

**Peninsula Community Planning Board**  
**DRAFT LETTER**  
**TO: Congresswomen Davis & Senator Kehoe**  
**RE: San Diego International Airport**

Peninsula Community Planning Board recently conducted a Community Town Hall Meeting on June 3, 2009 regarding (SDIA) San Diego International Airport's future.

The Mayor's Office started the forum with a presentation on Destination Lindbergh followed by SDCRAA's presentation - SDIA's opening day Terminal Development Plan (TDP), SANDAG - Intermodal Transit Center and future regional transportation conceptual plans, CalTrans I-5 corridor study, traffic patterns and conceptual airport access points off Rosecrans, Pacific Coast Hwy and Harbor Drive, CalTrans Consultant - conceptual plans for high speed rail connections and Citizens Coordinate for Century 3 (C-3) – planning guidelines to consider alternative sites for SDIA. A panel discussion reflecting questions took place and moderator took questions from audience and directed Q/A to panel (approx 1hr).

This forum was an opportunity for an open and sincere debate regarding the capacity, land use compatibility and **proposed** ultimate build out of SDIA at Lindbergh Field (a.k.a. "Destination Lindbergh). The audience was encouraged to come up with pertinent questions about short term expansion plans, long term concepts and to suggest alternative solutions regarding this complex and controversial airport. Opposing views were provided a booth to exhibit an alternative land use plan if SDIA was relocated. C-3 panel speaker (Stephen Haase) outlined planning guidelines and legislative processes required for any alternative plan to be considered. PCPB has been actively engaged in this matter since July, 2007 and has taken several positions regarding SDIA expansion at Lindbergh Field. Please reference information and position letters posted <http://www.pcpb.net/airport.html>

TOWN HALL 7/3/09 FACTS & FINDINGS

1. "Land Use Compatibility" issues continue to be a major going concern as the consequences of Prop "A's" defeat in 2006 affects our community.
2. Prop "A" was a no win situation, because it evolved into an issue between Military versus Community during a period of heightened National Security.
3. Some believe a commercial airport at East Elliott (land to the east of Miramar) can co-exist with MCAS as military flight patterns are similar to Naval Airbase North Island. East Elliott's terrain may be challenging for construction of a commercial airport.
4. SDCRAA needs to restart dialogue pursuant to SB-10 to negotiate land at Miramar. SDCRAA has not conducted any public communications with MCAS Miramar since BRAC completed its closure of El Toro Marine Base.
5. CA Senate Bill # 10 does not impede SDCRAA's ability to consider relocating SDIA.
6. SDIA will reach its capacity at 260,000 operations per year prior to 2030 after TDP is completed in 2012.
7. Community supports TDP with parking structure at Terminal 2 if consolidated Rental Car Facilities are moved to the north (off Pacific Coast Hwy) and if CEQA guidelines are followed to complete EIR demonstrating traffic on North Harbor Drive does not fall below a "D" Level Of Service.
8. Community supports dual roadways to separate arrival and departure curbside traffic.
9. Community understands the need for 10 new gates at T-2 and RON parking.
10. Community desires City, State and FAA to proclaim Lindbergh is to remain a single runway in perpetuity.
11. Regional Aviation Strategic Plan & Regional Transportation Plans must have community planning group participation. Outreach by RASP & RTP Committee Chairs is required.
12. Intermodal Transit Center (ITC) at Lindbergh does not benefit SDIA or the region.

Suhail Khalil (Peninsula Community Planning Board, Airport Committee Chair)  
(619) 224-1527

[MorningStar.RESVC@cox.net](mailto:MorningStar.RESVC@cox.net)