

SAN DIEGO

International Airport



AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

SECTION 3.8

Teledyne-Ryan Property - Taxiway B Land Envelope Analysis

3.8 Teledyne-Ryan Property - Land Envelope

3.8.1 Background

The Teledyne-Ryan (TDY) property located southeast and adjacent to the San Diego International Airport (SDIA) is an integral land mass for future planning efforts. The property offers opportunities for expansion and ancillary airport uses and abuts the airfield to the southeast and the commuter terminal to the east. The strategic location of the TDY site in relation to SDIA is illustrated in **Figure 3.8-1**. The TDY site has been used for aviation-related industrial uses over the latter half of the last century. There are numerous and various vacant structures still occupying the site that housed former industrial uses. Hence, the environmental quality of the site requires assessment prior to any future redevelopment. The San Diego Unified Port District (SDUPD or the Port District) presently owns the site and has leased it to several operators including Teledyne-Ryan since 1969. The Authority has completed lease negotiations with the Port District for the TDY site and will take over use of the TDY site.

3.8.2 Existing Conditions - Site Inventory

The Teledyne-Ryan site is approximately 47 acres in size. The north side of the property faces SDIA's Taxiway B and Runway 9-27. The east side of the property is adjacent to the protected and environmentally sensitive California least tern nesting sites. The west side is adjacent to other airport services such as Southwest Cargo and United States Postal Service Airport Mail Facility. The south portion of the property faces Harbor Drive and has approximately 2,830 linear feet of frontage on this major arterial.

Land Use

The existing land use category for the TDY site was identified in the Unified Port of San Diego – Port Master Plan (June 2003) as "aviation-related industrial." Aviation-related industrial activities are uses similar to Airport operations, including the following: shipping with highly specialized types of air cargo; servicing of aircraft; and manufacturing and sales of aircraft, engines, parts, motors, machines, turbines, and metal articles. Uses ancillary to Airport operations include the following: training facilities, meeting rooms, classrooms, offices, parking facilities, and storage areas. These uses are the precursors of the environmental hazards known to pre-exist on the site and require assessment.

Existing Structures

There are approximately 52 free-standing buildings identified on the TDY site. The buildings are primarily large manufacturing warehouses, offices, and other support structures such as: mechanical buildings, test cells, and storage facilities. The majority of the existing buildings are one-story manufacturing/warehouse buildings ranging in height from 30 to 60 feet. The office-type buildings on site are typically two-stories and range in height of approximately 30 feet. The support buildings are one-story and range in height of 24 to 30 feet.

The size of the buildings and their current conditions vary. **Appendix B** provides a detailed building inventory as part of the overall inventory for the Master Plan effort. The inventory allows for an overview of all existing structures for future planning purposes and possible expansion opportunities in the future. The existing Teledyne-Ryan site inventory plan with all buildings numbered and identified is illustrated in **Figure 3.8-2**, which also defines which buildings are "empty" (with no significant improvements remaining in the building) and "finished" (interior improvements such as partitions, walls, and false ceilings that have not been removed).

3. Inventory of Existing Conditions

The approximate overall square footage of the existing building types includes:

Office:	207,000 square feet
Manufacturing/Warehouse:	590,000 square feet
Support Buildings:	173,000 square feet
Other Buildings (sheds):	12,000 square feet

Total: 982,000 square feet

The square footage noted on the plan (**Figure 3.8-2**) and in **Table B-1** in **Appendix B** for each building is approximate and should be verified in future efforts using the "as-built" drawings provided by the Port District.

Depending on the results of the environmental assessment, some reuse of the buildings could occur. Particularly feasible may be the two-story office buildings facing Harbor Drive and the manufacturing/warehouse buildings within the project area. These buildings, if found clean, could be upgraded to comply with all current building codes requirements, including the Americans with Disabilities Act (ADA). The type and extent of upgrading needed to meet current code requirements is dependent on the type of future uses proposed for the buildings.

The small support buildings and shed-type buildings may not have as much potential for reuse as the other structures. Overall, the site may benefit from the initial removal of these support buildings in order to better utilize the remaining structures and the surrounding grounds.

Other specific buildings deemed safety hazards by others need to be evaluated for removal as well. One such example is the paint booth/drying station between B153 and B158, which should be inspected by a licensed structural engineer in the future. The inspection should identify the buildings with structural problems that require demolition and removal.

Topography and Site Drainage

The site's topography is generally flat, similar to the rest of the nearby airport property. The site's drainage pattern was designed to flow directly toward or into the San Diego Bay via the on-site underground storm drains. There are numerous storm drain outlets on the site as noted in **Figure 3.8-2**. Currently each of the drains is covered with filter fabric as part of Best Management Practice (BMP) to minimize the sediment, particulates, and other suspended water-borne pollutants from entering the storm drain system. The storm drain locations illustrated in **Figure 3.8-2** are approximate based on a visual assessment during the field visits.

Parking

Parking areas or parking spaces are located along the frontage of Harbor Drive and are outside the gated and fenced confines of TDY. These parking areas serve as employee and visitor parking spaces for the adjacent TDY office buildings and typically consist of single one-way travel lanes with diagonal parking bays on the north side and parallel parking stalls on the south side. This parking area extends from the short-term parking lot at Rental Car Access Road to the east end of the TDY property.

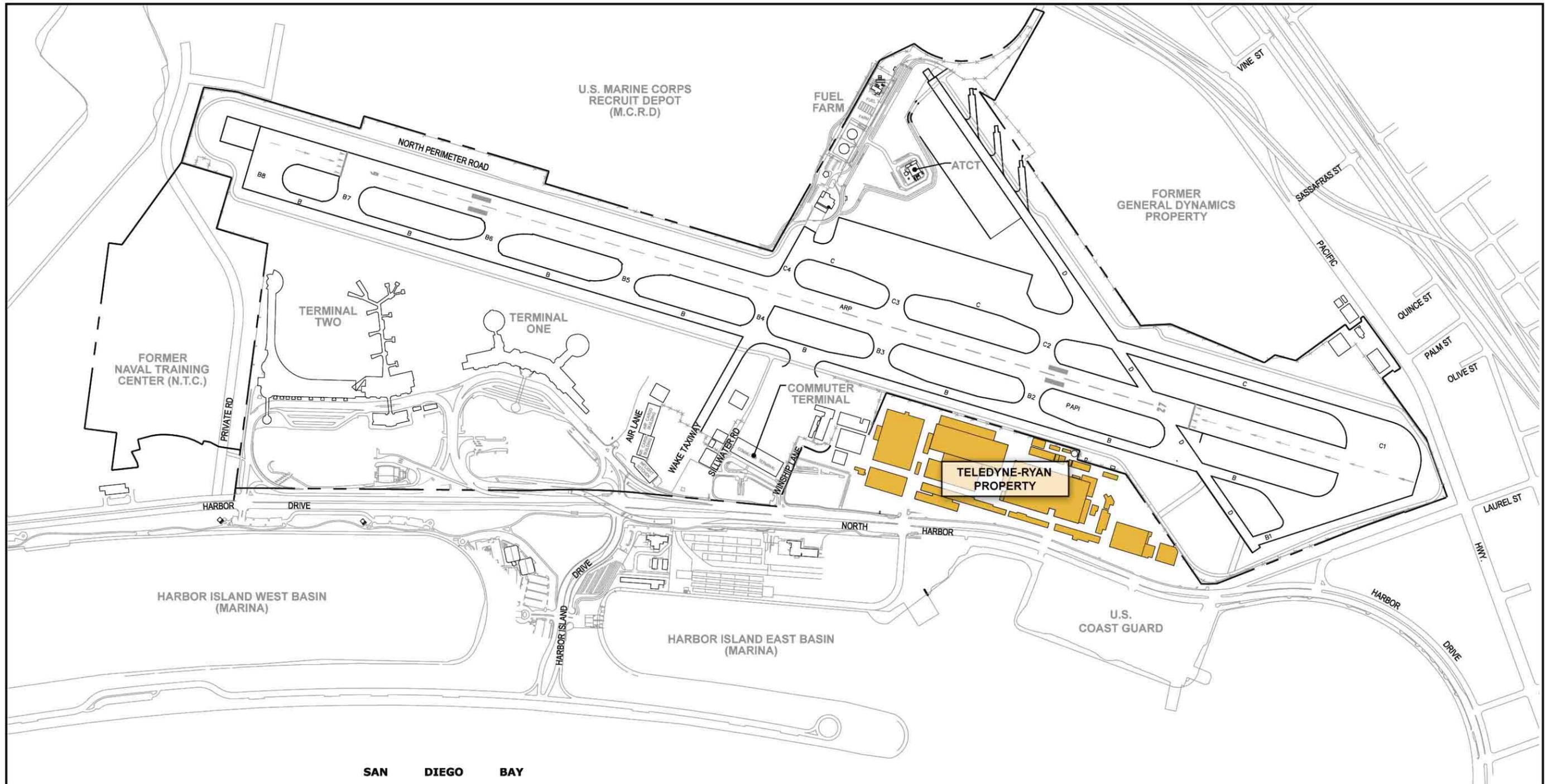
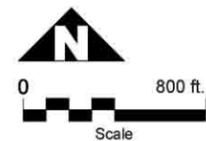


Figure 3.8-1



Location of Teledyne-Ryan Property

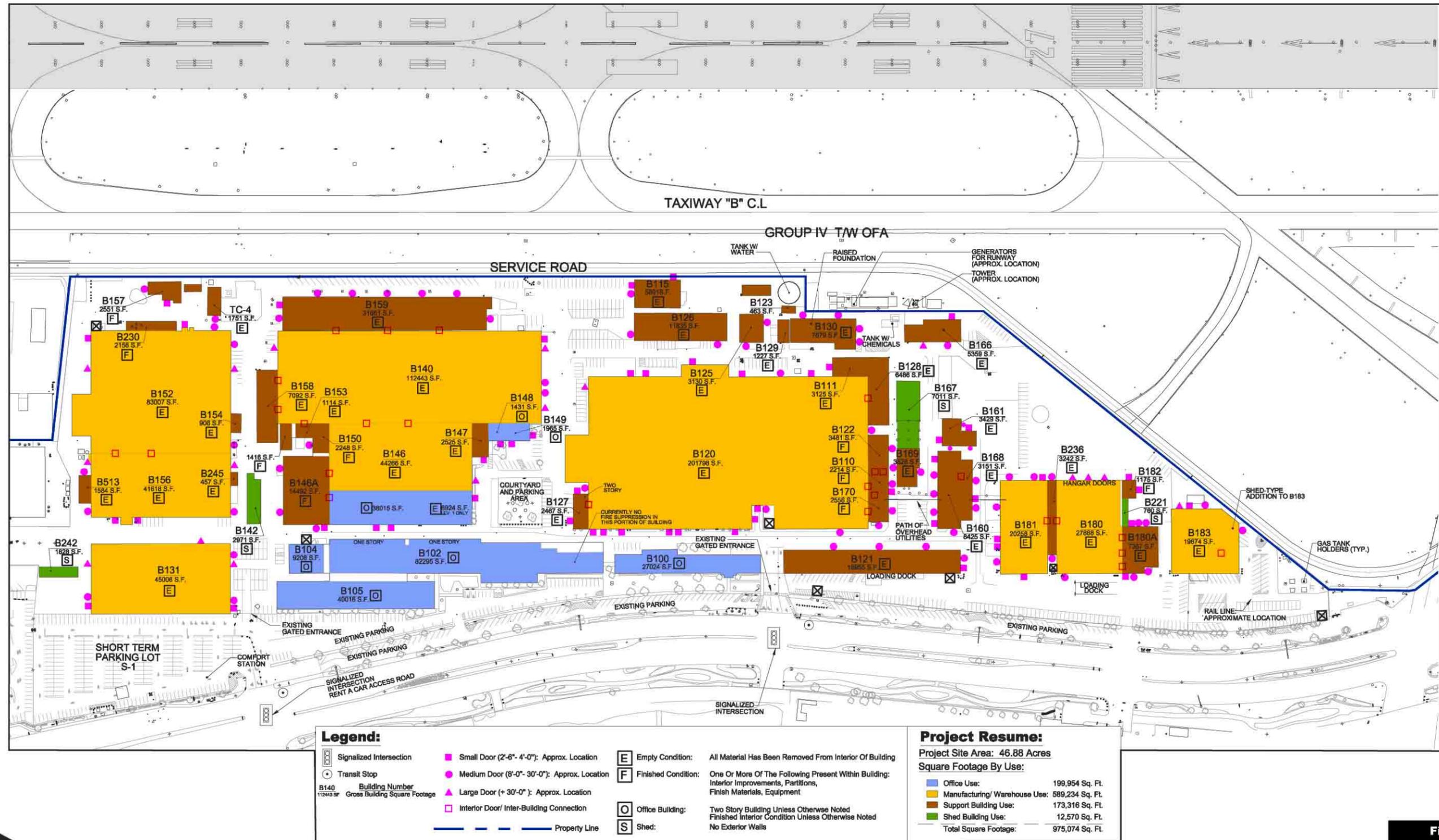


Figure 3.8-2



Existing Teledyne-Ryan Site Inventory Plan

3. Inventory of Existing Conditions

Additionally, within the gated and fenced confines of the TDY site, there are many other existing parking locations. Some spaces are delineated with striping while others are not. The entire area is paved, and automobile access and circulation occur freely.

Infrastructure

The general locations for these facilities are illustrated in **Figure 3.8-3**. More detail and specific information for these utilities and support systems is in Section 3.7, Utilities of Developable Properties, of this Master Plan. The following is a summary of the existing on-site infrastructure affecting the TDY site:

- Sewer – A 108-inch interceptor sewer in Harbor Drive runs the full length of the TDY facility and airport frontage along Harbor Drive west to Pump Station No. 2. A 21-inch sewer line collects waste from the TDY facilities property and ties into the interceptor sewer.
- Water – A 16-inch water main runs the entire length of Harbor Drive from Laurel Street on the east, passing the TDY site to Nimitz Boulevard on the west. A second 16-inch water main runs north of the TDY site.
- Natural gas – A 6-inch/60 pounds per square inch (PSI) natural gas line is located on the south edge of the TDY site running parallel to Harbor Drive.
- Electrical lines – Harbor Drive presently has five 12 KV circuits in place with a sixth line in the planning stages.
- Telecommunication lines – Both fiber optics and copper are available in Harbor Drive.
- Storm drains - There are multiple storm drain lines crossing the TDY site, including a 60-inch line from the General Dynamic site and a 51-inch line that is located near the west end of the TDY site. Both lines end at San Diego Bay. All of the major lines are illustrated in **Figure 3.8-3**.

Vehicle Access

There are two primary access driveways to the site, and both are located at signalized intersections. The first access is proximal to the central portion of the TDY site and Harbor Drive. This location is currently the main entry to the project site and is gated with weekly 24-hour guard service. The second access is at Rental Car Access Road and Harbor Drive. This entrance to the TDY site is gated and provides access to the short-term parking lot.

Transit Stop

There are two bus transit stops serving the TDY site. Both stops occur on the north side of Harbor Drive and the signalized intersections. The stops are considered near side stops because they are located prior to the intersection. The transit lines serving these two stops are Routes 922, 923, 992 and the Flyer. The 992 bus route originates in Downtown San Diego at 9th and B Street and provides a loop service following Broadway and Harbor Drive with the destination being SDIA. Route 922 is a loop service from Downtown San Diego to Point Loma by way of Harbor Drive. Route 923 also is a loop service from Downtown San Diego to Ocean Beach by way of Harbor Drive. The Flyer is a direct connection from the Airport to Downtown San Diego, which leaves approximately every 20 minutes from the Airport and provides a loop service to downtown.

3. Inventory of Existing Conditions

Landscape Features

The landscape areas occurring at the TDY site include the streetscape/entry area and the interior area of the complex. Below is a brief overview for each area:

Streetscape / Entry

Harbor Drive is lined with the following mature trees:

- Canary Island Pine (*Pinus canariensis*)
- Indian Laurel (*Ficus microcarpa-nitida*)
- Mexican Fan Palms (*Washingtonian robusta*)

The chain link fence along the property line also is planted with honeysuckle vines (*Loniceria japonica*) that provide a screen between the public road and the larger industrial buildings.

The project entry and front landscape areas consist of the following trees:

- Twisted Junipers (*Juniperus chinensis Torulosa*)
- Windmill Palms (*Trachycarpus fortunei*)
- Jacaranda (*Jacaranda mimisifolia*)

The other landscape areas within the project frontage consist of lawn and shrub plants.

Interior Landscape

No significant planting areas are located within the confines of the TDY site. The interior landscape areas are restricted to or located primarily at the project entrance near the two-story office building noted as B100. The tree palette consists of the following:

- Indian Laurel (*Ficus microcarpa-nitida*)
- Melaleuca (*Melaleuca quinquenervia*)
- Queen Palms (*Syagrus romanzoffianum*)

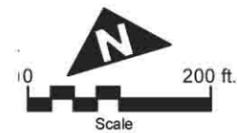
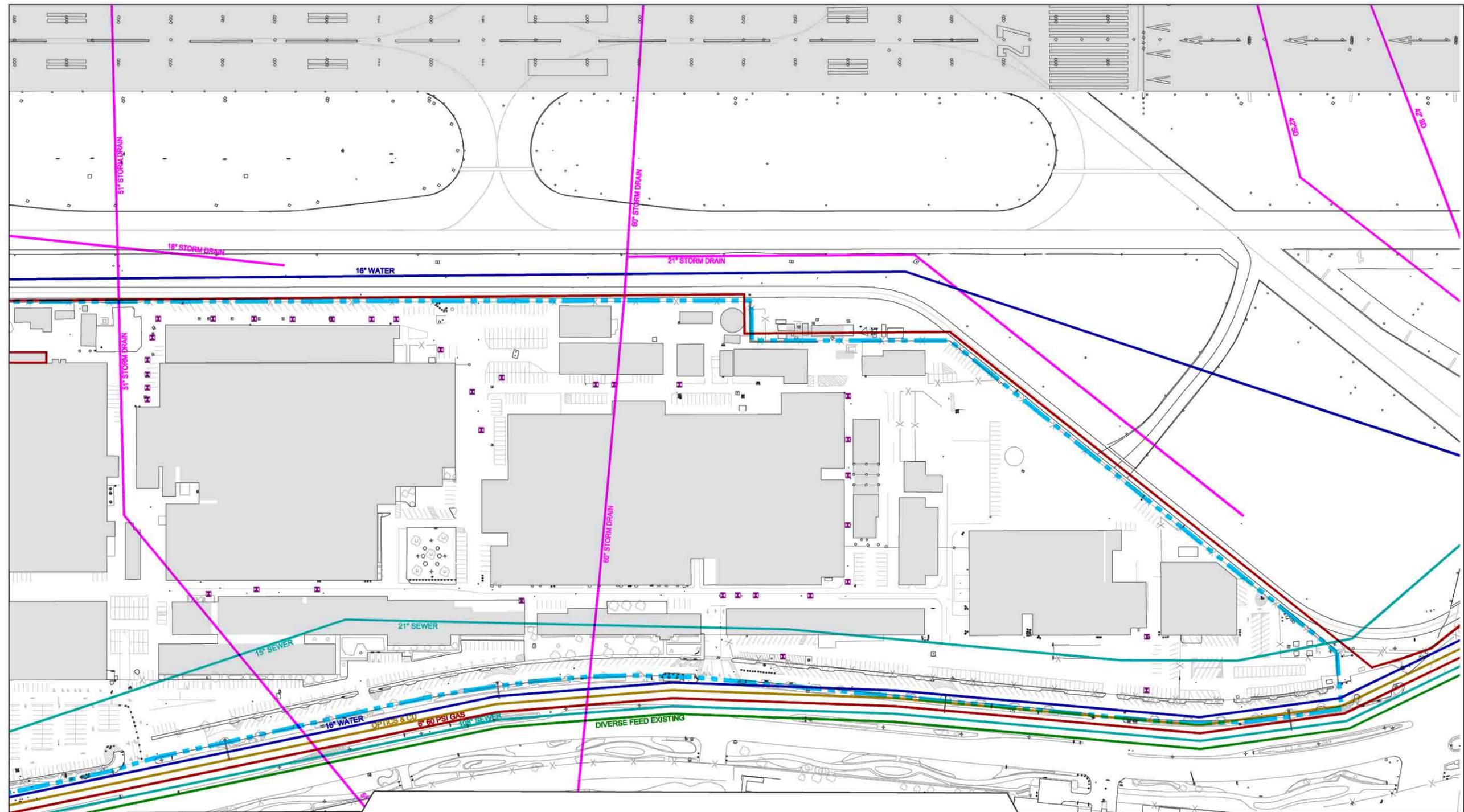
There is a courtyard/parking area between B146 and B120 that has the following mature trees:

- Carrot Wood (*Cupaniopsis anacardioides*)
- Melaleuca (*Melaleuca species*)

3.8.3 Future Uses - Land Use Plan Concepts

All reuse of the TDY site will be determined by the environmental impact report assessments currently under investigation (by others) for both the site and the existing buildings. The assumption is, once the land is remediated, the site could be redeveloped into commercial/light industrial uses with approval from the Coastal Commission and other required regulatory agencies.

The May 2004 report entitled, *Report on Baseline Site-Wide Investigation Former Teledyne Ryan Aeronautical Facility* prepared by Haley & Aldrich, Inc., assessed the extent and magnitude of impacts to the site subsurface geography and hydrogeology of the TDY property from the release of hazardous substances and petroleum (Note: the buildings were not assessed as part of this report.). To redevelop the site, remediation is required to protect the public health, ground water, and surface water quality. This health risk assessment also provided an evaluation of human exposure to the site for future site occupants and related impacts if any future construction and redevelopment were to occur as well as future operation of TDY for commercial and light industrial uses.



Legend:

- | | |
|--|-------------------------------------|
| Storm Drain (Approx. Location) | Water Line (Approx. Location) |
| Property Line | Storm Drain Line (Approx. Location) |
| Telecommunications Line (Approx. Location) | Sewer Line (Approx. Location) |
| Natural Gas Line (Approx. Location) | Electrical Line (Approx. Location) |

Notes:

1. Utility location is based on SDAMP 2001 Master Plan.
2. Location of utility lines is diagrammatic only.

Figure 3.8-3

Existing Teledyne-Ryan Utilities Inventory Plan

3. Inventory of Existing Conditions

According to the report, there are 21 generalized locations of apparent impacted area sources. They are comprised of a multitude of elements including, but not limited by, the following: both above-ground and underground storage tanks, fire protection systems, sump pumps, wash downs, storm drains, process lines, trenches, and discharge areas. Environmental impacts exist as well in the sewer and stormwater conveyance systems and the shallow groundwater plumes, but the extent of the impact is not definitive as presented in the above referenced report.

Given the initial, incomplete environmental assessment of the site, further evaluation is required to determine the magnitude of site and building clean-up for future redevelopment. Hence, prospective planning stages are presented in three time intervals: Interim 1-5 years, short-term 5-10 years, and long-term 15-20 years. The following uses should be considered:

- Airfield
- Ground Transportation
- Airport Support

3. Inventory of Existing Conditions

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