

*(Amended 10-2-2000 by O-18859 N.S.; effective outside the Coastal Zone 11-2-2000; effective within the Coastal Zone on 6-7-2001.)*

**§132.0303 Exceptions to the Requirements of the Airport Environs Overlay Zone**

The City Manager may grant an exception to the requirements of this division for proposed *development* that is minor, temporary, or incidental and is consistent with the intent of this division. The City Manager shall file a copy of the exception with the office of the City Clerk. Prior to granting such an exemption, the City Manager shall provide ten days advance notice of this intent to the affected airport operator.

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**§132.0306 Supplemental Regulations of the Comprehensive Land Use Plans**

- (a) Brown Field, Montgomery Field, and Marine Corps Air Station Miramar Comprehensive Land Use Plans for Brown Field, Montgomery Field, and Marine Corps Air Station Miramar contain community noise equivalent level contour maps, which identify areas subject to airport noise impacts, and accident potential zone maps or flight activity zone maps, which identify areas of safety hazards. The Comprehensive Land Use Plans also provide land use compatibility matrices or tables, which specify the types of land uses that are compatible, conditionally compatible, or incompatible within specified noise contours, accident potential zones, or flight activity zones.
  - (1) *Development* proposals shall comply with the airport noise/land use compatibility matrix or table of the applicable Comprehensive Land Use Plan. Indoor noise levels that are attributable to airport operations shall not exceed the levels indicated in the Comprehensive Land Use Plan. For uses not specifically identified, the City Manager shall determine the applicable standard.
  - (2) *Development* proposals shall comply with the accident potential zone/land use compatibility matrix, and the text regarding land use compatibility in the flight activity zones, of the applicable Comprehensive Land Use Plan.
  - (3) Uses identified in the land use compatibility matrices as being conditionally compatible are permitted only if the noise is attenuated and the *density* is restricted as indicated in the matrices.

(b) Lindbergh Field

The Comprehensive Land Use Plan for SDIA-Lindbergh Field contains community noise equivalent level contour maps, which identify areas subject to potential airport noise impacts, and airport approach maps, which identify areas of potential safety hazards. The Comprehensive Land Use Plan also provides a land use compatibility table which specifies the types of land uses that are incompatible within specified noise contours.

- (1) For residential *development* within the 60dB CNEL contour, the applicant must demonstrate that indoor noise levels that are attributable to airport operations shall not exceed 45db. For uses not specifically identified, the City Manager shall determine the standard based upon applicable City and State statutory and regulatory requirements. The applicant will be required to spend no more than 10% of construction costs to meet noise attenuation requirements.
- (2) *Development* proposals shall comply with the standards of the Runway Protection Zones and Airport Approach Overlay Zone as described by the Comprehensive Land Use Plan.

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*(Amended 3-1-2006 by O-19468 N.S.; effective 4-1-2006.)*

**§132.0307 Site Planning Standards in the Airport Environs Overlay Zone**

All *development* proposals shall be reviewed by the City Manager for conformance with the following site planning standards:

- (a) *Structures* shall be located as far away from the noise source or accident potential/flight activity zone as possible, taking maximum advantage of the topography and other site design features to minimize noise impacts and safety hazards; and
- (b) The amount of outdoor recreational space or other activity area where individuals would be subject to high levels of noise shall be minimized.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)*