

**TECHNICAL APPENDIX F:  
FAA DETERMINATION/ALUC CONSISTENCY DETERMINATION**

*to the*

**Final Environmental Impact Report**



*University Towne Center  
Revitalization Project*

**SCH No. 2002071071 LDR No. 41-0159/PTS No. 2214**

Prepared By:  
**HELIX Environmental Planning, Inc**  
7578 El Cajon Boulevard, Suite 200, La Mesa, California 91941

Prepared For:  
**Westfield Corporation**  
402 West Broadway, Suite 2050, San Diego, California 92101

**March 2008**



Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3578-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Towne Centre Gardens Residential - NE Corner  
Location: San Diego, CA  
Latitude: 32-52-17.09 N NAD 83  
Longitude: 117-12-27.89 W  
Heights: 327 feet above ground level (AGL)  
707 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3578-OE.

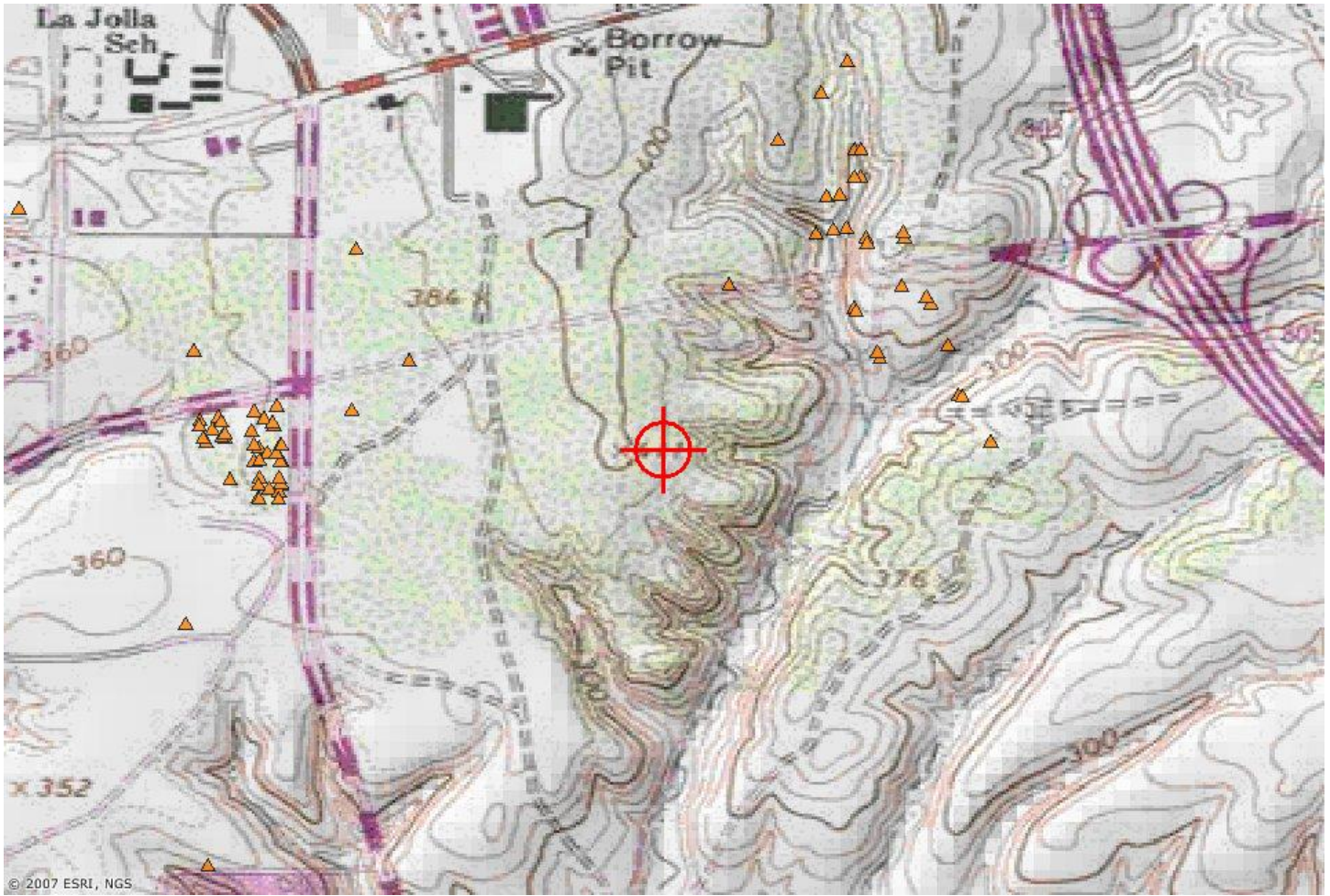
**Signature Control No: 524320-100610614**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Map(s)

7460-2 Attached







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3569-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights West Tower - South Corner
Location:	San Diego, CA
Latitude:	32-52-1.96 N NAD 83
Longitude:	117-12-46.97 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3569-OE.

**Signature Control No: 524288-100610949**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3569-OE**

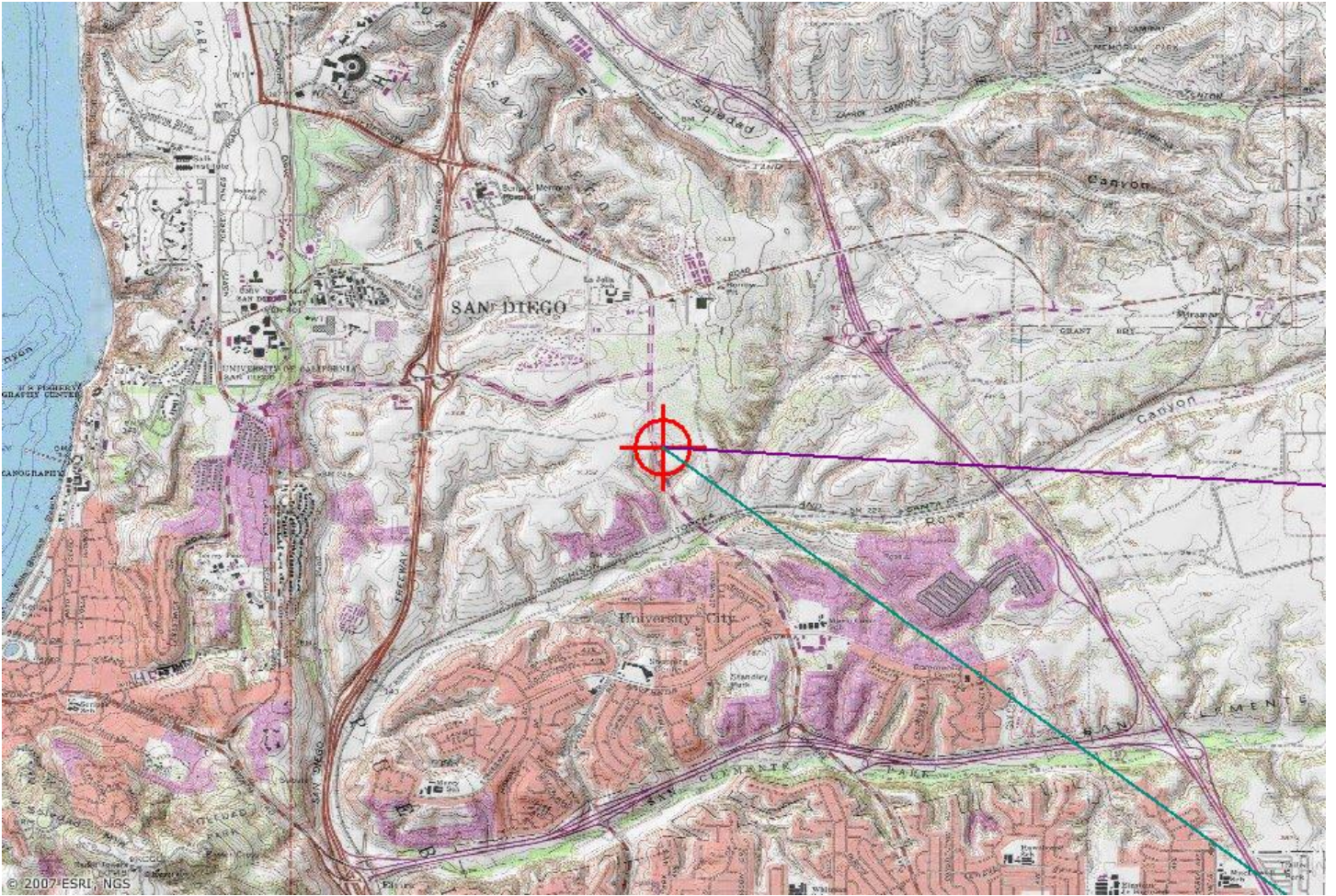
Maximum acceptable height of structure shall not exceed 393 feet above ground level (agl)/ 728 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3569-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3568-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights West Tower - East Corner
Location:	San Diego, CA
Latitude:	32-52-2.38 N NAD 83
Longitude:	117-12-46.25 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3568-OE.

**Signature Control No: 524287-100610948**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3568-OE**

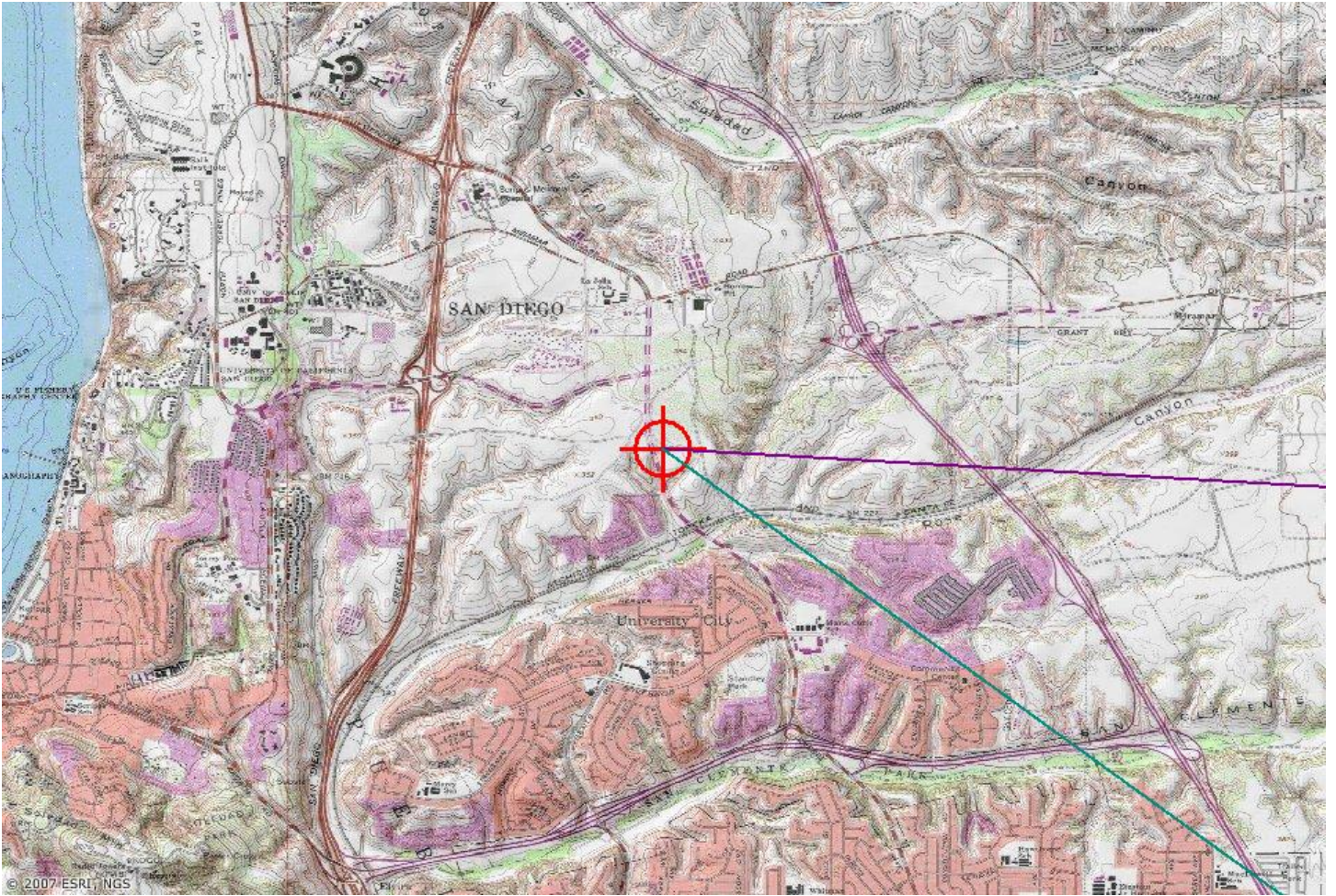
Maximum acceptable height of structure shall not exceed 393 feet above ground level (agl)/ 728 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3568-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3567-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights West Tower - North Corner
Location:	San Diego, CA
Latitude:	32-52-3.54 N NAD 83
Longitude:	117-12-47.20 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3567-OE.

**Signature Control No: 524286-100610947**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3567-OE**

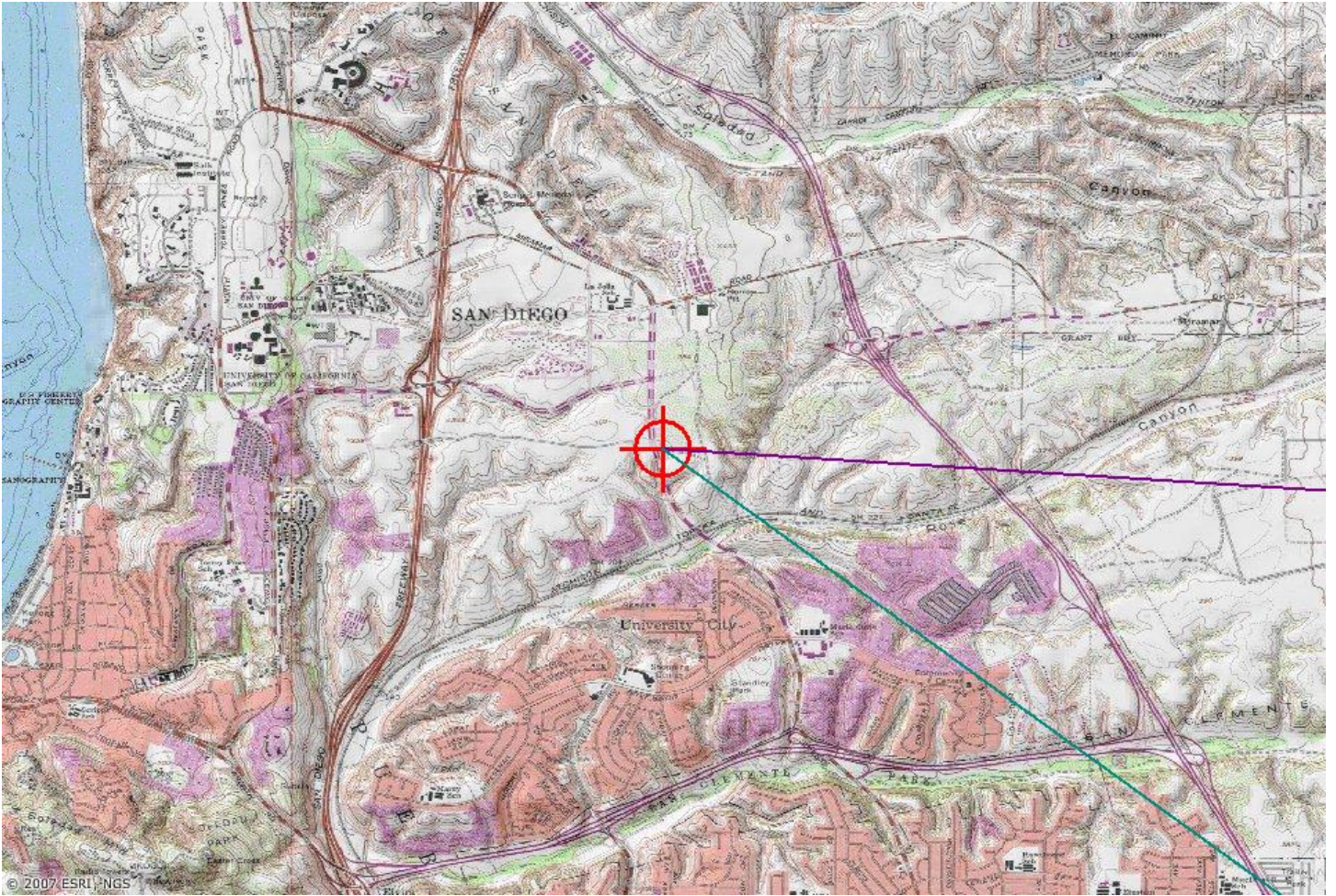
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These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3567-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights East Tower - West Corner
Location:	San Diego, CA
Latitude:	32-52-3.22 N NAD 83
Longitude:	117-12-44.30 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

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The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3566-OE.

**Signature Control No: 524285-100610946**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3566-OE**

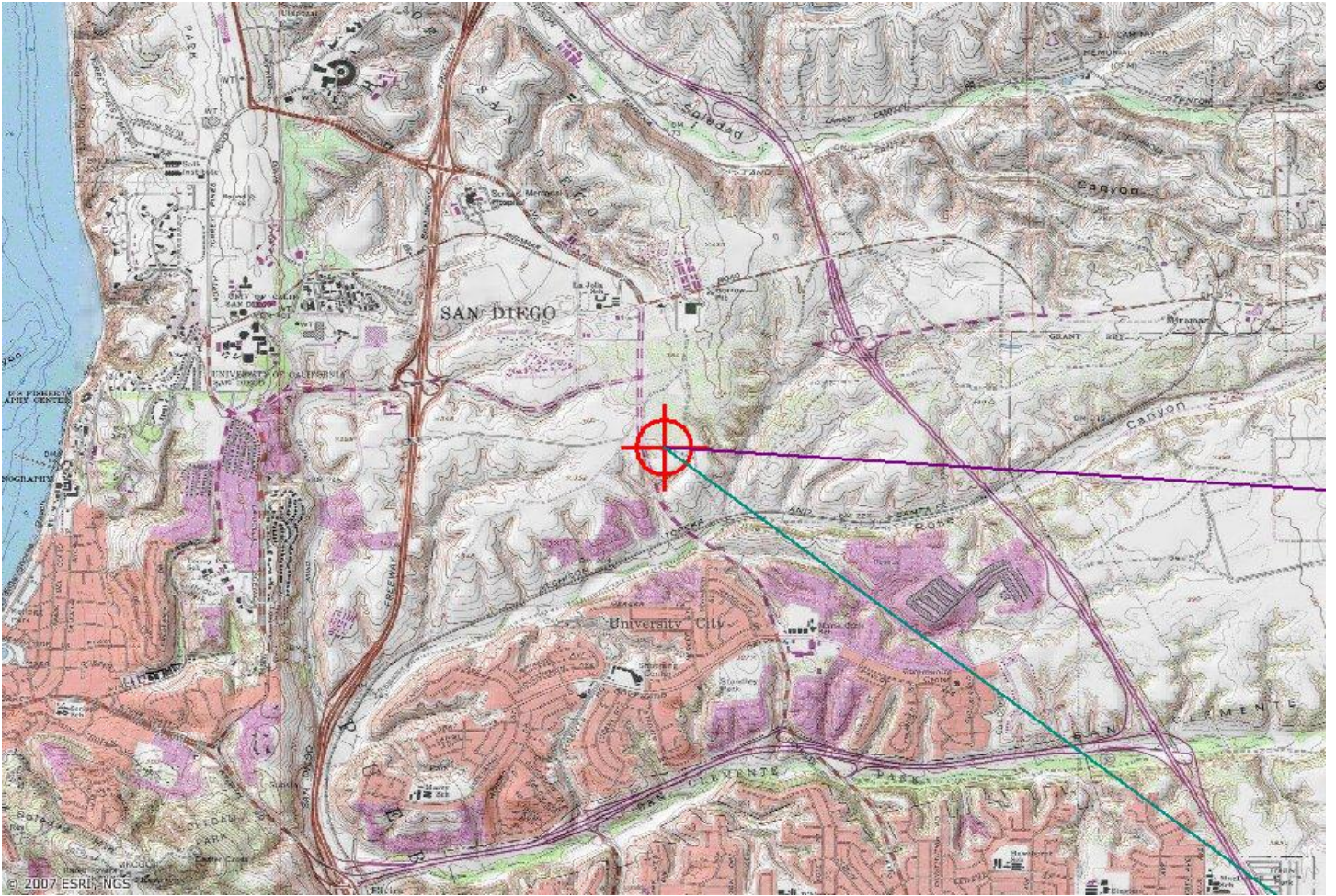
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Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3566-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







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Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3565-OE

Issued Date: 08/23/2007

Greg Fitchitt  
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402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights East Tower - South Corner
Location:	San Diego, CA
Latitude:	32-52-2.61 N NAD 83
Longitude:	117-12-43.80 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3565-OE.

**Signature Control No: 524284-100610945**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3565-OE**

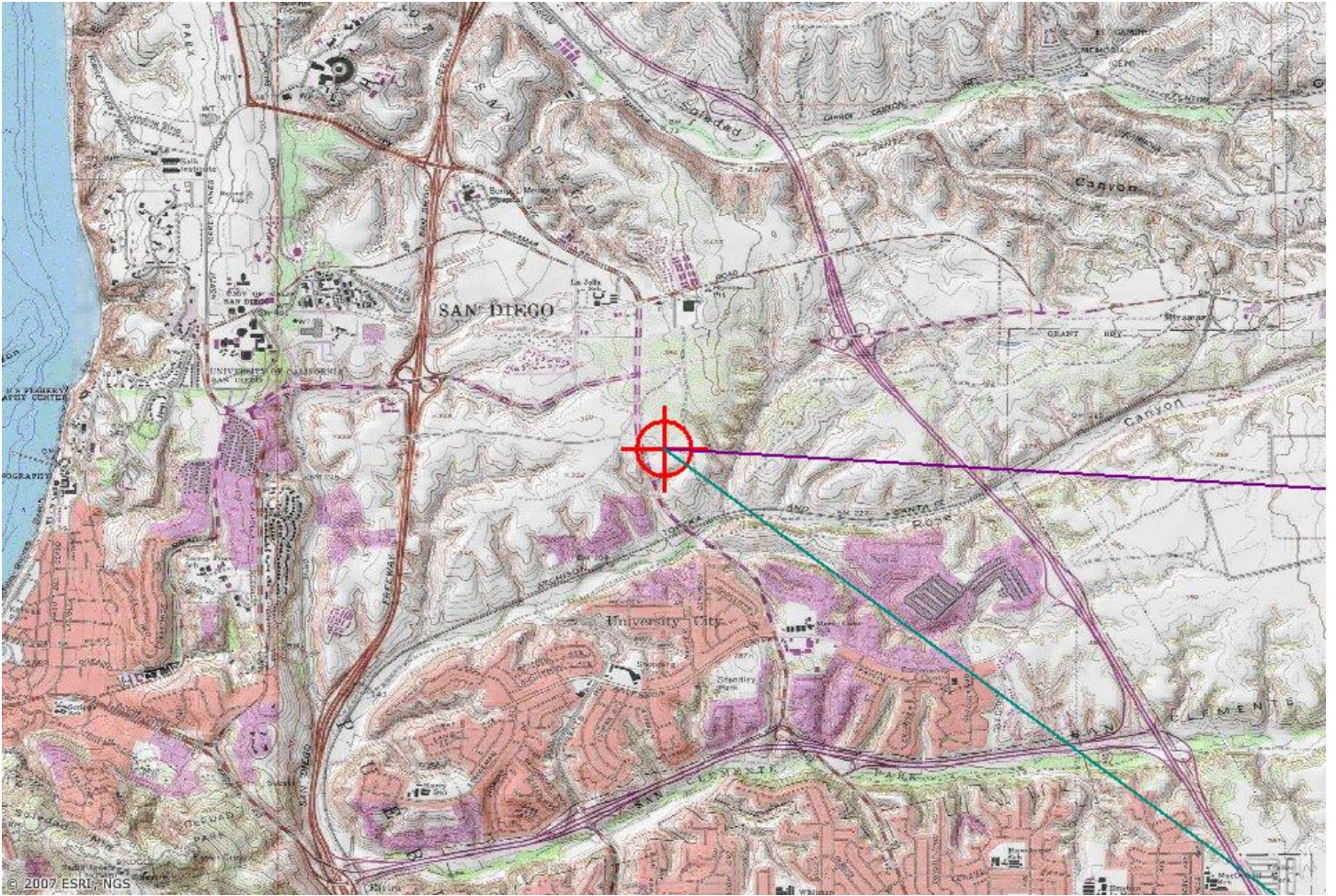
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Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3564-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
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San Diego, CA 92101

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The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights East Tower - East Corner
Location:	San Diego, CA
Latitude:	32-52-3.41 N NAD 83
Longitude:	117-12-42.43 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3564-OE.

**Signature Control No: 524283-100610944**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3564-OE**

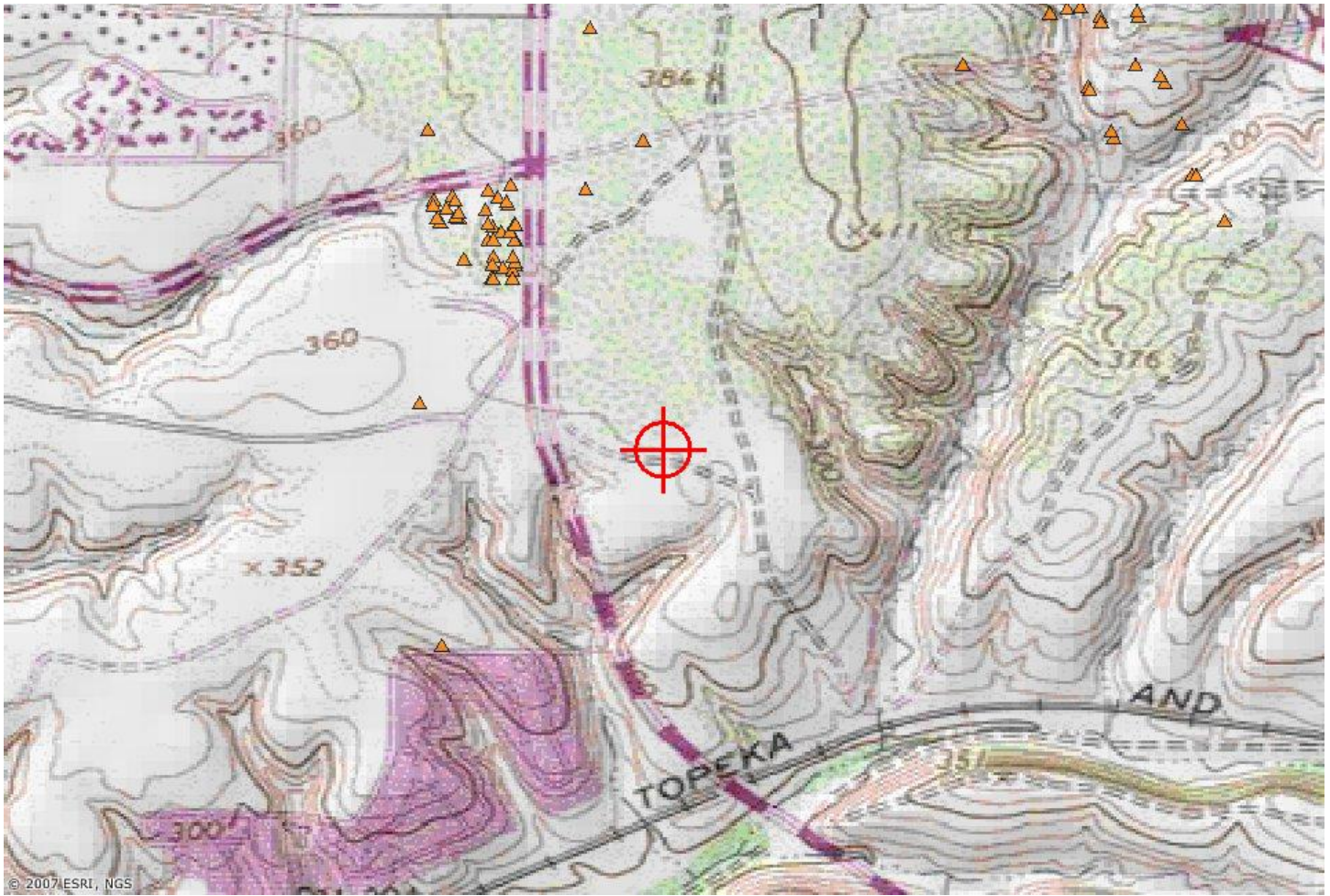
Maximum acceptable height of structure shall not exceed 393 feet above ground level (agl)/ 728 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3564-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights East Tower - North Corner
Location:	San Diego, CA
Latitude:	32-52-4.02 N NAD 83
Longitude:	117-12-42.94 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3563-OE.

**Signature Control No: 524282-100610943**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3563-OE**

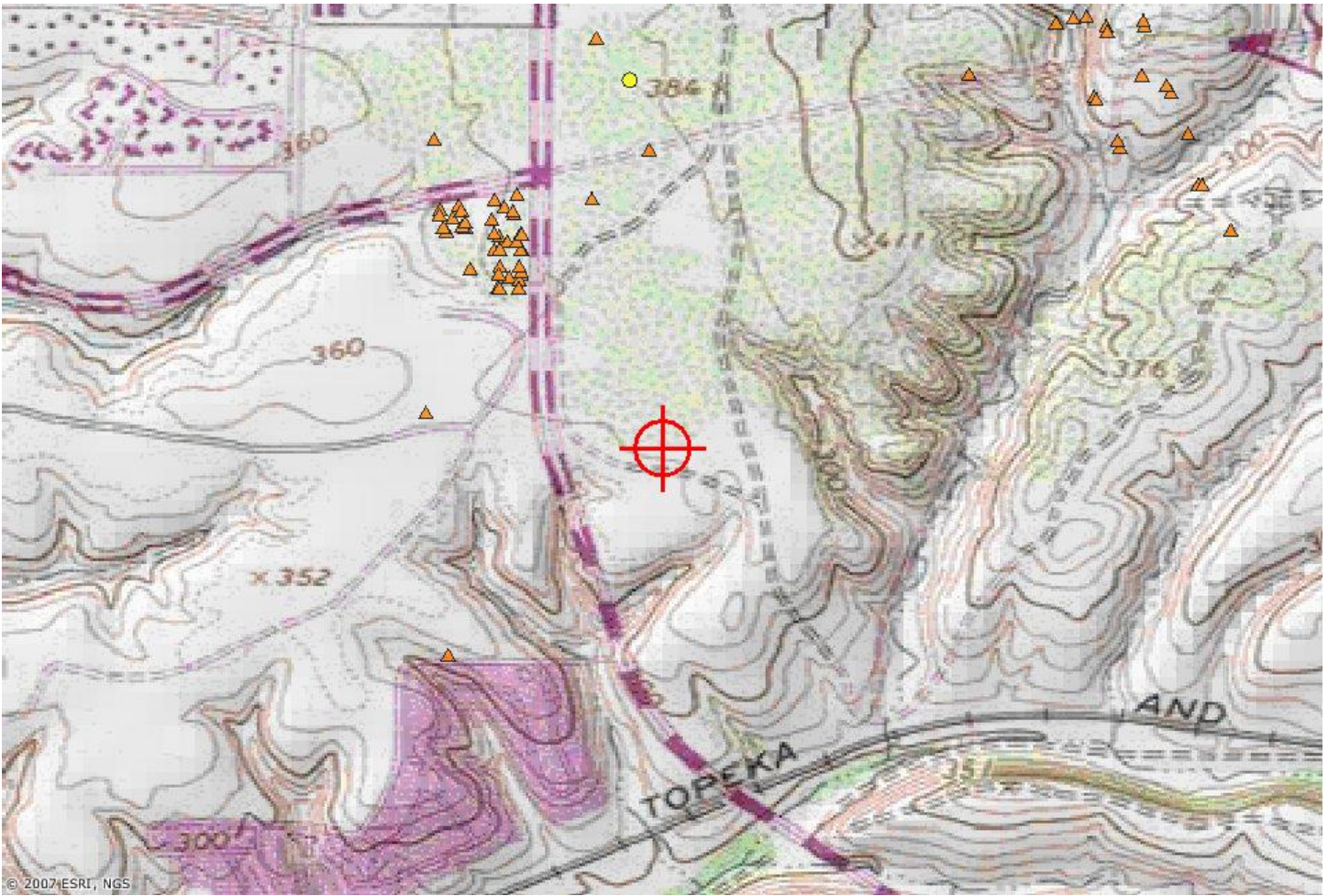
Maximum acceptable height of structure shall not exceed 393 feet above ground level (agl)/ 728 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3563-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3561-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building UTC Central Twin Towers - North Corner
Location:	San Diego, CA
Latitude:	32-52-20.42 N NAD 83
Longitude:	117-12-47.67 W
Heights:	369 feet above ground level (AGL) 731 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3561-OE.

**Signature Control No: 524278-100610930**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3561-OE**

Maximum acceptable height of structure shall not exceed 369 feet above ground level (agl)/ 731 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## **Case Description for ASN 2007-AWP-3561-OE**

High rise mixed use twin tower to contain office, hotel and residential uses; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building UTC Central Twin Towers - West Corner  
 Location: San Diego, CA  
 Latitude: 32-52-18.39 N NAD 83  
 Longitude: 117-12-49.47 W  
 Heights: 369 feet above ground level (AGL)  
 731 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3560-OE.

**Signature Control No: 524277-100610929**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3560-OE**

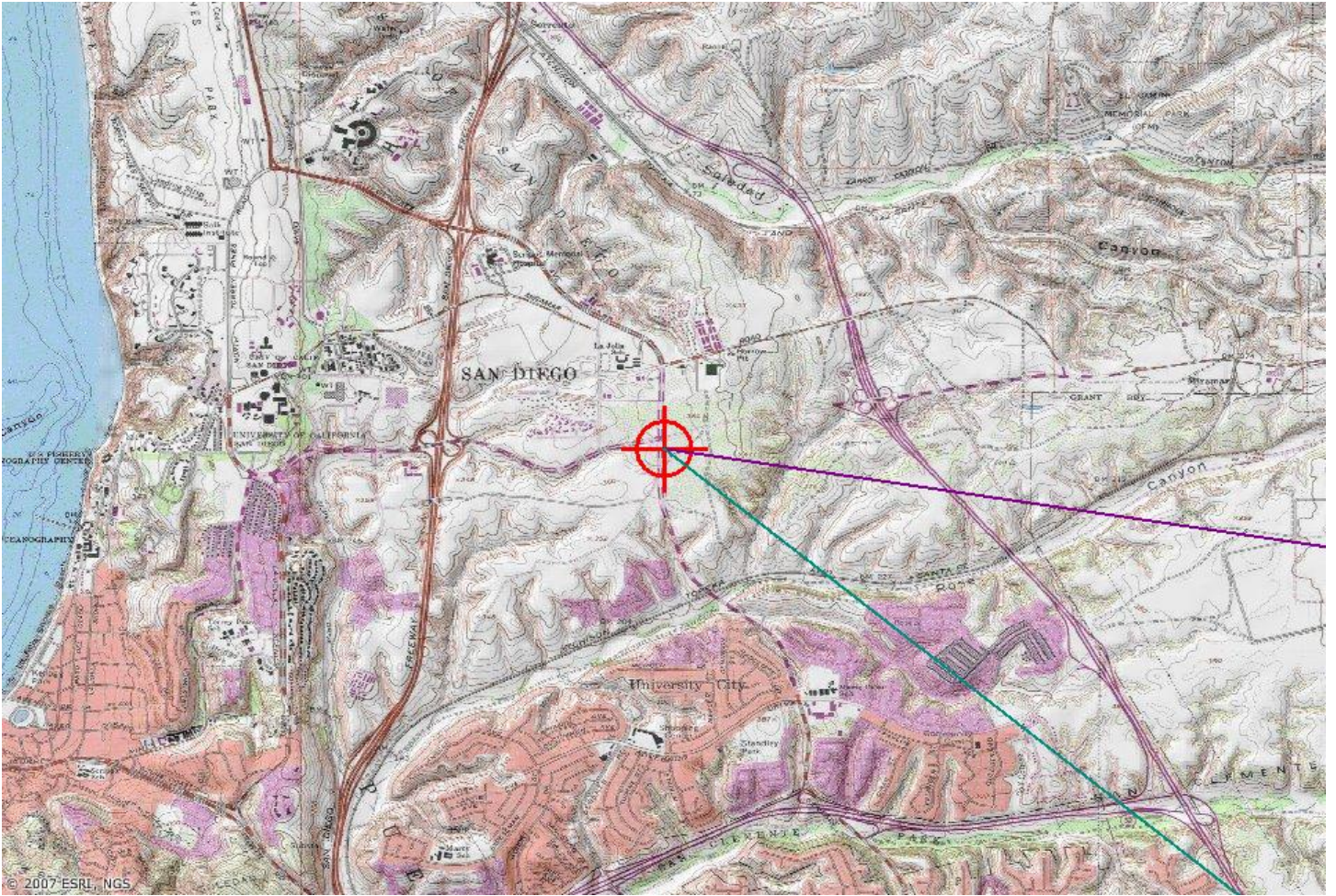
Maximum acceptable height of structure shall not exceed 369 feet above ground level (agl)/ 731 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## **Case Description for ASN 2007-AWP-3560-OE**

High rise mixed use twin tower to contain office, hotel and residential uses; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3559-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building UTC Central Twin Towers - Southerly Corner
Location:	San Diego, CA
Latitude:	32-52-17.46 N NAD 83
Longitude:	117-12-49.12 W
Heights:	369 feet above ground level (AGL) 731 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3559-OE.

**Signature Control No: 524276-100610928**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3559-OE**

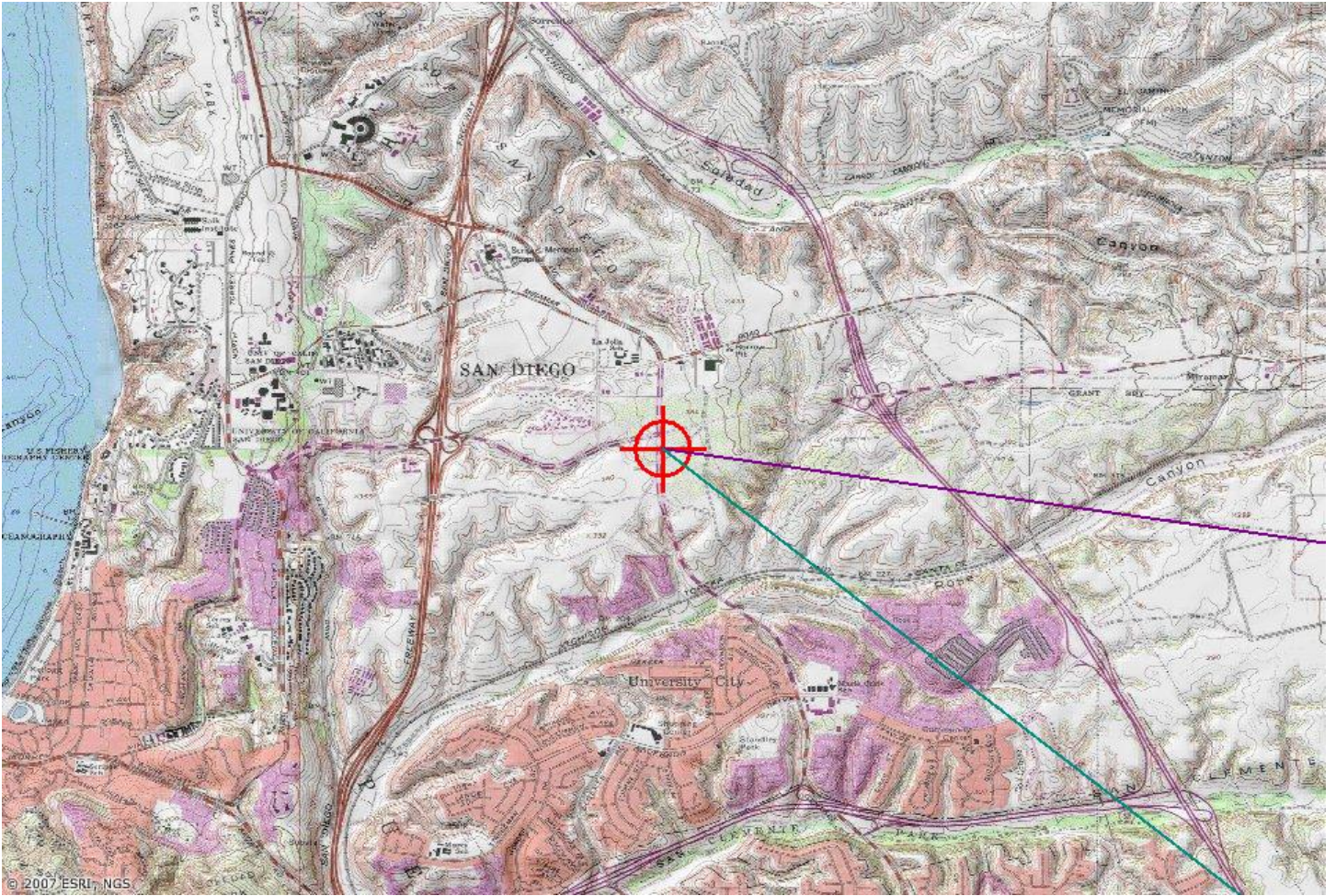
Maximum acceptable height of structure shall not exceed 369 feet above ground level (agl)/ 731 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## **Case Description for ASN 2007-AWP-3559-OE**

High rise mixed use twin tower to contain office, hotel and residential uses; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3558-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building UTC Central Twin Towers - East Corner
Location:	San Diego, CA
Latitude:	32-52-20.25 N NAD 83
Longitude:	117-12-46.02 W
Heights:	369 feet above ground level (AGL) 731 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3558-OE.

**Signature Control No: 524275-100610927**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3558-OE**

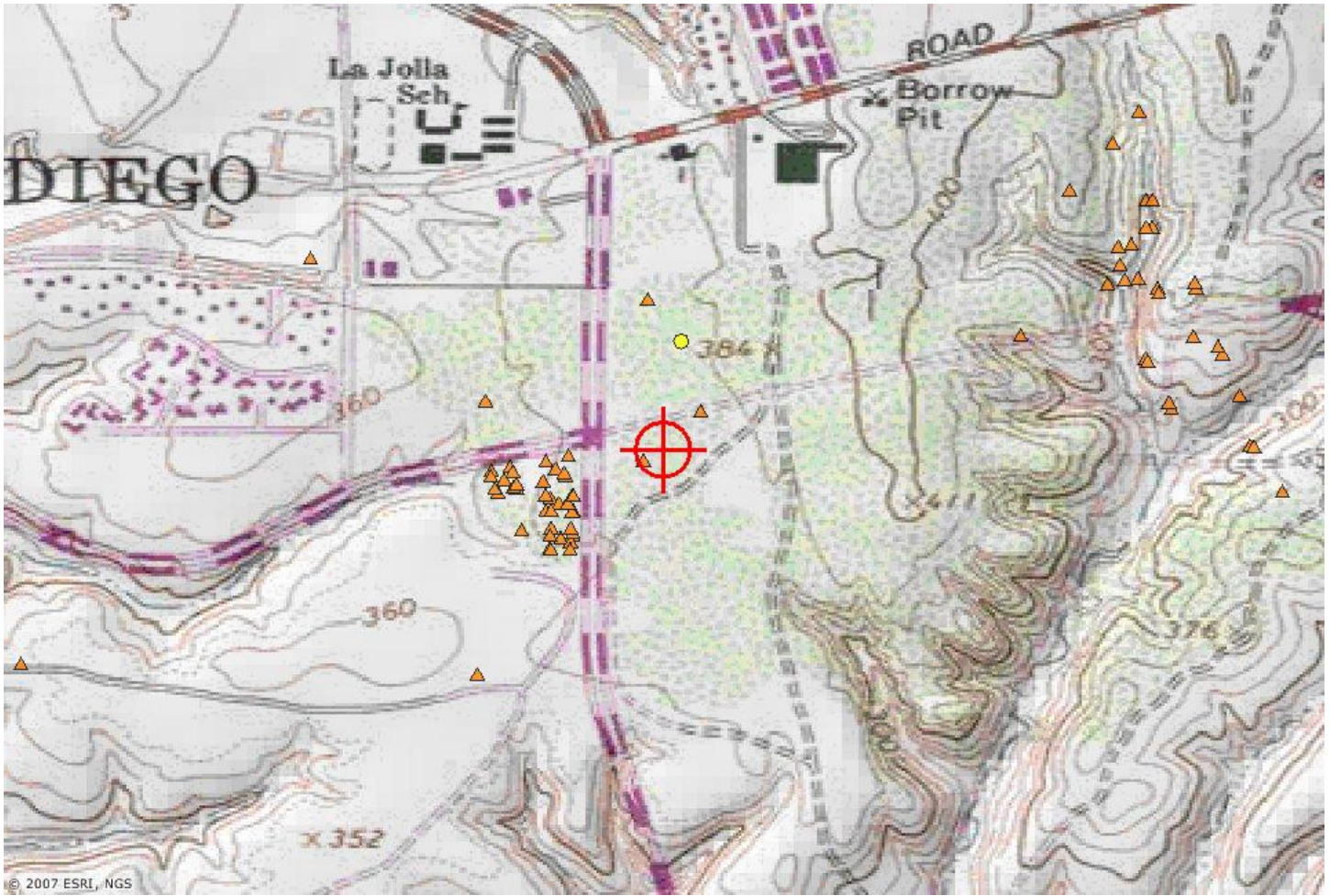
Maximum acceptable height of structure shall not exceed 369 feet above ground level (agl)/ 731 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## **Case Description for ASN 2007-AWP-3558-OE**

High rise mixed use twin tower to contain office, hotel and residential uses; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3718-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building La Jolla Terrace Tower - NW Corner  
Location: San Diego, CA  
Latitude: 32-52-21.49 N NAD 83  
Longitude: 117-12-29.78 W  
Heights: 330 feet above ground level (AGL)  
708 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3718-OE.

**Signature Control No: 525222-100610901**

(DNE)

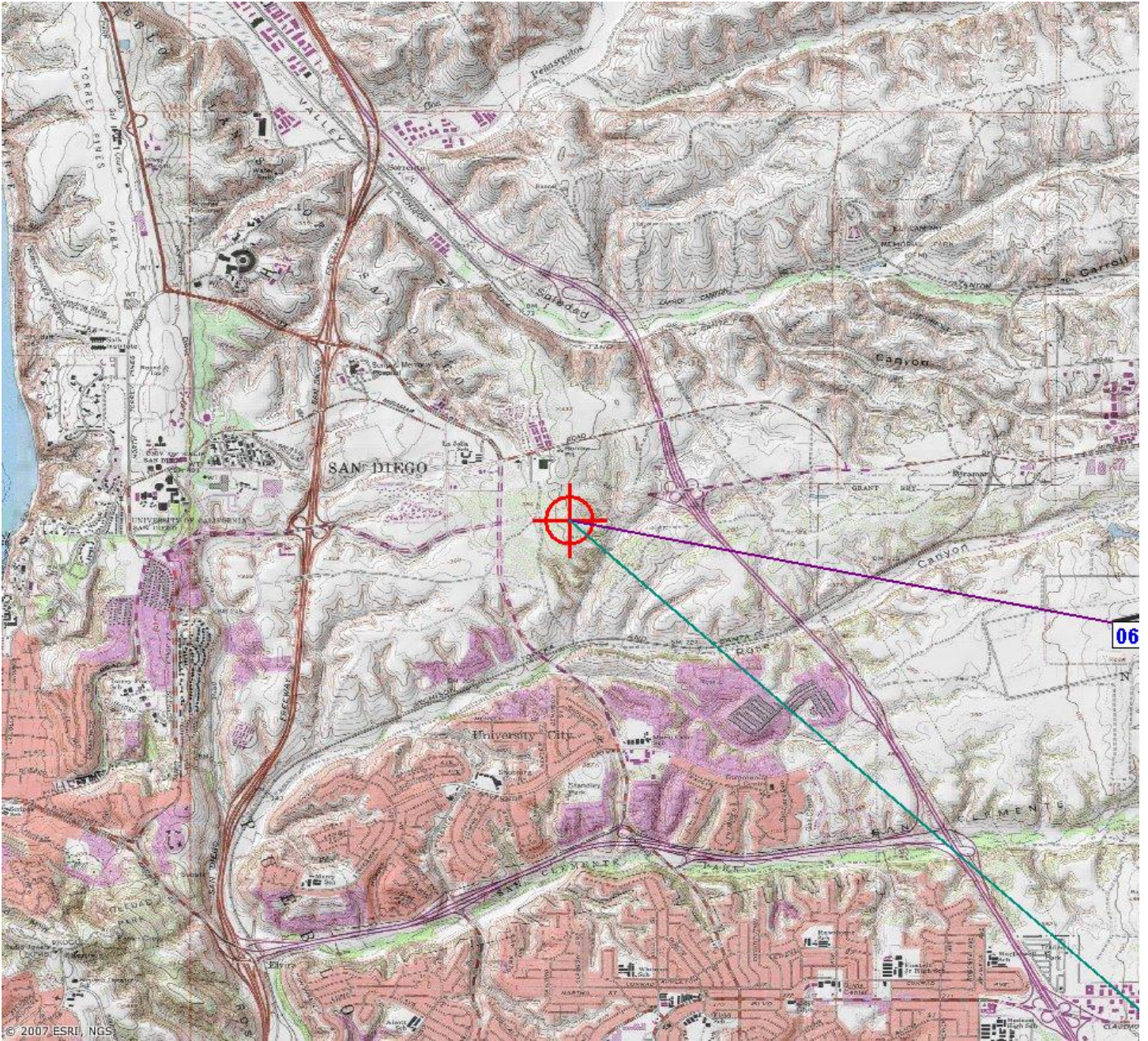
Karen McDonald  
Specialist

Attachment(s)  
Case Description  
Map(s)

7460-2 Attached

## Case Description for ASN 2007-AWP-3718-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.





Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3717-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building La Jolla Terrace Tower - SW Corner  
Location: San Diego, CA  
Latitude: 32-52-20.45 N NAD 83  
Longitude: 117-12-29.74 W  
Heights: 330 feet above ground level (AGL)  
708 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3717-OE.

**Signature Control No: 525221-100610900**

(DNE)

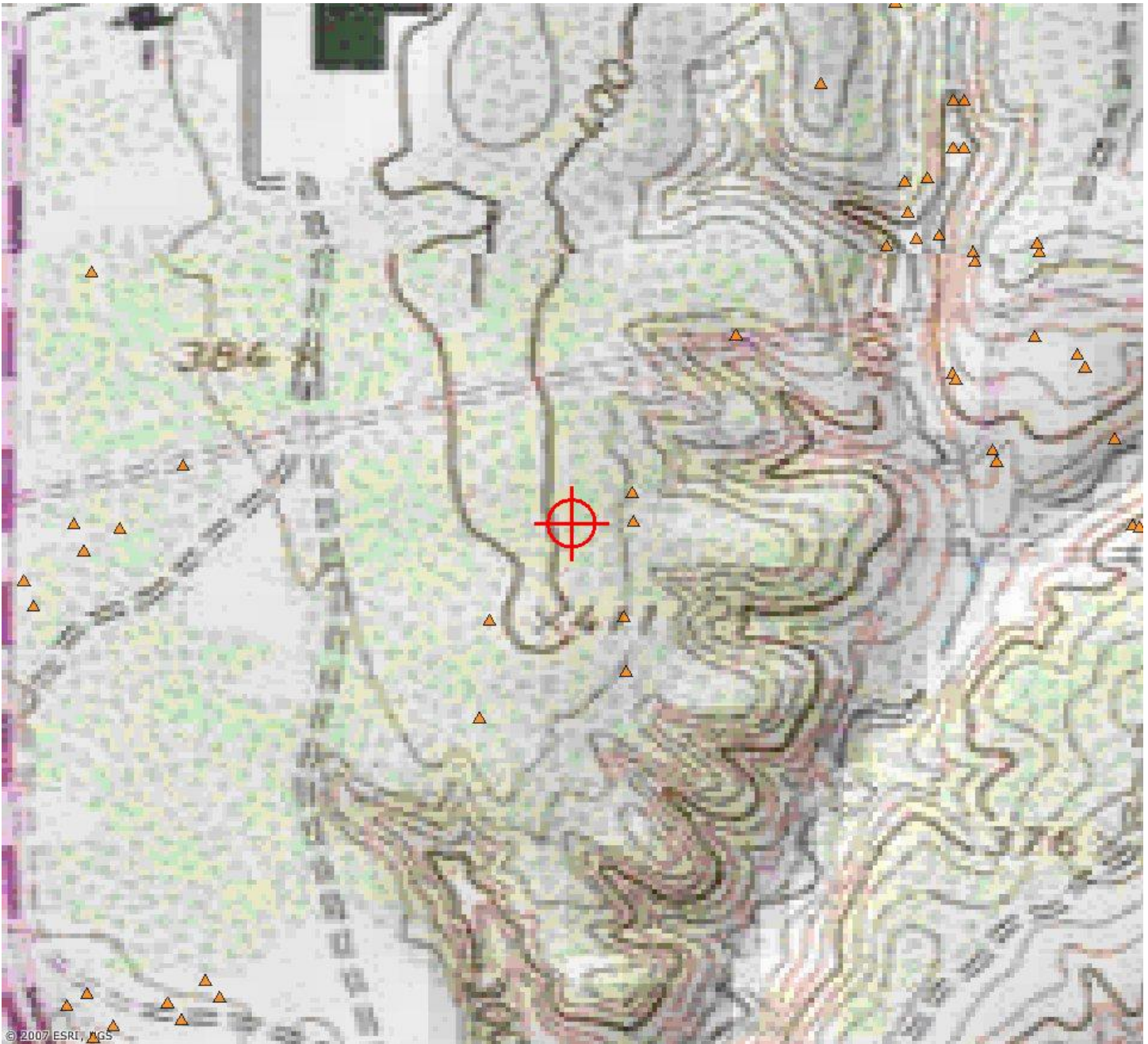
Karen McDonald  
Specialist

Attachment(s)  
Case Description  
Map(s)

7460-2 Attached

## Case Description for ASN 2007-AWP-3717-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.





Federal Aviation Administration  
 Air Traffic Airspace Branch, ASW-520  
 2601 Meacham Blvd.  
 Fort Worth, TX 76137-0520

Aeronautical Study No.  
 2007-AWP-3716-OE

Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building La Jolla Terrace Tower - SE Corner  
 Location: San Diego, CA  
 Latitude: 32-52-20.51 N NAD 83  
 Longitude: 117-12-27.55 W  
 Heights: 330 feet above ground level (AGL)  
 708 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3716-OE.

**Signature Control No: 525220-100610899**

(DNE)

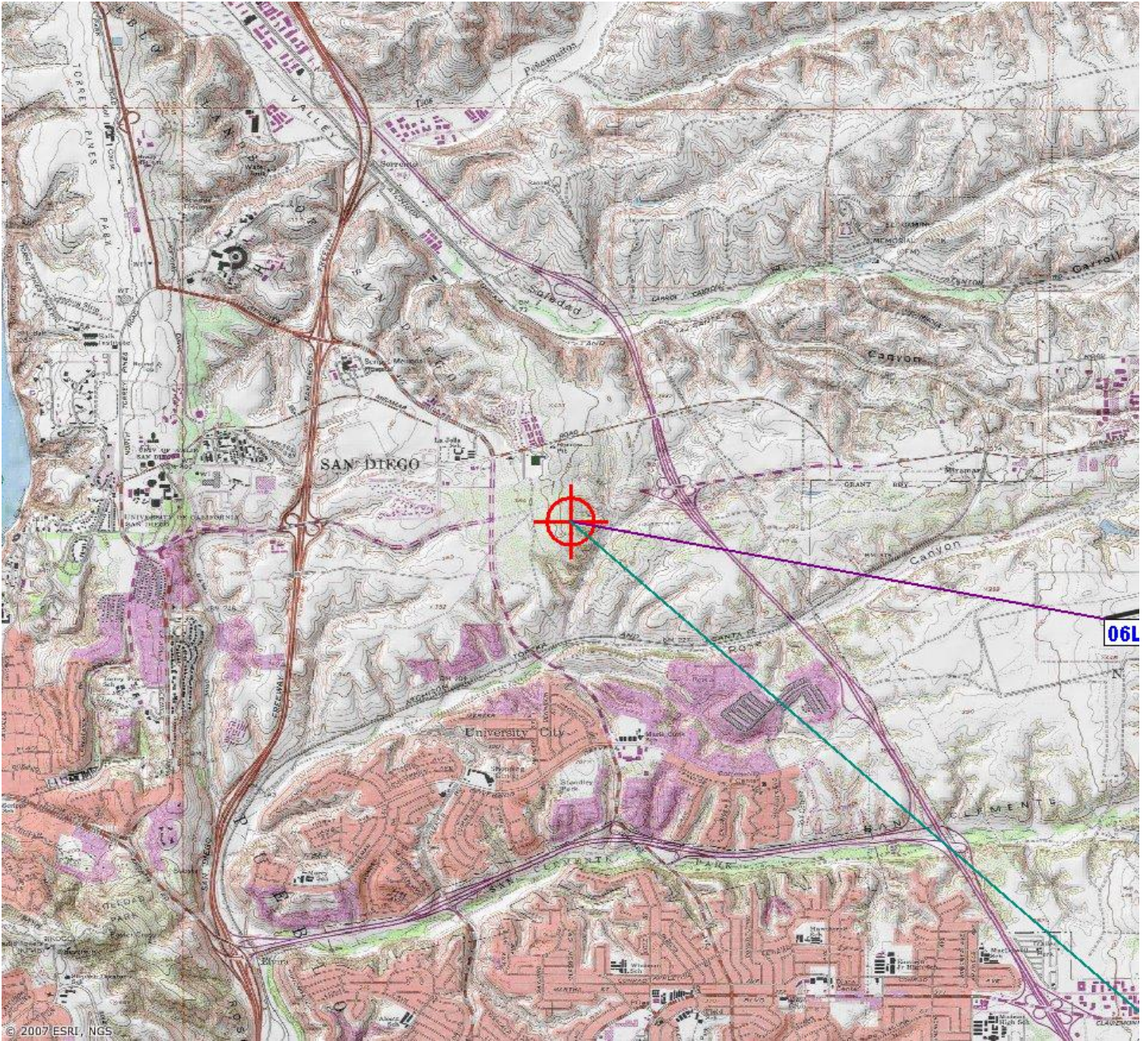
Karen McDonald  
Specialist

Attachment(s)  
Case Description  
Map(s)

7460-2 Attached

## Case Description for ASN 2007-AWP-3716-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.





Federal Aviation Administration  
 Air Traffic Airspace Branch, ASW-520  
 2601 Meacham Blvd.  
 Fort Worth, TX 76137-0520

Aeronautical Study No.  
 2007-AWP-3715-OE

Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building La Jolla Terrace Tower - NE Corner  
 Location: San Diego, CA  
 Latitude: 32-52-21.55 N NAD 83  
 Longitude: 117-12-27.59 W  
 Heights: 330 feet above ground level (AGL)  
 708 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3715-OE.

**Signature Control No: 525219-100610898**

(DNE)

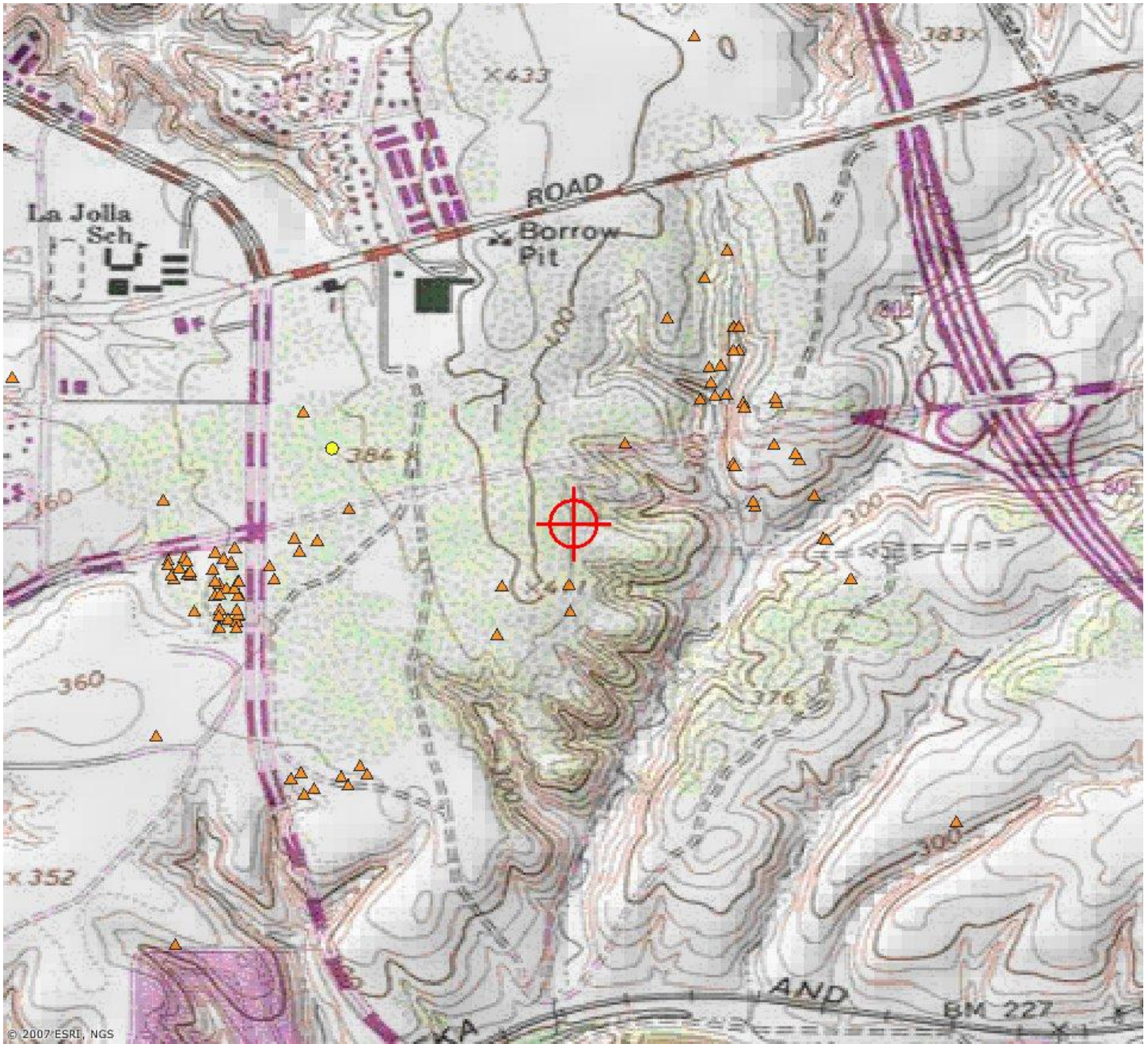
Karen McDonald  
Specialist

Attachment(s)  
Case Description  
Map(s)

7460-2 Attached

## Case Description for ASN 2007-AWP-3715-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.





Federal Aviation Administration  
 Air Traffic Airspace Branch, ASW-520  
 2601 Meacham Blvd.  
 Fort Worth, TX 76137-0520

Aeronautical Study No.  
 2007-AWP-3581-OE

Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Towne Centre Gardens Residential - NW Corner  
 Location: San Diego, CA  
 Latitude: 32-52-16.96 N NAD 83  
 Longitude: 117-12-32.72 W  
 Heights: 327 feet above ground level (AGL)  
 707 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3581-OE.

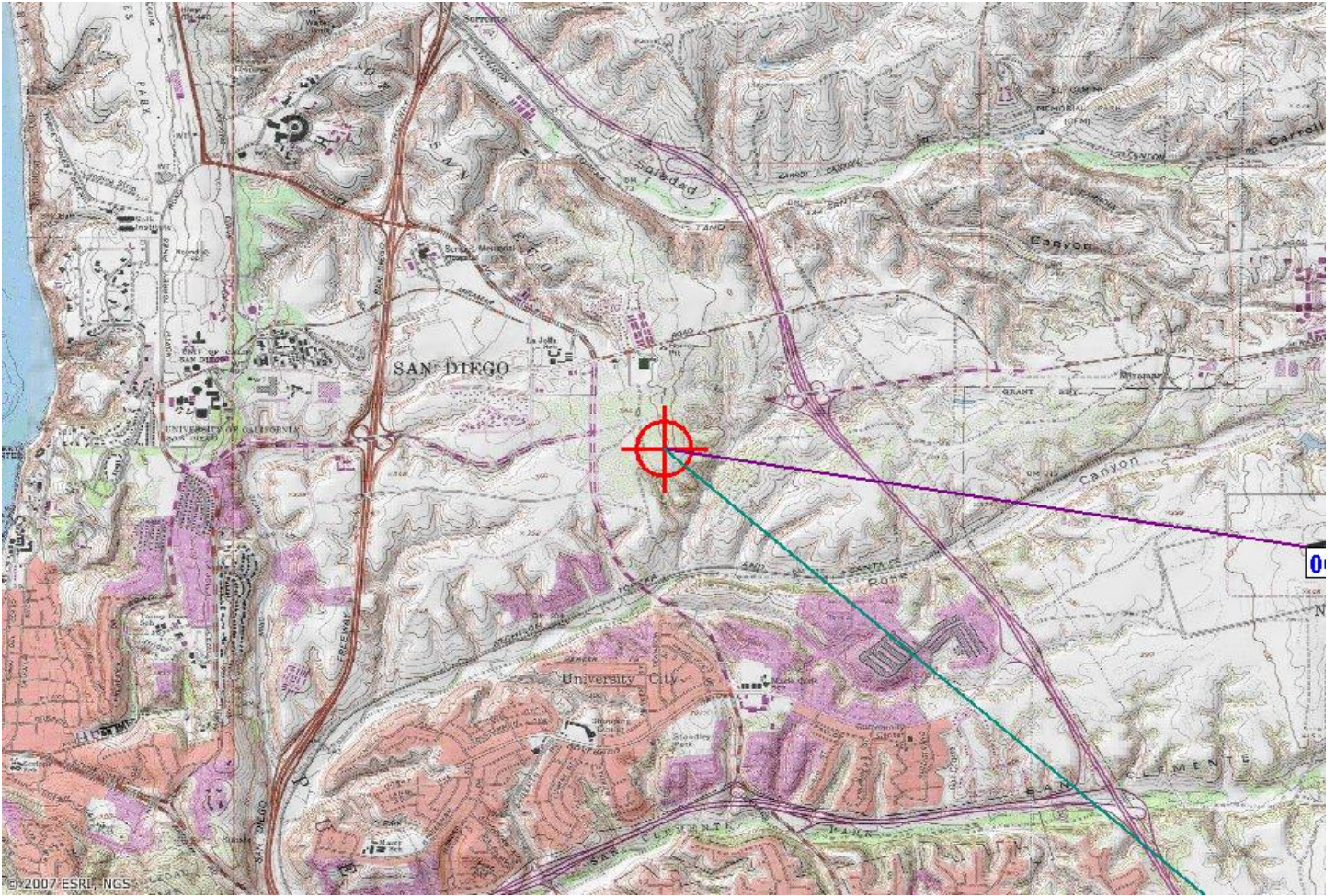
**Signature Control No: 524323-100610620**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Map(s)

7460-2 Attached







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3580-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Towne Centre Gardens Residential - SW Corner
Location:	San Diego, CA
Latitude:	32-52-13.46 N NAD 83
Longitude:	117-12-33.08 W
Heights:	327 feet above ground level (AGL) 707 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3580-OE.

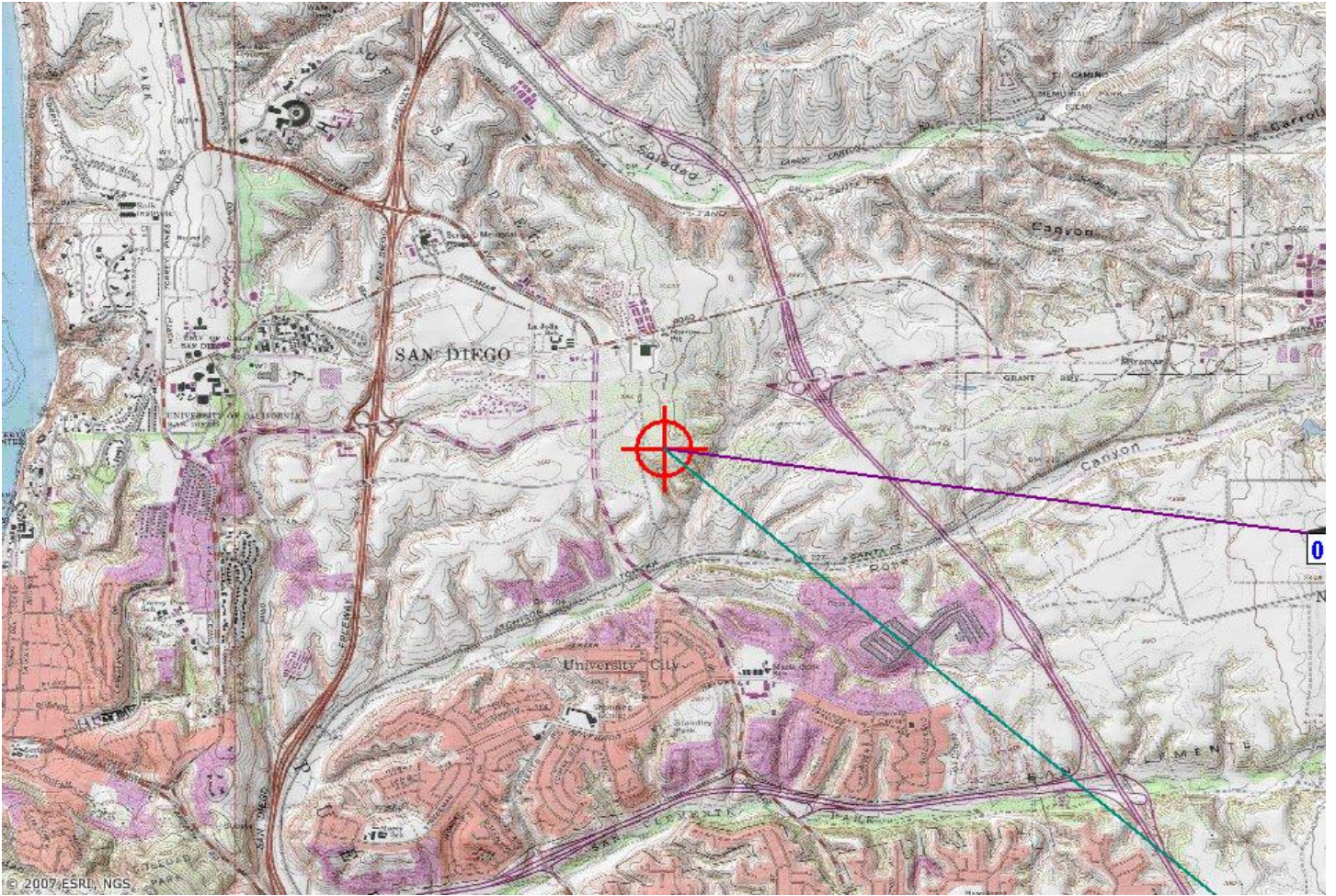
**Signature Control No: 524322-100610617**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Map(s)

7460-2 Attached







Federal Aviation Administration  
 Air Traffic Airspace Branch, ASW-520  
 2601 Meacham Blvd.  
 Fort Worth, TX 76137-0520

Aeronautical Study No.  
 2007-AWP-3579-OE

Issued Date: 08/23/2007

Greg Fitchitt  
 Westfield, LLC  
 402 West Broadway, Suite 2050  
 San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Towne Centre Gardens Residential - SE Corner  
 Location: San Diego, CA  
 Latitude: 32-52-15.12 N NAD 83  
 Longitude: 117-12-27.81 W  
 Heights: 327 feet above ground level (AGL)  
 707 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3579-OE.

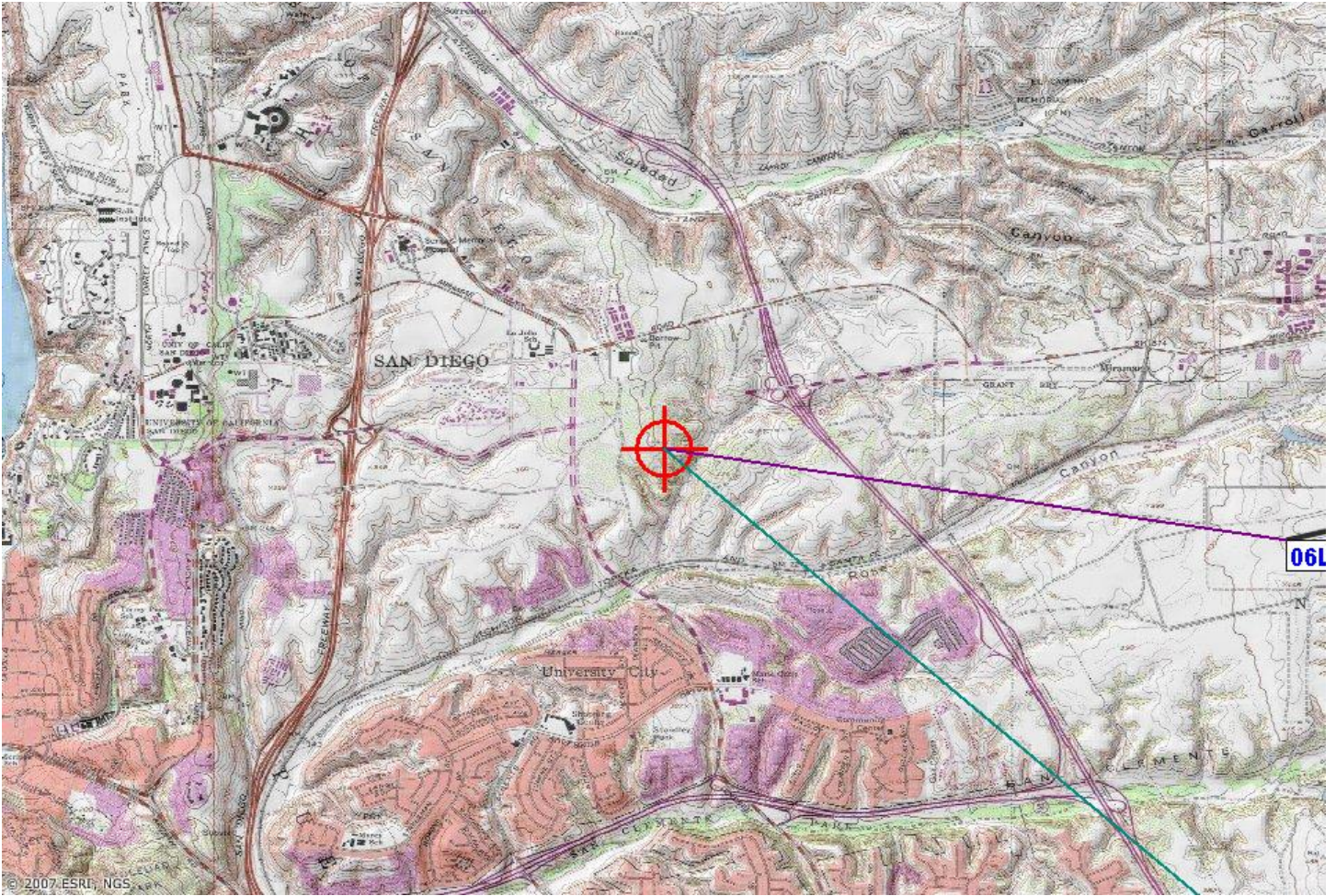
**Signature Control No: 524321-100610615**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Map(s)

7460-2 Attached







Federal Aviation Administration  
Air Traffic Airspace Branch, ASW-520  
2601 Meacham Blvd.  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2007-AWP-3570-OE

Issued Date: 08/23/2007

Greg Fitchitt  
Westfield, LLC  
402 West Broadway, Suite 2050  
San Diego, CA 92101

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Nobel Heights West Tower - West Corner
Location:	San Diego, CA
Latitude:	32-52-3.11 N NAD 83
Longitude:	117-12-47.92 W
Heights:	393 feet above ground level (AGL) 728 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/23/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-3570-OE.

**Signature Control No: 524289-100610950**

(DNE)

Karen McDonald  
Specialist

Attachment(s)  
Additional Information  
Case Description  
Map(s)

7460-2 Attached

## **Additional information for ASN 2007-AWP-3570-OE**

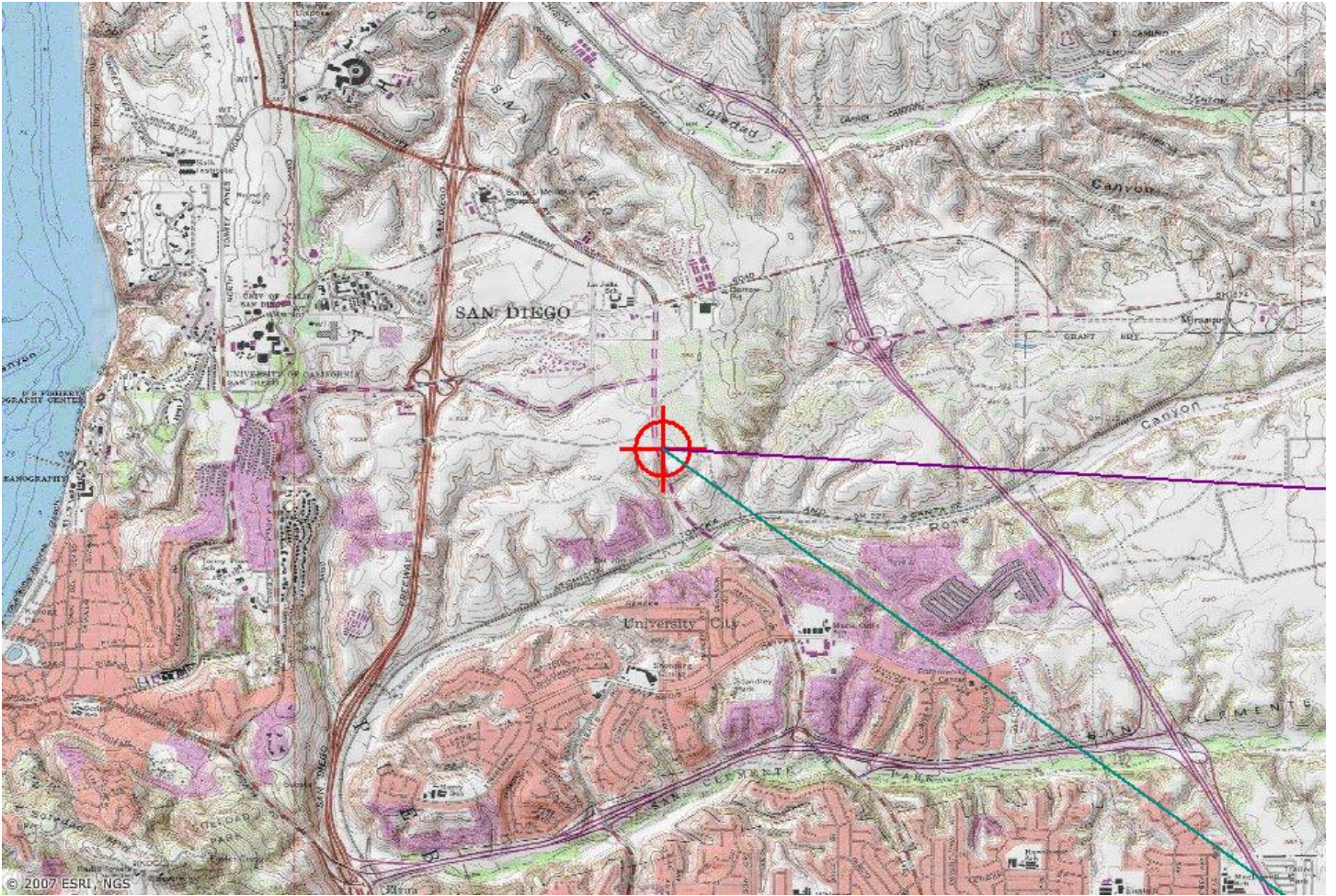
Maximum acceptable height of structure shall not exceed 393 feet above ground level (agl)/ 728 feet above mean sea level (amsl). These maximum heights shall be certified surveyed to a 1A code tolerance for both vertical  $\pm 3'$  and horizontal  $\pm 20'$ .

These maximum heights shall include all roof-mounted appurtenances, including but not limited to; antennas, signs, obstruction lighting, windsocks, parapets, penthouse, elevator equipment, window washing equipment, flagpoles, etc.

Miramar ASR RWY 6L instrument approach procedure: These maximum acceptable structure heights will become the controlling obstacle for the 2 NM step down fix in the final approach segment, but would not require increasing the minimum altitude at that fix.

## Case Description for ASN 2007-AWP-3570-OE

High rise residential tower; Roofline will be level; Building materials will include glass, stucco, concrete, steel and other typical high rise structural materials.





SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY  
AIRPORT LAND USE COMMISSION  
AGENDA



BOARD  
MEMBERS

ALAN S. BERSON  
BRUCE L. MOHRAN  
JIM PROBERT  
BARBARA PENNEK  
LECK WELER  
JIM HANFORD  
ROBERT J. WATKINS  
ANTHONY C. YOUNG  
CHARLENE DETTEL  
TERRY D. DICKSON

PRESIDENT/CEO  
THELLA R. BOWENS

Thursday, January 3, 2008  
9:00 A.M.

Sheraton San Diego Hotel and Marina  
West Tower – Fairbanks Ballroom  
1590 Harbor Island Drive  
San Diego, California 92101

***Live web casts of Authority Board meetings can be accessed at  
[http://www.san.org/airport\\_authority/boardmeetings.asp](http://www.san.org/airport_authority/boardmeetings.asp).***

*Pursuant to California Public Utilities Code §§ 21670-21679.5, the Airport Land Use Commission ("Commission") is responsible for coordinating the airport planning of public agencies within San Diego County. The Commission has the legal responsibility to formulate airport land use compatibility plans ("ALUCPs") that will (a) provide for the orderly growth of each public airport and the areas surrounding the airport within the County and (b) safeguard the general welfare of the inhabitants within the vicinity of each airport and the public in general. Pursuant to §21670.3, the San Diego County Regional Airport Authority serves as the Commission.*

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. If comments are made to the Commission without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

Staff Reports and documentation relating to each item of business on the Agenda are on file in Corporate Services and are available for public inspection.

**NOTE:** Pursuant to Authority Code Section 2.15, all Lobbyists shall register as an Authority Lobbyist with the Authority Clerk within ten (10) days of qualifying as a lobbyist. A qualifying lobbyist is any individual who receives \$100 or more in any calendar month to lobby any Commission Member or employee of the Authority for the purpose of influencing any action of the Authority. To obtain Lobbyist Registration Statement Forms, contact the Corporate Services/Authority Clerk Department.

**PLEASE COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO THE AUTHORITY CLERK. PLEASE REVIEW THE POLICY FOR PUBLIC PARTICIPATION IN BOARD AND BOARD COMMISSION MEETINGS (PUBLIC COMMENT) LOCATED AT THE END OF THE AGENDA.**

**CALL TO ORDER:**

**PLEDGE OF ALLEGIANCE:**

**ROLL CALL:**

**PUBLIC COMMENT:**

Public Comment is reserved for members of the public wishing to address the Commission on matters for which another opportunity to speak is **not provided on the Agenda**, and which is within the jurisdiction of the Commission. Please submit a completed speaker slip to the Authority Clerk. ***Each individual speaker is limited to three (3) minutes. Applicants, groups and jurisdictions referring items to the Board for action are limited to five (5) minutes.***

**Note:** Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Commission.

**CONSENT AGENDA:**

The consent agenda contains items that are routine in nature and non-controversial. It also contains consistency determinations that have been deemed consistent or conditionally consistent. The matters listed under 'Consent Agenda' may be approved by one motion. Any Commission Member may remove an item for separate consideration. Items so removed will be heard before the scheduled New Business Items, unless otherwise directed by the Chair.

**1. APPROVAL OF MINUTES:**

The Commission is requested to approve minutes of prior Commission meetings.  
RECOMMENDATION: Approve the minutes of the December 10, 2007 meeting.

**CONSISTENCY DETERMINATIONS**

***City of San Diego***

**2. CONSISTENCY DETERMINATION – MARINE CORPS AIR STATION  
MIRAMAR - AIRPORT LAND USE COMPATIBILITY PLAN – TORREY HILLS,  
COMMUNITY PLAN AMENDMENT AND REZONE FOR CONSTRUCTION OF  
484 NEW MULTI-FAMILY RESIDENTIAL UNITS WITH COMMERCIAL RETAIL  
AND RECREATIONAL FACILITIES, AT CALLE MAR DE MARIPOSA AND  
VISTA SORRENTO PARKWAY, CITY OF SAN DIEGO:**

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Staff recommends that the Board, acting in its capacity as the Airport Land Use Commission for the County of San Diego, adopt Resolution No. 2008-0001 ALUC, making a determination that the proposed project: Torrey Hills, Community Plan Amendment and Rezone for Construction of 484 New Multi-Family Residential Units with Commercial Retail and Recreational Facilities, at Calle Mar de Mariposa and Vista Sorrento Parkway, City of San Diego, is consistent with the adopted Marine Corps Air Station Miramar Airport Land Use Compatibility Plan.

**(Planning and Operations: Angela Shafer-Payne, Vice President)**

- 3. CONSISTENCY DETERMINATION – MARINE CORPS AIR STATION MIRAMAR - AIRPORT LAND USE COMPATIBILITY PLAN – UNIVERSITY TOWNE CENTRE, COMMUNITY PLAN AMENDMENT AND REZONE FOR ADDITIONAL RETAIL, OFFICE, HOTEL, AND RESIDENTIAL USES, CITY OF SAN DIEGO:**

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

**RECOMMENDATION:** Staff recommends that the Board, acting in its capacity as the Airport Land Use Commission for the County of San Diego, adopt Resolution No. 2008-0002 ALUC, making a determination that the proposed project: University Towne Centre, Community Plan Amendment and Rezone for Additional Retail, Office, Hotel, and Residential Uses, City of San Diego, is conditionally consistent with the adopted Marine Corps Air Station Miramar Airport Land Use Compatibility Plan.

**(Planning and Operations: Angela Shafer-Payne, Vice President)**
- 4. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF TWO RESIDENTIAL UNITS AT 1720 OCEAN FRONT STREET, CITY OF SAN DIEGO:**

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

**RECOMMENDATION:** Staff recommends that the Board, acting in its capacity as the Airport Land Use Commission for the County of San Diego, adopt Resolution No. 2008-0003 ALUC, making a determination that the proposed project: Construction of Two Residential Units at 1720 Ocean Front Street, City of San Diego, is conditionally consistent with the adopted San Diego International Airport, Airport Land Use Compatibility Plan.

**(Planning and Operations: Angela Shafer-Payne, Vice President)**
- 5. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN – LIBERTY STATION BUILDING 193, DEVELOPMENT OF A NEW RETAIL USE IN AN EXISTING BUILDING, 2750 DEWEY ROAD, CITY OF SAN DIEGO:**

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

**RECOMMENDATION:** Staff recommends that the Board, acting in its capacity as the Airport Land Use Commission for the County of San Diego, adopt Resolution No. 2008-0004 ALUC, making a determination that the proposed project: Development of a New Retail Use in an Existing Building, Liberty Station 193, 2750 Dewey Road, City of San Diego, is consistent with the adopted San Diego International Airport, Airport Land Use Compatibility Plan.

**(Planning and Operations: Angela Shafer-Payne, Vice President)**

**6. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN – LIBERTY STATION BUILDINGS 31, 153, AND 185, REDEVELOPMENT OF LIGHT MANUFACTURING USES IN EXISTING BUILDINGS 2829, 2869 AND 2877 HISTORIC DECATUR ROAD, CITY OF SAN DIEGO:**

The Board is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Staff recommends that the Board, acting in its capacity as the Airport Land Use Commission for the County of San Diego, adopt Resolution No. 2008-0005 ALUC, making a determination that the proposed project: Liberty Station Buildings 31, 153, and 185, Redevelopment of Light Manufacturing Uses in Existing Buildings 2829, 2869, and 2877 Historic Decatur Road, City of San Diego, is conditionally consistent with the adopted San Diego International Airport, Airport Land Use Compatibility Plan.

(Planning and Operations: Angela Shafer-Payne, Vice President)

**PUBLIC HEARINGS: None**

**OLD BUSINESS:**

**7. STATUS UPDATE ON THE PREPARATION OF AIRPORT LAND USE COMPATIBILITY PLANS FOR BROWN FIELD, GILLESPIE FIELD, MCCLELLAN-PALOMAR AIRPORT, MONTGOMERY FIELD, OCEANSIDE MUNICIPAL AIRPORT, FOUR MILITARY AIRPORTS, AND SAN DIEGO INTERNATIONAL AIRPORT TO INCLUDE THE CITY OF SAN DIEGO GENERAL PLAN UPDATE, MILITARY AIR INSTALLATION COMPATIBILITY USE ZONES (AICUZ) UPDATE AND A REPORT ON ATAG ACTIVITIES:**

The Commission is requested to receive the report.

RECOMMENDATION: Receive the report.

(Planning and Operations: Angela Shafer-Payne, Vice President)

**NEW BUSINESS:**

**COMMISSION COMMENT:**

**ADJOURNMENT:**

### **Policy for Public Participation in Board and Board Commission Meetings (Public Comment)**

- 1) Persons wishing to address the Board shall complete a "Request to Speak" form prior to the initiation of the portion of the agenda containing the item to be addressed (e.g., Public Comment and General Items). Failure to complete a form shall not preclude testimony, if permission to address the Board is granted by the Chair.
- 2) The Public Comment Section at the beginning of the agenda is limited to eighteen (18) minutes and is reserved for persons wishing to address the Board on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board. A second Public Comment period is reserved for general public comment later in the meeting for those who could not be heard during the first Public Comment period.
- 3) Persons wishing to speak on specific items listed on the agenda will be afforded an opportunity to speak during the presentation of individual items. Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board. Public comment on specific items is limited to twenty (20) minutes – ten (10) minutes for those in favor and ten (10) minutes for those in opposition of an item. Each individual speaker will be allowed three (3) minutes, and applicants and groups will be allowed five (5) minutes.
- 4) If many persons have indicated a desire to address the Board on the same issue, then the Chair may suggest that these persons consolidate their respective testimonies. Testimony by members of the public on any item shall be limited to **three (3) minutes per individual speaker and five (5) minutes for applicants, groups and referring jurisdictions.**
- 5) Pursuant to Authority Policy 1.33 (8), recognized groups must register with the Authority Clerk prior to the meeting.
- 6) After a public hearing or the public comment portion of the meeting has been closed, no person shall address the Board without first obtaining permission to do so.

#### **Additional Meeting Information**

**NOTE:** This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2400 at least two working days prior to the meeting to ensure availability.

For your convenience, the agenda is also available to you on our website at [www.san.org](http://www.san.org).

For those planning to attend the Board meeting, parking is available in the public parking lot located directly in front of the Commuter Terminal. Bring your ticket to the third floor receptionist for validation.

You may also reach the Commuter Terminal by using public transit via the San Diego MTS system, Route 992. For route and fare information please call the San Diego MTS at (619) 427-6438.

<b>UPCOMING MEETING SCHEDULE</b>				
<b><i>Date</i></b>	<b><i>Day</i></b>	<b><i>Time</i></b>	<b><i>Meeting Type</i></b>	<b><i>Location</i></b>
February 7	Thursday	9:00 a.m.	Regular	Sheraton – Harbor Island
March 6	Thursday	9:00 a.m.	Regular	Sheraton – Harbor Island
April 3	Thursday	9:00 a.m.	Regular	Sheraton – Harbor Island

<p>SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY</p> <p><b>STAFF REPORT</b></p>	<p><b>ITEM NO.</b></p> <p><b>3</b></p>
<p><b>SUBJECT:</b></p> <p><b>CONSISTENCY DETERMINATION – MARINE CORPS AIR STATION MIRAMAR - AIRPORT LAND USE COMPATIBILITY PLAN – UNIVERSITY TOWNE CENTRE, COMMUNITY PLAN AMENDMENT AND REZONE FOR ADDITIONAL RETAIL, OFFICE, HOTEL, AND RESIDENTIAL USES, CITY OF SAN DIEGO</b></p>	<p><b>MEETING DATE:</b></p> <p><b>JANUARY 3, 2008</b></p>
<p><b>RECOMMENDATION:</b></p> <p>Staff recommends that the Board, acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, adopt Resolution No. 2008-0002 ALUC, making a determination that the proposed project: University Towne Centre, Community Plan Amendment and Rezone for Additional Retail, Office, Hotel, and Residential Uses, City of San Diego, is <b>conditionally consistent</b> with the adopted Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP).</p>	
<p><b>COMMITTEE DISCUSSION:</b></p> <p>Requests for ALUC consistency determinations are presented directly to the ALUC.</p>	
<p><b>BACKGROUND:</b></p> <p>The ALUC is responsible for preserving the operational capacity of airports and minimizing the public's exposure to excessive noise and safety hazards within the areas around public and military airports, per California Public Utilities Code §21675. This function is accomplished by reviewing land use projects and actions located within an Airport Influence Area (AIA) for compliance with the land use compatibility criteria and policies set forth in the ALUCP for that airport and making determinations about the project's consistency with that Plan.</p>	
<p><b>JUSTIFICATION:</b></p> <p>To assist the Board in making a determination of consistency, this report (1) describes the proposed project and (2) analyzes its consistency with the adopted MCAS Miramar ALUCP.</p>	

**1. Proposed Project: University Towne Centre, Community Plan Amendment and Rezone for Additional Retail, Office, Hotel, and Residential Uses, City of San Diego**

An ALUCP was adopted for MCAS Miramar originally in 1977 and amended in 1990, 1992, and 2004. It provides a land use plan for the environs surrounding MCAS Miramar based on noise contour maps, height restrictions, and Accident Protection Zone (APZ) restrictions. It describes the actions necessary to help ensure compatible land use planning surrounding MCAS Miramar.

On November 9, 2007, the Airport Authority received an application from the City of San Diego requesting a determination of consistency for a proposed project at University Towne Centre, City of San Diego, which is located within the AIA for MCAS Miramar. The application was deemed complete on December 10, 2007. A map showing the location of the proposed project outside the 60 and within the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) noise contours and outside the APZs for MCAS Miramar is provided as Attachment 1.

Description of Project. Based on the plans submitted to the ALUC, the proposed project is a conceptual site design plan for 750,000 square feet of additional retail, office, hotel, and residential units with associated parking and transit access facilities on a 75.86-acre property occupied by a regional shopping mall, which will remain. The total number of proposed hotel and residential units is 250. No actual building plans have been provided, as the project proposes a community plan amendment and zone reclassification that would allow the proposed uses.

Noise Contours. The MCAS Miramar ALUCP provides projected noise contours that are important for determining the compatibility of land uses around the airport. The proposed project site is located both outside the 60 and within the 60-65 dB CNEL noise contours for the airport. The MCAS Miramar ALUCP identifies all uses as compatible outside the 60 dB CNEL and new residential and hotel uses as conditionally compatible within the 60-65 dB CNEL noise contours, provided that the units are sound attenuated to the 45 dB CNEL interior noise level.

Height Restrictions. Height and obstruction restrictions are necessary to ensure that no object will interfere with the safe operation of aircraft or deny operational capability of the Airport. The MCAS Miramar ALUCP requires all structures over 200 feet in height or which penetrate the 100:1 slope extending 20,000 feet from the nearest point of the nearest runway to be submitted to the Federal Aviation Administration for a determination of obstruction evaluation. Should any proposed new construction or expansion of existing structures penetrate the 100:1 surface or any of the Federal Aviation Regulations Part 77 imaginary surfaces of the airport, it would be considered an incompatible land use. The project proposes a maximum structural height of 390 feet, though no actual structures are proposed at this time. The FAA has issued preliminary evaluations of twenty vantage points on the proposed project site and has

issued a corresponding "Determination of No Hazard" for each of the proposed vantage points, which anticipates that the proposed project will not be a hazard to air navigation. However, because the FAA determinations are applicable only for conceptual points and no actual project plans have been provided which would show precise dimensions of building elevations, the project must be considered conditionally consistent, provided that actual building plans are provided for future ALUC review in accordance with height limitations.

Safety. The MCAS Miramar ALUCP establishes land use restrictions in the APZs to preclude incompatible development from intruding into areas of significant risk resulting from aircraft takeoff, landing and pattern operations. The proposed project is not located within the MCAS Miramar APZs.

Stewardship. The MCAS Miramar ALUCP states that "Miramar lands are under the stewardship of the US Government. Final determination of compatibility for projects directly impacting these lands is the responsibility of the Navy/Marines and is subject to Federal Guidelines." Therefore, it is within the purview of the City of San Diego as the land use permitting jurisdiction to consult with the United States Marine Corps to determine any adverse impact of this project, and correct any so identified, in order for the project to be consistent with the MCAS Miramar ALUCP.

Ownership. The property is owned by University Towne Centre LLC of San Diego and is represented by Clifton Williams of Latham & Watkins LLP of San Diego. The civil engineer is Rick Engineering of San Diego.

## 2. Recommendation of a Conditionally Consistent Determination

Based upon a review of the materials submitted in connection with the proposed project and a review of the policies provided in the adopted MCAS Miramar ALUCP, staff recommends that the Board make a determination that the project is **conditionally consistent** with the adopted MCAS Miramar ALUCP based on the following facts and findings:

- (1) The proposed project involves a conceptual site design plan for additional retail, office, hotel, and residential uses at a regional shopping mall.
- (2) The proposed project is located outside the 60 and within the 60-65 dB CNEL noise contours for MCAS Miramar. The MCAS Miramar ALUCP identifies all uses as compatible outside the 60 dB CNEL noise contours, and new residential and hotel uses as conditionally compatible within the 60-65 dB CNEL noise contours provided that the units are sound attenuated to the 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the hotel and residential uses within the 60-65 dB CNEL noise contours of the project must be sound attenuated to the 45 dB CNEL interior noise level.

- (3) The MCAS Miramar ALUCP requires that all structures greater than two hundred feet above ground level be submitted to the FAA for an obstruction evaluation. Preliminary evaluations of twenty conceptual vantage points of the project by the FAA yielded corresponding determinations of no hazard. However, no actual building plans have been provided of the project; therefore, in order to determine if structures comply with the height limitations of the MCAS Miramar ALUCP, any future structures must be submitted to the ALUC for review.
- (4) The proposed project is located outside the APZs for MCAS Miramar .
- (5) The MCAS Miramar ALUCP states that the final determination of compatibility of projects is with the US Marine Corps. Therefore, the proposed project should be submitted to MCAS Miramar for a determination of compatibility.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the adopted MCAS Miramar ALUCP.

**FISCAL IMPACT:**

There is no fiscal impact.

**ENVIRONMENTAL REVIEW:**

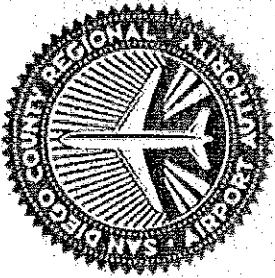
- A. This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs. Section 15378. This Board action is not a "project" subject to CEQA., Pub. Res. Code Section 21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

**EQUAL OPPORTUNITY PROGRAM:**

Not applicable.

**PREPARED BY:**

ANGELA SHAFER-PAYNE  
VICE PRESIDENT, PLANNING AND OPERATIONS



# Attachment 1 Consistency Determination

## University Towne Centre, City of San Diego

### Responsibility

The Airport Land Use Commission's (ALUC) responsibility is to make a consistency determination on the proposed project.

### Issue

Is the proposed project consistent with the adopted MCAS Miramar Airport Land Use Compatibility Plan (ALUCP)?

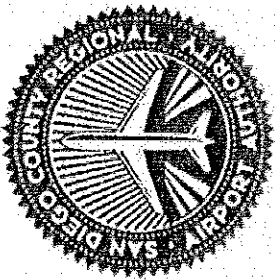
### Proposed Project

The proposed project involves a conceptual site design plan for 750,000 square feet of additional retail, office, hotel, and residential units on a 75.86-acre property occupied by a regional shopping mall located outside the 60 and within the 60-65 dB CNEL noise contours for MCAS Miramar.

### Recommendation

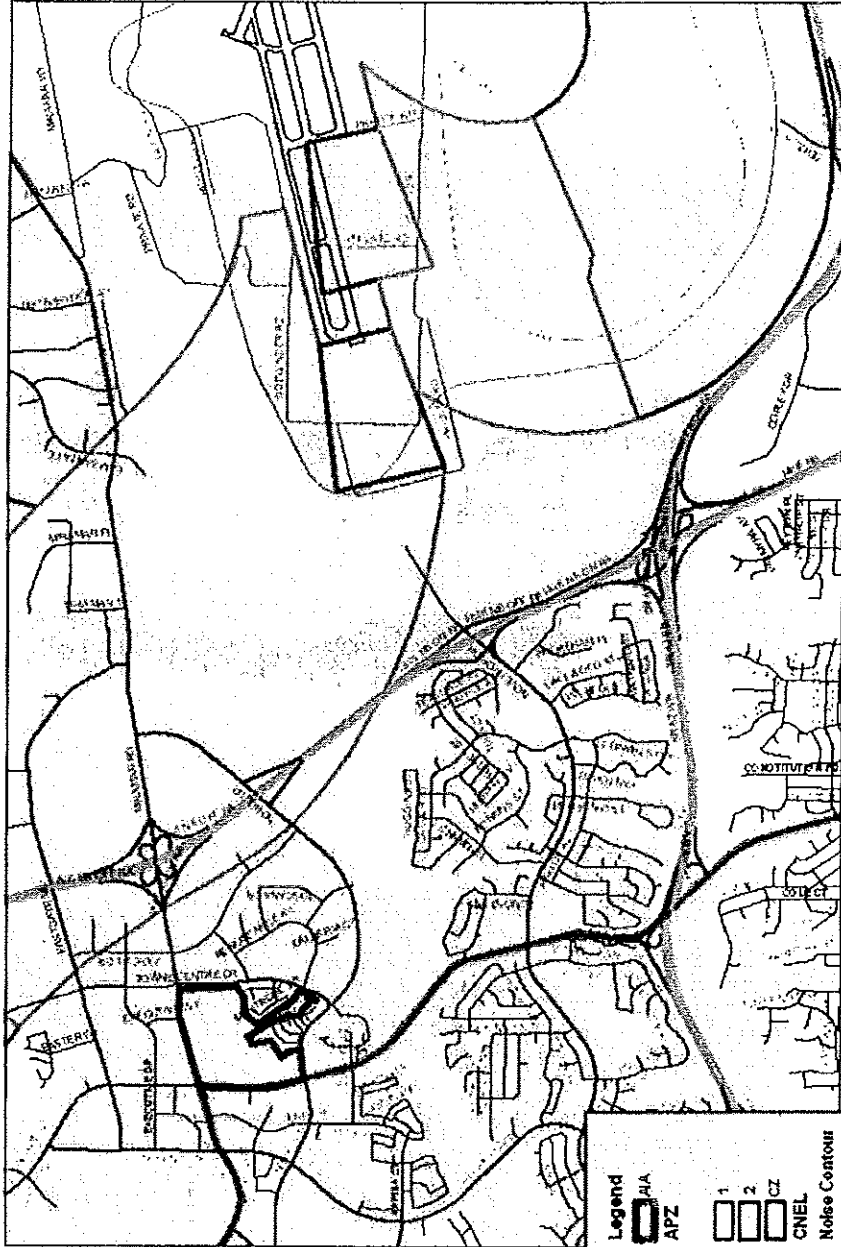
The ALUC should determine that the proposed project is **conditionally consistent** with the adopted MCAS Miramar ALUCP because it identifies hotel and residential uses within the 60-65 dB CNEL noise contours as being conditionally compatible provided that sound is attenuated to the 45 dB CNEL interior noise level. Additionally, because no building plans have been provided, future proposed structures should be required to submit an application for a consistency determination to the ALUC for evaluation with height limitations of the MCAS Miramar ALUCP.





# Project Location

## University Towne Centre, City of San Diego



**Legend**

- APZ
- AIA
- CZ
- Noise Contour

60 65 70 75 80

University Towne Centre  
(APN: 345-090-07, -08, and -13 through -17)

0 0.25 0.5 Miles



RESOLUTION NO. 2008-0002 ALUC

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: UNIVERSITY TOWNE CENTRE, COMMUNITY PLAN AMENDMENT AND REZONE FOR ADDITIONAL RETAIL, OFFICE, HOTEL, AND RESIDENTIAL USES, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE ADOPTED MARINE CORPS AIR STATION (MCAS) MIRAMAR AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP).

WHEREAS, the Airport Authority, acting in its capacity as the Airport Land Use Commission for San Diego County, was requested by the City of San Diego to determine the consistency of a proposed development project: University Towne Centre, Community Plan Amendment and Rezone for Additional Retail, Office, Hotel, and Residential Uses, City of San Diego, which is located within the Airport Influence Area (AIA) for the Marine Corps Air Station Miramar (MCAS Miramar) Airport Land Use Compatibility Plan (ALUCP), originally adopted in 1977 and amended in 1990, 1992, and 2004; and

WHEREAS, the proposed project is a conceptual site design plan for additional retail, office, hotel, and residential units on the property of a regional shopping mall; and

WHEREAS, the project would be located outside the 60 and within the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) noise contours for MCAS Miramar, and the MCAS Miramar ALUCP identifies all uses as compatible outside the 60 dB CNEL noise contours, and new residential and hotel uses as conditionally compatible within the 60-65 dB CNEL noise contours provided that the units are sound attenuated to the 45 dB CNEL interior noise level; and

WHEREAS, the proposed project is a conceptual plan that does not contain actual building plans, and therefore must be considered conditionally consistent based upon preliminary determinations of no hazard issued by the Federal Aviation Administration (FAA), subject to future review of building plans by the ALUC at the time of proposed construction, in order to determine compliance with the height restrictions of the MCAS Miramar ALUCP; and

WHEREAS the proposed project is not located within the APZs of MCAS Miramar; and

WHEREAS, the City of San Diego, as permitting jurisdiction for the proposed project, has responsibility to consult with the United States Marine Corps (USMC) to review the project for consistency with the Air Installations Compatible Use Zones (AICUZ) land use compatibility guidelines for MCAS Miramar operations, including evaluating the height of all proposed structures with FAA Part 77 airspace surfaces for MCAS Miramar and the 100:1 slope surface extending 20,000 feet above the nearest point of the nearest runway; and

WHEREAS, this Airport Authority has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the Board has provided an opportunity for the City of San Diego, the United States Marine Corps, and interested members of the public to present information regarding this matter;

NOW THEREFORE BE IT RESOLVED, that the Board, serving as the ALUC for San Diego County, pursuant to Section 21670.3 of the Public Utilities Code, determines that the proposed project: University Towne Centre, Community Plan Amendment and Rezone for Additional Retail, Office, Hotel, and Residential Uses, City of San Diego, is conditionally consistent with the adopted Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP), which was adopted in 1977 and amended in 1990, 1992, and 2004, based upon the following facts and findings:

- (1) The proposed project involves a conceptual site design plan for additional retail, office, hotel, and residential uses at a regional shopping mall.
- (2) The proposed project is located outside the 60 and within the 60-65 dB CNEL noise contours for MCAS Miramar. The MCAS Miramar ALUCP identifies all uses as compatible outside the 60 dB CNEL noise contours, and new residential and hotel uses as conditionally compatible within the 60-65 dB CNEL noise contours provided that the units are sound attenuated to the 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the hotel and residential uses within the 60-65 dB CNEL noise contours of the project must be sound attenuated to the 45 dB CNEL interior noise level.

- (3) The MCAS Miramar ALUCP requires that all structures greater than two hundred feet above ground level be submitted to the FAA for an obstruction evaluation. Preliminary evaluations of twenty conceptual vantage points of the project by the FAA yielded corresponding determinations of no hazard. However, no actual building plans have been provided of the project; therefore, in order to determine if structures comply with the height limitations of the MCAS Miramar ALUCP, any future structures must be submitted to the ALUC for review.
- (4) The proposed project is located outside the APZs for MCAS Miramar .
- (5) The MCAS Miramar ALUCP states that the final determination of compatibility of projects is with the US Marine Corps. Therefore, the proposed project should be submitted to MCAS Miramar for a determination of compatibility.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the adopted MCAS Miramar ALUCP.

BE IT FUTHER RESOLVED, that this Board action is not a "project" as defined by the California Environmental Quality Act (CEQA), Pub. Res. Code Section 21065; and is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 3<sup>rd</sup> day of January, 2008, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

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TONY R. RUSSELL  
DIRECTOR, CORPORATE SERVICES/  
AUTHORITY CLERK

APPROVED AS TO FORM:

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BRETON K. LOBNER  
GENERAL COUNSEL