

Dear ATAG members:

I am writing to update you on the latest progress made in the San Diego County Regional Airport Authority's ALUCP efforts. Since it has been some time since our last ATAG meeting, I wanted to be sure that you are kept up to date on the latest developments and to share our next steps in the ATAG process.

***MCAS Miramar ALUCP***

The ALUC adopted the MCAS Miramar ALUCP and certified its Environmental Impact Report at its meeting on October 2, 2008. Thank you to all of the USMC subcommittee members for their dedication to the process.

***Urban Airports***

The ATAG was successful in reaching consensus on the majority of issues related to the ALUCPs for the five urban airports. Airport Authority staff asked the Airport Land Use Commission to provide policy direction on the five safety issues with a range of thinking so that we can move forward and prepare the draft ALUCPs for the five urban airports.

At meetings held on September 4, 2008, and October 2, 2008, the ALUC provided that policy direction on four of the five safety issues. The table below summarizes the issues considered by the ALUC and the policy direction it provided:

<b>ISSUE</b>	<b>POLICY DIRECTION PROVIDED</b>										
Should staff move forward now in drafting the ALUCP for Brown Field?	Proceed now with drafting and ALUCP for Brown Field										
What are the appropriate intensities for non-residential development both with and without risk reduction measures?	<p>Appropriate intensities for non-residential development are as follows:</p> <table border="1" data-bbox="634 1142 1062 1318"> <thead> <tr> <th><u>Zone</u></th> <th><u>W/o risk reduction</u></th> </tr> </thead> <tbody> <tr> <td>2</td> <td>70</td> </tr> <tr> <td>3</td> <td>130</td> </tr> <tr> <td>4</td> <td>130</td> </tr> <tr> <td>5</td> <td>200</td> </tr> </tbody> </table> <p>Policies will be established in the draft ALUCPs for Zones 2 and 4 for projects with risk reduction measures.</p>	<u>Zone</u>	<u>W/o risk reduction</u>	2	70	3	130	4	130	5	200
<u>Zone</u>	<u>W/o risk reduction</u>										
2	70										
3	130										
4	130										
5	200										
What are the appropriate densities for residential development in Zones 3 and 4?	In Zone 3, up to sixteen dwelling units per acre will be allowed with open space and maximum residential density conditions. In Zone 4, up to twenty dwelling units per acre will be allowed with open space and maximum residential density conditions.										
What density and intensity should be allowed in infill development?	Infill policies should allow for development at the average intensity/density in the surrounding area when there is a comparable use; when there is no comparable use, 100% of density and 110% of intensity in the safety matrix will be allowed.										

The remaining issue related to safety zones for Gillespie Field was continued until the November 13, 2008 ALUC meeting to allow staff to analyze a new proposal for the safety zones presented at the meeting by Commissioner Jim Panknin.

Staff was assisted by several ATAG members in presenting the full range of thinking on these issues to the ALUC. I would like to thank the ATAG members who participated in both of these meetings for their time and hard work. The input provided was helpful to the ALUC as it deliberated on the policy direction to provide staff.

### ***Next Steps***

As mentioned above, the ALUC will provide policy direction to staff on the final safety issue related to Gillespie Field at its November meeting. Staff will use input gained through the ATAG process and policy direction provided by the ALUC to prepare draft ALUCPs for the five urban airports, and prepare the supporting environmental documentation. It is anticipated that draft ALUCPs will be available for public review in Spring 2009.

In the meantime, we anticipate resuming ATAG meetings after the first of the year to begin discussing the ALUCP for San Diego International Airport.

ATAG discussion about ALUCPs for the final two military airports — Naval Air Station North Island and Naval Outlying Field Imperial Beach — will begin when the Department of Navy completes their AICUZ documents.

### ***New Technical Consultant***

On September 4, 2008, the SDCRAA Board approved the contract for Ricondo & Associates to develop ALUCPs for the five urban airports, San Diego International Airport, NAS North Island and NOLF Imperial Beach. We are pleased to have Ricondo & Associates join the ALUCP team and look forward to introducing them to the ATAG when we meet after the first of the year.

Please don't hesitate to contact me if you have any questions or would like to discuss any of these issues further. I look forward to your continued participation in the ATAG process.

Sincerely,  
Sandi

---

**Sandi Sawa**

Manager, Airport Planning

San Diego County Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138

619.400.2464 phone; 619.400.2459 fax