



MARINA

MUNICIPAL AIRPORT

AIRPORT MASTER PLAN



PURPOSE OF AIRPORT MASTER PLAN

- To have a current and FAA approved Airport Layout Plan on record to remain eligible for FAA development grants.
- To provide a long-term (20-year) plan for airport development.
- To maximize the economic development benefit of the Airport to the city and the region.
- To address any local changes in aviation such as the increase in activity by business jets.
- To reserve adequate land for aviation and non-aviation revenue producing needs.

MARINA

MUNICIPAL AIRPORT
AIRPORT MASTER PLAN

Exhibit IA: PROJECT WORK FLOW



1-29-14

INVENTORY

- Airport Facilities
- Area Socioeconomic Data
- Airport Access and Parking, Utilities, and Aerial Photography
- Airspace and Air Traffic Activity
- Local Planning and Land Use

FORECASTS

- Based Aircraft and Fleet Mix
- Annual Operations

FACILITY REQUIREMENTS

- Design Categories
- Support Facilities
- Hangar Facilities
- Aprons
- Runway Length and Strength
- Taxiways
- Terminal Building
- Navigational Aids



5-1-14

AIRPORT ALTERNATIVES

- Evaluate Development Scenarios
 - Airside
 - Landside



8-12-14

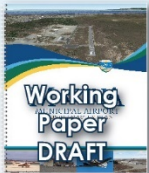
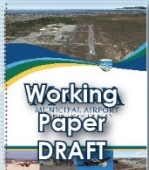
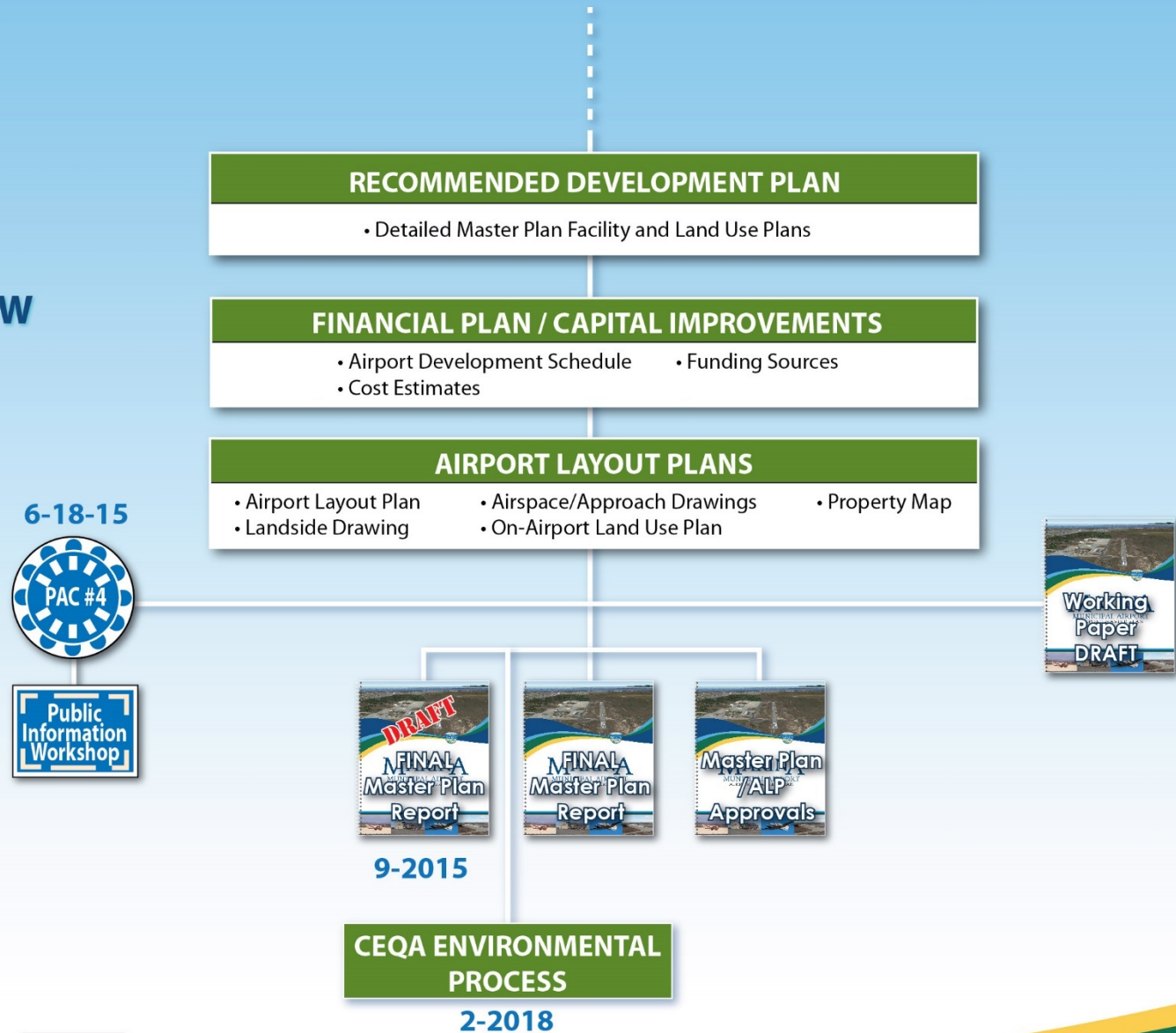


Exhibit IA: PROJECT WORK FLOW



AIRPORT FACILITIES



DESIGN AIRCRAFT

Design Aircraft: An aircraft or family of aircraft with similar characteristics that perform at least 500 annual operations at the airport.

**Current: B-II-2 (Change from B-I)
King Air 200**



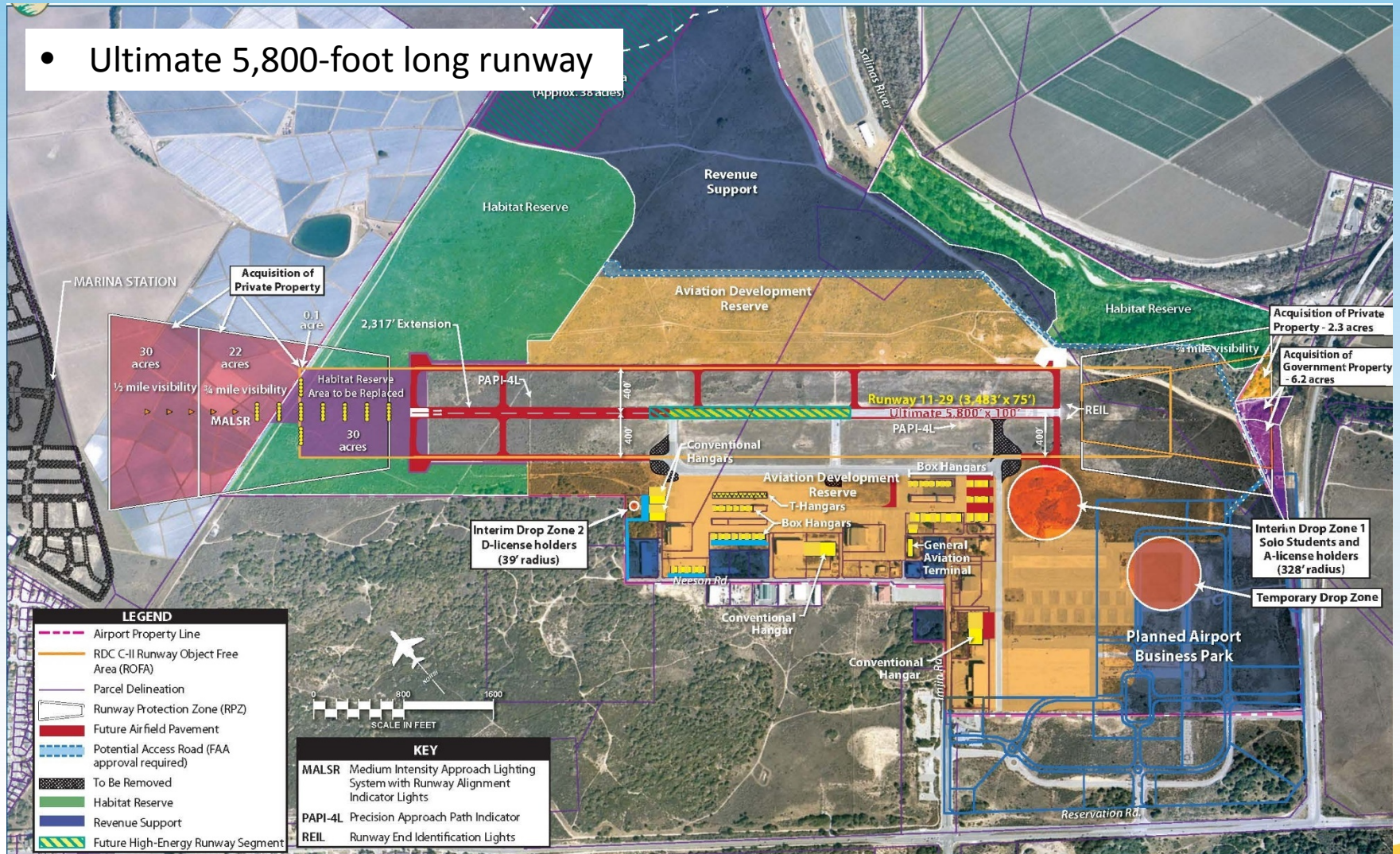
**Future: C-II-3
Business Jets (Cessna Citation 650 – typ.)**

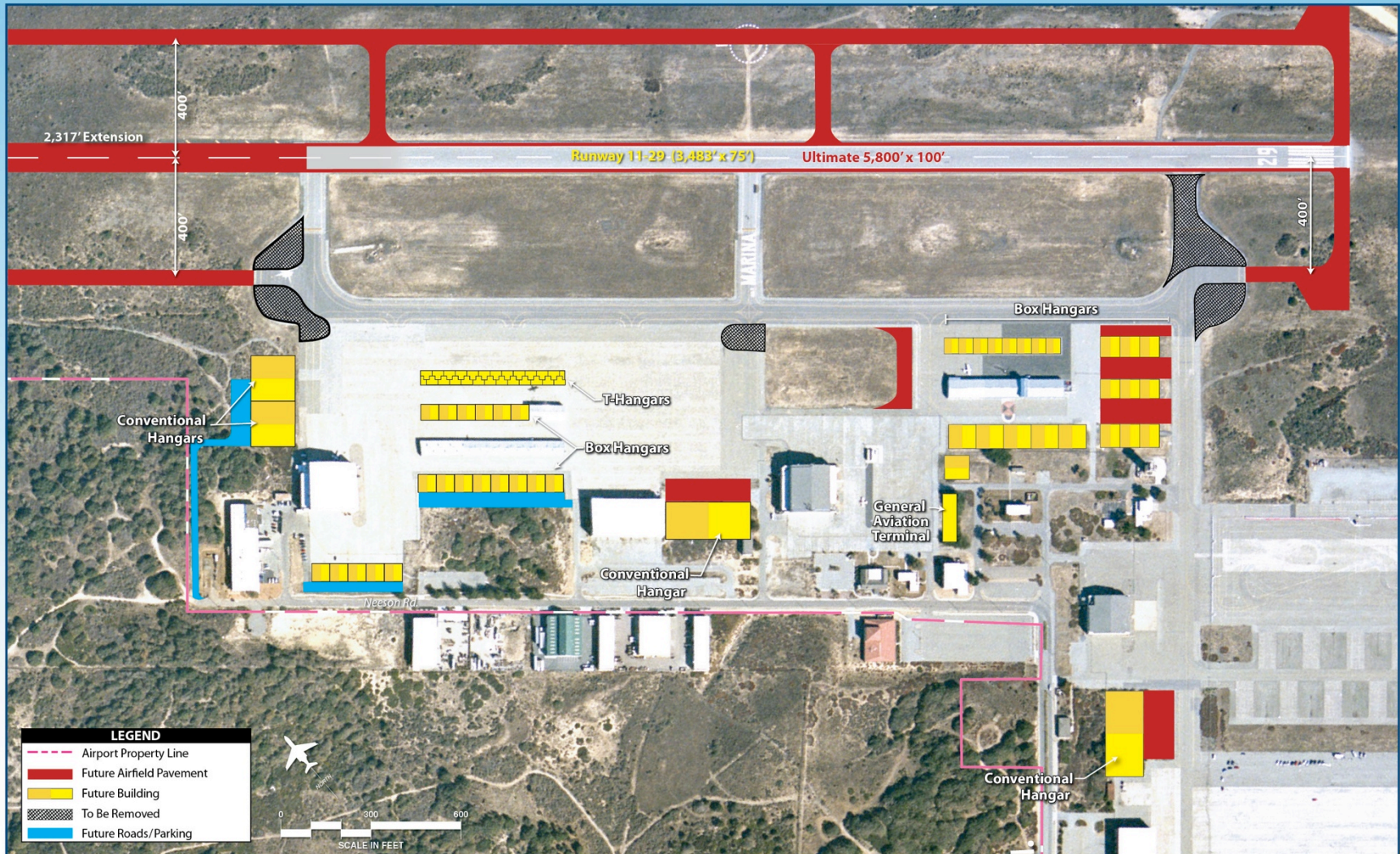


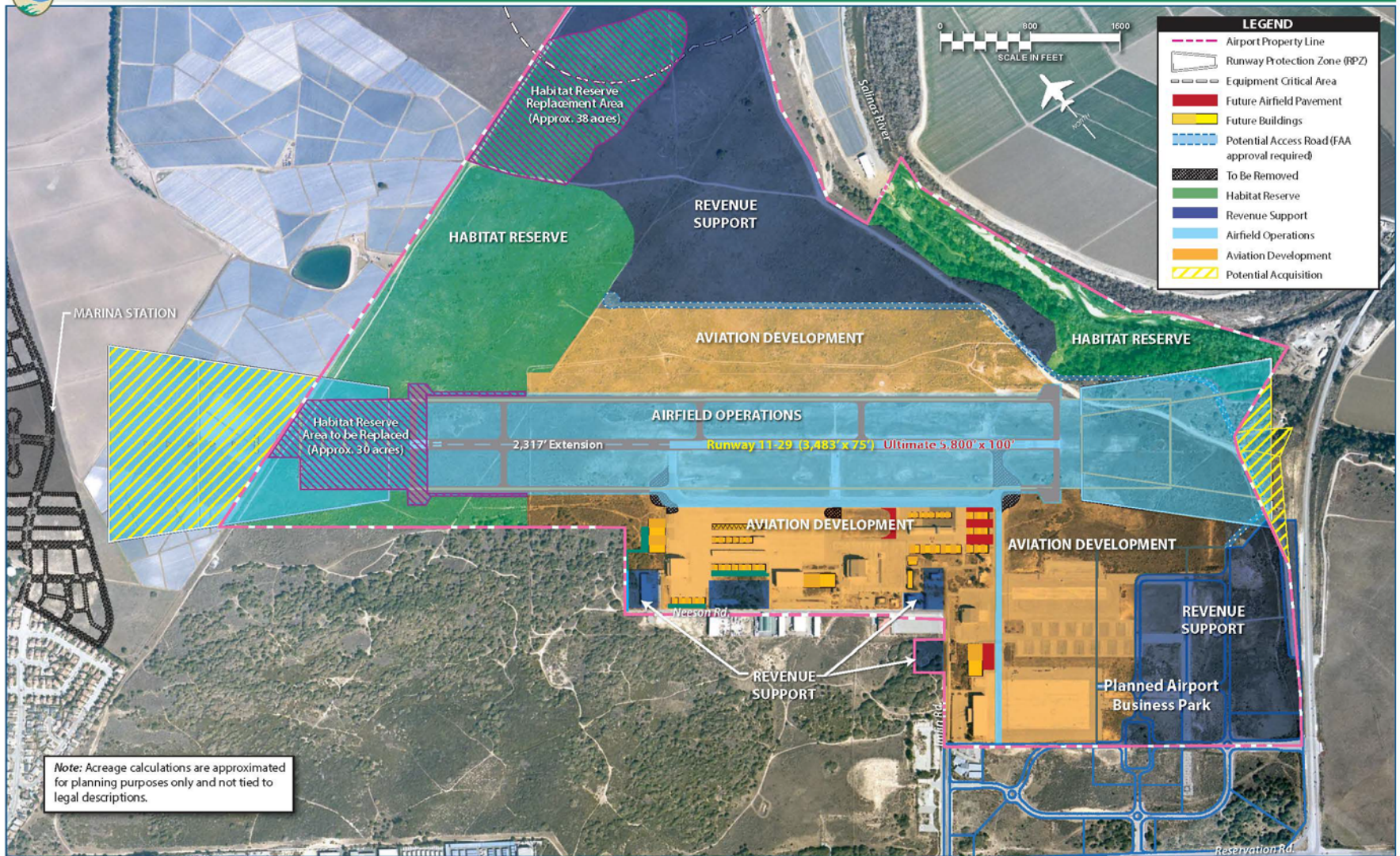
RECOMMENDED CONCEPT



- Ultimate 5,800-foot long runway







Aerial Photo: February 2014

Exhibit 5F
AIRPORT LAND USE PLAN



CEQA Environmental Process

- Coordination with five Native American tribes – October 25, 2016. No responses were received.
- Meeting with Ford Ord Reuse Authority – December 7, 2016
- Coordination with United States Fish and Wildlife and California Department of Fish and Wildlife – April 2017 – September 2017
- Public Review of Draft Initial Study and Mitigated Negative Declaration – November 20, 2017 – December 22, 2017. Two comment letters received.
 - California Department of Transportation (December 20, 2017): Provided information regarding encroachment permits, development impact fees, and environmental review for future projects.
 - Monterey Bay Air Resources District (December 22, 2017): Provided updates on information contained in the Air Quality section of the Initial Study.



Mitigation Measures

BIOLOGICAL RESOURCES

Impact: Future Impacts to Special-Status Species and Sensitive Natural Communities

BIO/mm-1: Prior to the approval of future Master Plan-recommended projects, the City/Airport shall consult with all appropriate regulatory agencies to gain concurrence on necessary project-specific mitigation. This concurrence could take the form of compliance with an approved Fort Ord Habitat Conservation Plan (HCP) or an individual take permit for species or actions not covered by an HCP.

Impact: Future Conflicts with an Adopted Habitat Conservation Plan

BIO/mm-2: All Airport Master Plan exhibits shall be revised to show the revised Habitat Replacement Area (based on Exhibit 17) prior to adoption of the Final Airport Master Plan. At the time that approval of a westerly runway extension occurs, an official recording of the new area must occur between the City and the Fort Ord Reuse Agency (FORA), in whatever form is required by FORA. *See attached graphic.*



Mitigation Measures

CULTURAL RESOURCES

Impact: Future Potential Impacts to Historic, Archaeological, Paleontological, or Human Remains

CR/mm-1: The following recommendations to avoid and/or minimize impacts to historic, archaeological, paleontological, or other cultural resources shall be implemented for proposed Master Plan projects, as necessary, based on future project-specific analysis.

See Mitigation Monitoring and Reporting Program for details regarding the following topics:

- Records Search
- Cultural Resources Assessment
- Cultural Resources Technical Report
- Avoidance
- Previously Undiscovered Resources
- Previously Undiscovered Human Remains



Mitigation Measures

GEOLOGY AND SOILS

Impact: Future Potential Impacts Related to Earthquakes, Seismic Ground shaking or Ground Failure and Unstable Soils

GEO/mm-1: The following state and local regulations and policies shall be required as mitigation for future development at the Airport.

See Mitigation Monitoring and Reporting Program for details regarding the following topics:

- Site-specific stormwater pollution prevention plans (SWPPPs)
- Erosion-control and landscape plans
- Geotechnical report recommendations



Mitigation Measures

HAZARDS AND HAZARDOUS MATERIALS

Impact: Future Potential Impacts Related to Hazardous Materials Sites

HAZ/mm-1: If additional hazardous materials are discovered within Airport construction areas, measures shall be taken to investigate and correct any problems as soon as possible after discovery, in accordance with all applicable regulations.

Impact: Future Potential Impacts Related to Adopted Emergency Plans

HAZ/mm-2: The City shall review its emergency response and evacuation plan, as it relates to the Airport, on an annual basis, and update as necessary to account for additional airport development or changes in operations.



Mitigation Measures

HYDROLOGY AND WATER QUALITY

Impact: Future Potential Hydrologic and/or Water Quality Impacts

HYD/mm-1: When applicable, and prior to construction, the contractor shall be responsible for obtaining a General Construction permit from the Central Coast Regional Water Quality Control Board (RWQCB). As part of this process, a project-specific construction SWPPP shall be prepared and all approved best management practices (BMPs) shall be implemented throughout the construction process.

HYD/mm-2: When applicable, and during project design, pre-construction and post-construction runoff rates shall be determined and drainage improvements shall be incorporated into project design, as necessary, to meet the Central Coast RWQCB requirements. If necessary, a storm water management plan shall be developed to retain the runoff for an 85th percentile storm, in compliance with Resolution R3-2013-0032, *Post-Construction Requirements for Development in the Central Coast Region*.

HYD/mm-3: The adequacy of onsite drainage facilities to convey runoff from a 10-year frequency storm at minimum shall be determined through the preparation of storm drainage reports and plans, approved by the City Public Works Director, per City General Plan Policy 3.57.



Mitigation Measures

TRANSPORTATION/CIRCULATION

Impact: Future Cumulative Impacts Related to City Level of Service Thresholds

TR/mm-1: Future development projects at the Airport shall comply with all City traffic policies, including the payment of traffic mitigation fees towards needed street or intersection improvements, when applicable.

UTILITIES AND SERVICE SYSTEMS

Impact: Future Potential Impacts Related to New Storm Water Drainage Facilities

U/mm-1: The City's NPDES/RWQCB permit and permit conditions shall be implemented whenever a project affecting drainage or the amount of impervious surface at the Airport is undertaken in keeping with the *Clean Water Act* and the Central Coast RWQCB regulations.

Impact: Future Potential Impacts Related to Water Supply

U/mm-2: All future airport development creating additional demand for potable water shall occur in keeping with the Airport's designated water allocation for that portion of former Fort Ord within the City.



CAPITAL IMPROVEMENT PLAN



Exhibit 6A:
CAPITAL IMPROVEMENT PROGRAM - TOTAL COST

PROJECT DESCRIPTION	PROJECT COST	FAA ELIGIBLE	TOTAL LOCAL
TOTAL SHORT TERM PROGRAM	\$4,736,000	\$4,225,663	\$510,337
TOTAL INTERMEDIATE TERM PROGRAM	\$8,519,000	\$4,609,154	\$3,909,846
TOTAL LONG TERM PROGRAM	\$10,136,000	\$9,053,308	\$1,082,692
TOTAL PROGRAM COSTS (Rounded to nearest \$1,000)	\$23,391,000	\$17,888,000	\$5,503,000

- Each FAA grant must be approved by City Council.
- City Council can pursue projects on their own without FAA funds.
- Airport receives up to \$150,000 annually.
- FAA discretionary funds will be needed for many projects.
- Additional NEPA/CEQA environmental documentation will be needed on certain projects.

WHERE WE ARE

- FAA approved the Aviation Forecasts.
- FAA approved the Airport Layout Plan (ALP).
- Airport representative and FAA have signed the ALP.
- Initial Study and Mitigated Negative Declaration are complete.



FINAL STEPS

- City Council accepts/adopts the Mitigated Negative Declaration for the Airport Master Plan.
- City Council accepts/adopts the Airport Master Plan.



QUESTIONS?

