[MS-0398.030.016.020]

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# SAN DIEGO INTERNATIONAL AIRPORT FOUNDATION


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*Partial List*


November 3, 1993

Mr. Leon Williams
County Board of Supervisors
1600 Pacific Highway, Suite 335
San Diego, CA 92101

Dear Leon:

As a fellow San Diego business person, it is imperative and appreciative that you are committed to insure San Diego's future by having a new international airport in operation by the year 2000.

A new airport at Miramar will allow the sixth largest city of the United States to finally realize its fullest potential. We need your time and talent: the attached information validates why Miramar is the desired location and will give you the facts and some creative ideas to assist you in persuading others to join this very important cause.

The San Diego International Airport Foundation, a not-for-profit foundation, has been created to make this airport a reality and will receive matching grants to complete economic and environmental studies needed. The studies will assist in giving the necessary, substantiated facts to San Diego County citizens. We are also planning for this issue to be placed on next year's ballot for voter approval.

As a member of the foundation, we would like to extend to you an invitation to attend an informational meeting, Thursday, November 11, 1993 at 7:30 a.m. at the Hyatt Regency San Diego. Your attendance at this meeting is very important. Base Realignment & Closure (BRAC) meetings are taking place, and we must take advantage of this small, but very critical, "window of opportunity".

With your help, we can make the new San Diego International Airport a reality.

Warmest personal regards,

Douglas F. Manchester
Chairman


One Market Place, 33rd Floor, San Diego, California 92101
TEL: (619) 231-3800 / FAX: (619) 696-7100

# WHY MIRAMAR?

**FINANCIAL IMPACT**

- An International Airport will replace lost Navy payroll.
- 24,000 acres of land which can be deeded from the Federal Government located in the center of San Diego County, both population wise and physically.
- Cost to build will be minimalized due to existing land and infra-structure.
- Significant revenue impact will result from a new International Airport.

**INFRASTRUCTURE**

- Freeways are already built strategically around the property and will be improved upon.
- Rail service is existing and can be improved and used for rapid transit.
- Overflight zones are already existing to the east and to the west.
- Fully certified instrument landing system already in place.
- Approach/departure terminal control area radar already in place.
- Tower in place.
- Existing ramps and runways can be modified and utilized or built with minimal grading.
- Existing additional runways can be modified or built with minimal grading.
- I-15 congestion can be reduced with additional ramps, etc.
- Miramar Boulevard traffic can be reduced by expanding he southern portion of the Boulevard to quadruple capacity.
- Rapid transit can be funded as part of the airport along I-15 and Miramar Road.
- Route 52 can be completed.
- Route 56 can be completed.
- City landfills vital and necessary to San Diego will be maintained.
- Environmental open belt kept in perpetuity to the east.

**MILITARY IMPACT**

- The Marines do not want to relocate in San Diego because of one-third less facilities are available at Miramar versus El Toro. Marines are fearful that budget constraints will not allow them to build those facilities that are needed.
- It has been validated by the Department of Defense and Marine Headquarters that $1.3 billion dollars would be required for the move from El Toro to Miramar.
- There is an existing 347 housing units at Miramar for the required 3000 Marine personnel. This, in itself, would create a need for an additional $430 million dollars in construction costs. Also, outside of the base, there is a military housing shortage of 11,602.

- The Marines would bring 270 wing and rotor aircraft to Miramar therefore increasing the noise level substantially because this equals approximately 100 more aircraft than currently stationed at Miramar.
- There would be a need for additional storage facilities not available currently for Marine ammunition at Miramar.
- Citizens do not want Marines to be relocated to San Diego due to the helicopter and F-18 noise.
- Noise contours will be significantly reduced from present military levels for Rancho Penasquitos, Scripps Ranch, La Jolla, Del Mar, Miramar, Mira Mesa, etc.

**POSITIVE IMPACT TO DOWNTOWN AND OTHER AREAS IN SAN DIEGO**

- Miramar will have a very positive impact financially on downtown San Diego by allowing the redevelopment of Lindbergh Field:

  * Additional water frontage will lead to an estimated $3 billion dollars of Port District redevelopment.
  * From the Old Navy Hospital and/or Balboa Park to the downtown waterfront can be developed with City Front Terrace-type of high-density residential construction, which has been depressed for years due to the overflight noise from the airport and height restrictions from the airport. They would have wonderful views extending to the waterfront and would help change the face of San Diego.
  * North Park, Old Town, Point Loma, Mission Beach, Ocean Beach, Mission Hills, Bankers Hill and downtown property values would be greatly enhanced due to this redevelopment and the absence of Lindbergh Field.
  * Loss of revenue seen by the Port District will be mitigated ten times over by the redevelopment.
  * Entire look of downtown would be improved.
  * Waterview and waterfront living will trigger a rebuilding of the desired downtown living corridor thereby allowing revitalization, including relocation of corporate headquarters to the downtown waterfront area.
  * It is a fact that Lindbergh has hindered, rather than helped, downtown redevelopment because it discouraged residential on the waterfront plus height restrictions (and can be changed at the State level through charter reform).
  * Naval Training Center's and Lindbergh Field's closings will cause massive employment by the building and development of these valuable waterfront properties.
  * The Aircraft Owners & Pilots Association has stated publicly that Lindbergh Field is one of the most dangerous airports in the world.

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November 2, 1993

The Honorable John Dalton
Secretary of The Navy
Department of The Navy
Washington, DC 20350

Dear Mr. Secretary:

I am in receipt of a letter addressed to you dated October 4, 1993, from Randy "Duke" Cunningham, Member of Congress, in reference to his requesting a definitive statement from you on the Navy's position regarding locating a San Diego Regional International Airport on military lands.

I am writing to you with hopes that the Navy will consider specifically, closing NAS Miramar for the purposes of establishing a new San Diego International Airport. There is a coalition that has been established in San Diego County which includes members of Congress, City and County Officials and respected business and community leaders who believe that Miramar is indeed the key to our cities' future. I sincerely believe that a "win-win" will take place in the event that you agree with our position for the following reasons:

1) Marines will continue to operate with full capacity at El Toro, including transfer of Helicopters from Tustin;
2) The Department of Defense will "win" because they will save the estimated $1.3 billion needed to move the Marines to Miramar, plus meeting the closure guidelines set forth by BRAC;
3) San Diego will benefit and finally be able to establish an International Airport at Miramar allowing us to give this city a much-needed financial boost.

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TEL: (619) 231-3800 / FAX: (619) 696-7100

SAN DIEGO INTERNATIONAL AIRPORT FOUNDATION



I certainly understand that the Navy and Department of Defense want to utilize all available resources to their highest and best use. However, according to experts that I have talked to, both the civilian population of San Diego and the military experts do not want a relocation from El Toro to Miramar. The relocation, as previously mentioned, would not be in the best interest of the Marines without significant findings which seem highly unlikely given the Country's economic status.

I would certainly appreciate talking to you in further detail concerning this matter and I have enclosed additional information for your review.

Warmest personal regards,

MANCHESTER RESORTS

Douglas F. Manchester
Chairman

DFM/mv

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# Congress of the United States
## House of Representatives
Washington, DC 20515-0551

October 4, 1993

The Honorable John Dalton
Secretary of The Navy
Department of The Navy
Washington, DC 20350

Dear Mr. Secretary:

As you may be aware, the location of a new civilian airport in San Diego has been a longstanding, contentious issue. For the past several years, the City of San Diego has been pursuing an proposal called 'TwinPorts,' an airport which would straddle the Mexican border and serve both Tijuana and San Diego. Last week, however, the Mexican government effectively killed the proposal.

Many in the San Diego area believe that the only suitable sites for a commercial airport are on military lands. With the apparent demise of the TwinPorts proposal, some officials are already calling on the Navy to solve the area's problem. Among the options most commonly discussed are that the Navy should:

1.) permit joint military/civilian use at Miramar,
2.) close Miramar altogether,
3.) accommodate an expansion of the existing Lindbergh Field by ceding land at NTC San Diego or MCRD San Diego,
4.) allow the use of NAS North Island as a commercial airport, or
5.) donate land at Camp Pendleton for a civilian airport.

As one who strongly supports the Navy's presence in San Diego County, I disagree with those who state that the Navy should solve San Diego's airport problem. Local leaders have delayed and bickered for years, while site after site has been lost to development.

However, I am writing to encourage you to issue a definitive statement on the Navy's position on this matter. I believe a clear statement from your office on the five options listed above would be of immeasurable value to guaranteeing the Navy's position and insuring that local officials do not waste valuable time or money on pursuing non-starter ideas. I believe that the situation at NAS Miramar is by far the most critical, but all of the options I outlined have received serious attention over the years.

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Please be assured of my strong commitment to working with you on the challenges which face the Navy. Thank you for your consideration.

With best regards,

Sincerely,

Randy "Duke" Cunningham
Member of Congress

RDC:wll

# City of La Mesa

ART MADRID
Mayor

November 2, 1993

Mayor Gloria McClellan
Chairman Board of Directors
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Gloria:

The task of our Military Housing Commission is to develop the most inclusive and comprehensive list of potential sites, either raw land or existing housing to meet the present, mid-term and long-range housing needs of our military personnel and their dependents.

Our recommendations must factor the current, and to the best of our ability, potential future base closure scenarios. The constant speculation that Miramar Naval Air Station is destined to become this region's international airport is justification to review the future use of this military base in a timely manner.

Accordingly, I am requesting that your Executive Committee place on our November 19 agenda, for discussion and appropriate action, the development of economic analysis and studies of Miramar's impact on this region, both as a military facility and as a regional international airport.

Mayor Dick Lyon and Councilmember Len Moore are also in support of this request.

Thank you in advance for your support.

Sincerely,

Art Madrid
Mayor

cc: Mayor Lyon, City of Oceanside
Councilmember Moore, City of Chula Vista

8130 ALLISON AVENUE, P.O. BOX 937, LA MESA, CALIFORNIA 91944-0937 / (619) 463-6611, FAX (619) 462-7528