

**CALIFORNIA COASTAL COMMISSION**

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# W18b

## ADDENDUM

**July 8, 2022**

**To:** Commissioners and Interested Persons

**From:** California Coastal Commission  
San Diego Staff

**Subject:** Addendum to **W18b**, Local Coastal Program Amendment No. **LCP-6-SAN-21-0092-3 (Airport Amendments)**, for the Commission Meeting of July 13-15, 2022

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The purpose of this addendum is to correct a zoning designation and clarify that mixed use developments utilizing the State or City's density bonuses may increase the number of residential units up to that allowed by either the ALUCP's non-residential intensity limit or the State or City's density bonus. Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by ~~strikethrough~~ and additions shall be underlined:

1. On Page 2, the second paragraph shall be revised as follows:

The overlay zone could limit the uses and density allowed by the base zone within the established noise and safety zones, which could impact coastal resources if the overlay prohibited high-priority uses such as coastal dependent or visitor-serving uses. Substantial restrictions on the location of housing or the density of housing could also impact efforts to provide affordable housing. In this case, the overlay would limit certain uses based on relative aircraft accident risk exposure, including some visitor-serving uses, such as large privately-operated outdoor recreation facilities, sports arenas, exhibit halls and convention facilities, and outdoor theaters. However, these limitations would have limited impact since they would only apply to a small area of the coastal zone located adjacent to SDIA (Exhibit 3). In addition, existing uses in the ALUCOZ would be allowed to continue and even redevelop for as long as the use continues to operate and the existing density is not exceeded. For mixed use development utilizing the State and City's density bonuses, the amendment allows an increase ~~portion~~ of the development's residential units up to the maximum permissible number of units allowed by either the ALUCP's non-residential intensity limit or the State or City's density bonuses. As such, the proposed limits on use and density would have minimal impacts.

2. On Page 10, the third paragraph shall be revised as follows:

The overlay would also limit residential density in a small area of the coastal zone located in the Peninsula community planning area (safety zone 4W). In this area, base zone RM-3-7 allows multi-family residential with limited commercial and a maximum density of 44 dwelling units per acre which is below the allowed density of 36 per acre permitted within the safety zone. While the ALUCP approved by the Airport Land Use Commission limited the residential component of a mixed-use development to no more than 50 percent of its permissible total occupancy, the City used an overrule process to eliminate the 50 percent cap within certain safety zones, potentially allowing a much greater portion of a mixed-use development to be residential units for development utilizing the State and City's density bonuses, up to the maximum permissible number of units allowed by either the ALUCP's non-residential intensity limit or the State ~~or~~ and City's density bonuses. In addition, the IP contains language that would allow existing multi-family uses to be reconstructed, altered, or expanded as long as the development would not increase the density over existing. As such, impacts to housing density would be minimal.