



Airport Master Plan for  
**Montgomery-Gibbs  
Executive Airport**  
PAC Meeting #5





# Agenda

- > Introductions
- > Final Public Meeting Overview
- > Review of Alternatives
  - > Airside
  - > Landside
- > Recommended Preferred Alternative
- > Public Comment
- > Next Steps



# 1. Final Public Meeting Overview



# Final Public Meeting Overview

- >Feb. 20, 2018
  - >Public Utilities Dept. MOC II Auditorium
- >Notices Included:
  - >Project website post
  - >Email to contact database
  - >Email to selected officials (Peters, Sherman, Cate, Zapf, Bry)
  - >Print ads, web ads, and online community calendar posts
  - >Nextdoor posts



# Final Public Meeting Overview

- > Meeting format: Presentation and Information Stations
- > Information presented:
  - > Master Plan Overview and Schedule Update
  - > Noise Overview
  - > Economic Overview
  - > Introduction to Draft Airside Alternatives
  - > Introduction to Draft Landside Alternatives
- > Attendance: 18 (signed-in)
- > Meeting materials and public comments available for review on the project website

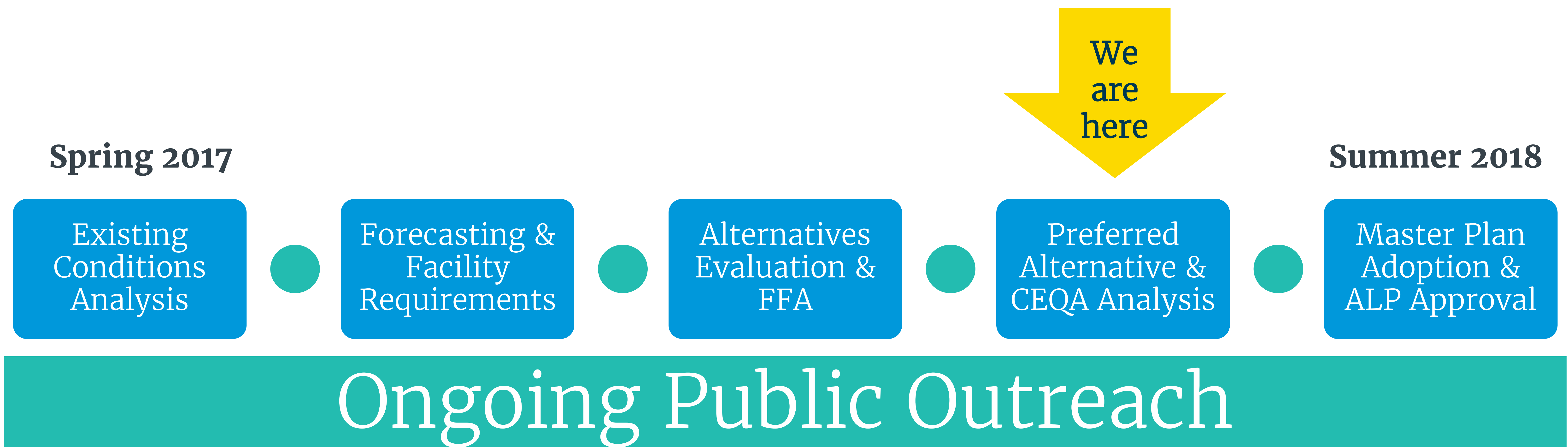
<http://www.sdairportplans.com/>



## 2. Review of Alternatives



# Project Schedule



ALP – Airport Layout Plan

CEQA – California Environmental Quality Act

FFA – Financial Feasibility Analysis



# Alternatives Analysis

## Evaluation

- Identifies best options to meet existing and forecast aviation activity

## Sources

- Working Papers 2 and 3 – Forecast of Aviation Demand and Facility Requirements

## Elements

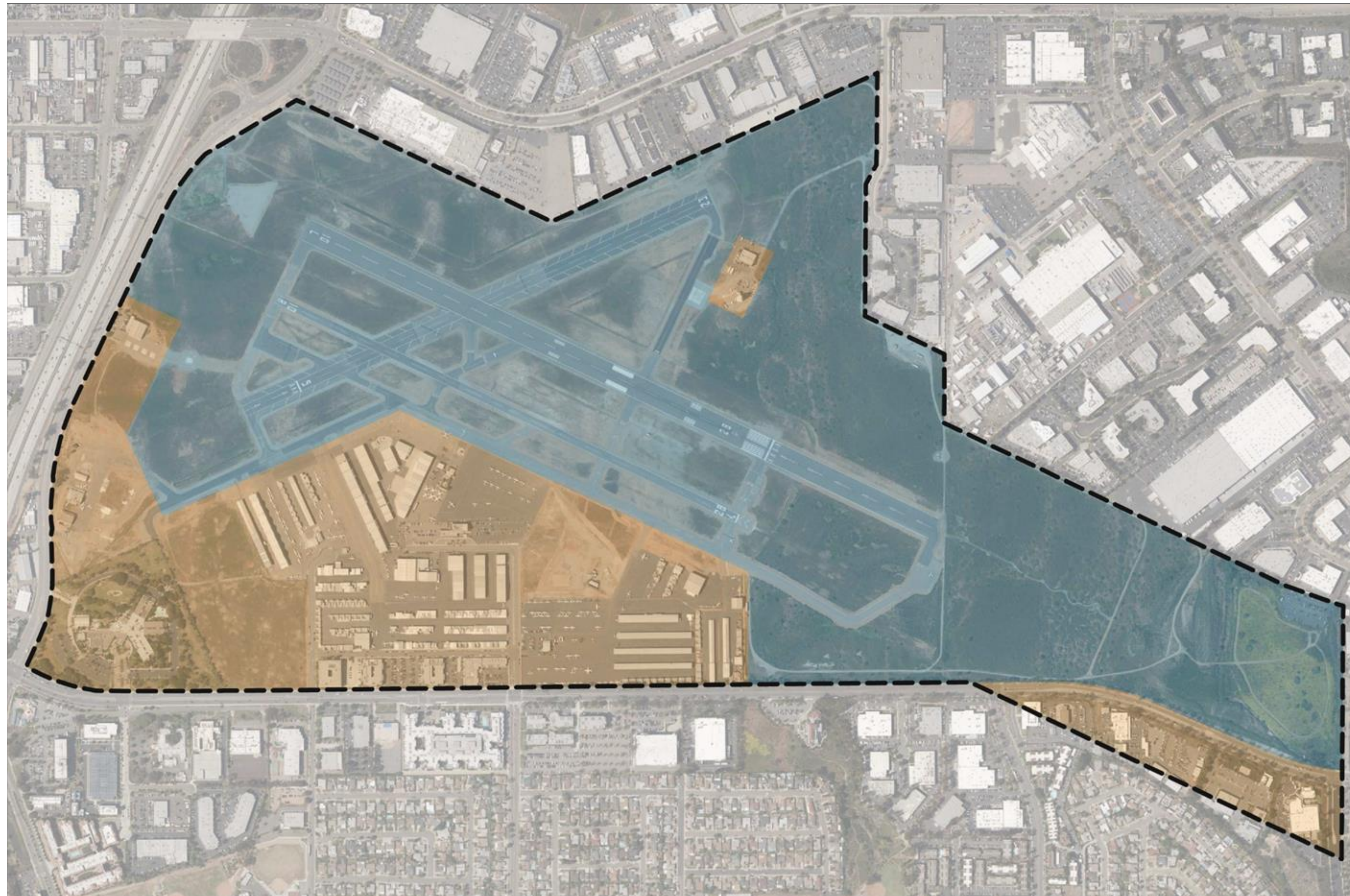
- Airside and Landside Considerations

## Application

- Preferred Alternative Selection



# Airside vs. Landside



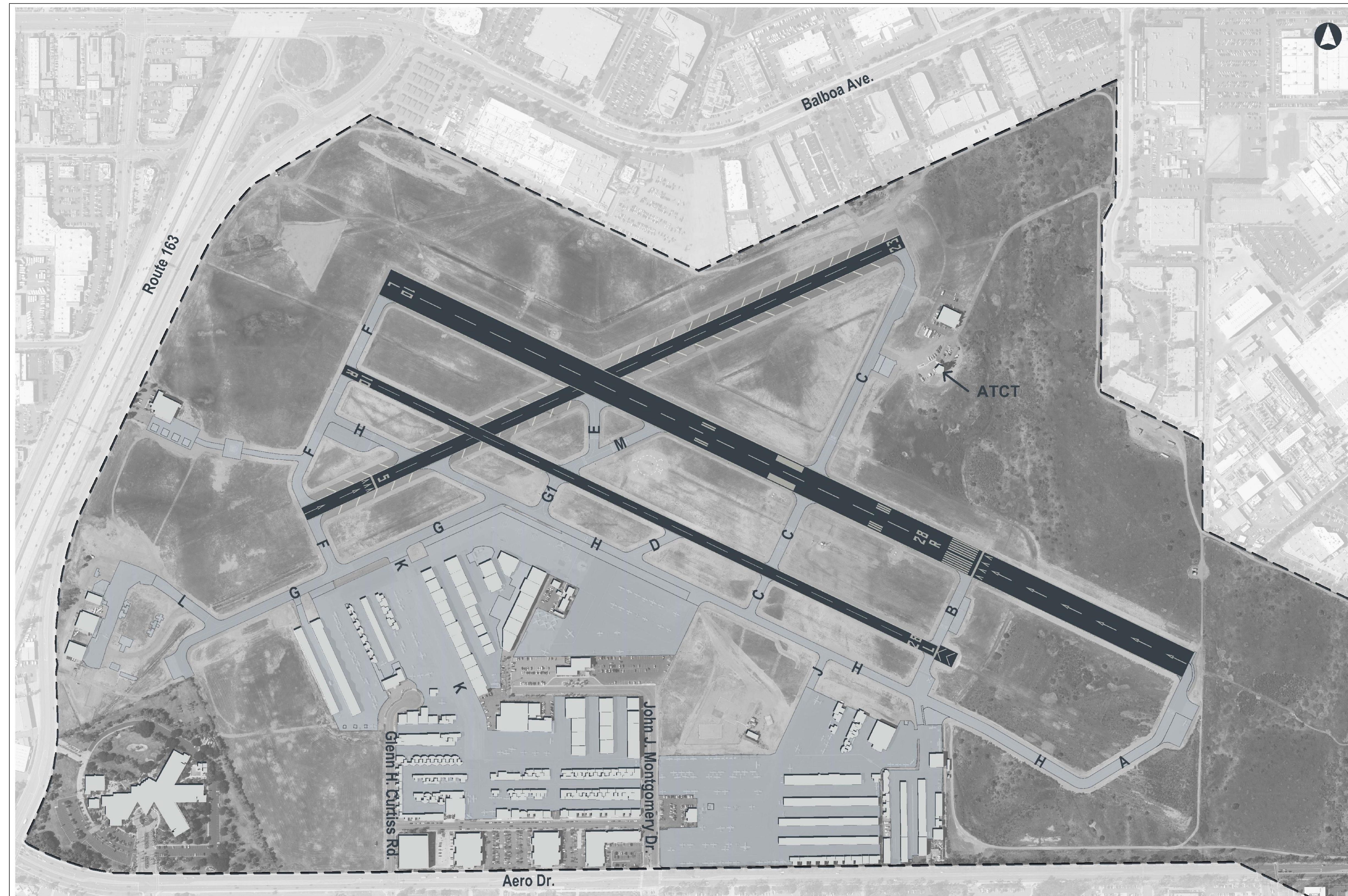
■ Airside ■ Landside



# Airside Alternatives

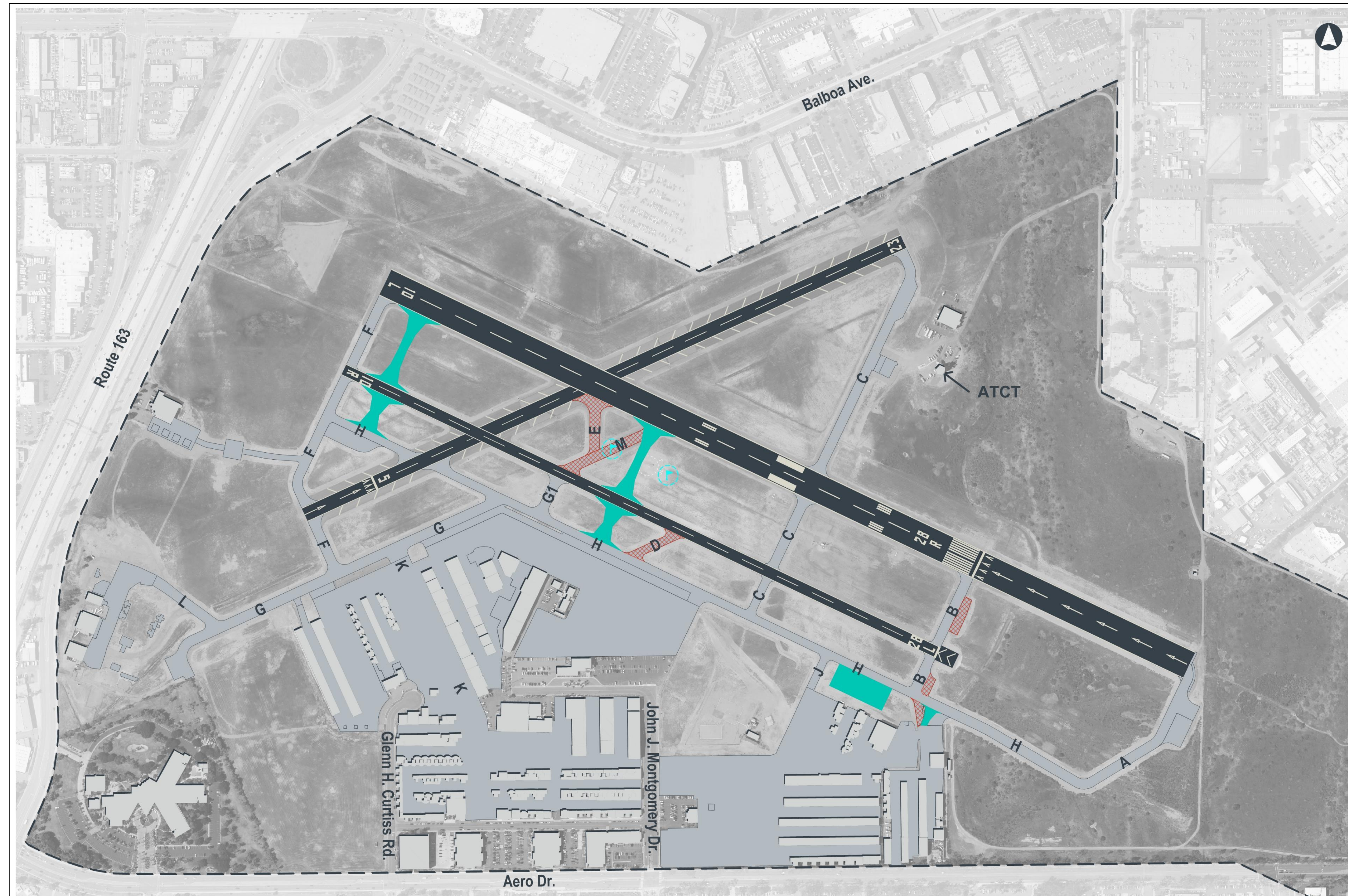


# Alternative #1 – No Action











# DRAFT Alternative #2

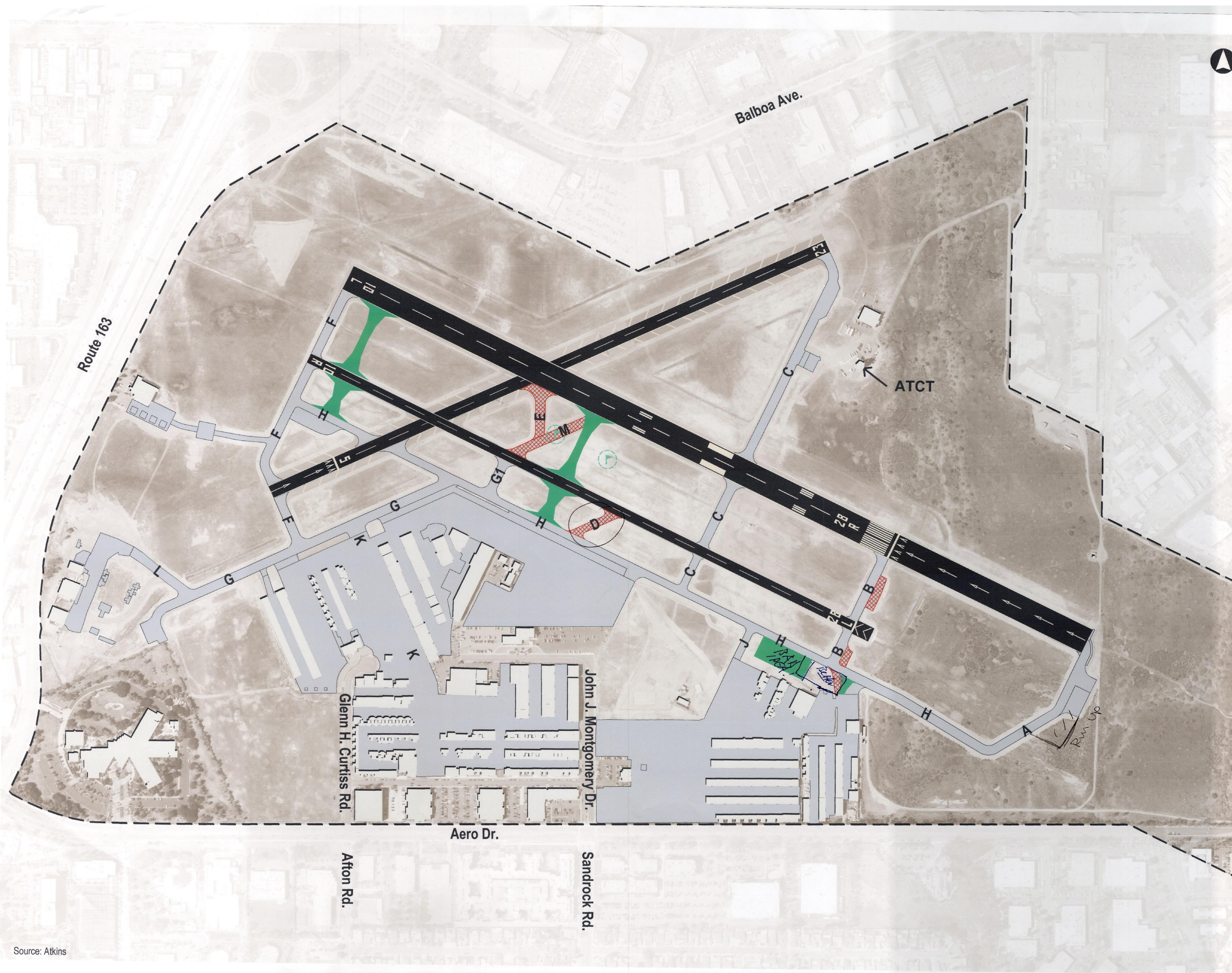




**Figure**  
**Alternative 2**

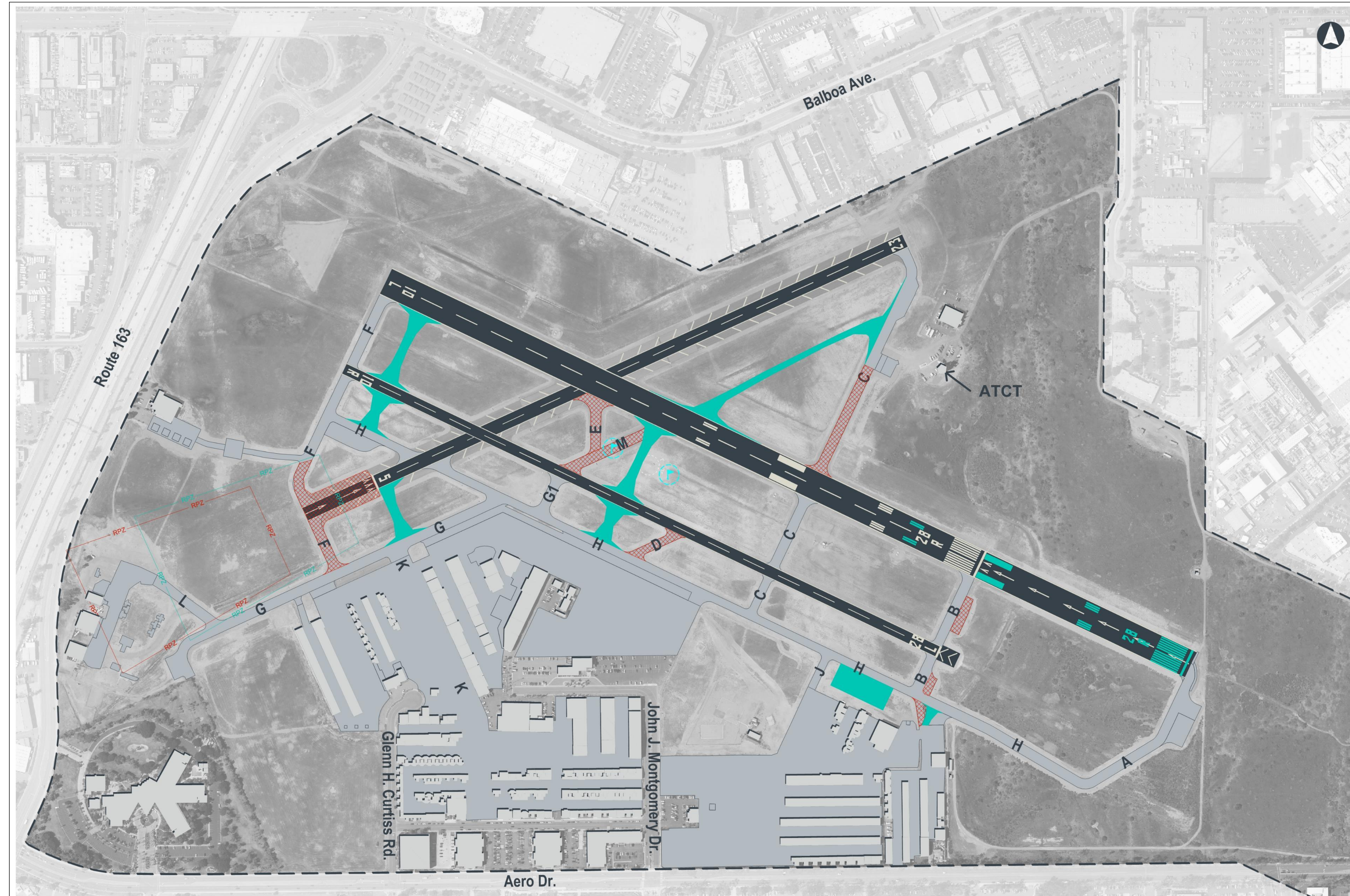
**Legend**

-  Property Line
-  Existing Buildings
-  Existing Airfield Pavement
-  Proposed Airfield Pavement
-  Proposed Demolition
-  Proposed Segmented Circle













# DRAFT Alternative #3



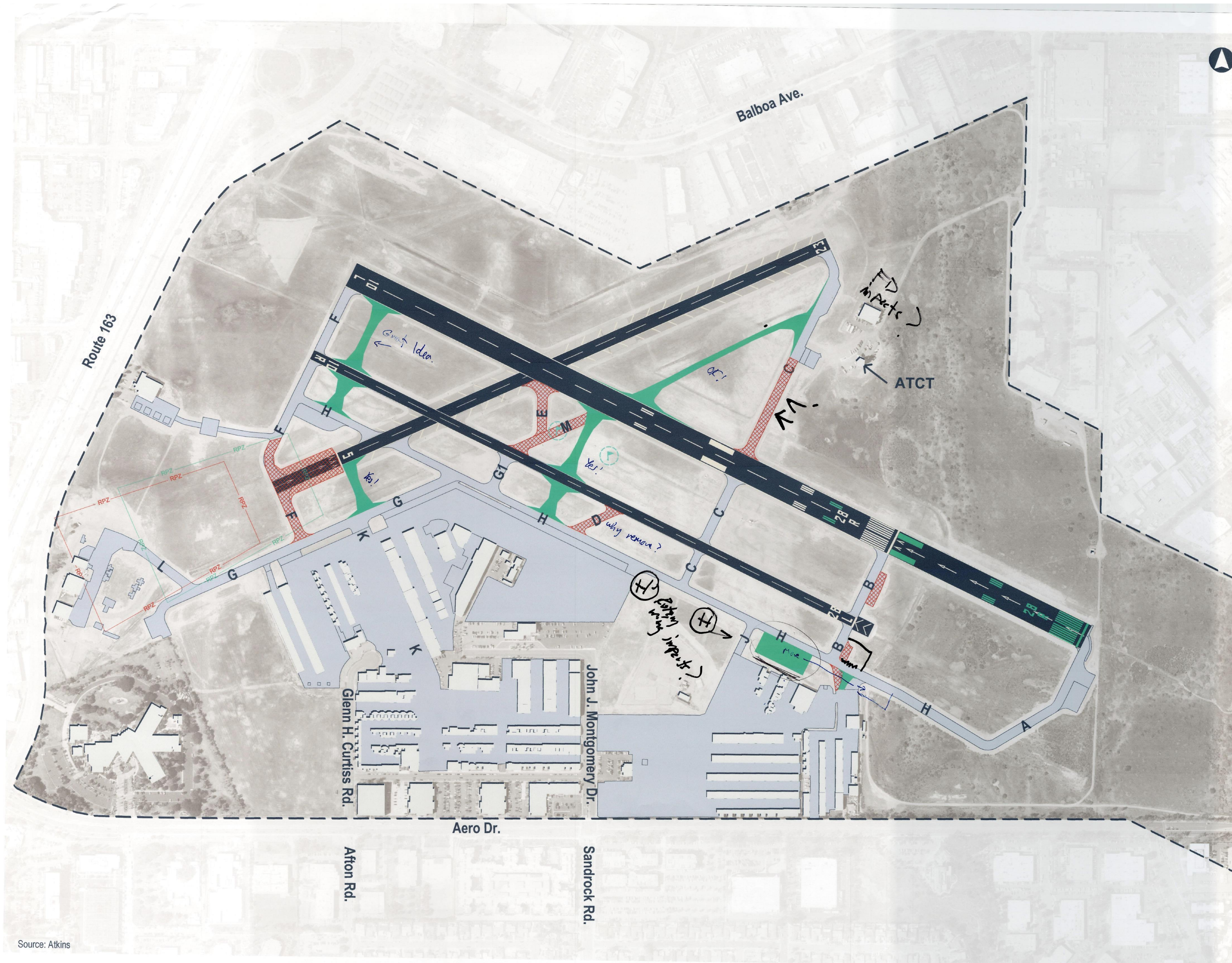


**Figure**  
**Alternative 3**

**Legend**

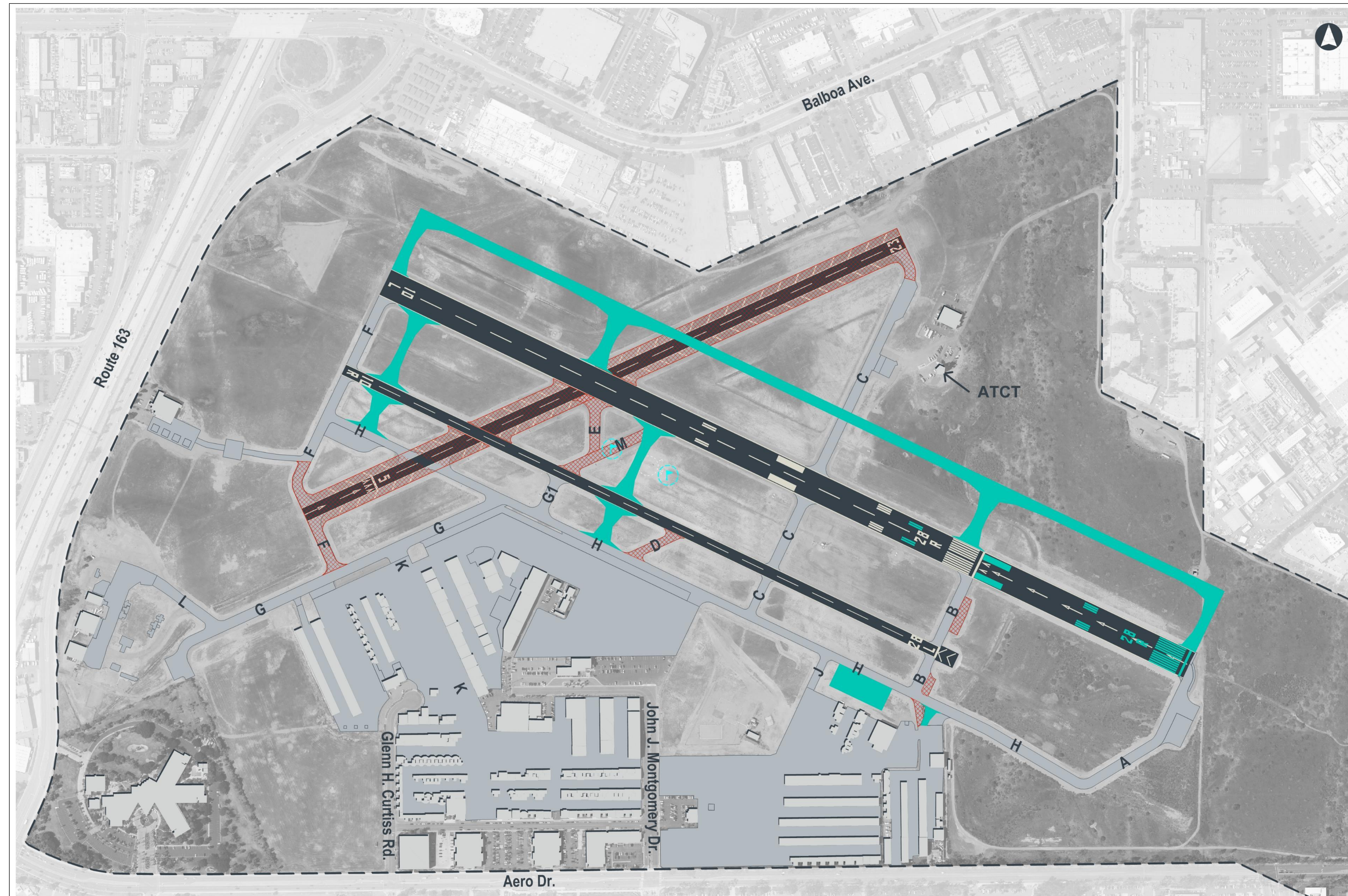
-  Property Line
-  Existing Buildings
-  Existing Airfield Pavement
-  Proposed Airfield Pavement
-  Proposed Demolition
-  Proposed Segmented Circle
-  Existing RPZ
-  Proposed RPZ

250' 0' 250' 500'





# DRAFT Alternative #4





**Figure**  
**Alternative 4**

**Legend**

-  Property Line
-  Existing Buildings
-  Existing Airfield Pavement
-  Proposed Airfield Pavement
-  Proposed Demolition
-  Proposed Segmented Circle

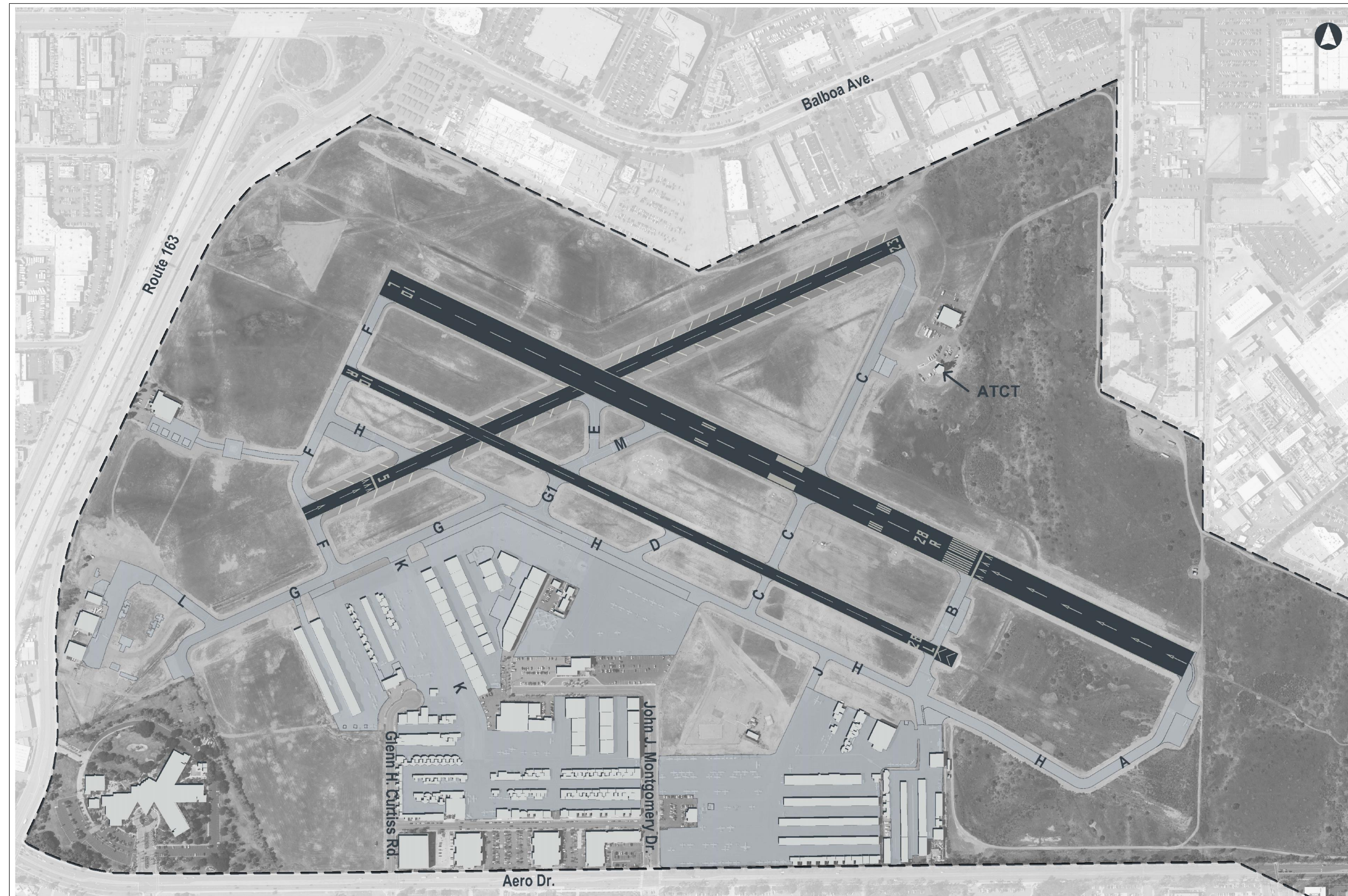




# Landside Alternatives

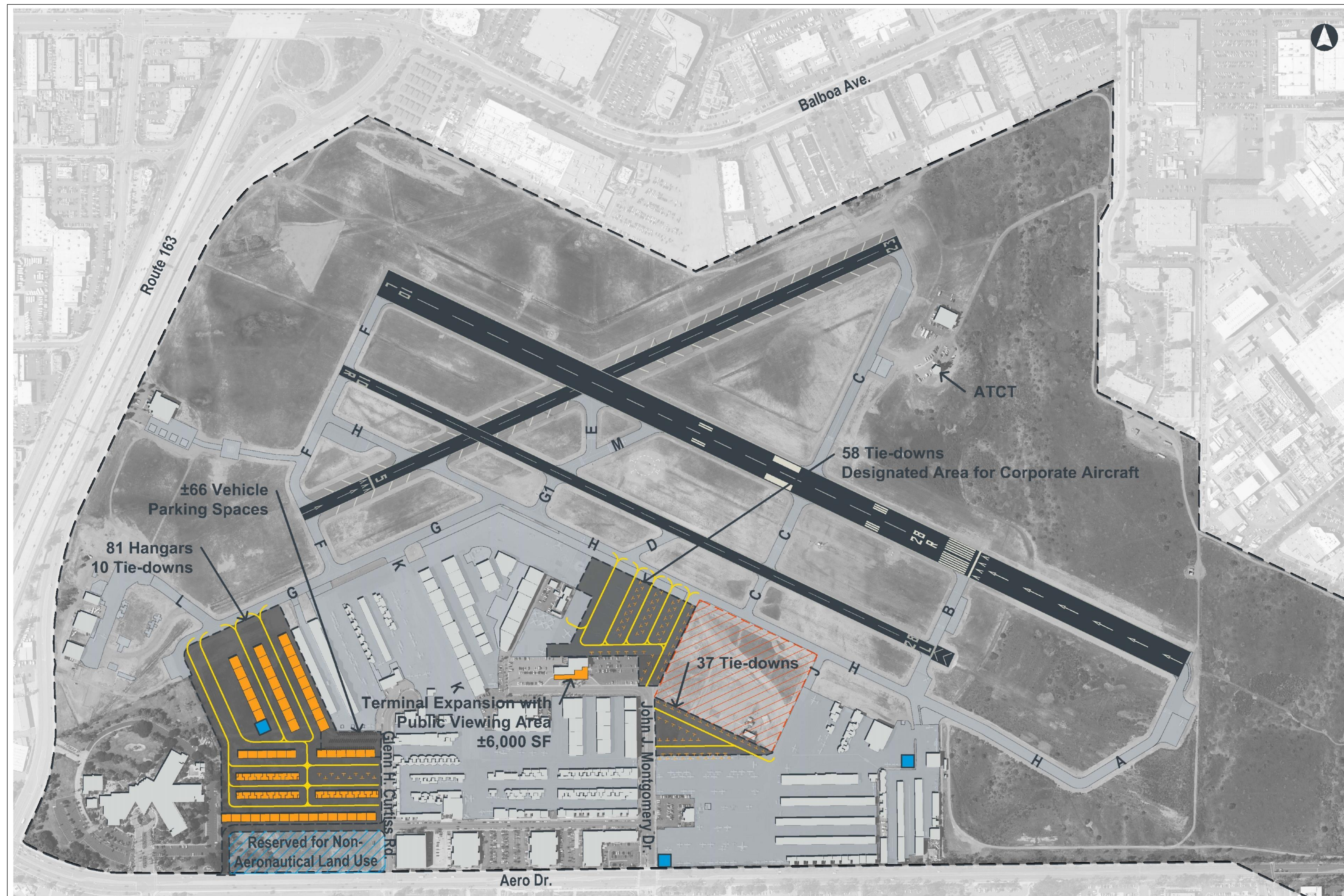


# Alternative #1 – No Action














# DRAFT Alternative #2



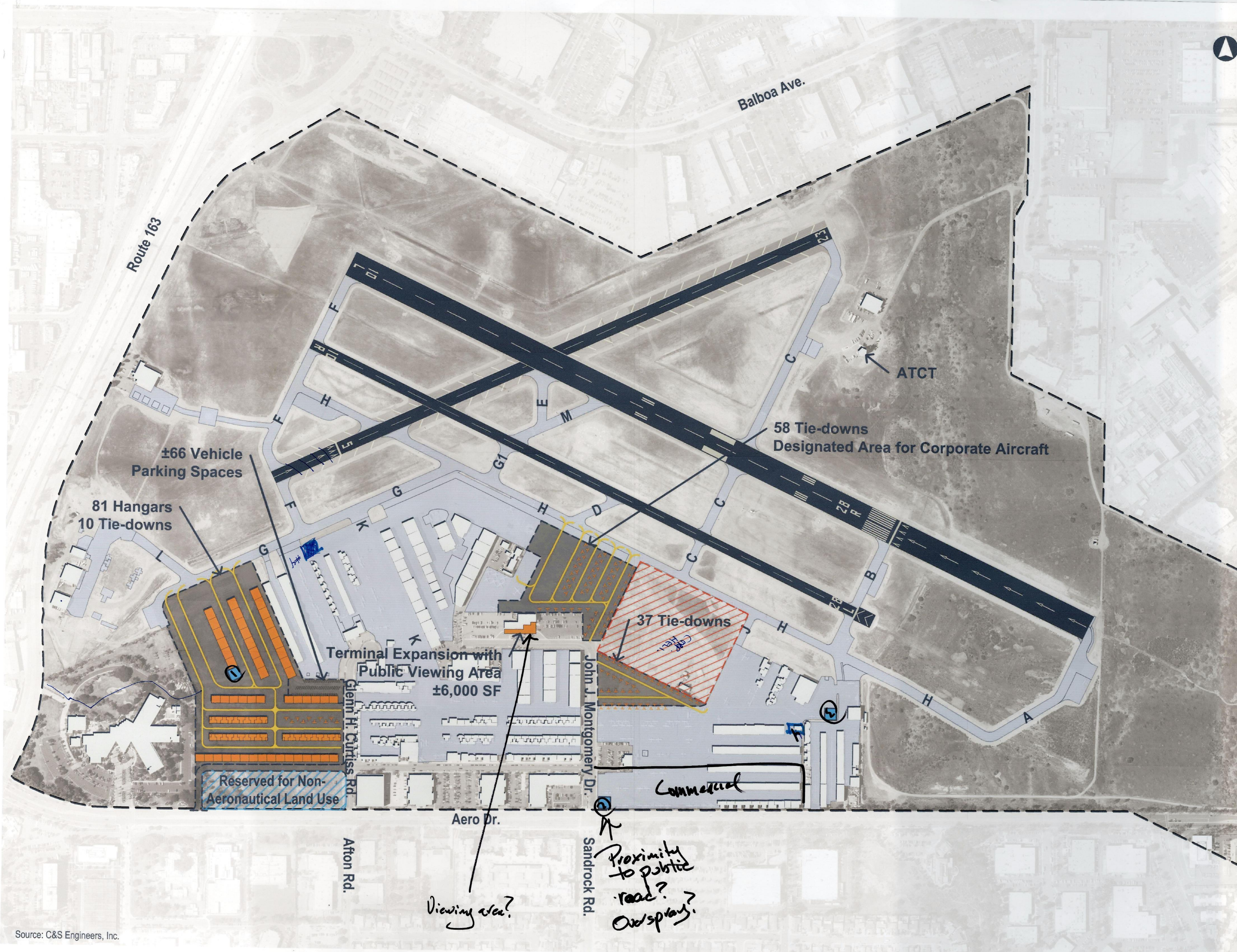
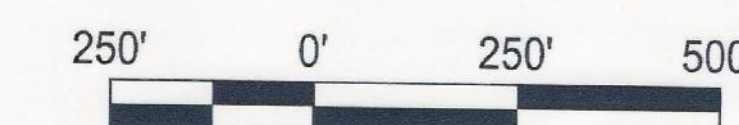


**Figure 5.X**  
Alternative 2 -  
Smooth Transition

**Legend**

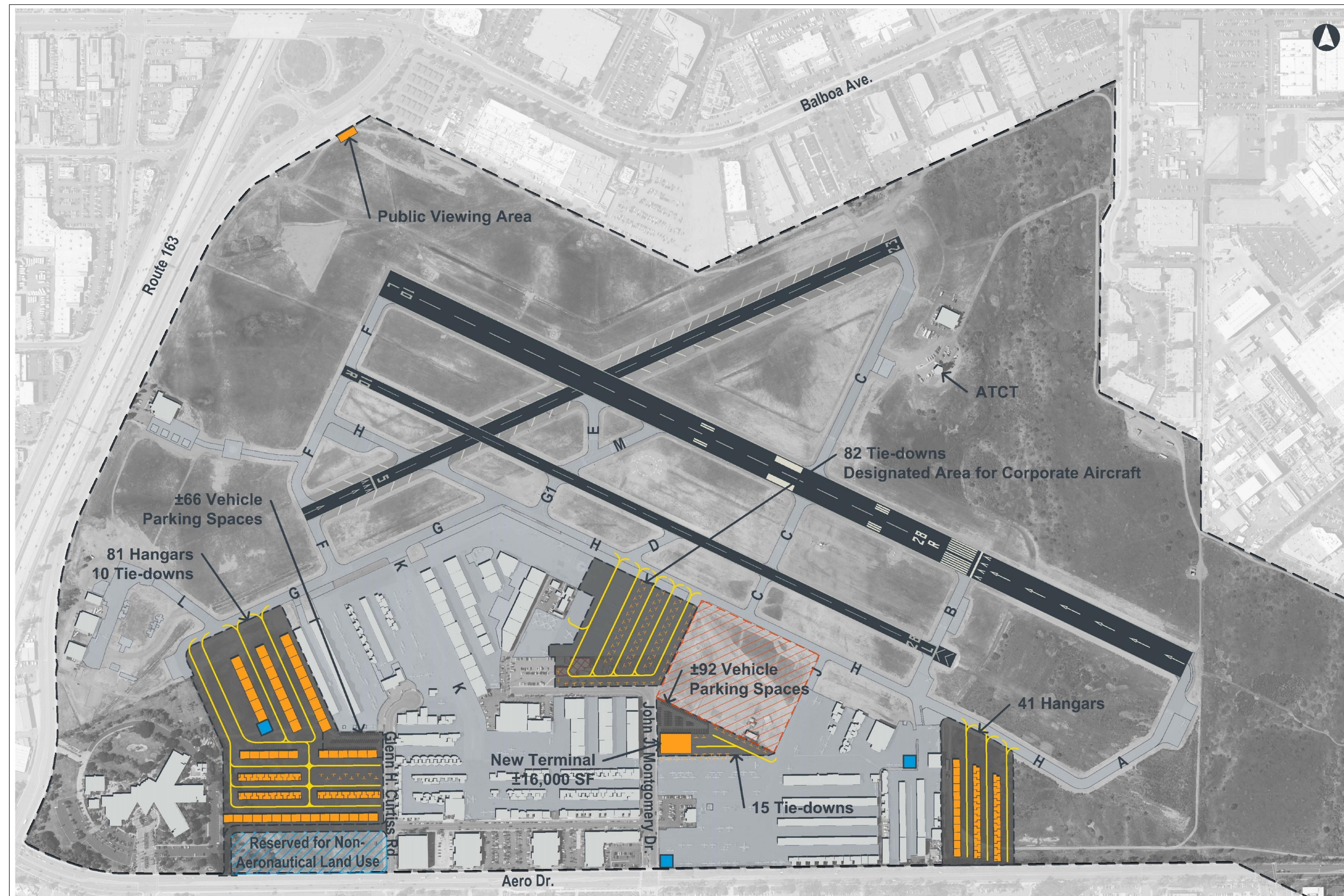
-  Property Line
-  Existing Buildings
-  Proposed Buildings
-  Existing Airfield Pavement
-  Proposed Airfield Pavement
-  Corporate Helicopters  
Right of First Refusal
-  Proposed Taxiway/Taxilane  
Centerline
-  Proposed Aircraft Tie-Downs
-  Proposed Wash Rack

**DRAFT**





# DRAFT Alternative #3

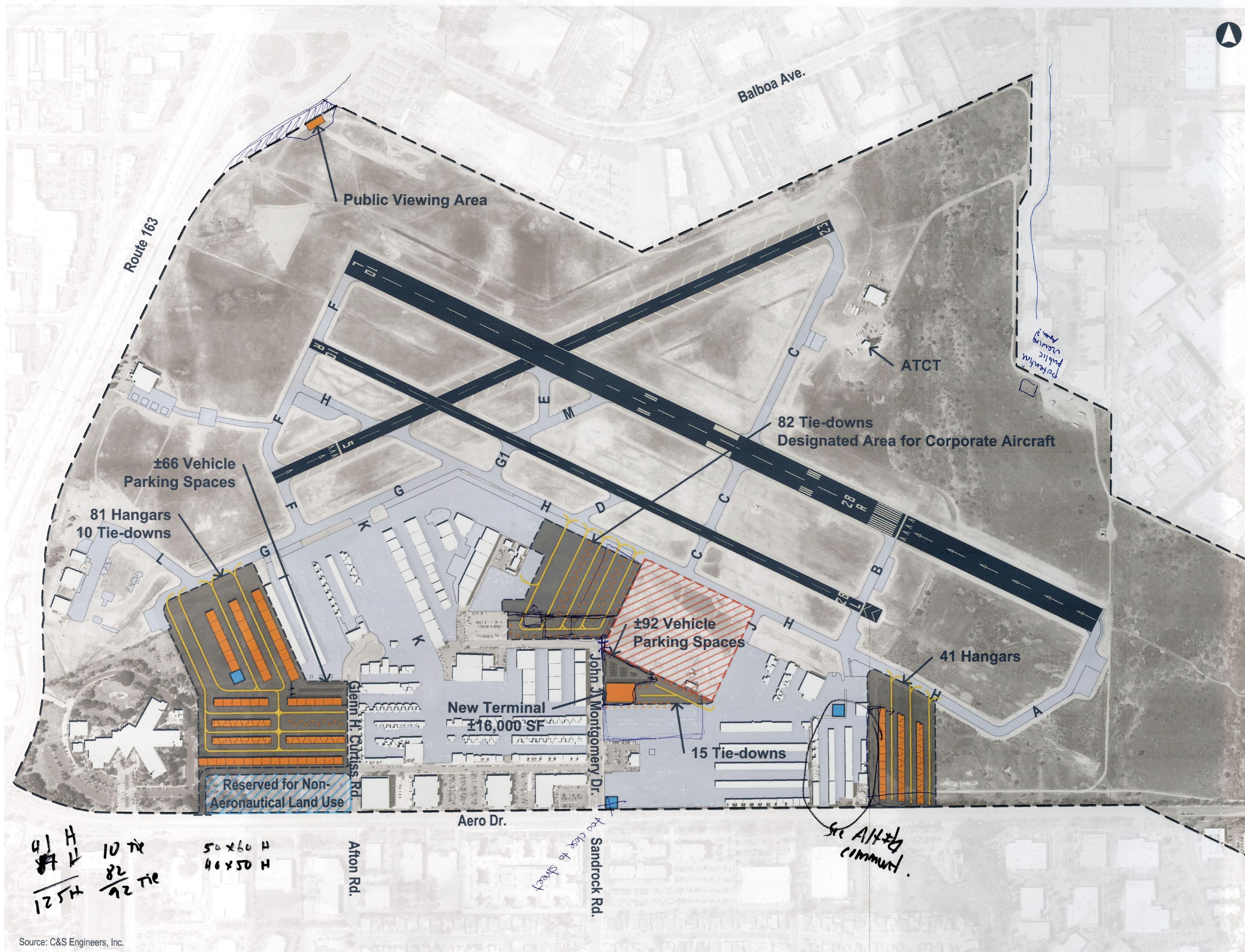




**Figure 5.X**  
**Alternative 3 -**  
**Reconfiguration**

**Legend**

- — — Property Line
- Existing Buildings
- Proposed Buildings
- Existing Airfield Pavement
- Proposed Airfield Pavement
- Corporate Helicopters  
Right of First Refusal
- Proposed Taxiway/Taxilane  
Centerline
- Proposed Aircraft Tie-Downs
- Proposed Wash Rack

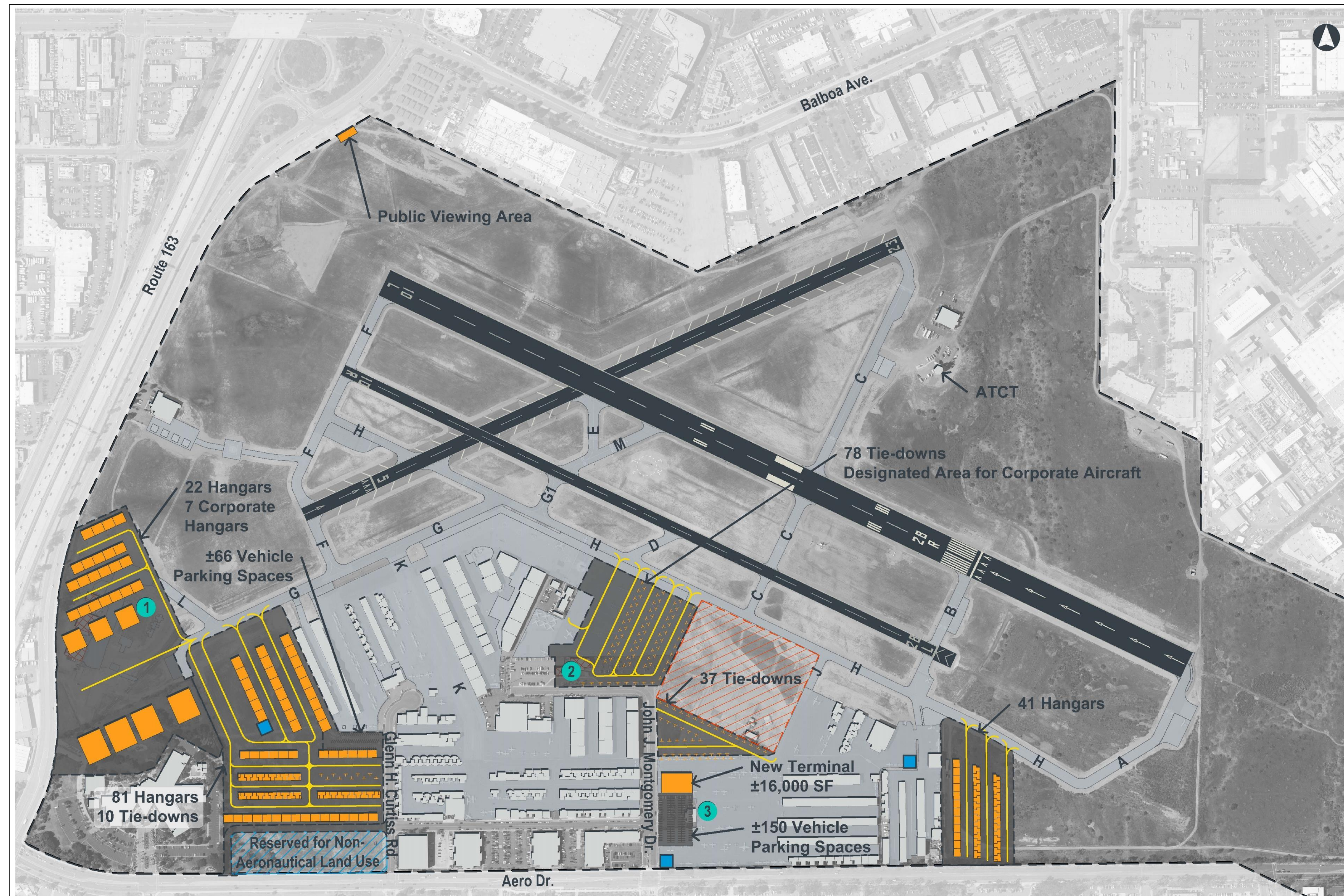


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250' 0' 250' 500'



# DRAFT Alternative #4

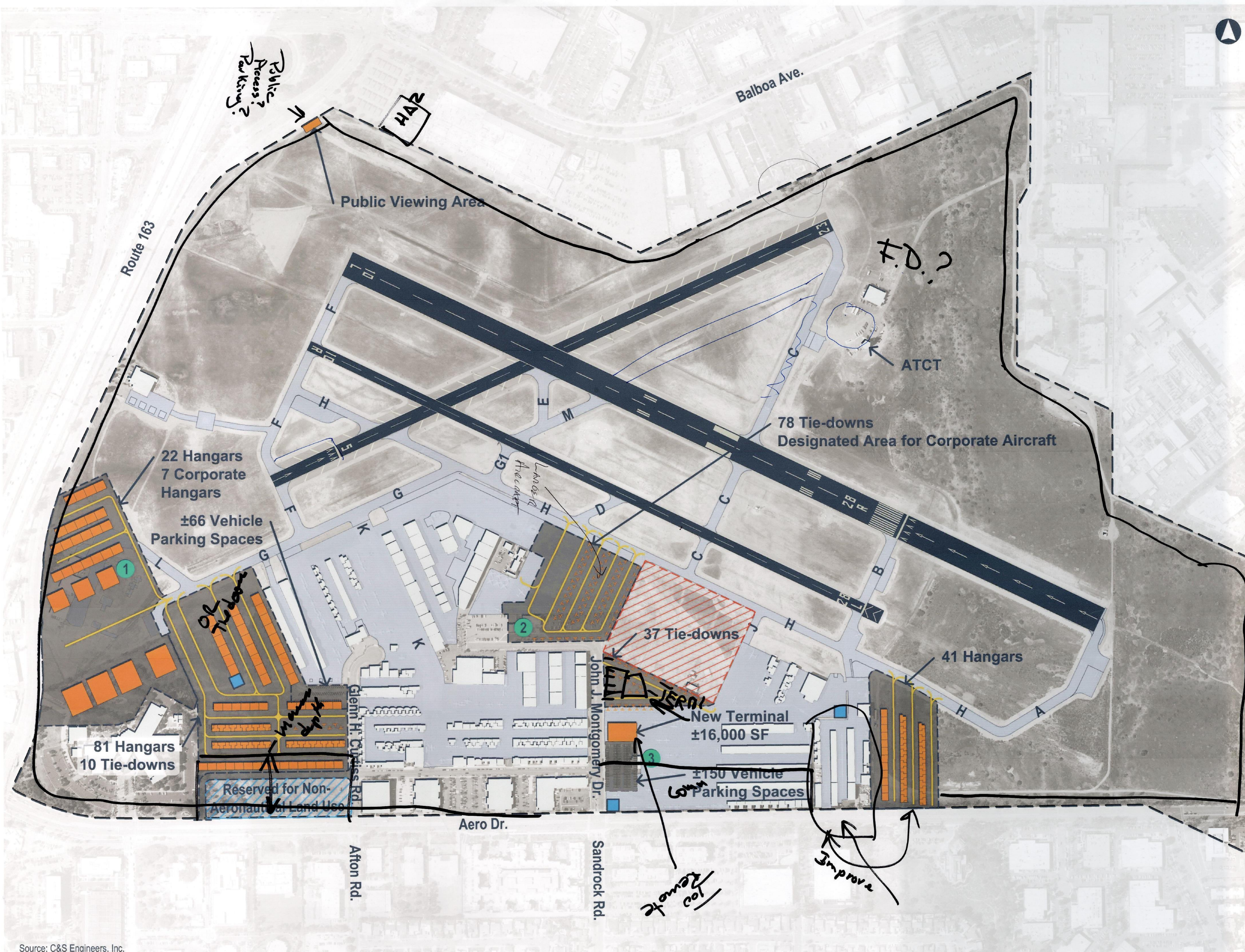




**Figure 5.X**  
Alternative 4 -  
Fresh Perspective

**Legend**

- — Property Line
- Existing Buildings
- Proposed Buildings
- Existing Airfield Pavement
- Proposed Airfield Pavement
- Corporate Helicopters  
Right of First Refusal
- Proposed Taxiway/Taxilane  
Centerline
- Proposed Aircraft Tie-Downs
- Proposed Wash Rack
- Potential Fuel Island  
Location Options



**DRAFT**

250' 0' 250' 500'



# Evaluation Criteria

- > Financial Feasibility
- > Operational Performance
- > Environmental Implications
- > Best Planning Tenets



# Airside Evaluation

Table 5.7 – Airside Alternatives Evaluation Summary

## Airside Alternatives



















































































	Alternative 1: No Action	Alternative 2: Design Deficiencies	Alternative 3: Runway Threshold Relocation	Alternative 4: Fresh Perspective
<div> <div> -1 : Negative</div> <div> 0 : Neutral</div> <div> +1 : Positive</div> </div>				
Comparative Features				
Financial Feasibility				
Development Costs				
Job Creation				
Financial Sustainability				
Operational Performance				
Capacity				
Capability				
Operational Efficiency				
Environmental Implications				
Air Quality				
Biological Resources (Including Fish, Wildlife, and Plants)				
Hazardous Materials, Solid Waste, and Pollution Prevention				
Land Use				
Noise and Noise-Compatible Land Use				
Climate				
Department of Transportation Act, Section 4(f)				
Historical, Architectural, Archeological, and Cultural Resources				
Visual Effects (Including Light Emission)				
Water Resources (Including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)				

Table 5.7 – Airside Alternatives Evaluation Summary

## Airside Alternatives

	Alternative 1: No Action	Alternative 2: Design Deficiencies	Alternative 3: Runway Threshold Relocation	Alternative 4: Fresh Perspective
<div> <div> -1 : Negative</div> <div> 0 : Neutral</div> <div> +1 : Positive</div> </div>				
Comparative Features				
Best Planning Tenets				
Flexibility				
Technically Feasible				
Conforms to the City's Goals				
Summary Score				
Summary Score	-2	4	1.1	-1.6
Ranking				
Ranking	4	1	2	3



# Landside Evaluation

Table 5.8 – Landside Alternatives Evaluation Summary

## Landside Alternatives







	 -1 : Negative	 0 : Neutral	 +1 : Positive	Alternative 1: No Action	Alternative 2: Smooth Transition	Alternative 3: Reconfiguration	Alternative 4: Fresh Perspective
<b>Comparative Features</b>							
<b>Financial Feasibility</b>							
Development Costs							
Job Creation							
Financial Sustainability							
<b>Operational Performance</b>							
Capacity							
Capability							
Operational Efficiency							
<b>Environmental Implications</b>							
Air Quality							
Biological Resources (Including Fish, Wildlife, and Plants)							
Hazardous Materials, Solid Waste, and Pollution Prevention							
Land Use							
Noise and Noise-Compatible Land Use							
Climate							
Department of Transportation Act, Section 4(f)							
Historical, Architectural, Archeological, and Cultural Resources							
Visual Effects (Including Light Emission)							
Water Resources (Including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)							

Table 5.8 – Landside Alternatives Evaluation Summary

## Landside Alternatives

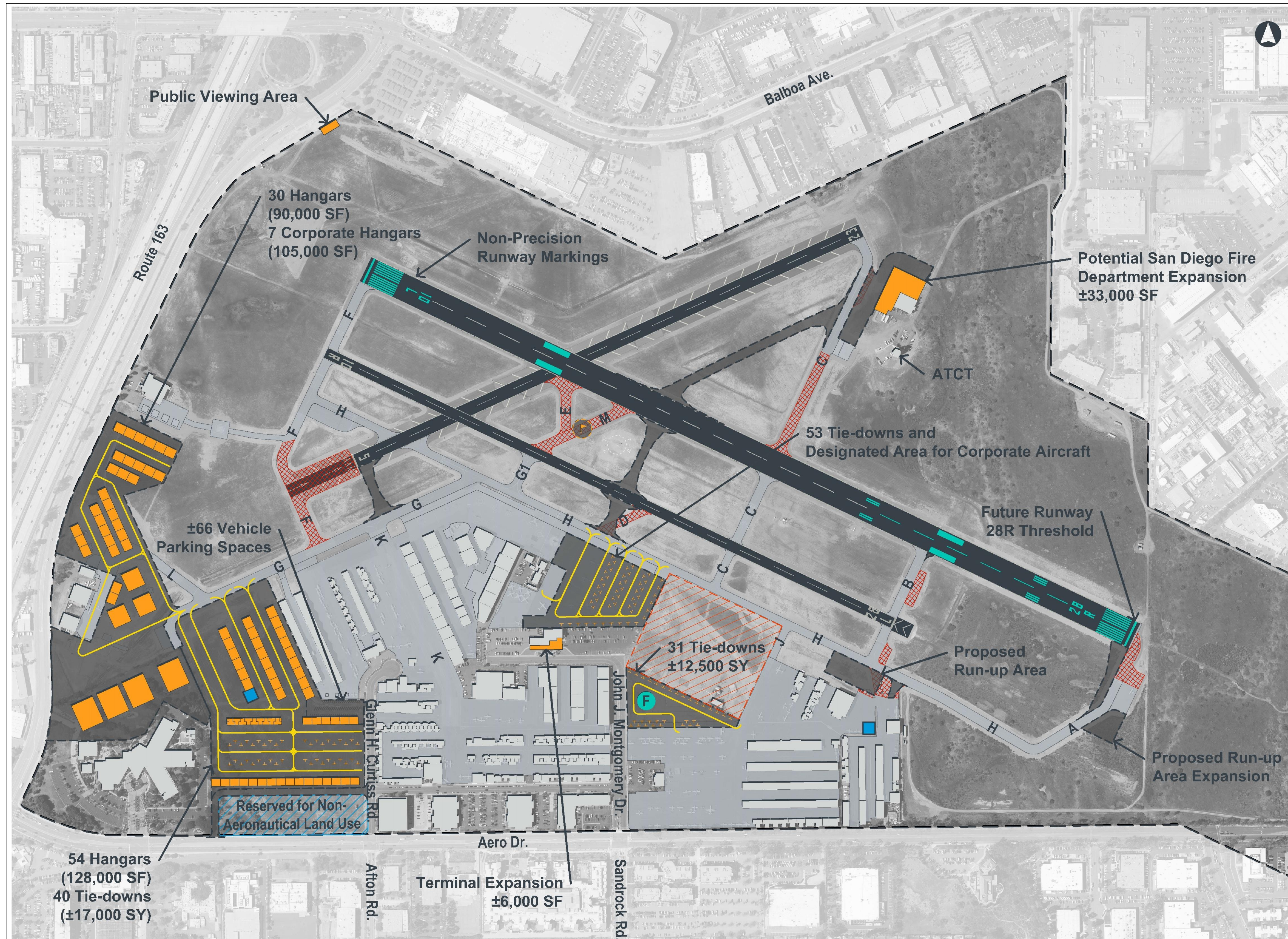
	 -1 : Negative	 0 : Neutral	 +1 : Positive	Alternative 1: No Action	Alternative 2: Smooth Transition	Alternative 3: Reconfiguration	Alternative 4: Fresh Perspective
<b>Comparative Features</b>							
<b>Best Planning Tenets</b>							
Flexibility							
Technically Feasible							
Conforms to the City's Goals							
<b>Summary Score</b>							
Summary Score	-4	5	2.8	3.2			
<b>Ranking</b>							
Ranking	4	1	3	2			



# **3. Recommended Preferred Alternative**

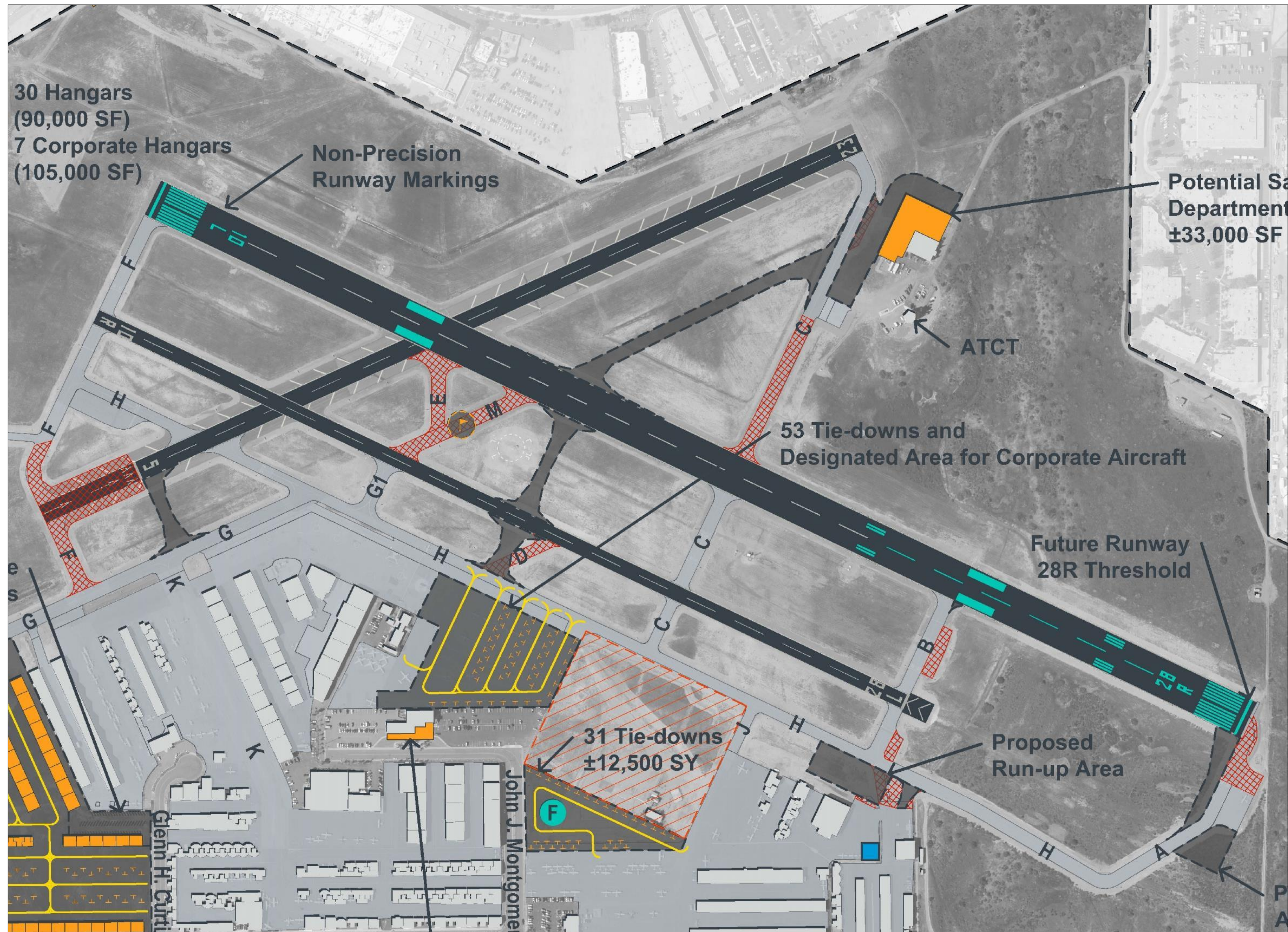


# Recommended Preferred Alternative



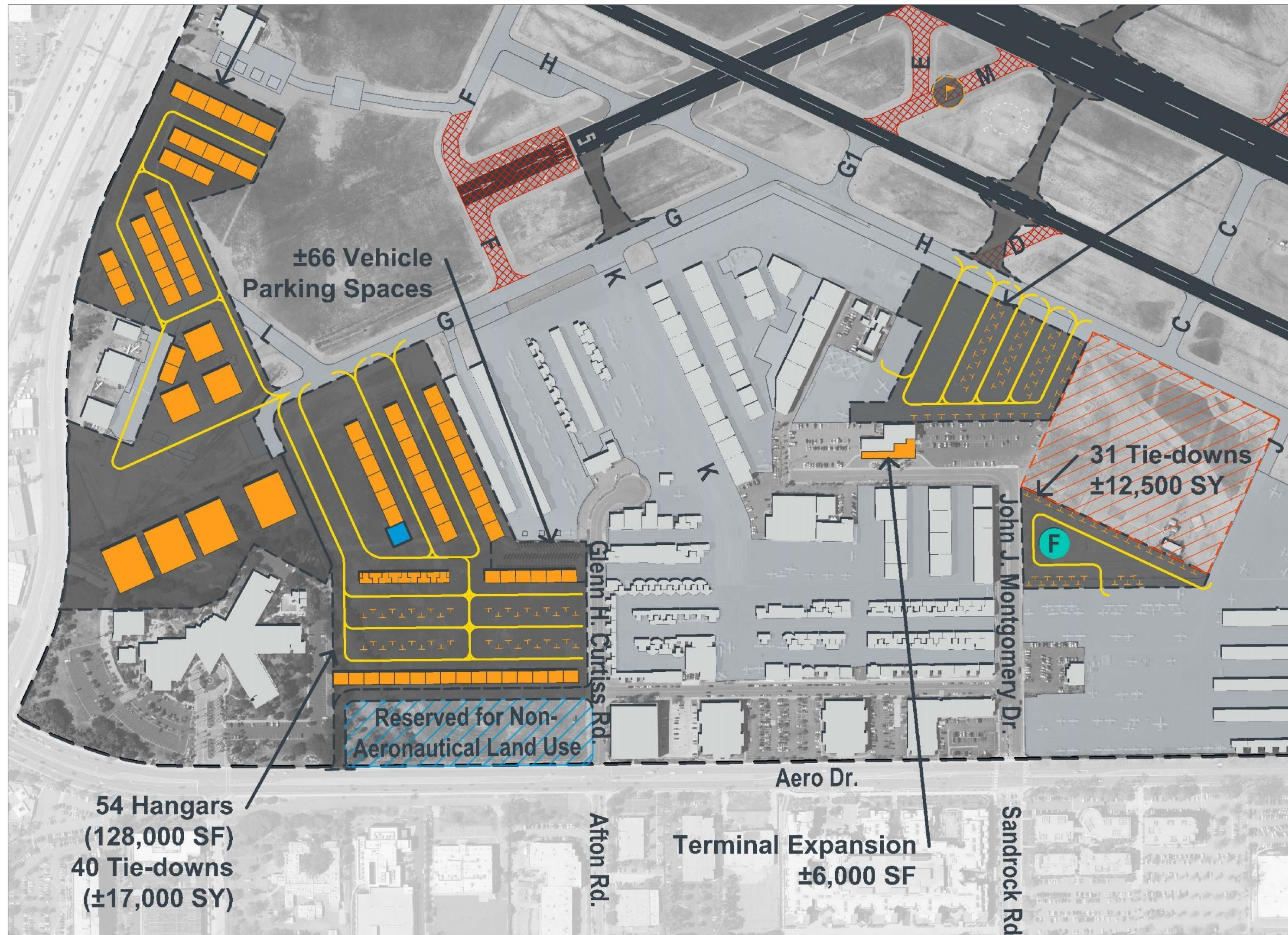


# Recommended Preferred Alternative





# Recommended Preferred Alternative





# Feedback



# PAC Feedback

- >How do you see the recommended preferred alternative contributing to the economic viability of the Airport and the economic vitality of the City?



# PAC Feedback

- >Based on the information presented, in what ways do you see the recommended preferred alternative maintaining, enhancing or detracting from the operational efficiency and the performance of the Airport?



# PAC Feedback

- >What are the environmental concerns that you have about the recommended preferred alternative?



# PAC Feedback

- > Does this alternative allow for the flexibility to respond to unforeseen changes and why?
- > Is this alternative possible within the existing constraints of the Airport?
- > Does this alternative provide a more attractive experience for GA pilots?



# PAC Feedback

- > Does this alternative represent a balance of the factors previously discussed?



# PAC Feedback Survey and Recognition



# 4. Public Comment



# 5. Next Steps



# Next Steps

