA. A key difference, though, is that state law gives the California Department of Transportation and local governments the authority to enforce the standards.

JAC.3.3 *Requirements for FAA Notification of Proposed Construction:* Proponents of a project containing structures or other objects that may exceed the height standards defined in Federal Aviation Regulations (FAR) Part 77, Subpart C, as applied to the Jacumba Airport must submit notification of the proposal to the Federal Aviation Administration where required by the provisions of FAR Part 77, Subpart B, and by the California Public Utilities Code, Sections 21658 and 21659. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. See Appendix B of this *Compatibility Plan* for the complete text of FAR Part 77.) The FAA will conduct an “aeronautical study” of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. These requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects such as construction cranes.

- (a) Local jurisdictions shall inform project proponents of the requirements for notification to the FAA.
- (b) Any proposed project that includes construction of a structure or other object (general plans, specific plans, and other such plans are thus excluded) and that is required to be submitted to the ALUC for a consistency review in accordance with Section 1.6 of Chapter 2 shall include a copy of the FAR Part 77 notification to the FAA if applicable and of the resulting FAA findings from its aeronautical study.
- (c) The requirement for notification to the Federal Aviation Administration shall not trigger an airport compatibility review of an individual project by the ALUC unless the general plan of the jurisdiction in which the project is to be located has not been deemed consistent with this *Compatibility Plan*. However, the ALUC requests that a copy of all FAA aeronautical studies of objects within any portion of the Jacumba Airport influence area (Review Area 1 or Review Area 2) be provided to the ALUC Staff for informational purposes.

JAC.3.4 *ALUC Airspace Obstruction Criteria:* The ALUC criteria for determining the acceptability of a project with respect to height shall be based upon: the standards set forth in FAR Part 77, Subpart C; the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Additionally, the ALUC shall, where an FAA aeronautical study of a proposed object has been required, take into account the results of that study.

- (a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of the airspace protection surface depicted for Jacumba Airport in Map JAC-3, Compatibility Policy Map: Airspace Protection. Any object that penetrates one of these surfaces is, by FAA definition, deemed an *obstruction*.

- (b) Other than within the Primary Surface and beneath the Approach or Transitional Surface, no object shall be limited to a height of less than 35 feet above the ground even if the object would constitute an obstruction.
- (c) A proposed object having a height that exceeds the airport's airspace protection surface shall be allowed only if *all* of the following apply:
 - (1) As the result of an aeronautical study, the FAA determines that the object would not be a *hazard* to air navigation.
 - (2) FAA or other expert analysis conducted under the auspices of the ALUC or the airport operator concludes that, despite being an airspace *obstruction* (not necessarily a *hazard*), the object that would not cause any of the following:
 - An increase in the ceiling or visibility minimums of the airport for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA or that is consistent with the FAA-approved airport layout plan);
 - A diminution of the established operational efficiency and capacity of the airport, such as by causing the usable length of the runway to be reduced; or
 - Conflict with the visual flight rules (VFR) airspace used for the airport traffic pattern or en route navigation to and from the airport.
 - (3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the California Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed (Advisory Circular 70/7460-1J, *Obstruction Marking and Lighting*, or any later guidance).
 - (4) An aviation easement as described in Policy 3.1.5 of Chapter 2 is dedicated to the agency owning the airport.
 - (5) The use complies with all policies of this *Compatibility Plan* related to noise and safety compatibility.

JAC.3.5 *Other Flight Hazards:* Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at the airport shall be allowed within the airport influence area only if the uses are consistent with FAA rules and regulations.

- (a) Specific characteristics to be avoided include:
 - (1) Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays);
 - (2) Distracting lights that could be mistaken for airport lights;
 - (3) Sources of dust, steam, or smoke that may impair pilot visibility;
 - (4) Sources of electrical interference with aircraft communications or navigation; and
 - (5) Any proposed use that creates an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports*, and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*. Of particular

concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight.

- (b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, local jurisdictions should consult with FAA officials.

JAC.4. Overflight Compatibility Policies

JAC.4.1 *Overflight Compatibility Criteria for New Development:* The overflight compatibility of proposed land uses within the influence area of Jacumba Airport shall be evaluated in accordance with the policies set forth in this section together with the overflight zones depicted on Map JAC-4 of this chapter. The policies apply to all of the airport influence area (Review Area 1 and Review Area 2).

JAC.4.2 *State Law Requirements Regarding Real Estate Transfer Disclosure:* Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an airport influence area.

- (a) These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property.
- (b) The statutes define an *airport influence area* as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.”
 - (1) The airport influence area for the Jacumba Airport is identified on Map JAC-4, Compatibility Policy Map: Overflight.
 - (2) For the purposes of compliance with the state statutes, San Diego County Airport Land Use Commission policy is that the disclosure requirements shall apply within the airport influence area (Review Area 1 and Review Area 2).
- (c) Where disclosure is required, the state statutes dictate that the following statement shall be provided:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

- (d) For the purposes of this *Compatibility Plan*, the disclosure provisions of state law are deemed mandatory for *new* development and shall continue in effect as ALUC policy even if the state law is revised or rescinded. Also ALUC policy requires that signs providing the above notice be prominently posted in the real estate sales office and/or other key locations at any new development within the airport influence area (Review Area 1 and Review Area 2).

- (e) Although not required by state law, the recommendation of the San Diego County Airport Land Use Commission is that the above airport proximity disclosure should be provided as part of *all* real estate transactions involving private property within the airport influence area (Review Area 1 and Review Area 2), especially any sale, lease, or rental of residential property. Furthermore, the ALUC recommends that each land use jurisdiction affected by this *Compatibility Plan* adopt a policy designating these areas as the places where disclosure of airport proximity is required under state law or is otherwise appropriate. Although strongly encouraged, adherence to this policy is not mandatory as it applies to existing land uses over which the ALUC does not have authority.

JAC.4.3 *Overflight Agreement:* In addition to the preceding real estate transfer disclosure requirements, an *overflight agreement* shall be recorded as a condition for any discretionary local jurisdiction approval of residential land use development within the area indicated on Map JAC-3, Compatibility Policy Map: Overflight.

- (a) The overflight agreement shall convey that the property may be subject to impacts associated with aircraft overflight.
- (b) A separate overflight agreement is not necessary where an aviation easement is required.
- (c) Recordation of an overflight agreement is not required for nonresidential development.
- (d) An example of an overflight agreement is provided in Appendix F.

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50-55	55-60	60-65	65-70	70-75	75-80
<i>Agricultural, Recreational, and Animal-Related</i>						
outdoor amphitheaters	Green	Yellow	Red	Red	Red	Red
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits	Green	Green	Yellow	Red	Red	Red
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables	Green	Green	Green	Yellow	Red	Red
nature preserves; wildlife preserves; livestock breeding or farming	Green	Yellow	Yellow	Yellow	Yellow	Red
agriculture (except residences and livestock); fishing	Green	Green	Green	Green	Green	Yellow
<i>Residential, Lodging, and Care</i>						
residential (including single-family, multi-family, and mobile homes)*	Green	Red	Red	Red	Red	Red
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities	Green	Green	45	Red	Red	Red
hotels; motels; other transient lodging	Green	Green	45	45	Red	Red
<i>Public</i>						
schools; libraries	Green	Green	45	Red	Red	Red
auditoriums; concert halls; indoor arenas places of worship; cemeteries	Green	Green	45	45	Red	Red
<i>Commercial and Industrial</i>						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters	Green	Green	Green	50	50	Red
commercial – wholesale; research & development	Green	Green	Green	Green	50	Red
extractive industry; industrial; manufacturing; utilities; public rights-of-way	Green	Green	Green	Green	Green	Yellow
Land Use Acceptability	Interpretation/Comments					
Green	<i>Compatible</i>	<p><i>Indoor Uses:</i> Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL)</p> <p><i>Outdoor Uses:</i> Activities associated with the land use may be carried out with essentially no interference from aircraft noise</p> <p>* The maximum acceptable noise exposure for new residential development in the vicinity of Jacumba Airport is set at the rural community standard of 55 dB CNEL. See Policy JAC.1.3.</p>				
45	<i>Conditional</i>	<p><i>Indoor Uses:</i> Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice</p> <p><i>Outdoor Uses:</i> CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses</p>				
Red	<i>Incompatible</i>	<p><i>Indoor Uses:</i> Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities</p> <p><i>Outdoor Uses:</i> Severe noise interference makes outdoor activities unacceptable</p>				

Table JAC-1

Noise Compatibility Criteria

Land Use Types / Typical Uses <i>Note: Multiple categories may apply to a project</i>	CBC Group*	Safety Zone						Criteria for Conditional (yellow) Uses <i>(in addition to Lot Coverage limits)</i>
		1	2	3	4	5	6	
Maximum Nonresidential Intensity (People/Acre)		10	60	120	150	150	no limit	
Maximum Floor Area Ratio		see numbers below and Policy JAC.2.5(c)						
Maximum Lot Coverage		0%	50%	60%	70%	70%	100%	
Residential Uses								
Residential, ≤0.2 d.u./acre (5+ acre lots)	R-3							2, 5: Portions of parcel including accessory bldgs can be in Zone 2 or 5, but dwelling must be outside these zones See Policy JAC.2.4(a)(2)
Residential, >0.2, ≤4.0 d.u./acre	R-3							2, 5: Portions of parcel including accessory bldgs can be in Zone 2 or 5, but dwelling must be outside these zones See Policy JAC.2.4(a)(2)
Residential, >4.0, ≤8.0 d.u./acre	R-3							3, 4: If project site size ≥10 acres, buildings to be clustered to provide maximum open land See Policy JAC.2.4(a)(3)
Residential, >8.0, ≤20.0 d.u./acre	R-1							
Residential, >20.0 d.u./acre	R-1							
Assembly Facilities (≥50 people)								
Indoor Major Assembly Room (capacity ≥1,000 people): major sports arenas, concert halls	A-1							4, 6: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(d)(3)
Outdoor Major Assembly Place (capacity ≥1,000 people): amphitheaters, stadiums, race tracks, fairgrounds, zoos	A-4							6: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(d)(1)
Indoor Large Assembly Room (capacity 300 to 999 people): sports arenas, theaters, auditoriums, assembly halls [approx. 15 s.f./person]	A-2			0.04	0.05			3, 4: FAR limits as indicated
Outdoor Large Assembly Space (capacity 300 to 999 people)	A-4							3, 4: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(d)(2)
Indoor Small Assembly Room (capacity 50 to 299 people): meeting rooms, dining halls, dance studios, places of worship [approx. 60 s.f./person]	A-3			0.17	0.21			3, 4: FAR limits as indicated
Outdoor Small Assembly Space (capacity 50 to 299 people): community swimming pools, group camps	A-4							3, 4: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(d)(2)
Office, Commercial, Service, and Lodging Uses								
Large Eating/Drinking Establishments in free-standing building (cap'y >300 people) [approx. 60 s.f./person]	A2, A-2.1			0.17	0.21			3 - 5: FAR limits as indicated See Policy JAC.2.5(d)(4)
Mid-Size Eating/Drinking Establishments in free-standing bldg (cap'y 50 to 299 people) [approx. 60 s.f./person]	A-3		0.08	0.17	0.21	0.21		2 - 5: FAR limits as indicated See Policy JAC.2.5(d)(4)
Small Eating/Drinking Establishments in free-standing building (capacity <50 people)	B							2: Maximum bldg size ≤2,500 s.f. See Policy JAC.2.5(d)(4)
Retail Shopping Centers with mixture of uses which may include eating/drinking establishments [approx. 110 s.f./person]	M		0.15	0.30	0.38	0.38		2 - 5: FAR limits as indicated 2: Auto parking preferred; only freestanding bldgs ≤2,500 s.f. and capacity <50 people 3, 5: No space with cap'y ≥300 people See Policy JAC. 2.5(e)

Table JAC-2

Safety Compatibility Criteria

CHAPTER 3 JACUMBA AIRPORT POLICIES AND MAPS

Land Use Types / Typical Uses <i>Note: Multiple categories may apply to a project</i>	CBC Group*	Safety Zone						Criteria for Conditional (yellow) Uses <i>(in addition to Lot Coverage limits)</i>
		1	2	3	4	5	6	
Maximum Nonresidential Intensity (People/Acre)		10	60	120	150	150	no limit	
Maximum Floor Area Ratio		see numbers below and Policy JAC.2.5(c)						
Maximum Lot Coverage		0%	50%	60%	70%	70%	100%	
Retail Stores, no Restaurants [approx. 170 s.f./person]	M		0.23			0.59		2, 5: FAR limits as indicated
Low-Intensity or Outdoor-Oriented Retail or Wholesale Trade: furniture, automobiles, heavy eqpt, nurseries, lumber yards, boat yards [approx. 250 s.f./person]	B, M		0.34					2: FAR limits as indicated
Low-Hazard Storage: mini-storage, greenhouses	S-2							
Office Buildings: professional services, financial, civic [approx. 215 s.f./ person]	B		0.30	0.59	0.74	0.74		2 - 4: FAR limits as indicated
Misc. Service Uses: car washes, barbers, animal kennels, print shops [approx. 200 s.f./person]	B		0.28					2: FAR limits as indicated
Hotels, Motels (except conference/ assembly facilities) [approx. 200 s.f./person]	R-1		0.28			0.69		2, 5: FAR limits as indicated
Bed & Breakfast Establishments	R-3							
Industrial, Manufacturing, and Warehouse Uses								
Processing and Storage of Bulk Quantities of Highly Hazardous Materials (tank capacity >10,000 gallons): oil refineries, chemical plants	—							6: Allowed only if site outside zone would not serve intended function See Policy JAC.2.6(b)(1)
Storage or Use of Hazardous (flammable, explosive, corrosive, or toxic) Materials	—							2 - 5: Permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft See Policy JAC.2.6(b)(2)
Auto, Aircraft, Marine Repair Services	H-4							
Manufacturing, Research & Development [300 s.f./person]	F-1, 2, H-1, 2, 3, 6, 7		0.41	0.83	1.03	1.03		2 - 5: FAR limits as indicated
Industrial Outdoor Storage, except hazardous uses: public works yards, auto wrecking yards	—							1: No structures; not in Object Free Area **
Warehouses, Distribution Facilities	S-1, 2							
Gas Stations, Repair Garages	S-3							
Educational and Institutional Uses								
Colleges and Universities	B							3, 4: Evaluate individual component uses See Policy JAC.2.7(a) and (b)
Children Schools, K – 12	E-1, E-2							3, 4: No new school sites or land acquisition; bldg replacement/expansion allowed for existing schools; no spaces with capacity ≥50 people See Policy JAC.2.6(a)(1)
Day Care Centers (>14 children)	I-1.1, E-3							3, 4: No new sites or land acquisition; building replacement/expansion allowed for existing centers; no spaces with capacity ≥50 people See Policy JAC.2.6(a)(2)
Family Day Care Homes (≤14 children)	I-1.1, E-3							3: Allowed only in existing residential areas See Policy JAC.2.6(a)(3)
Hospitals, Health Care Centers [approx. 240 s.f./ person]	I-1.1, I-1.2			0.66	0.83			3, 4: No new sites or land acquisition; FAR limits as indicated for existing facilities See Policy JAC.2.6(a)(4)
Congregate Care Facilities (>5 clients): nursing homes, assisted living facilities [approx. 100 s.f./ person]	I-1.1, I-2			0.28				3: FAR limits as indicated

Table JAC-2, continued

Land Use Types / Typical Uses <i>Note: Multiple categories may apply to a project</i>	CBC Group*	Safety Zone						Criteria for Conditional (yellow) Uses <i>(in addition to Lot Coverage limits)</i>
		1	2	3	4	5	6	
Maximum Nonresidential Intensity (People/Acre)		10	60	120	150	150	no limit	
Maximum Floor Area Ratio		see numbers below and Policy JAC.2.5(c)						
Maximum Lot Coverage		0%	50%	60%	70%	70%	100%	
Emergency Services Facilities: police stations (except jails), fire stations	B							3 - 5: Allowed only if risks can be adequately mitigated See Policy JAC.2.6(c)(1) and (2)
Inmate Facilities: prisons, reformatories, mental hospitals	I-3							3, 4: Allowed only if site outside zone would not serve intended function See Policy JAC.2.6(a)(5)
Transportation, Communication, and Utilities								
Airport Terminals	A-2.1							
Transportation Terminals: rail, bus, marine	A-2.1							2, 5: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(d)(5)
Truck Terminals	A-3							
Small Transportation Hubs: bus stops	—							
Aircraft Storage	S-5							1: Not allowed in Object Free Area **
Automobile Parking Structures	U-1							
Automobile Parking Surface Lots	—							1: Not allowed in Object Free Area **
Street, Highway Rights-of-Way	—							1: Not allowed in Object Free Area **
Railroads, Public Transit Lines	—							1: Not allowed in Object Free Area **
Power Plants	—							3, 6: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(c)(2)
Electrical Substations	—							2, 5: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(c)(2)
Emergency Communications Facilities	—							2 - 6: Allowed only if site outside zone would not serve intended function See Policy JAC.2.5(c)(2)
Cell Phone Towers, Wind Turbines	U-2							
Agricultural Uses and Uses without Buildings								
Agricultural Buildings: barns, feed lots, stockyards, riding stables	U-1							
Wooded Areas: forests, tree farms, orchards	—							
Lands with Low or Vegetation: brush lands, deserts, beaches, flood hazard areas, pasture, rangelands, field crops, grain crops, dry farming, vineyards	—							1: Not allowed in Object Free Area **
Water: rivers, creeks, canals, wetlands, bays, lakes, reservoirs	—							1: Not allowed in Runway Safety Area **
Marinas (no group activities)	—							
Large Group Recreation: team athletic fields, picnic areas	—							3: Allowed only in existing residential areas
Non-Group Recreation: golf courses, tennis courts, parks, camp grounds	—							1: Not allowed in Object Free Area **
Shooting Ranges	—							
Memorial Parks, Cemeteries (no places of assembly)	—							
Wastewater Treatment and Disposal Facilities	—							
Sanitary Landfills	—							

Table JAC-2, continued

CHAPTER 3 JACUMBA AIRPORT POLICIES AND MAPS

Land Use Types / Typical Uses <i>Note: Multiple categories may apply to a project</i>	CBC Group*	Safety Zone						Criteria for Conditional (yellow) Uses <i>(in addition to Lot Coverage limits)</i>
		1	2	3	4	5	6	
Maximum Nonresidential Intensity (People/Acre)		10	60	120	150	150	no limit	
Maximum Floor Area Ratio		<i>see numbers below and Policy JAC.2.5(c)</i>						
Maximum Lot Coverage		0%	50%	60%	70%	70%	100%	
Legend								
	Incompatible: Use should not be permitted under any circumstances							
	Conditional: Use is acceptable if indicated Floor Area Ratio (FAR), Lot Coverage, and other listed conditions are met							
	Compatible: Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply)							
	* CBC Group: Refers to building occupancy types established by California Building Code (see Appendix D of this document for listing)							
	** Runway Safety Area (RSA), Object Free Area (OFA): Dimensions are as established by FAA airport design standards for the runway							

Table JAC-2, continued



Legend

Boundary Lines

- Airport Property Line
- Parcel Line

Noise Impact Zones*

- 50 - 55 dB CNEL Future Average
- 55 - 60 dB CNEL Annual Day
- 60 - 65 dB CNEL (9 Operations)
- 65 + dB CNEL

Airport Influence Area

- Review Area 1
- Review Area 2

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

See Table JAC-1 for criteria applicable within each zone.

50 dB CNEL
55 dB CNEL
60 dB CNEL
65 dB CNEL



AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

**Jacumba Airport
Land Use Compatibility Plan
(Adopted December 2006)**

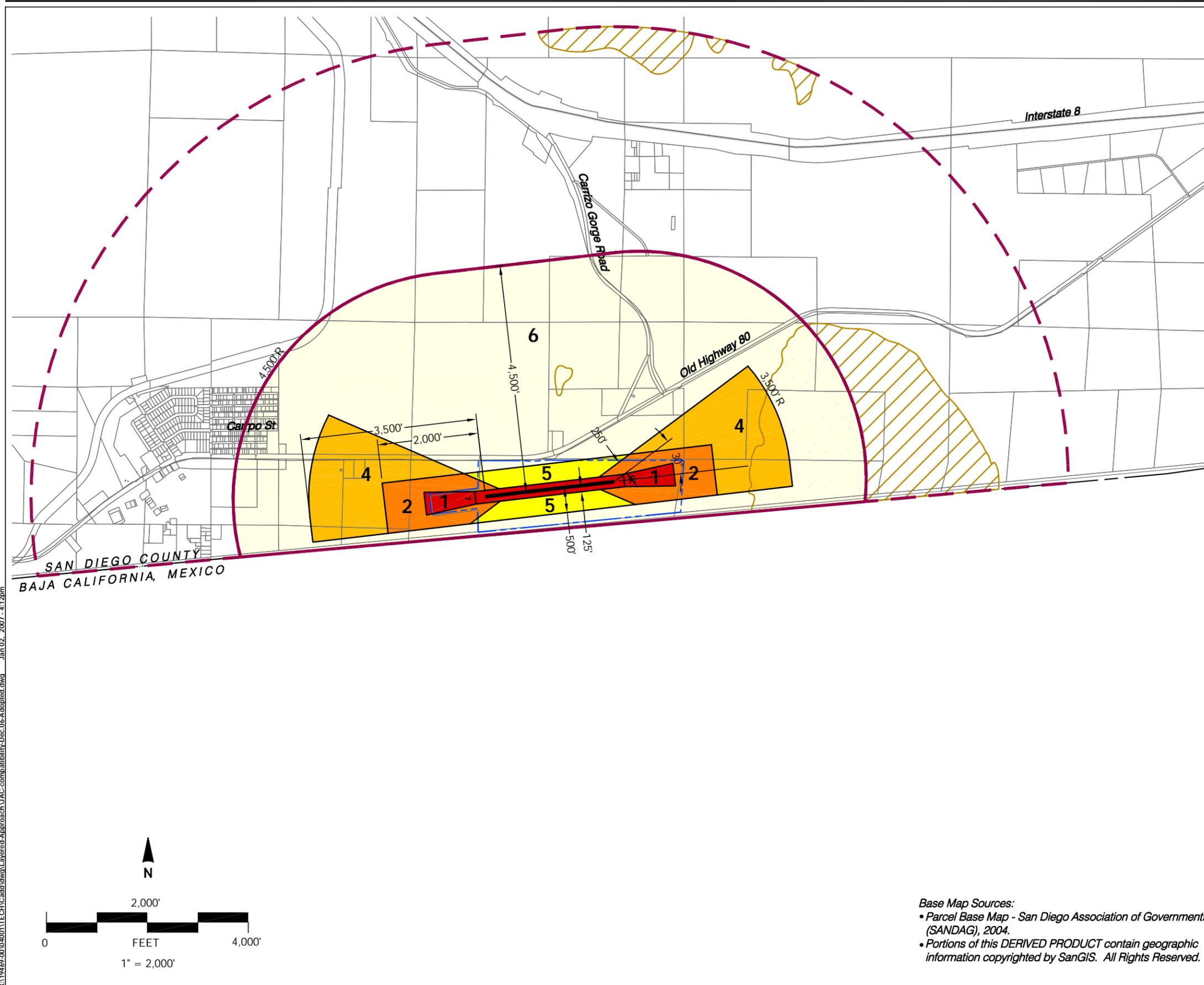
Map JAC-1

Base Map Sources:

- Parcel Base Map - San Diego Association of Governments (SANDAG), 2004.
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**Compatibility Policy Map:
Noise**

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Legend

Boundary Lines
 - - - - - Airport Property Line
 _____ Parcel Line

Safety Zones

 Zone 1
 Zone 2
 Zone 4
 Zone 5
 Zone 6

Airport Influence Area

 Review Area 1
 Review Area 2

Notes
 See Table JAC-2 for criteria applicable within each zone.

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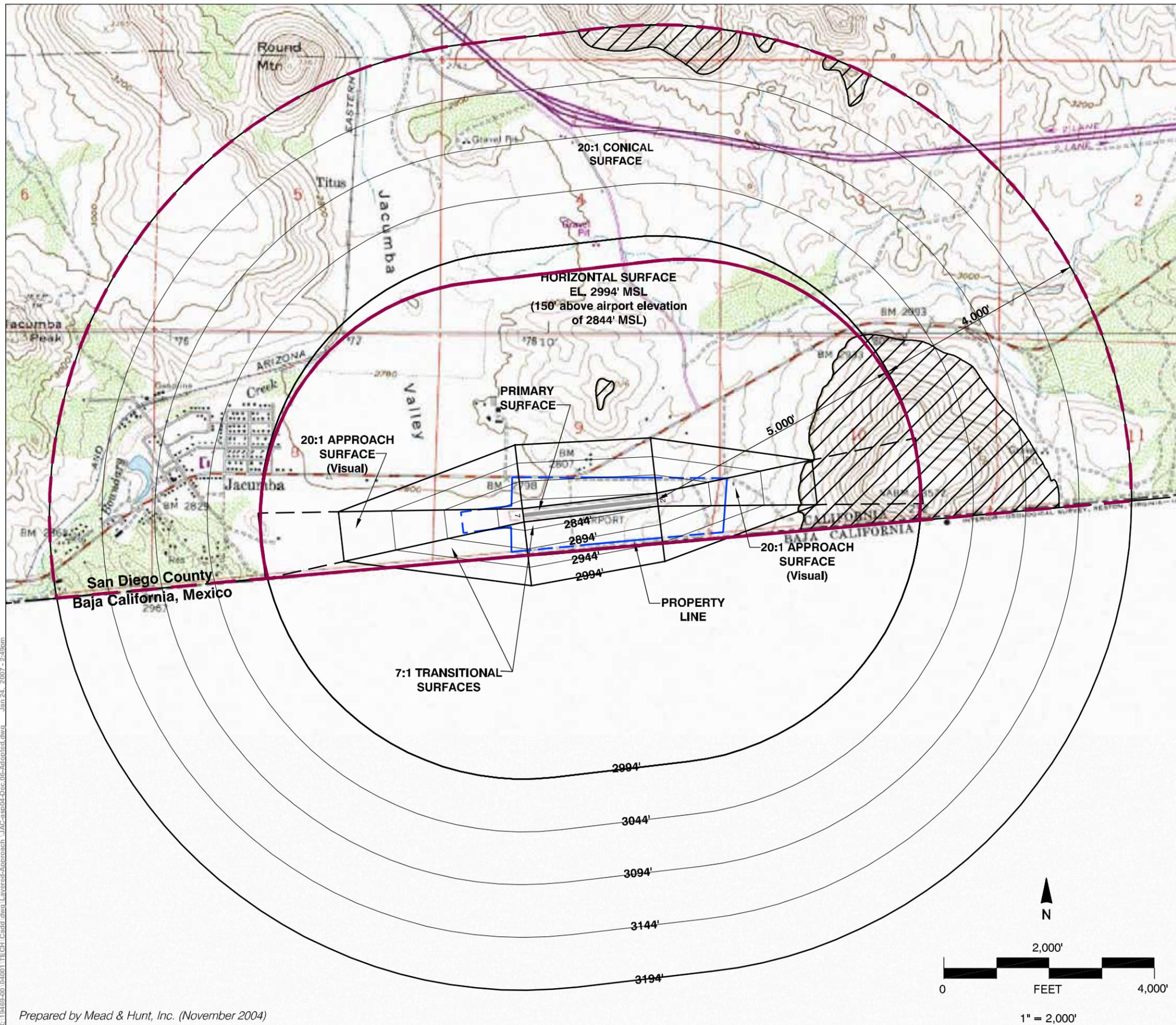
AIRPORT LAND USE COMMISSION
 SAN DIEGO COUNTY

**Jacumba Airport
 Land Use Compatibility Plan
 (Adopted December 2006)**

Map JAC-2

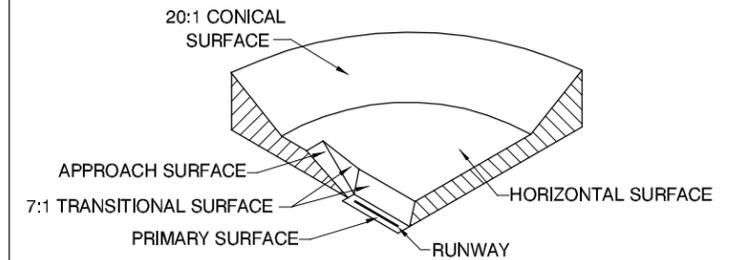
Base Map Sources:
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**Compatibility Policy Map:
 Safety**



RUNWAY END DATA			
APPROACH END OF RUNWAY:		7	25
AIRPORT REFERENCE CODE	Existing	B-1 (Small)	
	Future	No Change	
APPROACH TYPE [FAR Part 77 Category]	Existing	Visual [A]	Visual [A]
	Future	No Change	No Change
APPROACH VISIBILITY	Existing	1 Mile	1 Mile
	Future	No Change	No Change
APPROACH and LANDING AIDS	Visual	Existing	None
		Future	No Change
	Electronic	Existing	None
		Future	No Change
RUNWAY ELEVATIONS	Existing	2,820'	2,844'
	Future	No Change	No Change

SOURCE: Mead & Hunt, Inc. (November 2004); approved by California Department of Transportation, Division of Aeronautics on July 8, 2005 for land use purposes.



TYPICAL FAR PART 77 SURFACES

Legend

- Airspace Protection Surfaces
 - FAR Part 77 Surfaces
 - - - Airport Property Line
 - ⚠ Terrain Penetration of FAR Part 77 Surfaces
- Airport Influence Area
 - Review Area 1
 - - - Review Area 2

Notes

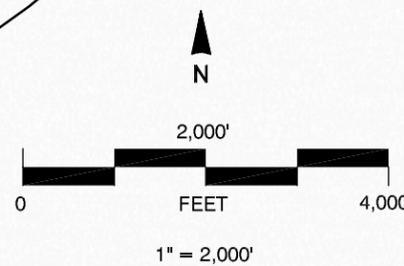
- Airport elevations in feet above mean sea level (MSL). Vertical datum in NGVD29 (add 2.651' for NAVD88).
- Base Map: Jacumba USGS Topographic Map. Vertical datum in NGVD29 (add 2.651' for NAVD88).
- Gravel Runway.

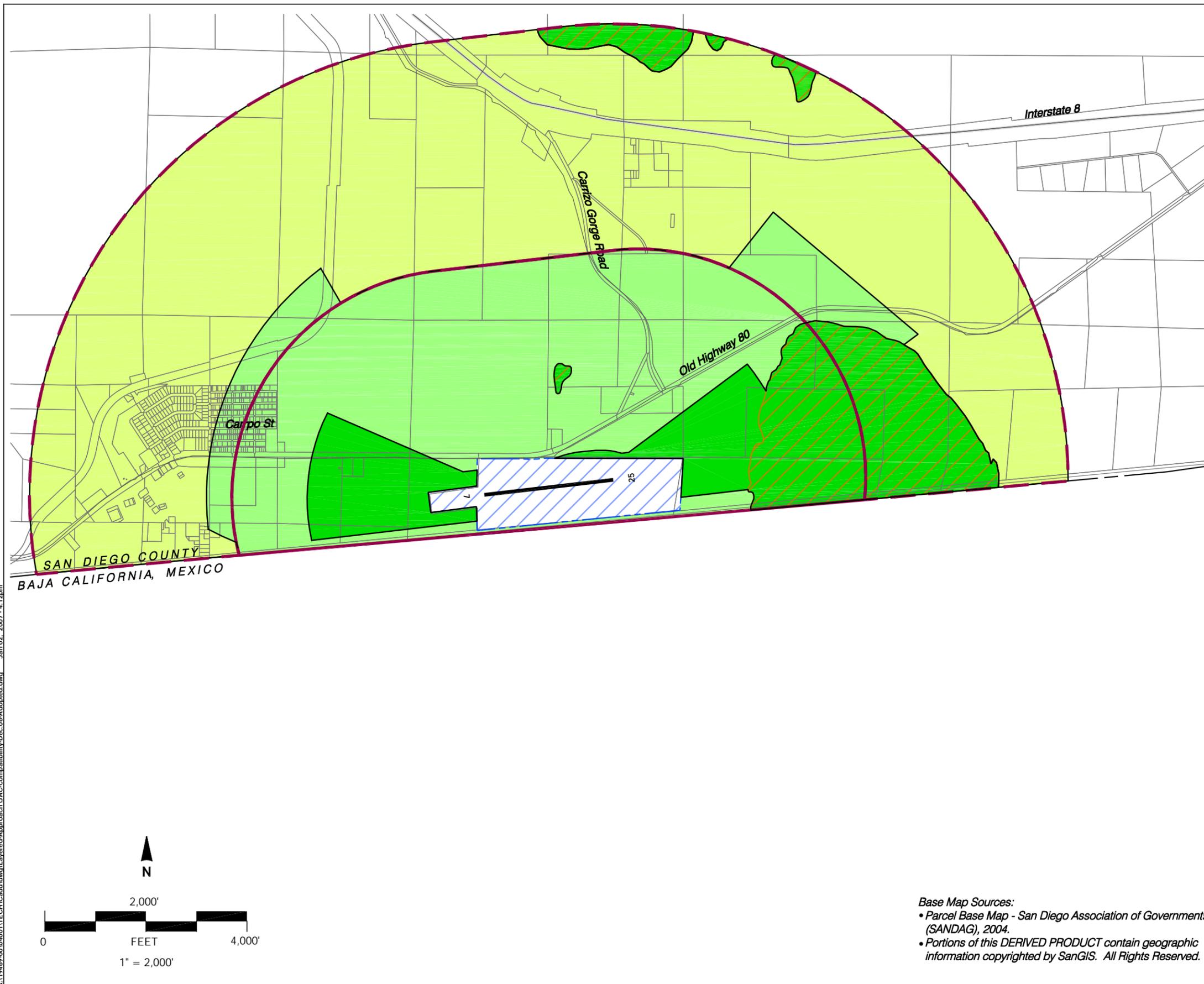


AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY
Jacumba Airport
Land Use Compatibility Plan
(Adopted December 2006)

Map JAC-3

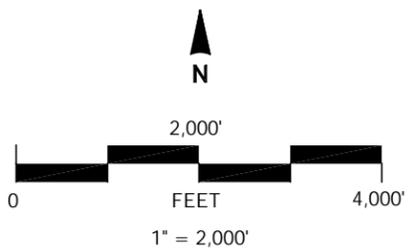
Compatibility Policy Map:
Airspace Protection





- Legend**
- Boundary Lines**
- Airport Property Line
 - Parcel Line
- ALUC Policy Boundaries**
- Avigation Easement Dedication
 - Overflight Easement Dedication
 - Disclosure in Real Estate Transaction
- Airport Influence Area**
- Review Area 1
 - Review Area 2

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Base Map Sources:

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AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Jacumba Airport
Land Use Compatibility Plan
(Adopted December 2006)

Map JAC-4

Compatibility Policy Map:
Overflight

Chapter 4

Background Data: Jacumba Airport and Environs



DEPARTMENT OF PLANNING

Background Data: Jacumba Airport and Environs

INTRODUCTION

Jacumba Airport is situated in a high desert area of southeastern San Diego County about seventy-five miles east of downtown San Diego. The airstrip is located on Old Highway 80, about 100 yards north of the Mexican border and one mile east of the small town of Jacumba. The unincorporated community of Jacumba has a population of about 700 residents as of 2005 and is anticipated to increase to over 3,400 residents by 2020. The airport was acquired from the federal government in 1953 and is owned and operated by the County of San Diego. It consists of a single gravel runway (Runway 7-25) 2,508 feet in length and 100 feet wide. The runway is unlighted and has no instrument approach procedures. High terrain exists about 5,000 feet east of the approach end of Runway 25. No airport improvements are planned. Exhibit JAC-1 describes major features of the airport and a simplified airport diagram is presented in Exhibit JAC-2.

Jacumba Airport is a low-activity facility with an estimated 2,500 total annual aircraft operations as of 2003-04. The airport is mainly used as a glider facility by single-engine aircraft and sailplanes. Aircraft activity is most predominant on the weekends between Labor Day and Memorial Day. Single-engine aircraft and sailplanes are estimated to account for about 66% and 34% of total annual operations, respectively. In 2005, glider activity at Jacumba dropped to only 325 annual operations as a result of the glider clubs stopping operations. For compatibility planning purposes, it is reasonable to assume that glider activity will resume to pre-2005 activity levels in the future. As such, Jacumba Airport could see some 4,100 total annual operations over the extended 20 year forecast period. Given the airport's proximity to the Mexican border, the only traffic pattern is north of the airfield. Exhibit JAC-3 summarizes data regarding present and ultimate airport activity. Existing and ultimate noise contour graphics are presented in Exhibits JAC-4 and JAC-5. Both sets of noise contours are very similar in shape and size. The future 55 dB CNEL contour extends only slightly beyond the airport property to the north and west.

The airport is surrounded by compatible land uses on all sides. Existing uses include undeveloped desert lands and agriculture to the west and east. Scattered rural residential uses exist to the north. Federal property, part of a national wildlife reserve and used for border patrol purposes, exist to the east and south. The airport is located within the Jacumba sub-region of the Mountain Empire community planning area of the County of San Diego. Planned land uses are similar to what currently exists. The area west of the airport between the town of Jacumba and the airport is part of a specific planning area.

Local land use and compatibility policy information is depicted in Exhibits JAC-6 through JAC-8. An aerial photo (Exhibit JAC-9) of the airport is also provided.

The following exhibits illustrate the compatibility factors which are the basis for the Jacumba Airport compatibility maps included in Chapter 3.

- ▶ *JAC-10, Compatibility Data: Noise*— The mapped noise contours represent the extended 20-year forecast of 4,100 annual aircraft operations. The forecast operations are derived by doubling the general aviation aircraft operations for 2003-04. The flight tracks used to generate the noise contours are also shown on the map to indicate the approximate areas commonly overflowed by aircraft arriving and departing the airport. The outer limit of the Part 77 conical surface is shown to reflect the entire area that may be exposed to occasional single-event noise generated by aircraft flying overhead.
- ▶ *JAC-11, Compatibility Data: Safety*—The aircraft accident risk intensity contours and the generic safety zones illustrated on the map are obtained from the *California Airport Land Use Planning Handbook* (January 2002). The accident risk contours reflect the distribution pattern of general aviation aircraft accidents for a particular type of aircraft operation (i.e., approach or departure) on runways shorter than 4,000 feet in length. That is, the accident risk contours depict where an aircraft accident is most likely to happen when one occurs. As nearly all aircraft operations are from the east to the west, the accident risk contours for approaches are shown only for Runway 25 and departures are shown only for Runway 7.

The generic safety zones, the source of which is also the state *Handbook*, translate the aircraft accident distribution pattern data into a set of distinct zones with regular geometric shapes and sizes. The generic safety zones shown are for a short general aviation runway with a length of less than 4,000 feet and approach visibility minimums of 1 mile or greater. For compatibility planning purposes, these safety zones are adjusted to reflect the nuances of aircraft operations at Jacumba Airport. For example, the zones are adjusted to reflect the airport's very short runway, low volume of aircraft operations, and no aircraft traffic pattern south of the airfield (dictated by controlled airspace over Mexico).

- ▶ *JAC-12, Compatibility Data: Airspace Protection*—The Federal Aviation Regulations Part 77 airspace surfaces depict the areas which should be kept free of obstructions. These areas should be protected for the safe and efficient use of navigable airspace by aircraft. The map also shows where high terrain penetrates the airspace surfaces. Even relatively short objects may be hazards to the airport airspace and should be carefully reviewed.
- ▶ *JAC-13, Compatibility Data: Overflight*— The flight tracks used to generate the noise contours in Exhibit JAC-10 are shown here to indicate the areas which are subject to single-event noise impacts, as well as risk, particularly off the ends of the runway. The flight tracks consist of a central track with dispersion left and right of the centerline to account for variations in aircraft flight paths due to other airplanes in the pattern, pilot technique, weather, etc. The flight track envelope which is based upon the flight track data shows where approximately 80% of all fixed-wing aircraft are flying at an altitude of about 1,000 feet or less above the airport elevation. The FAR Part 77 Conical surface reflects where aircraft are flying within the airport environs, although less frequently.

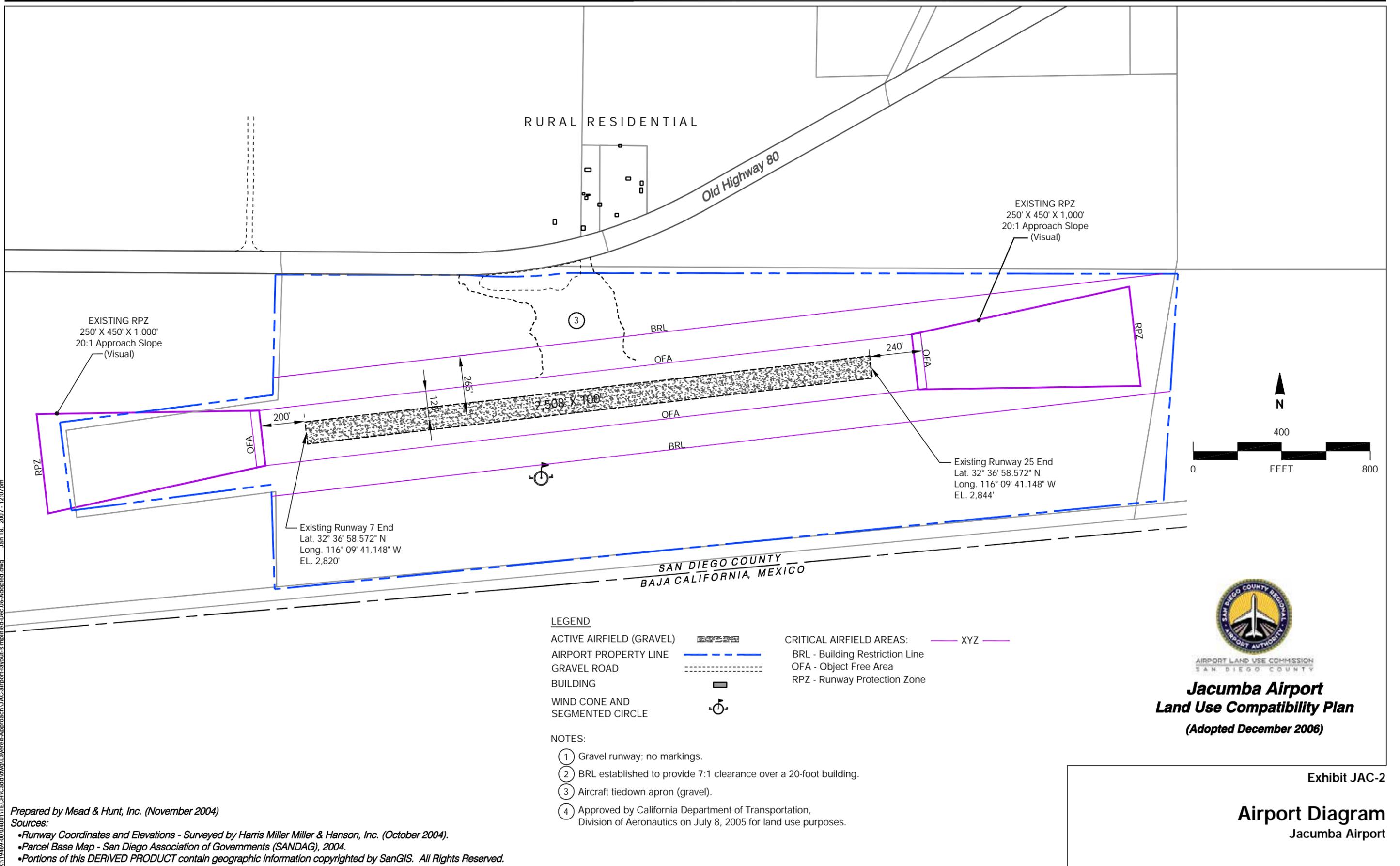
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<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> ▶ <i>Airport Ownership:</i> County of San Diego ▶ <i>Year Opened</i> <ul style="list-style-type: none"> › Acquired from the federal government in 1953 ▶ <i>Property Size:</i> 124 acres (fee simple) ▶ <i>Airport Classification:</i> General Aviation Airport ▶ <i>Airport Elevation:</i> 2,844 ft. MSL (estimated) 	<p>AIRPORT PLANNING DOCUMENTS</p> <ul style="list-style-type: none"> ▶ <i>Airport Master Plan:</i> None ▶ <i>Airport Layout Plan Drawing:</i> None ▶ <i>Airport Diagram (JAC-2)</i> <ul style="list-style-type: none"> › Approved by California Department of Transportation, Division of Aeronautics on July 8, 2005 for land use purposes
<p>RUNWAY/TAXIWAY DESIGN</p> <p>Runway 7-25</p> <ul style="list-style-type: none"> ▶ <i>Airport Reference Code:</i> B-I (Small) ▶ <i>Critical Aircraft:</i> Single-Engine, Piston ▶ <i>Dimensions:</i> 2,508 ft. long, 100 ft. wide (gravel) ▶ <i>Runway Surface:</i> Gravel ▶ <i>Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> › 12,000 lbs. (single wheel) ▶ <i>Average Gradient:</i> 1% (rising to the east) ▶ <i>Runway Lighting:</i> None ▶ <i>Primary Taxiways:</i> None 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES</p> <ul style="list-style-type: none"> ▶ <i>Airplane Traffic Patterns</i> <ul style="list-style-type: none"> › Runway 7: Left traffic › Runway 25: Right traffic › Pattern Altitude: 3,644 ft. MSL (800 ft. AGL) ▶ <i>Visual Approach Aids</i> <ul style="list-style-type: none"> › Wind indicator and segmented circle ▶ <i>Operational Restrictions / Noise Abatement Procedures</i> <ul style="list-style-type: none"> › Mexican border to south › Recommend landing on Runway 7 and departing from Runway 25 due to 480 foot hill 1 mile east of airport, wind permitting › Glider activity on weekends
<p>BUILDING AREA</p> <ul style="list-style-type: none"> ▶ <i>Aircraft Parking Location</i> <ul style="list-style-type: none"> › Small gravel tiedown apron located midfield on north side of airfield ▶ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> › Hangar spaces: None › Tie-downs: Undefined ▶ <i>Other Services:</i> Glider Towing 	<p>APPROACH PROTECTION</p> <ul style="list-style-type: none"> ▶ <i>Runway Protection Zones (RPZ)</i> <ul style="list-style-type: none"> › Runway 7: 15% off property › Runway 25: All on airport property ▶ <i>Approach Obstacles</i> <ul style="list-style-type: none"> › High terrain east of the approach end of Runway 25
<p>BUILDING AREA</p> <ul style="list-style-type: none"> ▶ <i>Aircraft Parking Location</i> <ul style="list-style-type: none"> › Small gravel tiedown apron located midfield on north side of airfield ▶ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> › Hangar spaces: None › Tie-downs: Undefined ▶ <i>Other Services:</i> Glider Towing 	<p>PLANNED FACILITY IMPROVEMENTS</p> <ul style="list-style-type: none"> › No changes are proposed

Exhibit JAC-1

Airport Features Summary

Jacumba Airport



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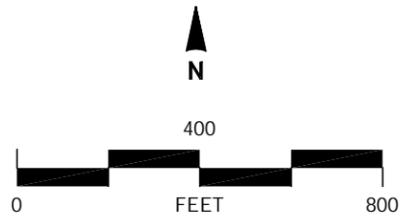
LEGEND

ACTIVE AIRFIELD (GRAVEL)		CRITICAL AIRFIELD AREAS:		XYZ
AIRPORT PROPERTY LINE		BRL - Building Restriction Line		
GRAVEL ROAD		OFA - Object Free Area		
BUILDING		RPZ - Runway Protection Zone		
WIND CONE AND SEGMENTED CIRCLE				

NOTES:

- ① Gravel runway; no markings.
- ② BRL established to provide 7:1 clearance over a 20-foot building.
- ③ Aircraft tiedown apron (gravel).
- ④ Approved by California Department of Transportation, Division of Aeronautics on July 8, 2005 for land use purposes.

Prepared by Mead & Hunt, Inc. (November 2004)
 Sources:
 •Runway Coordinates and Elevations - Surveyed by Harris Miller Miller & Hanson, Inc. (October 2004).
 •Parcel Base Map - San Diego Association of Governments (SANDAG), 2004.
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Jacumba Airport
Land Use Compatibility Plan
 (Adopted December 2006)

Exhibit JAC-2

Airport Diagram
 Jacumba Airport

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION ^c		
<i>Aircraft Type</i>	Current ^a 2005	Future (20+ Years)	Current 2005	Future (20+ Years)	
Single-Engine, Piston	0		100%	no	
Twin-Engine, Piston	0	data	0%	change	
Twin-Engine, Turboprop	0	not	0%		
Business Jets	0	available			
Helicopters / Others	0				
<i>Total</i>	0				

AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION ^c		
	Current ^b 2004	Future ^c (20+ Years)	<i>All Aircraft</i>	Current 2005	Future (20+ Years)
<i>Total</i>			<i>Day/Evening/Night</i>		
Annual	2,500 ^b	4,100 ^c	Takeoffs / Landings		
Average Day	7	9	Runway 7	10%	no
Average Seasonal Day ^d	9	12	Runway 25	90%	change

FLIGHT TRACK USAGE ^c		
<i>Current (2005) and Future (20+ Years)</i>		
<i>All Aircraft</i>		
▶ Runway 7 Departures:		
› 50% left turn to downwind		
› 50% left turn to northwest		
▶ Runway 25 Departures:		
› 50% right turn to northwest		
› 50% right turn to downwind		
▶ Runway 7 Arrivals:		
› 100% from left downwind		
▶ Runway 25 Arrivals:		
› 100% from right downwind		

Distribution by Aircraft Type ^b		
Single-Engine	66%	80%
Glider	34%	20%

Distribution by Type of Operation ^c		
<i>All Aircraft</i>		
Local (incl. touch-and-goes)	10%	no
Itinerant	90%	change

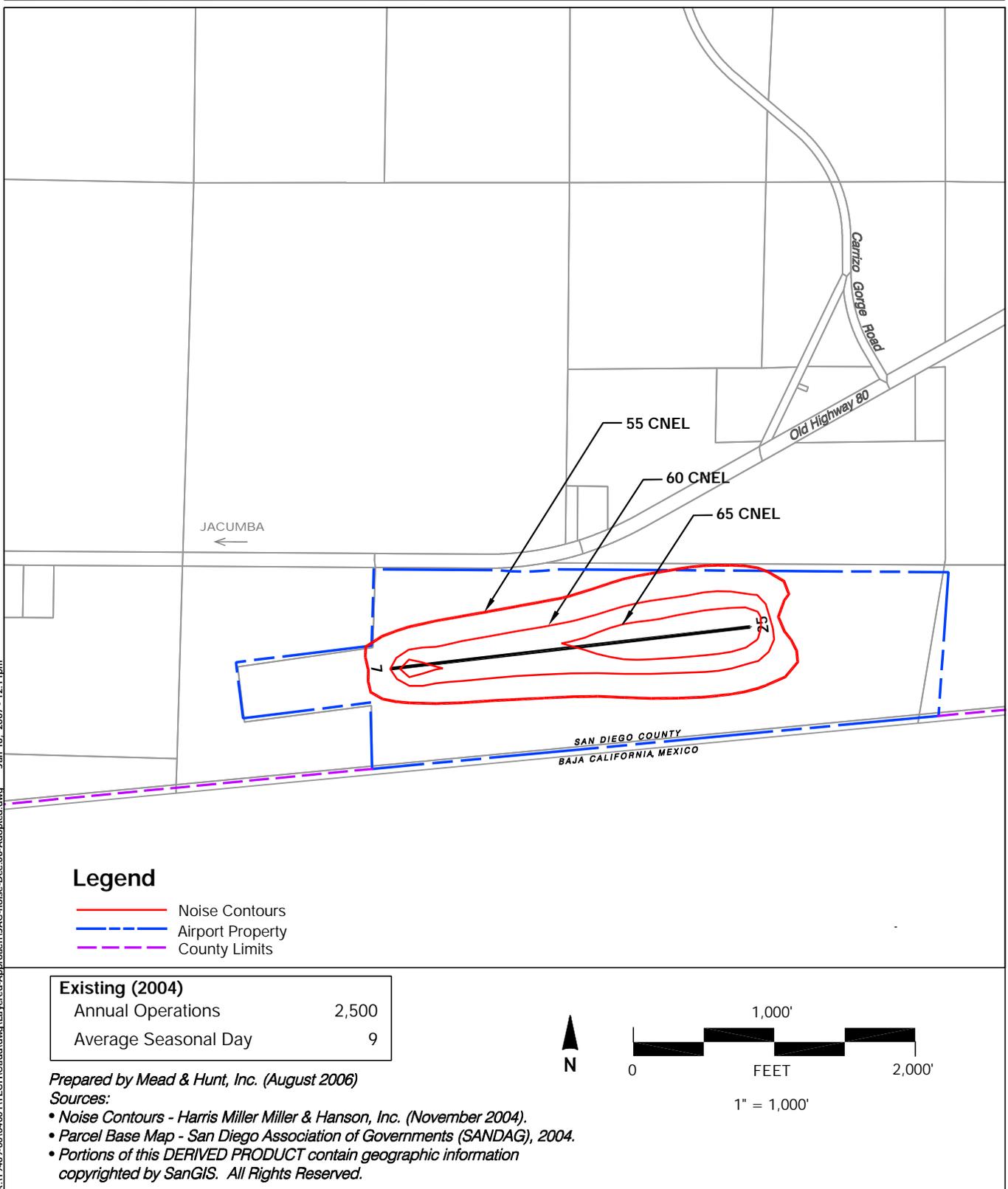
Notes

- ^a Source: County of San Diego, Department of Public Works, Annual Based Aircraft Count, Airports 2005 Summary
- ^b Source: County of San Diego, Department of Public Works, Air Traffic Count Year End Report 2003 plus estimated glider operations; 2005 date uncharacteristically low due to glider clubs stopping operations. Glider operations are anticipated to reach pre-2005 levels.
- ^c Source: Estimated for compatibility planning purposes by HMMH, Inc. and Mead & Hunt, Inc. (November 2004)
- ^d Seasonal operations implies essentially all operations occur between Labor Day and Memorial Day (265 days)

Exhibit JAC-3

Airport Activity Data Summary

Jacumba Airport

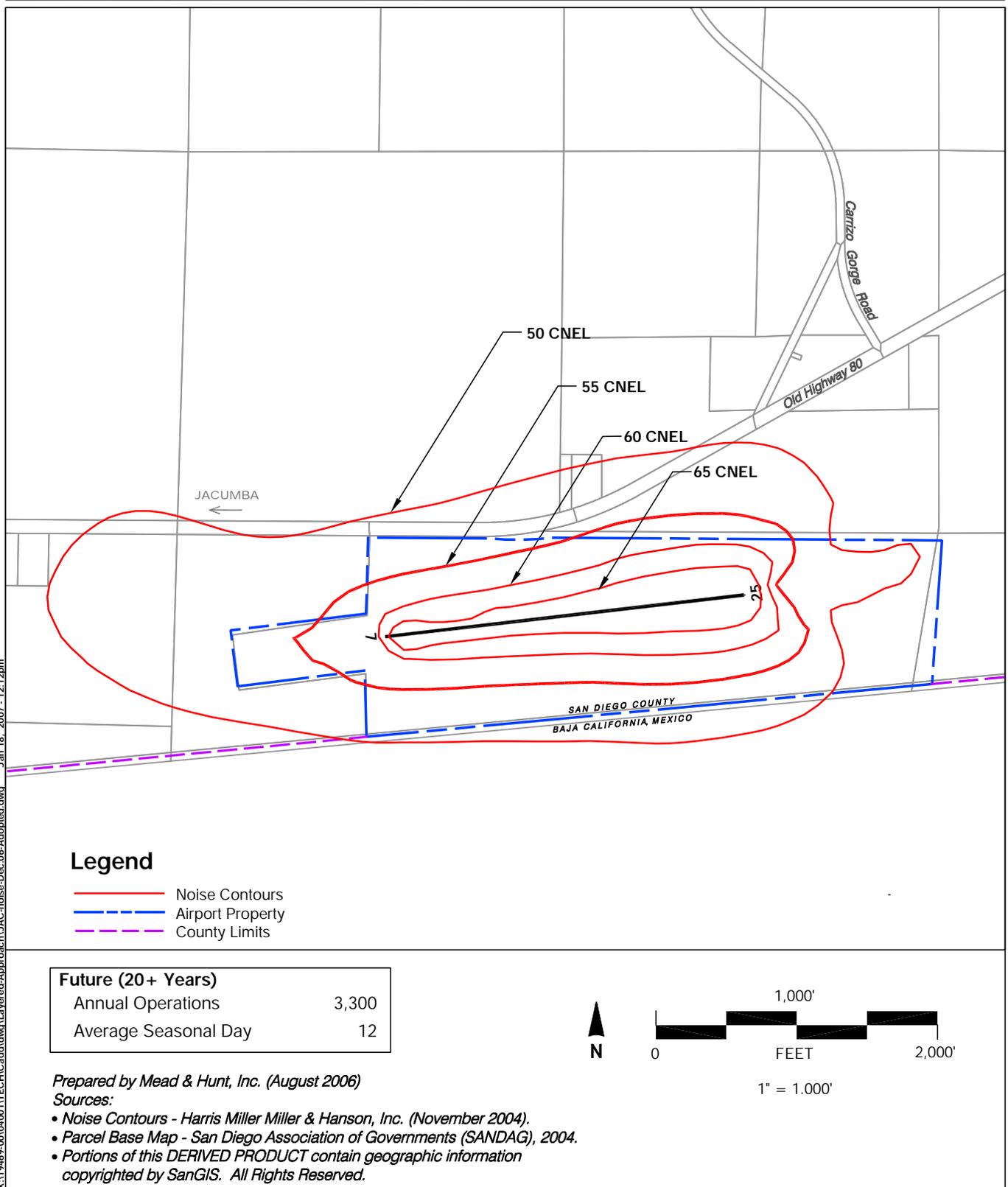


X:\19469-00\040001\TECH\CADD\dwg\Layered-Approach\JAC-noise-Dec-06-Adopted.dwg Jan 18, 2007 - 12:11pm

Exhibit JAC-4

Noise Impacts — Existing

Jacumba Airport



X:\19469-00\040001\TECH\CADD\dwg\Layered-Approach\JAC-noise-Dec-06-Adopted.dwg Jan 18, 2007 - 12:12pm

Exhibit JAC-5

Noise Impacts — Future

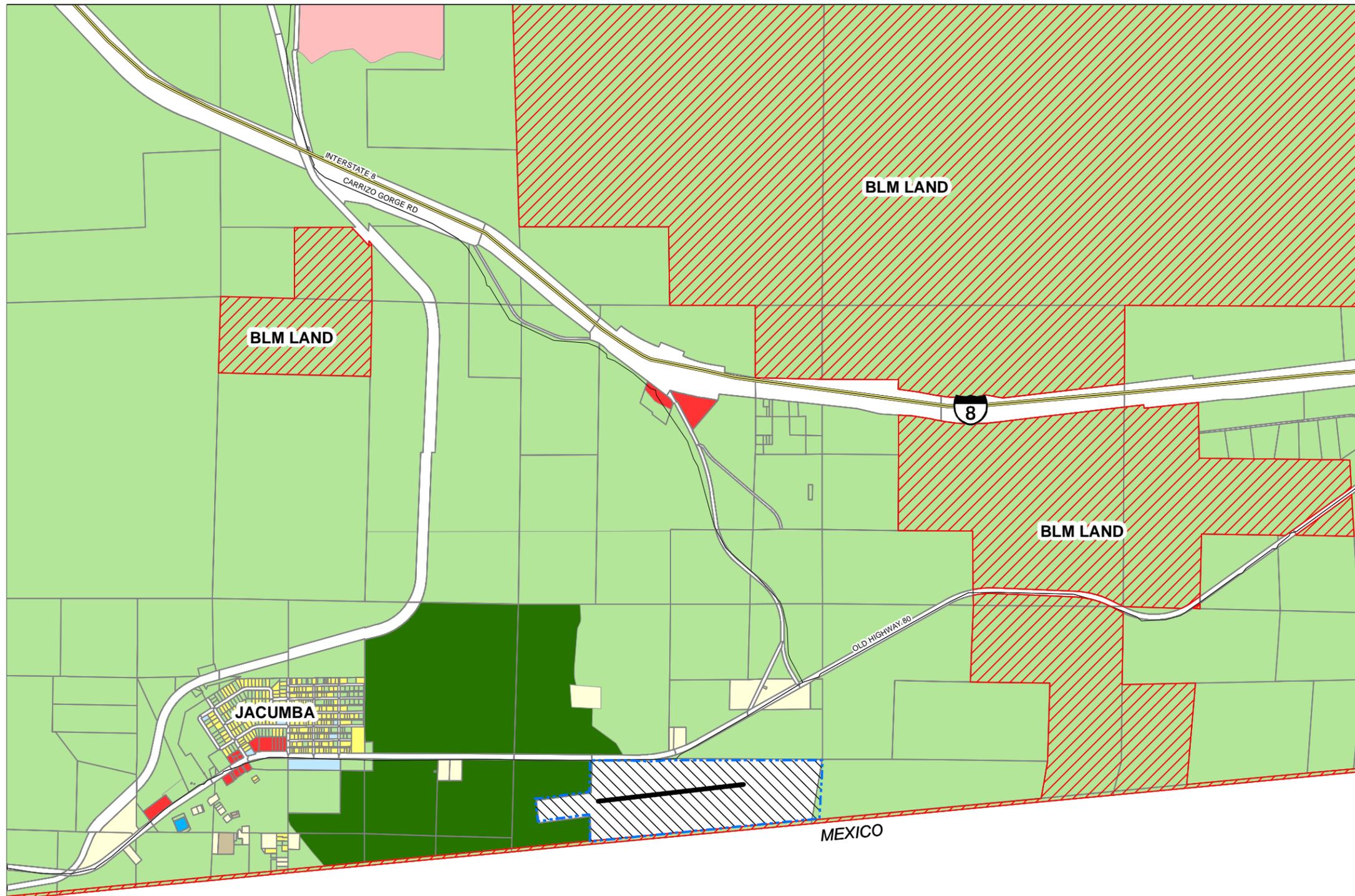
Jacumba Airport

<p>AIRPORT SITE</p> <ul style="list-style-type: none"> ▶ <i>Location</i> <ul style="list-style-type: none"> › Southeast San Diego County › On Old U.S. Highway 80 › 1 mile east of Jacumba ▶ <i>Nearby Terrain</i> <ul style="list-style-type: none"> › Terrain 500 ft. to 600 ft. above airport elevation to north and east 	<p>AIRPORT ENVIRONS LAND USE JURISDICTIONS</p> <ul style="list-style-type: none"> ▶ <i>County of San Diego</i> <ul style="list-style-type: none"> › Airport and environs within unincorporated San Diego County limits ▶ <i>Mexico</i> <ul style="list-style-type: none"> › 100 yards south of airport
<hr/>	
<p>EXISTING AIRPORT AREA LAND USES</p> <ul style="list-style-type: none"> ▶ <i>General Character</i> <ul style="list-style-type: none"> › Undeveloped desert land to west and east › Mexican border to south › Scattered rural residential to north ▶ <i>Runway Approaches</i> <ul style="list-style-type: none"> › West (Runway 7): Agriculture; town of Jacumba 0.8 mi. › East (Runway 25): Open Space; Bureau of Land Management land 	<p>PLANNED AIRPORT AREA LAND USES</p> <ul style="list-style-type: none"> ▶ <i>San Diego County</i> <ul style="list-style-type: none"> › North: Rural Lands and Specific Plan Area › South: Mexico/International Border › East: Rural and Public Lands (Anza-Borrego Desert State Park) › West: Specific Plan Area, Residential, and Commercial
<hr/>	
<p>ESTABLISHED AIRPORT COMPATIBILITY MEASURES</p> <ul style="list-style-type: none"> ▶ <i>San Diego County General Plan (1979)</i> <ul style="list-style-type: none"> › Review, amend community plans and General Plan Elements based on noise conflicts identified in Airport Influence Area Plans prepared by ALUC (NE – AP 1.8) › Noise Element sets sound alteration requirements for high-noise areas ▶ <i>San Diego County Zoning Codes</i> <ul style="list-style-type: none"> › No specific reference to airport compatibility or ALUC ▶ <i>Mountain Empire Plan (1979)</i> <ul style="list-style-type: none"> › No specific reference to airport compatibility or ALUC 	

Exhibit JAC-6

Airport Environs Information

Jacumba Airport



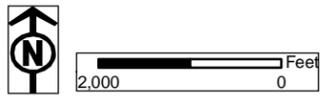
-  Airport Property
-  Federal Property
- Existing Land Use Designations:**
-  Very Low Density Residential (0.1 - 1.0 d.u./ac.)
-  Low to Medium Density Residential (1.1 - 8.0 d.u./ac.)
-  Medium to Very High Density Residential (>8.1 d.u./ac.)
-  Commercial Recreation
-  Neighborhood/Low Intensity Commercial
-  Regional/High Intensity Commercial
-  Office - Low Intensity
-  Office - High Intensity
-  Institutions/Public/Semi-Public
-  Education (K - 12)
-  Hospital/Health Care
-  Light Industry/Business Park
-  Extractive Industry
-  Heavy Industry
-  Open Space/Parks/Golf Course/Vacant
-  Tribal Lands
-  Agriculture (>10 ac. parcels)
-  Junkyard/Dumps/Landfills
-  Transportation and Utilities
-  Military Lands
-  Water

San Diego County
Airport Land Use Commission
Jacumba Airport
Land Use Compatibility Plan
(Adopted December 2006)

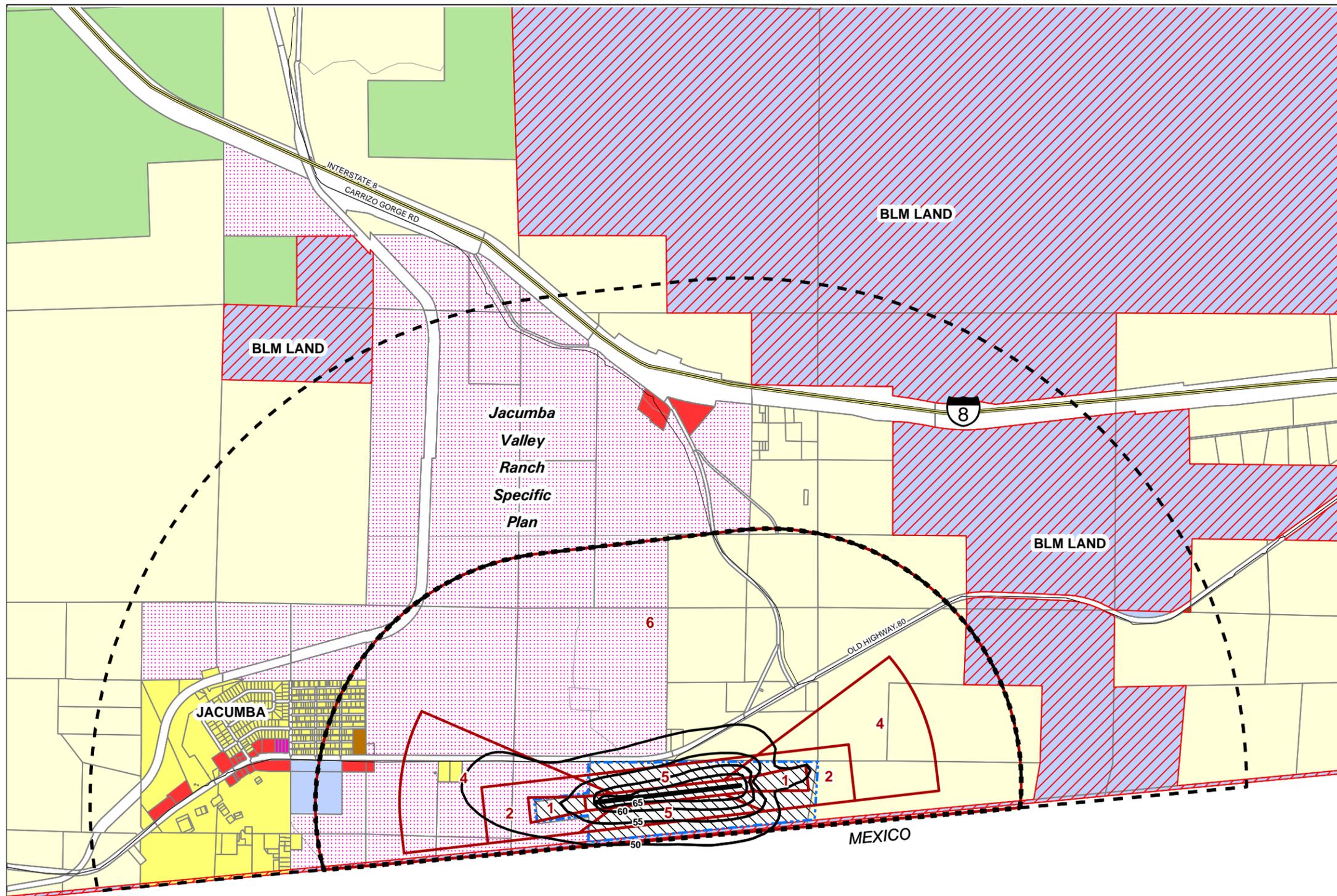
Exhibit JAC-7

Existing Land Uses
Jacumba Airport

Produced: August 26, 2006



Base Map Source:
 San Diego Association of Governments (SANDAG) 2004,
 SanGIS.



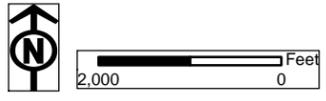
- ■ ■ Review Area 1
 - ■ ■ Review Area 2
 - Noise CNEL (with dB #)
 - Safety Zone
 - ▨ Airport Property
 - ▨ Federal Property
- General Plan Land Use Designations:**
- Estate - SF (0.1 - 0.4 d.u./ac.)
 - Very Low Density Residential - SF (0.41 - 1.0 d.u./ac.)
 - Low Density Residential - SF (1.1 - 3.0 d.u./ac.)
 - Low-Medium Density Residential - SF (3.1 - 8.0 d.u./ac.)
 - Medium Density Residential - MF/MHP (8.1 - 12.0 d.u./ac.)
 - Medium-High Density Residential - MF (12.1 - 20.0 d.u./ac.)
 - High Density Residential - MF (20.1 - 40.0 d.u./ac.)
 - Very High Density Residential - MF (>40.0 d.u./ac.)
 - Mixed Use - Low Intensity (1.0 - 20 d.u./ac.)
 - Mixed Use - High Intensity (>20 d.u./ac.)
 - Commercial Recreation
 - Neighborhood/Low Intensity Commercial
 - Regional/High Intensity Commercial
 - Office - Low Intensity
 - Office - High Intensity
 - Institutions/Public/Semi-Public
 - Education (K - 12)
 - Hospital/Health Care
 - Light Industry/Business Park
 - Extractive Industry
 - Heavy Industry
 - Open Space/Parks/Golf Course/Vacant
 - Tribal Lands
 - Agriculture (>10 ac. parcels)
 - Junkyard/Dumps/Landfills
 - Transportation and Utilities
 - ▨ Specific Plan Area
 - ▨ Water

San Diego County
Airport Land Use Commission
Jacumba Airport
Land Use Compatibility Plan
(Adopted December 2006)

Exhibit JAC-8

General Plan Land Use Designations
Jacumba Airport

Produced: January 24, 2007



Base Map Source:
 San Diego Association of Governments (SANDAG), SanGIS,
 San Diego County Department of Planning and Land Use
 (Adopted General Plan last revised 5/12/2006 only within
 Airport Influence Area shown)