

ASHFORD ALLIANCE MEETING MINUTES FOR MARCH 18, 2010

- 1.] Ron Sprinkle on Marist: "Zoning is like making sausage." You start early, run into complications, and get delayed results. Conditions for the Special Land Use Permit [SLUP] were constantly changing. Documents were intermingled. "If you have four votes then you can make the rules." Elaine Boyer through "Nancy" finally called Ron to a meeting. A booklet kept from Ron was then reviewed for some forty minutes, then Ron was asked if he had any questions. Then at the Tuesday meeting Elaine said that she had voted against the original tree ordinance, then told Ron which neighborhood conditions would be supported.
- 2.] This was a scattered, not a linear, process. Marist restrictions were to include the location and height of the lighting, trail conditions, etc.
- 3.] The last issue remaining is the tree ordinance, which will be heard on Tuesday, March 23rd, 2010 at 10AM.
- 4.] The sequence should be: SLUP approval, then a waiver, then development plans approval, then permits, then construction.
- 5.] The neighbors should continue to be informed by receiving copies of the project.
- 6.] There is a procedure that says if 75% or more of the land under consideration has been previously disturbed, a waiver may be granted. The total acreage now owned by Marist on both sides of Nancy Creek [some 80 acres] has a total of some 60 disturbed acres, or 75%. When asked if this meets the 75% requirement, Ron said that Marist "should not be allowed to buy extra land to meet the percentage."
- 7.] AACABD voted to not support the Marist proposal. The reason given was that a waiver should not be issued under the current circumstances.
- 8.] Marist has contractual rights to buy the YMCA land. Marist and the YMCA will continue to share the parking lot.
- 9.] Mike Van Wie, Deputy Director of the Peachtree-Dekalb [PDK] Airport, spoke on the proposed FAA changes in Atlanta area airspace.
- 10.] The Atlanta Airport is the busiest in the world--the effect of the new fifth runway was not calculated until recently. PDK is the second busiest airport in the United States. Any lowered flight ceiling will also have an impact on local airspace. The flight ceiling at PDK is to go from 8000 feet to 5000 feet.
- 11.] Class A airspace begins at over 18,000 feet--jet routes. Class B airspace begins at the surface and goes up to 10,000 feet and out to 40 miles in a kind of "upside down wedding cake." Class B airspace allows safer ascent and descent. The FAA now considers Class B Airspace as too small for traffic--small planes are excluded from Class B.
- 12.] Hartsfield International Airport has 36,000 arrivals each month. Airlines are customer driven. Using a constant downward descent pattern with idling engines saves a great on fuel costs. Jet fuel costs 6 dollars a gallon.
- 13.] Several flight routes are over Peachtree[Industrial] Boulevard and Huntley Hills.
- 14.] PDK Watch has taken no official position on this issue.
- 15.] Results: More noise, not necessarily less safety, smaller craft into less space, earlier descents, more fuel consumption.
- 16.] The FAA position is that environmental factors are not a concern because the number of planes is the same and airspace doesn't make noise. But "the challenge must be environmental." "Quantity, specifics, count."
- 17.] The website www.pdkairport.org has more information. Please let me know if ANY corrections are needed. THANKS!!!!!!!!!!
- 18.] "Tongue in cheek" FAA motto is "We're not happy until you're not happy."
- 19.] The AACABD is considering quarterly instead of monthly meetings. But e. g. missing one meeting leads to a six months' gap.--Tom Reilly