Unfortunately, there isn’t a video available for the meeting, it didn’t record correctly. We are very sorry for any inconvenience this may cause and we are doing our best to make sure to figure out what happened, so it doesn’t happen again.

CITY OF DEL REY OAKS AIRPORT WORKSHOP CONVENED AT 11:00 A.M. ON SATURDAY, JULY 13, 2019 IN THE CHARLES BENSON MEMORIAL HALL, CITY HALL

Present:
City Councilmembers Gaglioti and Lintell and Mayor Kerr
Planning Commissioners Kreeger, Roesner and Hallock
Also present: Chief Hoyne and Deputy City Clerk Minami

Chief Hoyne: Welcomes everyone. Introduces Mayor Kerr and other officials. Thanks Mike La Pier and the Airport consultants. Reminds everyone that no decision will be made tonight, it’s the second of two public workshops. The City received 66 post cards and 16 letters in opposition of the proposed road as of today. The Del Rey Oaks Citizen Action Group has no opinion on the road, they are not a political group. Please be polite and take only 3 minutes for your comments.
Ground Rules

- Be respectful of each other
- Limit Comments to 3 minutes
- Allow others to speak once you’ve spoken
- We will end promptly at 8:00pm
- Thursday and Saturday workshops will use the same format and info

Mayor Kerr: Welcoming comments to crowd, reviews the benefits of the airport relationship. Time of discovery for new council, the past is the past and it’s all new to us now. Starting from scratch.

Mike La Pier, Airport: Good, cooperative and positive relationship with the City. Should work together. Spent 4-5 years talking about the road. CEQA has just been completed. Consultants are here to help explain the process.

Judi Krauss, Coffman Associates: Reviews maps from slide presentation. The airport is governed by airport district. Federal agencies oversight and the N.T.S. for public safety. The provide community fire support. The only airport in Monterey County and it’s an economic engine. Reviews airport benefits. The Airport Master Plan is for 5 to 20 years out. Similar to the City’s General Plan. It has short term and long term plans. No runway expansion will happen, it’s not needed. Reviews safety enhancement project 5-10 years required by the FAA. Different situation for the taxi way and runway. Move the Fire Department, shorten response time to Ryan Ranch. Land is categorized as either “non-aviation” or “aviation” use. Once Airport Road is closed on one end, there will be no “through” traffic between the two roads. They will be mitigating 20 acres for native plants as open space and a 100 foot buffer/berm along Rosita and The Oaks. Reviews why to road is proposed. There is a vehicle service road but it is narrow and is not a public road. Suggests for folks to look at EIR on line. There will be 92 ADT’s (Average Daily Trips) on the proposed road. Real trips tied to real projects. The quoted 7000 trips were a “worst case scenario” required by CEQA in the EIR for light industrial. The EIR is over 5,000 pages. They reviewed 7 different options for access. Highway 68, Ryan Ranch, Del Rey Oaks, uphill General Jim Moore, Rosita Rd, Casanova in Monterey and tunnel under Olmstead. Del Rey Oaks is the best option that balanced safety goals and limited environmental impact.

Chief Hoyne: General Plan Amendment application has been provided to the Airport staff and it will be a 6 figure process to the Airport. Reviews the next steps for the process.
Public Questions and Comments

Mark Ellis, DRO: Since 2001. Understands the plan. Would like to see a performance based evaluation. Measure current and future traffic. 7,000 is very high but 92 is very low - needs to have an on-going evaluation for the future needs of Del Rey Gardens road, business area.

Wendy Martin, DRO: Spent 20 years commuting. The day to day drive is already packed. Very concerned about what ADT really means.

Judi Krauss: From the EIR, average daily trips depending on land use. They counted the traffic for the 44 existing hangars. Day to day will be different. It’s a planning tool. Same as Cal Trans and TMC uses.

Wendy Martin, DRO: Would traffic lights be considered?

Judi Krauss: Cal Trans controls that.

Terry Henessy, DRO: Since 1985. There is no reason that are need to move the fire station, you can use sub stations. Figure something else out other than the road through Del Rey Oaks.

Mr. Rojas, The Oaks: Was a facilities designer. Why the curve in the road, just go straight across. More room for wildlife. With the controversy, the road needs to be redesigned.

Judi Krauss: The curve was the best design due to the land.

Rita Costa-Hollman, DRO: Since 1998. The City is quiet. There are two different people, those who like quiet living and others that like the comings and goings of the tourist town. This is city is full of those who like the quiet living. Fed up with tourist, and understands it’s a thriving business. Motorcycle noise in the morning was unbearable. Is not in favor of this road, city doesn’t need more traffic. Owns a hangar and has questions about hangars with classic cars in them. Can this road be voted on?

Mike La Pier, Airport: Asks her to come to the admin offices to discuss her hangar issues.

Judi Krauss: Only 7 new hangers, not 106, the Master Plan is a worst case scenario. The airport boundaries are set, the airport isn’t enlarging. The airport is like a highway, it’s a national investment.

Terry Kelly, The Oaks: Will the traffic will be worse because of the people coming and going to the terminal? Also, conflicts with the Del Rey Oaks plan of a downtown area and a walking path.

Mike La Pier, Airport: Road will serve 44 hangars, Navy flying club and fire station only and will never be a road to drop off or pick up people at the terminal.

Pat Lintell, DRO: Did the airport apply for a grant for this project? What is the time frame? Will the grant be received if this road doesn’t go through? You have been working on the Masterplan is for 5 years, Del Rey Oaks turned you down once, so why would you go through this again? Why would you go ahead with your Master Plan if the road was turned down many years ago?

On Thursday night you referenced by the “end of the year”. Don’t you think it’s the cart before the horse?

Mike La Pier, Airport: Hopefully to receive the grant, but not yet. Hard to tell you a specific time frame. Not eligible until the process is complete. FAA is examining with the proposed road plan.

Judi Krauss: Grant application window, maybe by the end of the year. Reviewed economically, environmentally, safety and this proposal is a product of all of those options.

Pat Lintell, DRO: The EIR was completed 8 months ago and you are just asking now?

Judi Krauss: General Plan Amendment applications were not available and that held us up. We have been working on all other aspects of the project along the way.

Pat Lintell, DRO: No way to enforce the ADT’s, it could easily go up to 500 trips a day.

Mike La Pier, Airport: Little way to enforce.

Pat Lintell, DRO: Would the airport accept as a condition of approval, a moratorium for any future development? CEQA mitigation -for neighborhoods?

Judi Krauss: All of the CEQA findings lead to mitigations.
Mike La Pier, Airport: A moratorium would be up to the airport board.
Pat Lintell, DRO: Flight patterns seems like they have changed or will they change?
Mike La Pier, Airport: The FAA controls the air space, not the airport. But this does not change the air flight patterns.
Pat Lintell, DRO: There needs to be a study done for a traffic light.
Don Gruber, DRO: In Real Estate. Who is the Airport District and who planned and built the ugliest structure on the Peninsula several years ago off of Hwy 68? Airport should transfer extra land to Del Rey Oaks.
Judi Krauss: That is an FAA decision.
Alexis Bunton, DRO: Thank you for presentation. Is the airport part of Monterey?
Mike La Pier, Airport: It’s a district created by the State. No source of income.
Alexis Bunton, DRO: What are the trade-offs, positive and negative?
Mike La Pier, Airport: Benefits are significant, not just for tourism but for jobs and safety. We have to make it work as neighbors.
Alexis Bunton, DRO: Those benefits are for the Peninsula but not directly related to Del Rey Oaks.
Mike La Pier, Airport: Increased safety.
Carol Rojas, The Oaks: Can we vote on the change in the General Plan?
Chief Hoyne: Reviews the process. General Plan Amendment application goes to Planning Commission, if appealed it will be heard at the City Council level. The Planning Commissioners are appointed by the elected officials of the City Council.
Carol Rojas, The Oaks: What is to stop the airport from doing additional development to make more money?
Mike La Pier, Airport: Nothing can be done with a study.
Gary Kreeger, DRO: Encourages everyone to read the EIR and the Airport Masterplan and be informed. Reads Section 1-4 (alternative 2) from the EIR regarding what the Airport could do if the north side road was not approved.
Kim Shirley for Susan Ragsdale-Cronin, DRO: What will the airport give to DRO residents for lower property values, once this road is built?
Mike La Pier, Airport: Airport was there before Rosita and Del Rey Oaks. None of this proposal is for growth of their activities.
Kim Shirley, DRO: Read annual reports from Airport and income increased by 10% in 2016-17. Can’t be guaranteed that it won’t be further developed in the future. Who from the City of Del Rey Oaks was and is on the Airport Board?
Mike La Pier, Airport: Old city manager many years ago and now it’s the current City Manager.
Kim Shirley, DRO: How many times have you asked CONA for the road?
Judi Krauss: Once.
Kim Shirley, DRO: The residents hear you. Collecting signatures, putting up signs and attending meetings.
Holly Heimer, DRO: Resident that spoke on Thursday said it’s not true about quicker fire response.
Chief Hoyne: Resident isn’t a spokesperson for either Seaside or Monterey Fire Department. The road will make it a faster response time for mutual aide.
Mr. Rojas, The Oaks: Design is everything. Is there a report of the costs incurred to do the different options, wants to see it.
Judi Krauss: Costs in the master plan are for the planning only. It’s in the capital improvements section. But it’s only for planning, not design. That would be cost prohibitive. During the process they ruled out several based on cost.
Pat Lintell, DRO: If the Planning Commission and City Council do not approve, does the airport appeal to the State?
Mike La Pier, Airport: The board will have to give further direction on the matter.
Alison Kerr, DRO: Needs clarity on if you move the hangars they will be noisier as the planes start up and rev their engines. Have sound studies been done on Rosita for airplane noise?
Judi Krauss: Yes, but the sound study measures all sound, vehicles etc. Moving hangars from south to north, will not be a measurable difference.
Alison Kerr, DRO: Mentioned two City Council Meetings?
Mike La Pier, Airport: One last year and one this year.
Alison Kerr, DRO: Tarpy’s is in the City of Del Rey Oaks city limits and on Airport land. What about the 17 acres in Del Rey Oaks.
Judi Krauss: Also reviewed purchasing land that is in better shape and biologists reviewed.
Chief Hoyne: Thanks everyone and reviews the next steps in the process of the General Plan Amendment Application.

Next Steps

- City developed General Plan application forms and process
- Airport may apply including payment of fees and deposit
- City will process the application in a timely fashion
  - This will include environmental review
- The Planning Commission will hear the application
- The appeal body is the City Council

Mayor Kerr: Thank you everyone. It’s just the beginning. Watch the Thursday night meeting, lots of questions and answer. And this will be a topic of good discussion at the next “What’s on your mind” get together.

1:10 p.m.: Adjourned workshop.

Attest: ________________________________

Date: ____________________________________________________________________________

Attachment: Airport power point presentation
Public Workshop

July 11 & 13, 2019
City of Del Rey Oaks City Hall
Airport Boundary
Getting to Know the Monterey Regional Airport

- Classified as a Primary Commercial Service, Non-Hub Airport as a component of the national transportation system;
- Operated as a self-funded Special District, governed by elected officials under significant federal oversight; and
- Similar to a small city, the Airport District is responsible for public safety on the airport property, including infrastructure, maintenance, police and fire protection, and property management.
How does the Airport Benefit the Region?

1. EMERGENCY SERVICES
   ✓ Medical Emergency Services

2. NATURAL DISASTER AIR SUPPORT
   ✓ Evacuation
   ✓ Fire fighting
   ✓ Disaster Relief

3. COMMUNITY STRUCTURAL FIRE SUPPORT
   (On-Airport Fire Station)

4. BUSINESS AMENITY TO THE REGION

5. ALTERNATIVE TO REGIONAL VEHICULAR TRAVEL

6. REGIONAL ECONOMIC ENGINE
What is the purpose of an adopted Airport Master Plan (per FAA Advisory Circular 150/5070-6B, Airport Master Plans)?

Devotes resources and attention to critical issues at the Airport (SAFETY).

Allows a flexible approach that describes the short- and long-term development plans to meet future aviation demand (FUTURE PLANNING).
What is the difference between the Airport’s short- and long-term program?

**Short Term** – Planned projects with funding programmed for within a 5-to 10-year timeframe.

**Long Term** – Future plans that may or may not occur in the future depending on actual airport activity and the availability of funding. *Similar to a city’s general plan.*

Is there any expansion of the runway system planned?

**NO.** Due to the topographical constraints at the Airport, the runway is as long as it can ever be. The runway was shortened by 441 feet by the runway safety enhancements.
What is the Safety Enhancement Project?

**PHASE 1**
- Build out north side general aviation
- Construct permanent ARFF building
- Construct "North Side" road
- Remove existing pavement. No through access from Airport Rd to "North Side" road.
- Hangers to be relocated

**PHASE 2**
- Demolish ARFF
- Construct apron and parking areas
- Construct new terminal building
- Close Taxiway K

**PHASE 3**
- Shift Taxiway "A"
- Reroute hold lines
- Install Taxiway "G" and "Y" islands
- Demolish the terminal building

**PHASE 4**
- Construct surface parking
- Relocate Fred Kane Drive

**LEGEND**
- Airport Property Line
- Future Airport Pavement
- Future Building
- Future Parking/Road
- To Be Removed/Abandoned
- 14 CFR Part 73 Primary Surface
- Taxiway Designator
- New Hold Line
What is the Adopted Airport Master Plan Program?
What about the Airport’s North Side?

The Airport’s north side is currently used for:

- Businesses and general aviation on the northwest side of the Airport along Airport Road;

- Drainage detention - A detention pond is in the northwest corner;

- The Navy Flying Club, the northeast ramp, and six portable T-Hangars north of mid-field;

- An airport solar farm is north of the northeast ramp; and

- Open space - the north side is heavily vegetated with native and non-native invasive plant species. A berm is present along the north property line near the Rosita Road neighborhood.
Why is a new north side road being proposed?

A new road is a key component of a multi-phased safety project that would relocate the terminal building and apron farther from the runway centerline.

- To move the terminal building, the existing Fire Station and 44 hangars will be relocated to the northeast ramp.

- Once the Fire Station is on the north side, a direct access to Highway 218 is needed to provide acceptable structural fire support to the surrounding communities.

- Airport Road is NOT being closed but will remain open to serve the northwest area of the Airport. The tenants in that area would continue to use Airport Road. However, pavement will be removed on the eastern end of Airport Road to prevent connection to the new north side road.
North Side Road Conceptual Plan
What are the traffic impacts of the new north side road?

The road would provide access to: 44 hangars relocated to the north side; the relocated Fire Station; and a proposed additional 7 hangar; for a total of approximately 92 average daily trips (ADT):

- The Navy Flying Club, 44 relocated hangars and 6 portable T-hangars generate 62 ADT;
- The relocated Fire Station generates 20 ADT; and
- 7 hangars generate 10 new ADT.

Airport vehicular traffic has been included in both the Highway 68 and Highway 218 corridor studies.
How will the Airport ensure that impacts to adjacent residents do not occur due to the new road connection and Fire Station/hangar relocation?

An Environmental Impact Report (EIR) was prepared to study the impacts of both safety enhancement project and adopted Airport Master Plan program. Mitigation measures include:

- 20 acres of biological revegetation, restoration, and preservation along the northern airport boundary;
- Enlarging the on-airport berm (30 feet wide x 6 feet high);
- During construction, constraints will be placed on the contractors to reduce any noise, dust, or other disturbances to neighbors;
- During construction of the road, the Airport has agreed to comply with the City of Del Rey Oaks noise ordinance;
- Storm drain improvements to address existing drainage on Del Rey Gardens Drive.
How was the public informed of the Airport's plans?

6 Planning Advisory Committee (PAC) and 6 Public Workshops

2 Del Rey Oaks Council Meetings

2 Oaks Homeowner Association Annual Meeting Presentations

4 EIR Public Forums

2 Environmental Assessment Public Forums

2 DRO Public Workshops (July 11 and 13, 2019)

The public will continue to be informed during the City of Del Rey Oak's General Plan policy amendment process.
Additional Information provided at the July 13, 2019 Public Workshop based on Comments and Questions at the July 11, 2019 Public Workshop
EIR Exhibit 3D: New North Side Road Alternatives
North Side EIR Road Alternatives Analysis

1. Access from Highway 68 –
   • Located in the Runway Protection Zones (RPZs) for both runways, which is a FAA safety and grant assurance prohibition.

2. Ryan Ranch Road Intersection –
   • Significant topographical constraints;
   • Crosses floodway and 100-year floodplain;
   • Significant biological impacts; and
   • Located within RPZs for both runways.

3. Del Rey Gardens Road –
   • Adopted alignment
   • Environmentally superior alternative
North Side Road EIR Alternatives Analysis (continued)

4. General Jim Moore Boulevard –
   • Significant topographical constraints;
   • Requires acquisition of 2 residential properties and athletic court.

5. Rosita Road (northwesterly connection) –
   • Detention pond is in the path of the alignment;
   • This is an environmental constraint since the pond is a wetland; and
   • Traffic would go directly through a residential neighborhood.
North Side Road EIR Alternatives Analysis (continued)

6. Casanova Avenue Extension –
   • Additional traffic would go directly through a residential neighborhood; and
   • Results in additional emergency and structural fire response times.

7. Tunnel from Olmsted Road –
   • Significant construction-related impacts and highest cost; and
   • Significant negative impacts to airport operations.

8. Continue Using Existing Airport Road –
   • Additional traffic would go directly through a residential neighborhood; and
   • Results in additional emergency and structural fire response times.
EIR Exhibit 4.4D: Proposed and Existing Conservation Areas
VISION 2035

Provide the Airport with the ability to continue to enhance safety and maintain our priority of sustainability as we grow responsibly to meet the aviation needs of our thriving region.

Link to Airport Master Plan video -
https://montereyairport.specialdistrict.org/vision-2035