

CITY OF SAN DIEGO
M E M O R A N D U M



DATE: October 2, 2000

TO: Honorable Mayor and City Council

FROM: S. Gail Goldberg, City Planner, George I. Loveland, Assistant City Manager,
and Tina P. Christiansen, Director

SUBJECT: Summary of Potential Airport Sites for the Airports Workshop - October 3, 2000

At the City Council Airports Workshop on September 19, 2000, City staff was directed to prepare a summary of potential airport sites that have been considered by SANDAG over the last 10 years and to provide updated land use information about the sites to assess their current viability as potential airport locations.

The potential sites were the subject of two SANDAG reports that are summarized below. Attachment 1 provides a comparison table of the alternative airport sites analyzed by SANDAG. The comparison criteria used in the table is a consolidation of the criteria used by SANDAG to assess the sites. Attachment 2 includes a map with the potential sites identified by the corresponding number used in Attachment 1. Attachment 3 provides a summary of each of the alternative sites using information from the 1990 and 1991 SANDAG reports and conditions that have changed since the preparation of the SANDAG reports and discusses issues related to the feasibility of each site.

1990 SANDAG Report

In June 1990, the San Diego Air Carrier Airport Site Selection Study was prepared by SANDAG at the request of the City Council. The report was prepared by consultants and the objective was to evaluate potential alternative airport sites to Lindbergh Field. The analysis assumed full replacement of Lindbergh Field. The report considered 13 alternative airport developments at 10 different sites. After a preliminary screening of the candidate sites, it was determined that there were three viable alternatives for a total of five potential development configurations. The three viable alternative sites are:

- NAS Miramar
- East NAS Miramar (located just west of Sycamore Canyon)
- Otay Mesa (includes Brown Field and land between Brown Field and the Mexico border)

The criteria used to evaluate the sites for this report was developed by the consultants:

- Ability to accommodate long term aviation demand (assume 40 Million Annual Passengers (MAP))
- Aircraft noise impacts (based on 1986 land use)
- Natural Environment Impacts
- Airspace Interactions/ Conflicts
- Aircraft Delays
- Airport Access
- Capital Costs (in 1988 dollars)
- Implementation Feasibility

1991 SANDAG Report

As a follow up to its 1990 report, in December 1991, SANDAG prepared the Review of Alternative Air Carrier Airport Sites and Technologies. This report provided a cursory review of 16 additional alternative airport sites that were submitted to SANDAG by various organizations and individuals. The sites were evaluated using 7 criteria that were approved by the SANDAG Board on September 27, 1991 which included the assumption that Lindbergh Field would remain operational, creating a companion airport system. Of the 16 sites considered, 5 sites were determined to be viable in terms of the technical criteria alone although all of them pose some problems with land use policy and none were analyzed in full detail. The 5 potentially viable sites according to the 1991 study are:

- NAS Miramar variations (includes joint or shared use with Military)
- Camp Pendleton
- Rincon Indian Reservation
- Carmel Valley - Gonzales Canyon
- Expanded Palomar Airport

One additional site from the 1991 study was included in the Attachment 1 comparison due to its discussion in association with the Lindbergh Field Master Plan which is currently being reviewed:

- North Island Naval Air Station

The criteria used to analyze the alternative sites in the 1991 study were:

- Compatibility with an operational Lindbergh Field
- Ability to accommodate a 12,000-foot runway
- Capacity of 25 MAP
- Applicability of the Department of Defense Policy

- Noise Impacts
- Environmental Impacts
- Consistency with Land Use Policy of Local Agency

Comparison of Alternative Sites

The comparison table in Attachment 1 identifies all of the alternative sites listed above and provides a summary of how various criteria from the 1990 and 1991 SANDAG reports apply to the sites. The analysis for each of the criteria is taken from the SANDAG reports. The criteria used for the summary are as follows:

- Land- Identifies if there is adequate land at the site to accommodate the airport facility, including a 12,000-foot runway.
- Airspace- Identifies if there is adequate airspace in the vicinity of the site and if there are potential airspace conflicts with other airport operations.
- Overall capacity- Identifies ability to accommodate long range aviation demand in terms of MAP in the year 2020. The sites were evaluated at 40 MAP for replacement sites and 25 MAP for companion sites.
- Noise Issues- identifies number of dwellings or persons exposed to 65 CNEL based on 1986 land use.
- Environmental Issues- Identifies known environmental resources on site
- Access- Identifies access routes to the sites using existing or proposed facilities and whether significant construction would be necessary.
- Jurisdictional Issues/ Consistency with Land Use Policy of Local Agency- Identifies other jurisdiction involved with the site and potential conflicts with adopted land use policies.
- Final Study Evaluation- Identifies if the site was a viable alternative based on the 1990 and 1991 SANDAG criteria.

Attachment 1 also provides a summary of current issues that could affect the site alternatives' viability as an airport site.

- Changed Conditions- Identifies major policy changes that have occurred since the preparation of the 1990 and 1991 SANDAG reports.
- Future Prospects- Identifies issues related to the current and future viability of the sites as an airport location and provides input on site reconsideration.

Major Policy Changes

Since the preparation of the 1990 and 1991 SANDAG reports, several changes have occurred that could impact policy decisions related to airport siting.

- NAS Miramar is now under the control and operation of the Marine Corps. The Marines'

- operations have somewhat different characteristics than those of the Navy.
- Resolutions from local jurisdictions opposing the expansion of existing airports and the use of military facilities as a commercial airport.
 - State legislation has been adopted that establishes an alternative use for Camp Pendleton to be federal parkland should military use of the property cease.
 - The Multiple Species Conservation Program (MSCP) has been adopted by the City Council to create an interconnected open space system that could limit development potential for some undisturbed areas within the City limits.
 - The Future Urbanizing Area Framework Plan and Subarea Plans have been adopted by the City Council which establish land use policy for the northern portions of the City. Several areas have been opened for earlier development by the voters.
 - Brown Field has been proposed for development as a cargo airport by a private developer. No action on the project has been taken yet by the City Council.
 - A significant amount of development (both residential and non-residential) has been approved in the vicinity of several of the alternative sites.
 - Acknowledgment of a shortage of residential units and industrial/ employment lands over the next 20 years.

Other Airport Related Issues

Tijuana International Airport Expansion:

The Mexican Government recently privatized the operations of 12 airports in the northwest region of the country including Tijuana International Airport. Although no plans are yet known, it is anticipated that some improvements and expansion will be proposed for the airport for both passenger and cargo capacity. In a report prepared by Profile Research and Marketing regarding a potential cross-border terminal, it is estimated that \$53.7 million will be invested to expand and upgrade the Tijuana Airport's terminal, runway and ground access.

Cross Border Terminal:

A private developer is proposing to construct, at some time in the future, an airport terminal that would be located close to the Mexico border in Otay Mesa that would serve passengers that will be traveling out of the Tijuana International Airport. Facilities such as customs, ticketing, parking and car rental agencies could be located at the terminal and passengers would be transported to the airport in Mexico. This proposal was presented to the Land Use and Housing Committee on January 19, 2000 where direction was given to staff to proceed with an amendment to the Otay Mesa Community Plan after the conclusion of the airports workshops. The amendment would acknowledge this facility as a permitted and desirable use in the industrially designated area of Otay Mesa. No specific location has yet been identified nor has any specific proposal been submitted for City review.

Future Considerations

This memo has attempted to summarize the past reviews of potential airport siting options

studied by SANDAG in the early 1990's. The basis of those studies was that the capacity at Lindbergh Field was 15 MAP and the long term capacity needs for the region was 40 MAP. The updating of the Lindbergh Field Master Plan indicates that, with proposed improvements, the Lindbergh Field capacity could be increased to 22 MAP, reducing the unmet need to approximately 18 MAP. According to SANDAG's draft Airport Economic Analysis, the unmet need may be as low as 13 MAP by 2030.

This memo also points out that there were few viable sites for either replacement of Lindbergh Field (at 40 MAP) or for a facility to be a companion to Lindbergh Field. While there were 29 alternatives considered (13 in 1990 and 16 in 1991), most were eliminated based on capacity, runway accommodation, ground transportation access, and environmental limitations. Some options were considered in both studies, and eliminated as a viable alternative. Development that has occurred in the region, as well policy changes related to military facilities (base closures, joint use, local opposition), habitat preservation (local and Federal), and land use (incompatible uses and loss of critically needed land uses), have restricted opportunities even further. It appears unlikely, therefore, that undeveloped area for a new airport remains available, and there are additional constraints on expansion of existing airports.

A combination of these circumstances indicates that other solutions to increase airport capacity in the San Diego region need to be considered. An analysis could be conducted on ways to utilize existing airport facilities to maximize capacity in the region. No comprehensive review has been conducted of existing airports in the region and how operations at all facilities (public, private and military) might be coordinated to relieve capacity constraints at Lindbergh Field. Given the unmet regional need, this analysis may provide new opportunities.

The first level consideration could be a review of airport facilities within the City of San Diego, where the most direct control over airport operations and land use policy exists. The second level of consideration could be given to those facilities within the region, but not within the City's jurisdiction. Some of these facilities could contribute to potential solutions but require coordination with other jurisdictions. The third level consideration could go beyond the immediate region and consider broader-based solutions with neighboring jurisdictions to the north and south. Actions taken in these areas must be considered at the same time a regional solution is sought.

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Attachments:

1. Alternative Sites Comparison Table
2. Alternative Sites Location Map
3. Summaries of Alternative Sites

ALTERNATIVE SITES COMPARISON TABLE

	1990 SANDAG STUDY REPLACEMENT SITES FOR LINDBERGH			1991 SANDAG STUDY COMPANION SITES TO LINDBERGH FIELD					POTENTIAL SITES FOR RECONSIDERATION
	NAS Miramar	Miramar East	Otay Mesa	NAS Miramar Variations	Camp Pendleton	Rincon Indian Reservation	Carmel Valley- Gonzales Canyon	Expanded Palomar Airport	North Island
Previous Study Criteria									
Land	Adequate for replacement airport	Adequate for replacement airport	Adequate for replacement airport, mostly designated industrial	Adequate for commercial (w/12,000 ft. runway) and military joint use operations	Adequate for commercial (w/ 12,000 ft. runway) and military joint use operations	Adequate for new companion site with 12,000 ft. runway	Adequate for new companion site with 12,000 ft. runway	Adequate for new companion site with 12,000 ft. runway	Not fully analyzed. Additional land needed for 12,000 feet runway.
Airspace	Minor interactions with Montgomery Field	Minor interactions with Montgomery Field	Major interactions with North Island and Imperial Beach, Tijuana International Airport	Minor interactions with Montgomery Field	Joint Use issues, interactions with Palomar Airport	Constrained flights due to Mt. Palomar Observatory and Camp Pendleton restricted area	Possible interactions with NAS Miramar	Possible constraints from Camp Pendleton restricted area	Joint use issues, interactions with Lindbergh Field
Overall Capacity	Can accommodate 40 MAP	Can accommodate 40 MAP	Can accommodate 40 MAP	Can accommodate additional 25 MAP	Can accommodate additional 25 MAP	Potentially can accommodate additional 25 MAP	Can accommodate additional 25 MAP	Can accommodate additional 25 MAP	Can accommodate additional 25 MAP
Noise Issues	19-857 persons potentially exposed	0 persons potentially exposed	Approx. 50 - 2,149 persons potentially exposed	No dwelling units exposed	No dwelling units exposed	1,155 dwelling units exposed (corrected data indicates 477 dwelling units)	3,640 dwelling units exposed	Possibly no dwelling units exposed (corrected data indicates 1,056 dwelling units)	6,777-7,248 dwelling units exposed
Environmental Issues	Numerous vernal pools and endangered species	Vernal pools, habitat, historical and archeological, steep topography	Two vernal pools, one with endangered species affected	Vernal pools and endangered species affected	Vernal pools, habitat and coastal resources affected	Topography and habitat resources affected	Wetlands, habitat, and river valley affected	Extent of affected resources unknown	Fill of San Diego Bay and Coastal Resource issues
Access	Direct access from I-15	Access from I-15 requires new access roads. Major construction.	Direct access from Otay Mesa Road/ SR-905. Major construction.	Direct access from I-15	Direct access from I-5, existing ATSF rail ROW	Approximately 13 miles from I-15. Would need high speed rail construction or improved surface streets. Major construction.	Access from SR-56, light rail access from I-5 and I-15. Major construction.	Existing access from Palomar Airport Road, approximately 3 miles east of I-5	Underwater tunnel or Ferry across Bay or from Coronado surface streets. Major construction.

ALTERNATIVE SITES COMPARISON TABLE

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Jurisdictional Issues/Consistency with Land Use Policy of Local Agency	Would require relocation of military to another site. Commercial aviation contrary to 6/11/90 City SD policy deferring to military use.	Would require relocation of military to another site	Would require agreement with Mexico to construct and operate the airport	Would require DOD approval. Commercial aviation contrary to 6/11/90 City SD policy deferring to military use.	Would require DOD approval. Commercial aviation contrary to 1/22/90 City SD resolution preferred alternative use as parkland. SANDAG's 1990 RTP recommends against commercial aviation.	Would require Tribal approval	Commercial Aviation inconsistent with FUA designation. Runway intrudes on residential designation.	Cities of Carlsbad, Vista and San Marcos and County of San Diego oppose this site as regional airport.	Would require DOD approval
Ownership	Military	Military	Private/City of San Diego	Military	Military	Tribal/Private	Private	County of San Diego/ Private	Military
Final SANDAG Study Evaluation	Viable replacement site	Viable replacement site	Viable replacement site	Viable companion site	Viable companion site	Viable companion site	Viable companion site	Viable companion site	Unknown
Current									
Changed Conditions	Miramar now under Marine control	SR-125 extension deleted from Regional transportation plans	MSCP adopted. Residential development approved.	Miramar under Marine Control	State legislation adopted identifying parkland as alternative land use	-----	MSCP adopted. FUA subarea plans adopted.	Additional residential development approved	Alternative discussed with Lindbergh Field Master Plan process
Issues Affecting Future Viability	Would require rescinding resolution. Marines developing a habitat conservation program.	Marines developing a habitat conservation program	Residential approvals could affect viability and would substantially increase acquisition costs. Loss of industrial land. International issues.	Would require rescinding resolution. Marines developing a habitat conservation program.	Site used for FCLP training. Marines developing a habitat conservation program.		Conflicts with MSCP policies. Residential approvals would substantially increase acquisition costs.	Residential approvals would substantially increase acquisition costs.	Require Coastal Commission approval for fill in Bay

SUMMARY OF NAS MIRAMAR

Site Location

NAS Miramar is located within the City of San Diego east of Interstate 15 and north of State Route 52. It is surrounded by the University, Mira Mesa, Scripps Ranch, and Kearny Mesa communities.

Project Description

This project was proposed as a replacement for Lindbergh Field. This proposal contained two alternatives, both with three parallel runways. The first alternative would develop a commercial airport on the site of the existing military airfield. The second alternative would move the airfield to the east, requiring a relocation of the adjacent portion of Interstate 15.

Land Use Analysis

The study identified noise impacts on 19 - 850 individuals. Environmentally, vernal pools, endangered species and habitat are present and would be impacted by construction of new runways. The study also identified potential impacts on historical and archaeological resources.

In 1990, there were 2263 acres of developed land within a projected 1990 65 CNEL contour overlain on this site. In 1999, 3246 acres were developed. There were no known dwelling units affected within the same area in 1990 and there has been no change.

Feasibility Issues

Since the 1991 study, the military operations at Miramar have changed from Navy to Marine Corps, indicating a long term occupancy. In the current configuration, the Marine Corps is operating both fixed wing and helicopter aircraft, which could present an obstacle to joint or shared use with commercial flights.

A resolution was passed by the City Council on June 11, 1990, that stated, in part, that "the Council recognizes that continued use of NAS Miramar by the U.S. Navy will be necessary until such time as the Navy determines that the naval air station will no longer be used for military purposes and manifests its intent to abandon further studies of NAS Miramar for either domestic or joint use with the Navy". The transference of this intent by the City to use by the Marine Corps rather than by the Navy would need to be discussed.

SANDAG's 1990 Regional Transportation Plan states "if NAS Miramar is no longer required as a national defense facility, the use of this facility as the region's air carrier airport should be aggressively pursued."

A proposal to pursue joint use would require a reconsideration by the federal government pursuant to Department of Defense policy.

While not subject to local Multiple Species Conservation Program implementation policies, sensitive habitat and resources are present. The Marine Corps is currently preparing a habitat conservation plan.

SUMMARY OF MIRAMAR EAST

Site Location

This site is located just west of Sycamore Canyon, southeast of the Scripps Ranch community, and east of Interstate 15.

Project Description

This proposal is a replacement airport for Lindbergh Field. The project proposed construction of three parallel runways trending northeast-southwest, plus terminals and parking.

Land Use Analysis

The study identified no noise impact on surrounding population. The study did identify potential impacts on vernal pools, habitat, and historical and archaeological sites. The steep topography in the area would necessitate significant quantities of grading.

There were no residential units identified as impacted in 1990, and there is no change to 1999. There is also no change in developed acres in the 65 CNEL contour between 1990 and 1999.

Feasibility Issues

The implementation of this project would necessitate the relocation of the current military operations on Miramar west of Interstate 15, similar to other Miramar options.

While not subject to local MSCP implementation policies, sensitive habitat and resources are present. The Marine Corps is currently preparing a habitat conservation plan.

SUMMARY OF OTAY MESA ALTERNATIVES

Site Location

The Otay Mesa site includes Brown Field, which is north of Otay Mesa Road, and the land south of Brown Field and north the Mexican border.

Project Description

These proposals were for a replacement airport for Lindbergh field. The proposal included two alternatives: The first alternative contained five runways: three in a northwest-southeast orientation, one north-south, and one approximating the current Brown Field runway. The second alternative included four runways: three parallel in a north-south direction, and one on the approximate alignment of the Brown Field runway, extended. For both alternatives, the General Aviation operations currently at Brown Field were assumed to be relocated to another airport.

Land Use Analysis

Noise would impact between 50 - 2149 persons, depending on alternative. The report identified impacts on vernal pools and endangered species.

In 1990, there were 1017 acres of developed land within a projected 1990 65 CNEL contour overlain on this site. In 1999, 1306 acres were developed. There were a few dwelling units with the affected area, and the number has not changed.

Feasibility Issues

Airspace agreements would have to be worked out with the government of Mexico. Review would be needed to address the impacts on the supply of industrial land since the predominant land use designation south of Brown Field to the border is industrial.

Several precise plans in the vicinity of the proposed site have been approved for residential and institutional uses. There could be significant impacts on Multiple Species Conservation Program habitat areas.

There may be land use conflicts with the County of San Diego land use plans.

SUMMARY OF NAS MIRAMAR VARIATIONS

Site Location

NAS Miramar is located within the city of San Diego, east of Interstate 15 and north of State Route 52. It is surrounded by the University City, Mira Mesa, Scripps Ranch, and Kearny Mesa communities.

Project Proposal

This proposal was a joint or shared use of the Miramar facility between military and commercial operations, and it would serve as a companion airport for Lindbergh Field. The proposal included two alternatives: the first alternative placed two 12,000 foot runways at the northeast corner of Interstate 15 and State Route 52, just north of Santo Road and Tierrasanta. A second option placed parallel runways south of the existing military runways but just north of the existing City of San Diego landfill.

Land Use Analysis

The study identified no noise impacts on surrounding population. Environmentally, vernal pools, endangered species and habitat are present and would be impacted by construction of new runways. The study also identified potential impacts on historical and archaeological resources.

It is of value to compare land use conditions between the time of the study and the present. In 1990, there were 2263 acres of developed land within a projected 1990 65 CNEL contour overlain on this site. In 1999, 3246 acres were developed. There has been no change in the number of dwelling units within the same area.

Feasibility Issues

Since the 1991 study, the military operations at Miramar have changed from Navy to Marine Corps, indicating a long term occupancy. In the current configuration, the Marine Corps is operating both fixed wing and helicopter aircraft, which could present an obstacle to joint or shared use with commercial flights.

A resolution was passed by the City Council on June 11, 1990, that stated, in part, that “the Council recognizes that continued use of NAS Miramar by the U.S. Navy will be necessary until such time as the Navy determines that the naval air station will no longer be used for military purposes and manifests its intent to abandon further studies of NAS Miramar for either domestic or joint use with the Navy”. The transference of this intent by the City to use by the Marine Corps rather than by the Navy would need to be discussed.

SANDAG’s 1990 Regional Transportation Plan states “if NAS Miramar is no longer required as a national defense facility, the use of this facility as the region’s air carrier airport should be aggressively pursued.”

A proposal to pursue joint use would require a reconsideration by the federal government pursuant to Department of Defense policy.

While not subject to local Multiple Species Conservation Program implementation policies, sensitive habitat and resources are present. The Marine Corps is currently preparing a habitat conservation plan.

SUMMARY OF CAMP PENDLETON

Site Location

Camp Pendleton is located in northern San Diego county. This proposal focused on an area in the southern quadrant known as “Stuart Mesa”. Stuart Mesa comprises 5700 acres and is located 3 miles north of the City of Oceanside, and 11 miles west of the City of Fallbrook.

Project Description

This proposal was a companion airport to Lindbergh Field. No runways currently exist at Camp Pendleton. The project identified two alternatives: the first would develop a commercial airport for use by both Orange and San Diego Counties based on an earlier study by the Southern California Association of Governments. The second alternative proposed moving the military operations known as “fleet carrier landing practice” from other military locations to Camp Pendleton and operating them jointly with commercial operations.

Land Use Analysis

Noise impact to approximately 500 people was identified in the 1991 study. The study did not contain an environmental inventory, however, potential impacts to vernal pools and habitat were identified. Bird strikes were identified as a hazard to aircraft operations.

There has been no change in developed area or dwelling units that would be affected by the proposed project between 1990 and 1999.

Feasibility Issues

On January 22, 1990, the San Diego City Council adopted a resolution that stated “Be it resolved by the Council of the City of San Diego that, in recognition of the importance of Camp Pendleton to the region, and of the unique natural resources contained within its boundaries, this Council calls upon Congress to insure the preservation of Camp Pendleton either as a Marine Corps training base, or, should the base be closed, as Federal park land preserved as an asset for all the people.”

On February 22, 1989, the Oceanside City Council adopted a motion to reaffirm their opposition to any attempt to locate an international airport on Camp Pendleton.

SANDAG’s 1990 Regional Transportation Plan stated that Camp Pendleton should not be considered a suitable location for a regional commercial airport because it would not serve the commercial aviation demand of the region and the base should be used for relocation or location of military facilities that are significantly impacted by urban encroachment.

Subsequent to the 1991 SANDAG report, state legislation was adopted identifying park

land to be the alternative land use.

Legislative intent and constraints would have to be explored to introduce commercial aviation to Camp Pendleton. Agreement with the Federal government would be necessary as well.

While not subject to local Multiple Species Conservation Program implementation policies, sensitive habitat and resources are present. The Marine Corps is currently preparing a habitat conservation plan.

SUMMARY OF RINCON INDIAN RESERVATION

Site Location

The area identified in this proposal was on a site near Rincon Springs and Valley Center, partially on the Rincon Indian Reservation.

Project Proposal

This proposal was for a companion airport to Lindbergh Field. The project proposed construction of a new airport with one 12,000 foot runway to be constructed in a northwest to southeast configuration.

Land Use Analysis

The 1991 report did not identify the full extent of potential environmental impacts, but did anticipate grading and topography impacts. At that time, a minimum of 1155 dwelling units were projected to be impacted by noise.

There are significant topographic features surrounding the site that could affect airport operations. Bidirectional precision instrument approaches would be limited and aircraft operations to and from the airport would be constrained and would require circuitous routing because of proximity to Mount Palomar Observatory and Camp Pendleton restricted areas. Instrument approaches from the northeast through southeast do not appear feasible because high terrain would penetrate FAA Obstacle Clearance Approach surfaces.

In 1990, there were 2191 acres of developed land within a projected 1990 65 CNEEL contour overlain on this site. In 1999, 2213 acres were developed. While the 1991 SANDAG report identified 1155 dwelling units within the 65 CNEEL contour, it appears there has been a mapping error and that there were actually 477 dwelling units in 1991. In 1999 there were 554 dwelling units within the same area.

Feasibility Issues

Portions of the site are on the Rincon Indian Reservation and would be subject to Tribal land use authority.

Because of limitations with the site, it is questionable whether this location could meet the needed capacity.

SUMMARY OF CARMEL VALLEY/GONZALES CANYON

Site Location

The site lies on a ridge line south of Gonzales Canyon and Carmel Valley, north of State Route 56.

Project Proposal

This proposal was for a companion airport to Lindbergh Field. No airport currently exists on this site. The proposal would construct the airport with two parallel runways: one at 12,000 feet and the other at 10,000 feet, aligned at 270 degrees. The airport facilities would occupy 1500 acres.

Land Use Analysis

The site is adjacent to the San Dieguito River Valley. Although further environmental analysis would be required, impacts to the river valley and its habitat were anticipated.

A comparison of land use conditions between 1990 and 1999 show there were 3869 acres of developed land within a projected 1990 65 CNEL contour overlain on this site. In 1999, 4302 acres were developed. The difference in dwelling units impacted by the 65 CNEL contour between 1990 and 1999 is approximately 300, and several hundred more that have been approved, but not yet built, may be impacted.

Feasibility Issues

The site is in the City of San Diego and is subject to the North City Future Urbanizing Area Framework Plan and the Subarea III plan. The area was recently approved by voters to be shifted to be a planned urbanizing area. Development of single family homes has been occurring west of the proposed site, and Torrey Pines High School is located less than 1 mile west of the end of the runway.

The cities of Del Mar and Solana Beach, in separate letters to SANDAG, state their opposition to locating an airport at this location due to detrimental impacts on the San Dieguito River Valley.

Land use plans in the City of San Diego would have to be amended to accommodate an airport. Multiple Habitat Preservation Area boundaries may also have to be amended, as well as the Multiple Species Conservation Program Subarea Plan. These changes would require state and federal wildlife agency approval.

SUMMARY OF EXPANDED PALOMAR AIRPORT

Site Location

Palomar Airport is located in the City of Carlsbad, east of Interstate 5 and west of El Camino Real, north of Palomar Airport Road.

Project Description

This proposal was for a companion airport to Lindbergh Field. The proposal was to expand the existing Palomar Airport eastward, across El Camino Real, tunneling a portion of El Camino Real to allow the expanded site. The proposal expands the existing 5000 foot runway to 12,000 feet.

Land Use Analysis

The extent of environmental impacts was not studied, though potential noise impacts were anticipated, depending on runway configuration.

In 1990, there were 1920 acres of developed land within a projected 1990 65 CNEL contour overlain on this site. In 1999, 3097 acres were developed. While the 1991 SANDAG report identified no dwelling units located within the 65 CNEL contour, it appears that there had been a mapping error and that there were actually 1056 existing units. In 1999 there were 1160 dwelling units within the same area.

Feasibility Issues

The County Board of Supervisors adopted, on October 6, 1987, a resolution regarding Palomar airport prohibiting expansion and commercial use.

The cities of Carlsbad, Vista, and San Marcos all have expressed opposition to any expansion of Palomar Airport, and they support its continued designation as a General Aviation airport.

SUMMARY OF NORTH ISLAND

Site Location

NAS North Island occupies the western portion of the City of Coronado, and is surrounded on three sides by San Diego Bay.

Project Description

This proposal consisted of two alternatives: the first would utilize NAS North Island as a companion airport to Lindbergh Field. The second option eliminated flight operations at Lindbergh Field but uses the area for parking and terminals in support of the North Island runways. In both alternatives, the possibility of joint or shared use with the Navy was identified, as well as the need for underwater tunnel access or high-speed ferry service across San Diego Bay.

Land Use Analysis

Either option required filling of portion of San Diego Bay or Pacific Ocean. The extent of all environmental impacts was not been determined, although severe impacts to water quality and coastal resources were anticipated. Depending on the configuration of runways, a minimum of 6000 dwelling units would be affected.

There was no change in the number of acres affected by the 1990 65 CNEL contour between 1990 and 1999. Approximately 100 additional dwelling units have been developed within this contour during the 10 year period.

Feasibility Issues

The City of Coronado opposes use of North Island as a regional commercial airport.

A proposal to pursue joint use would require consideration by the Federal government pursuant to the Department of Defense policy.