



Airport Master Plan for  
**Brown Field  
Municipal Airport**  
PAC Meeting #5



Airports



# 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. 21, 2018
  - > Montgomery-Waller Recreation Center
- > Notices Included:
  - > Project website post
  - > Email to contact database
  - > Email to elected officials
    - > Congressman Vargas
    - > Supervisor Cox
    - > Councilmember David Alvarez
  - > Print ads and online community calendar posts
  - > Nextdoor posts

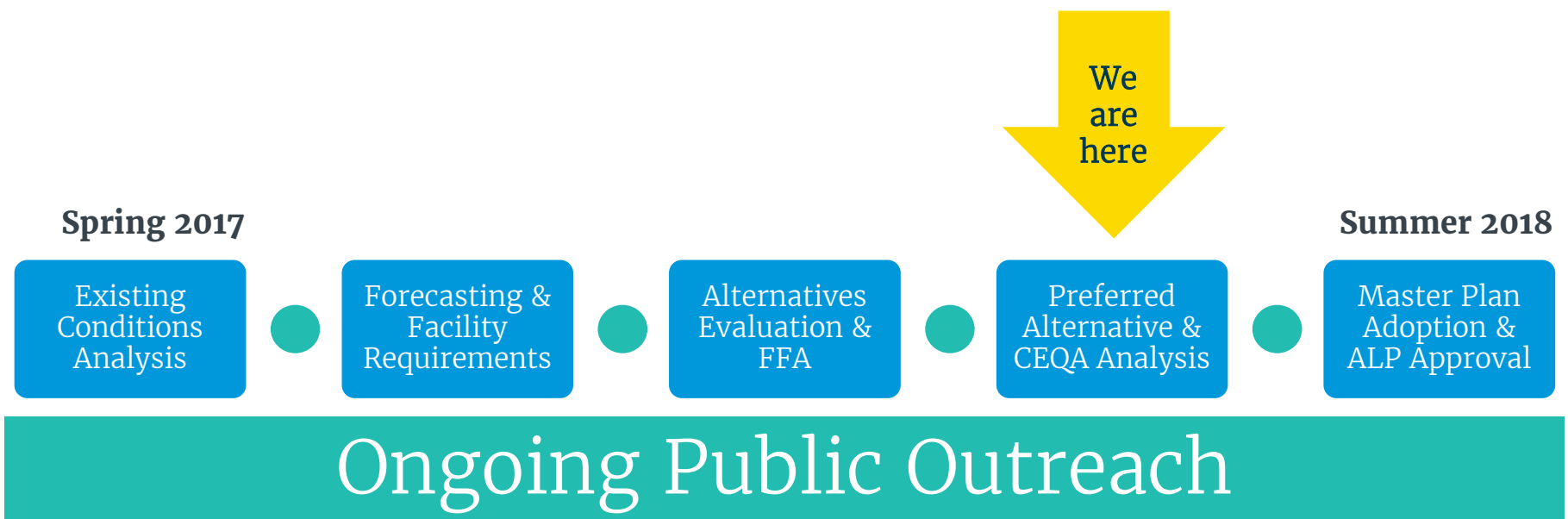
# Final Public Meeting Overview

- > Meeting format: Presentation and Information Stations
- > Information presented:
  - > Master Plan Overview and Schedule Update
  - > MAP Presentation
  - > Noise Overview
  - > Economic Overview
  - > Introduction to Draft Airside Alternatives
  - > Introduction to Draft Landside Alternatives
- > Attendance: 9 (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

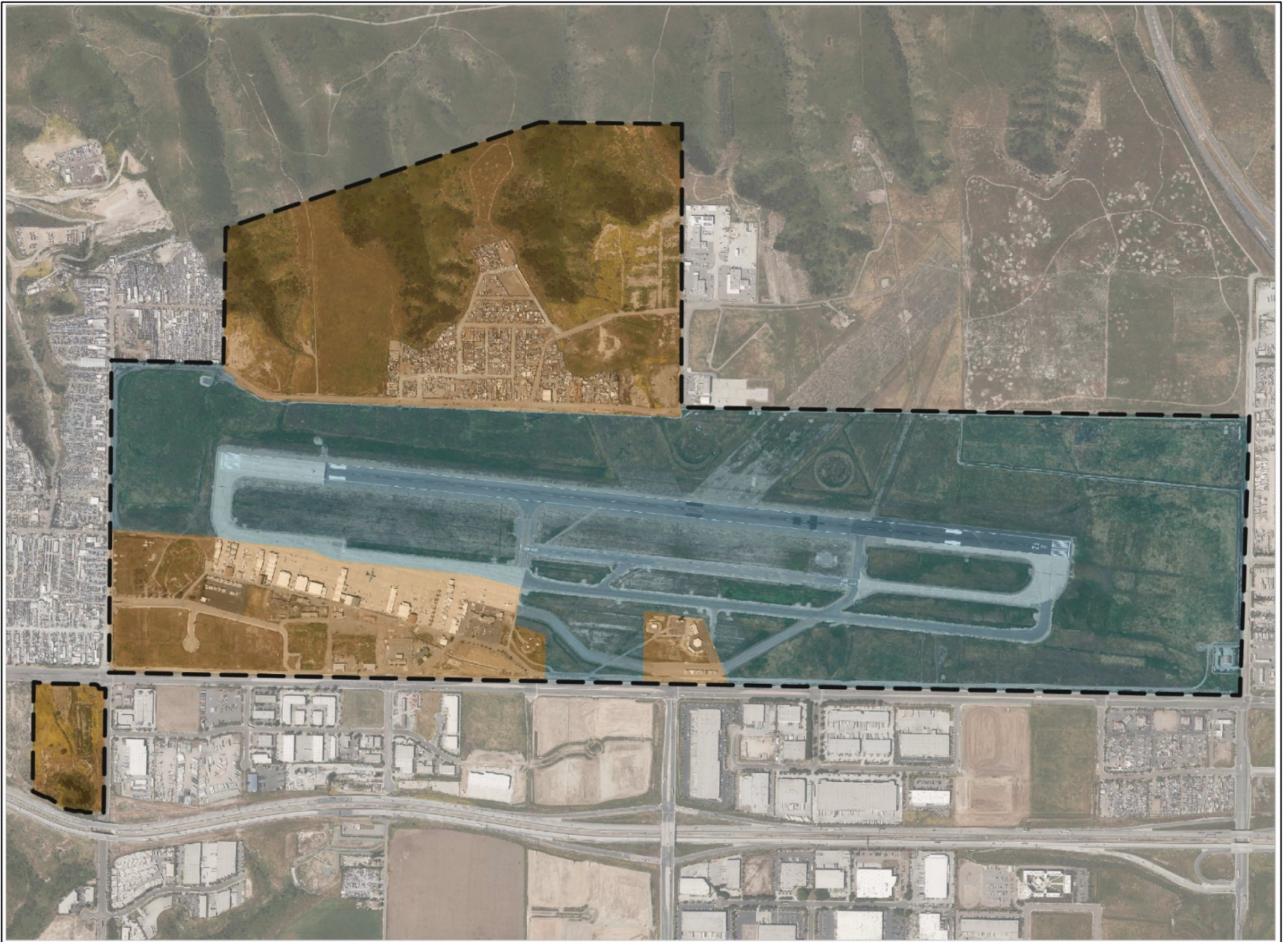
- Airside and Landside Considerations

## Application

- Preferred Alternative Selection



# Airside vs. Landside



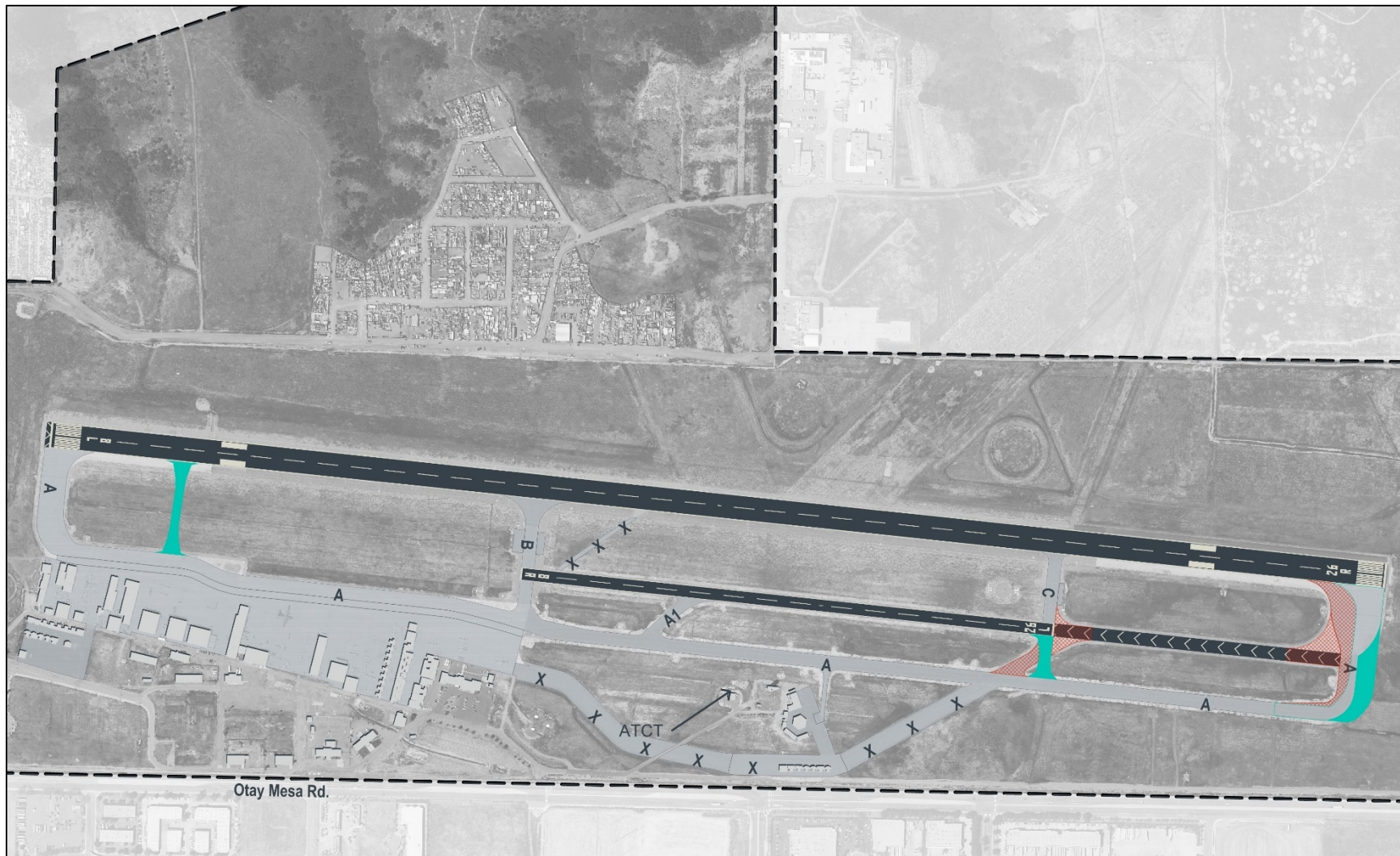
■ Airside ■ Landside

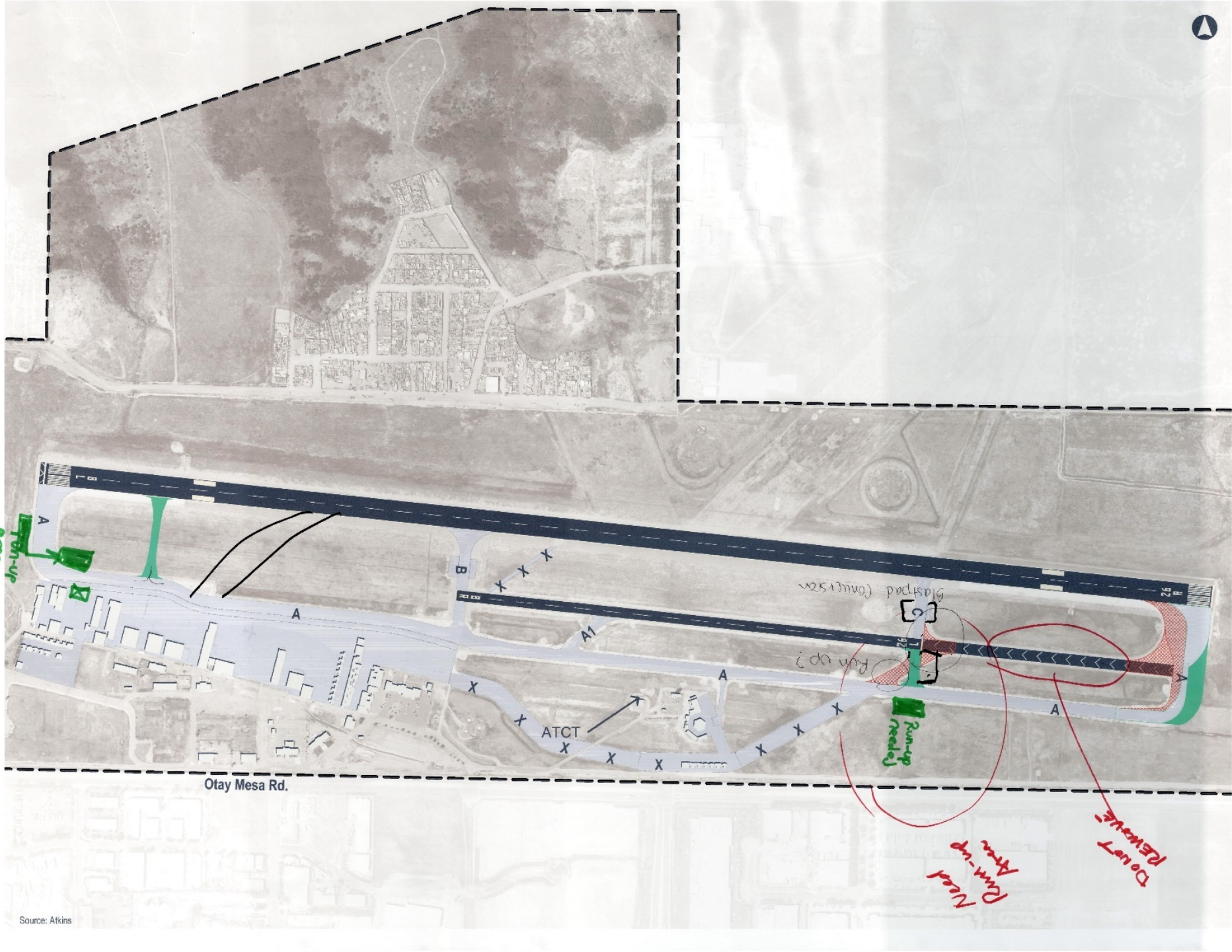
# Airside Alternatives

# Alternative #1 No Action



# DRAFT Alternative #2





# DRAFT Alternative #3





Source: Atkins

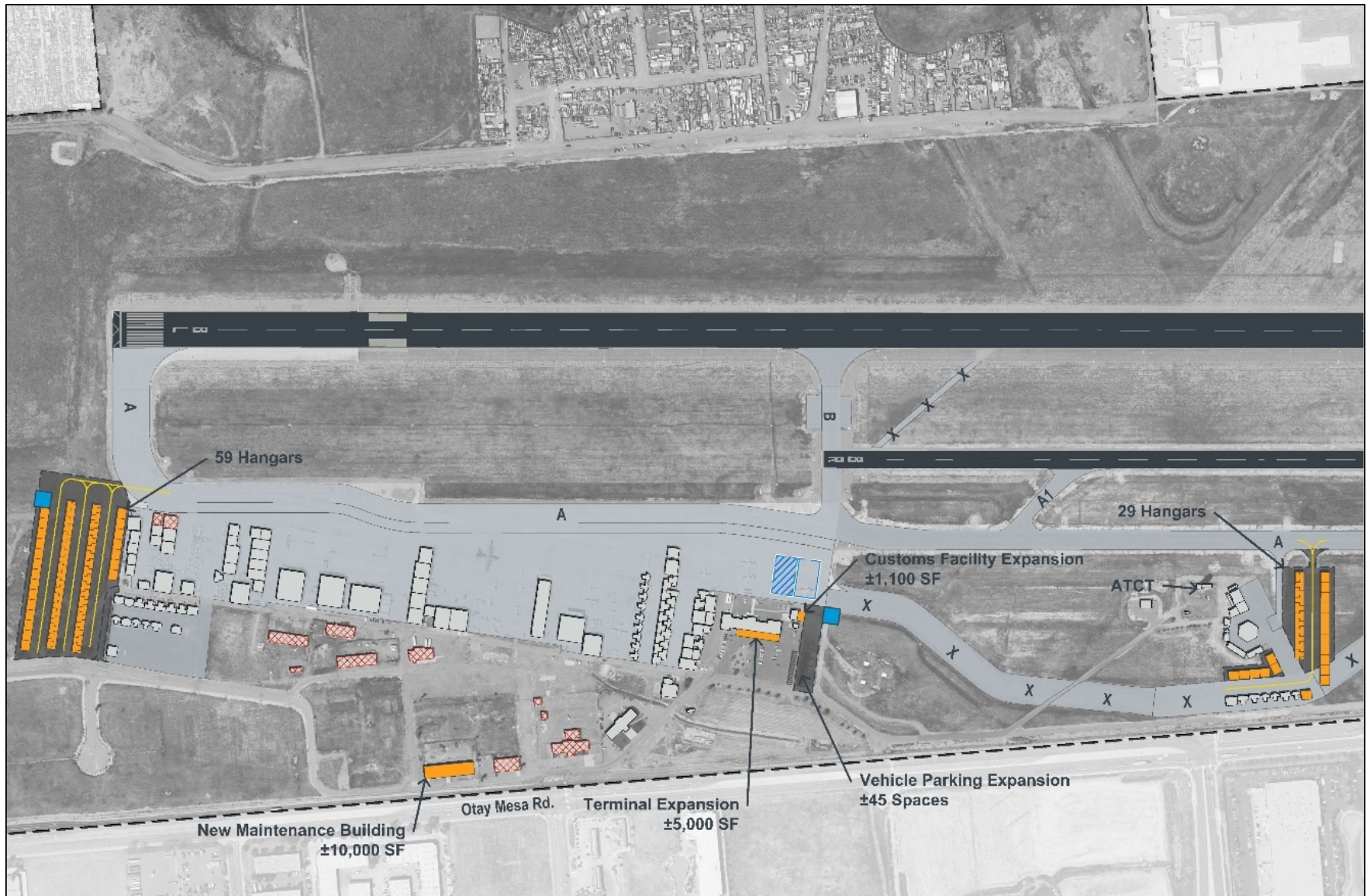
# Landside Alternatives

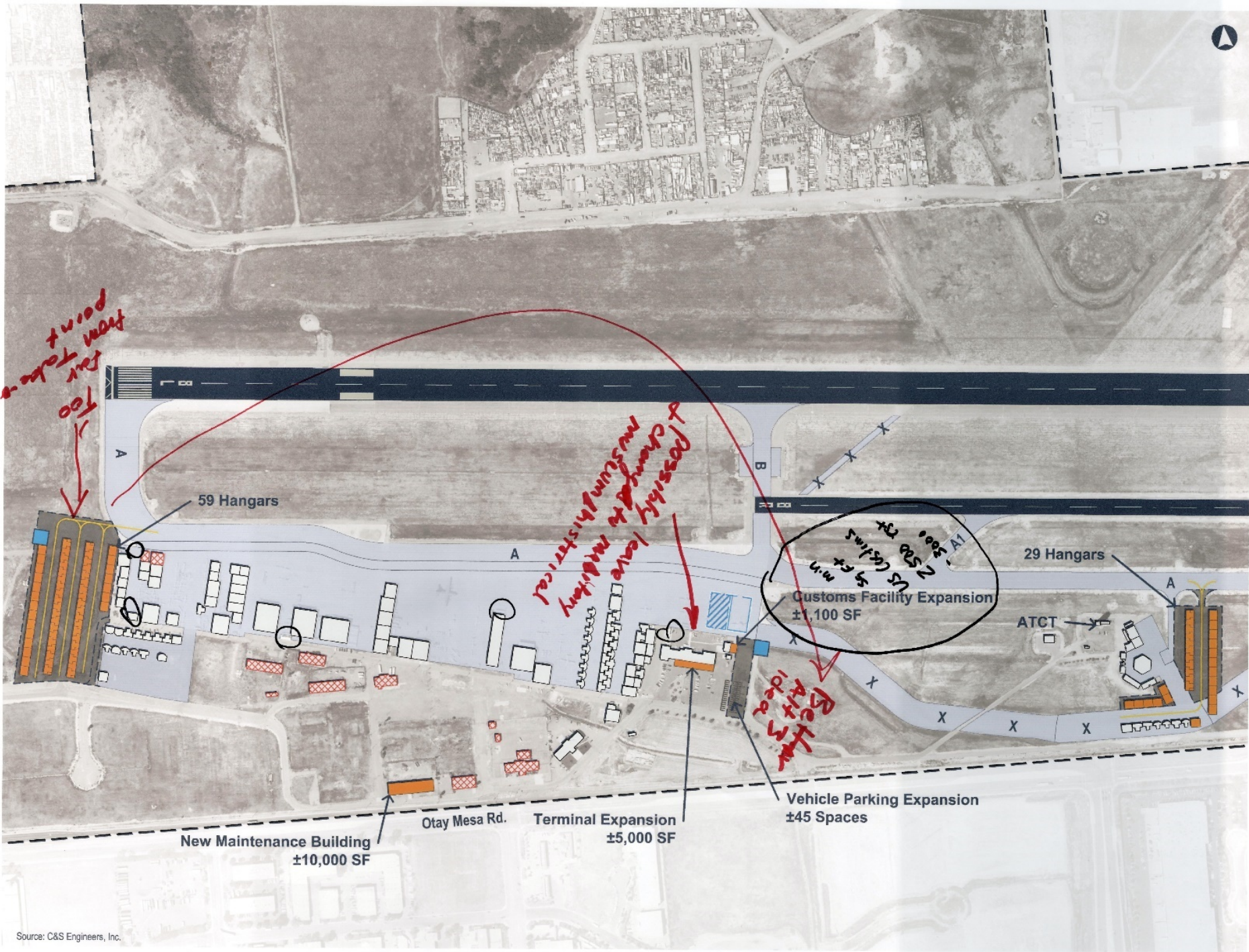


# Alternative #1 No Action

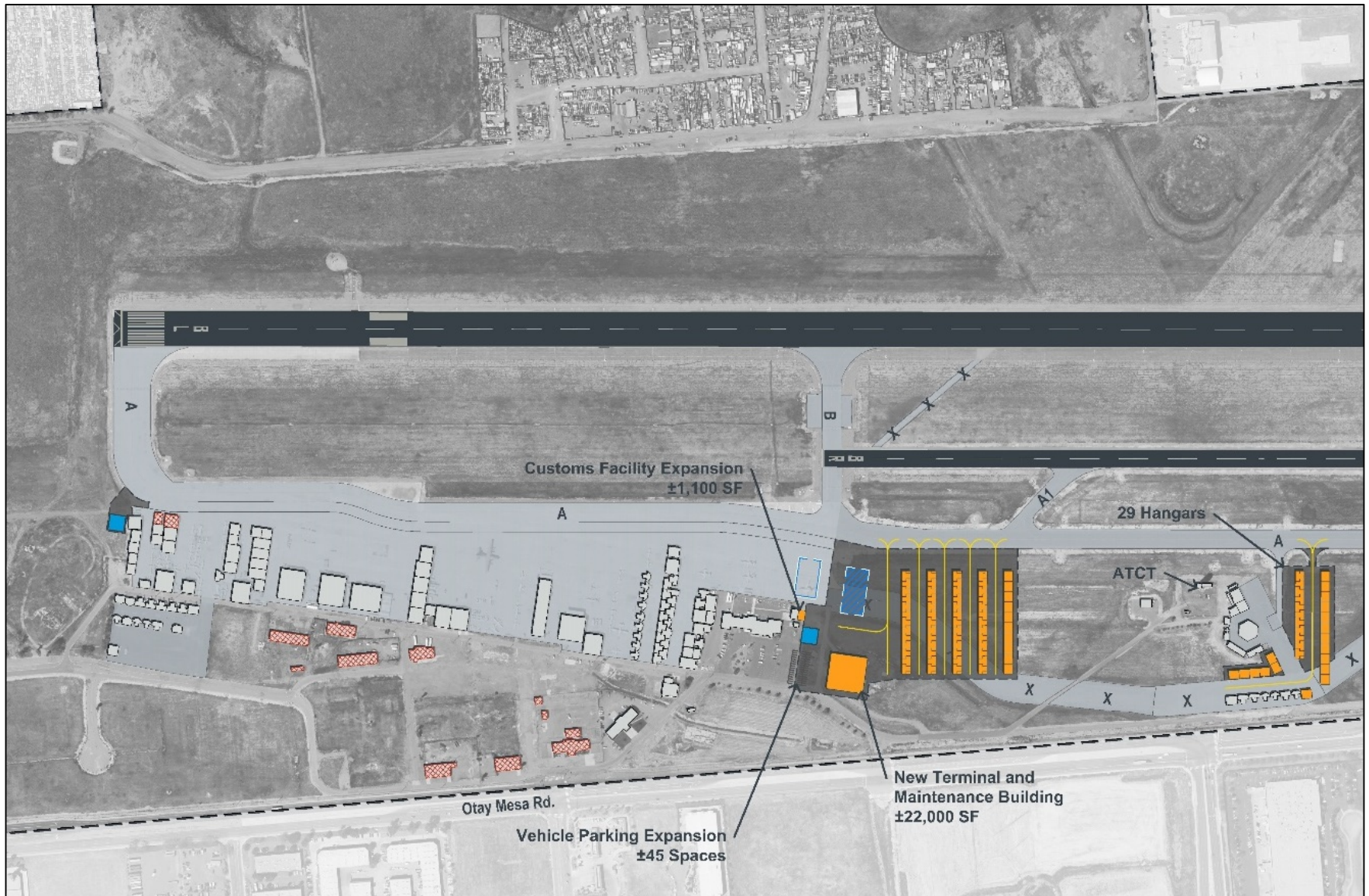


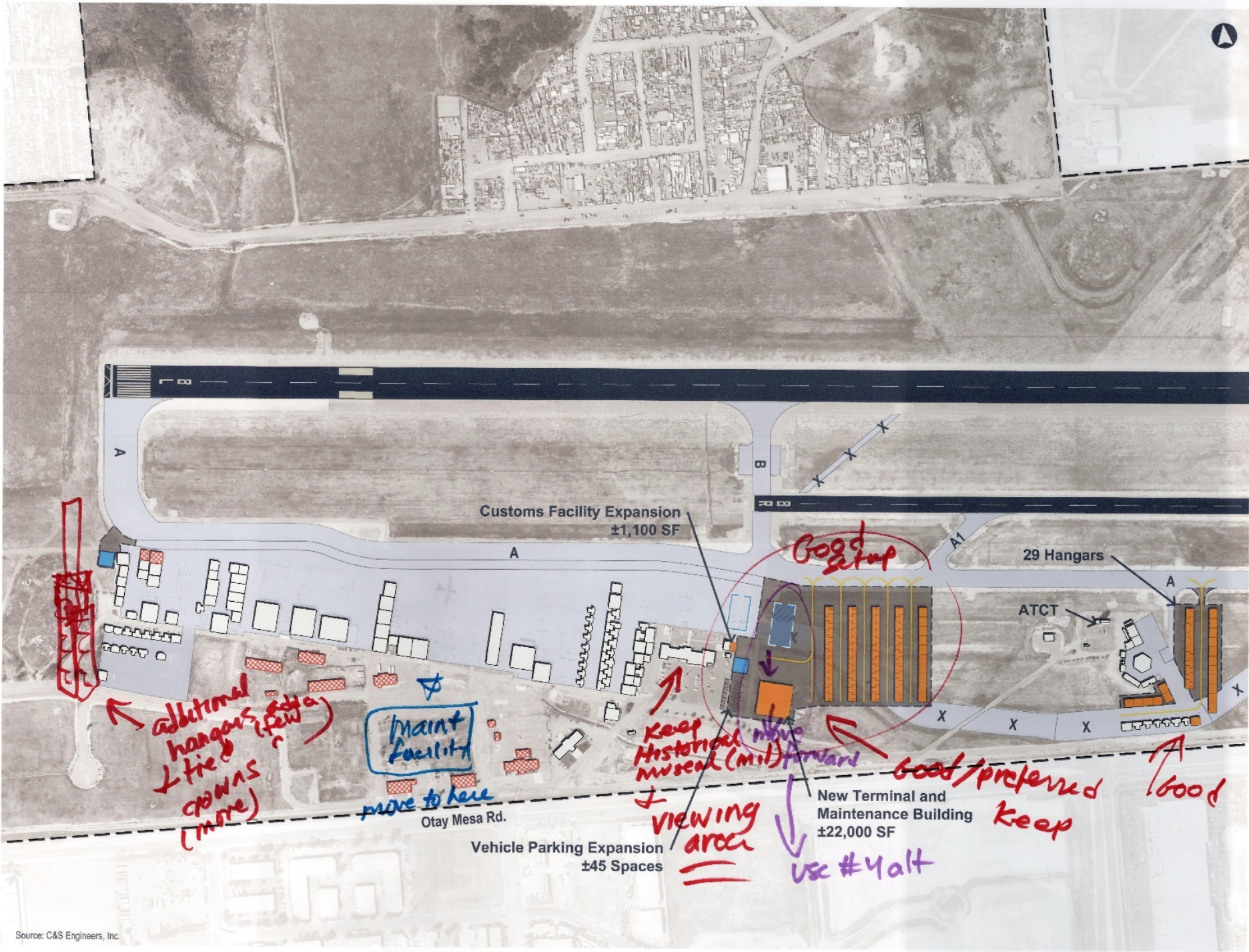
# DRAFT Alternative #2





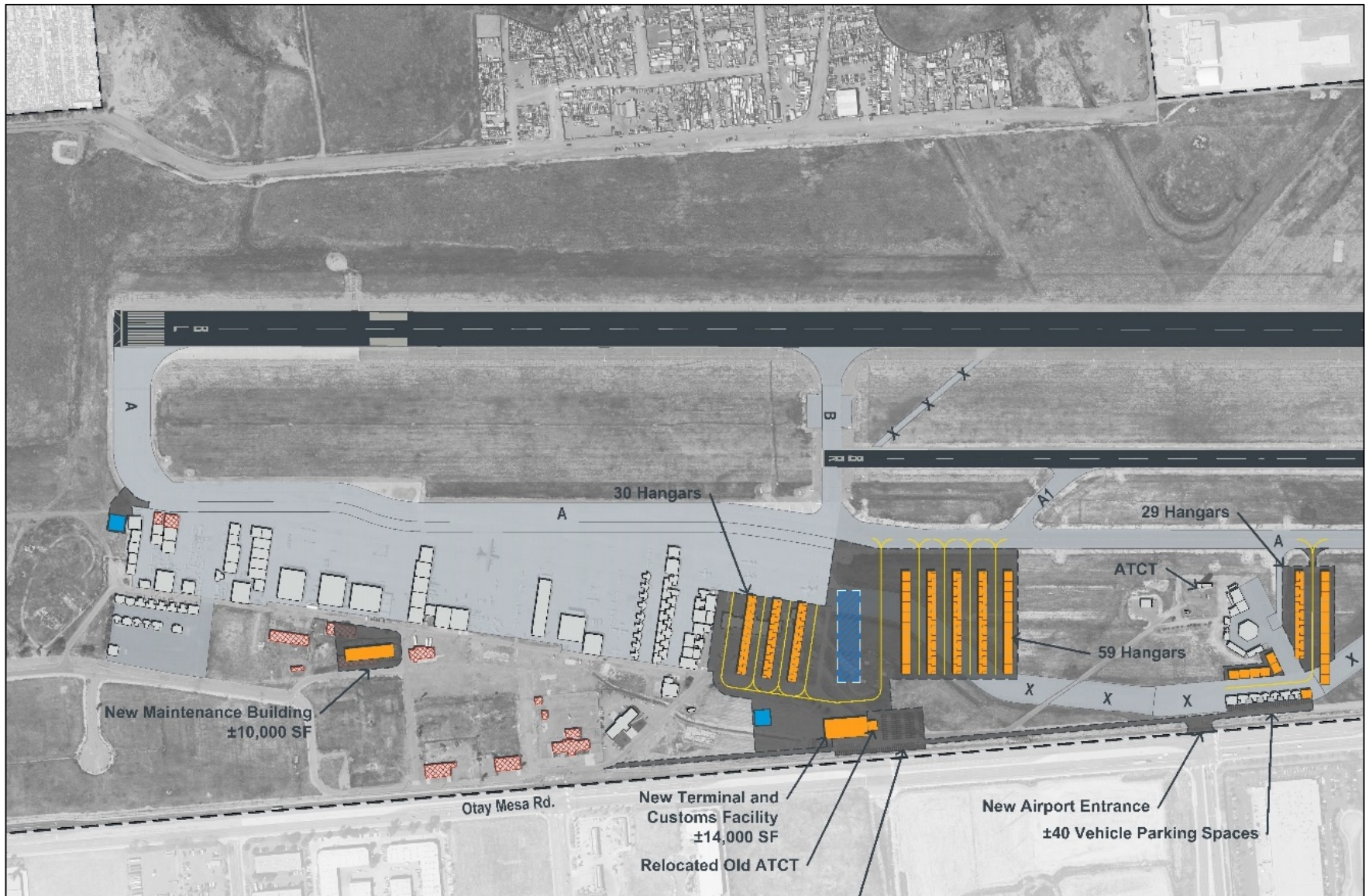
# DRAFT Alternative #3

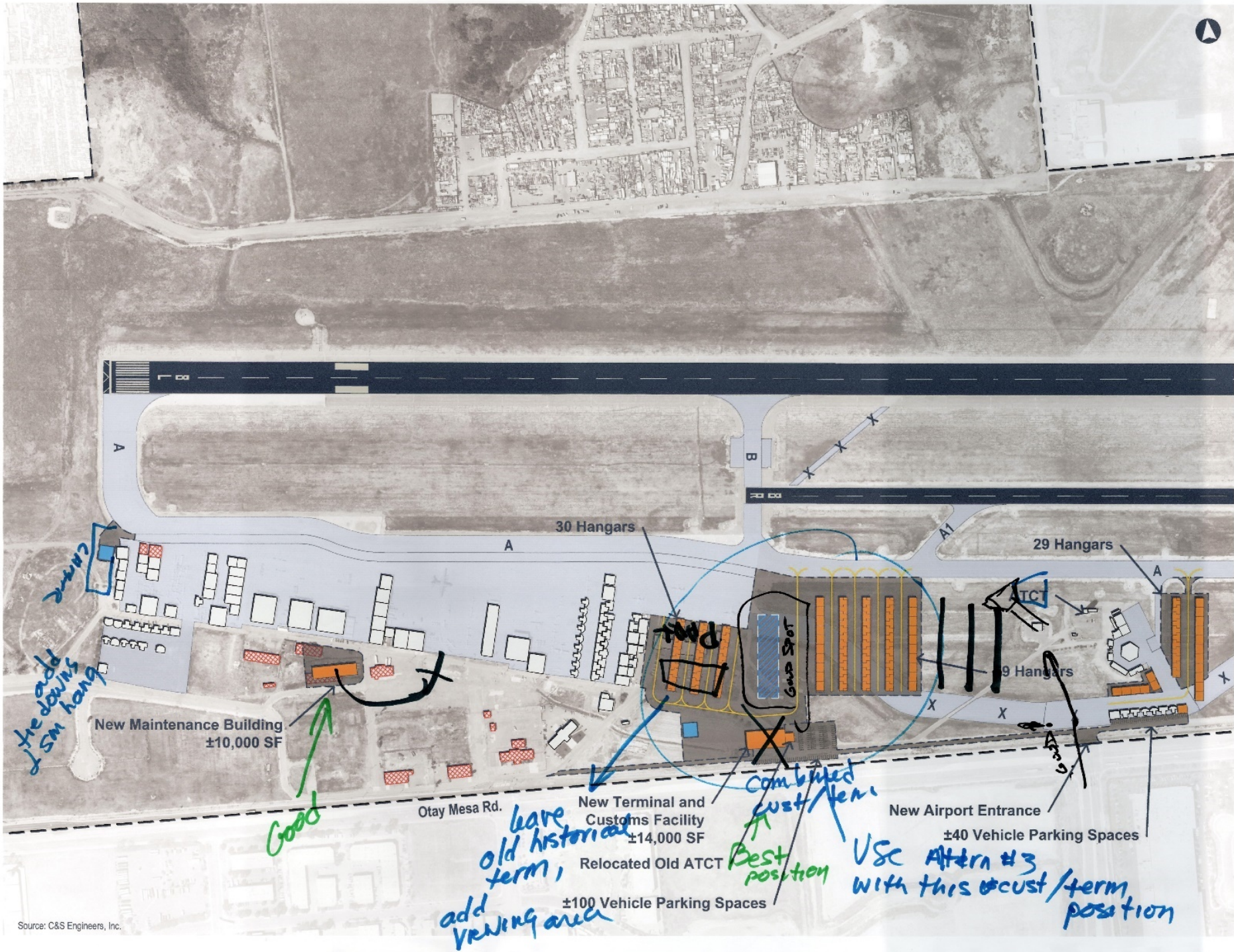




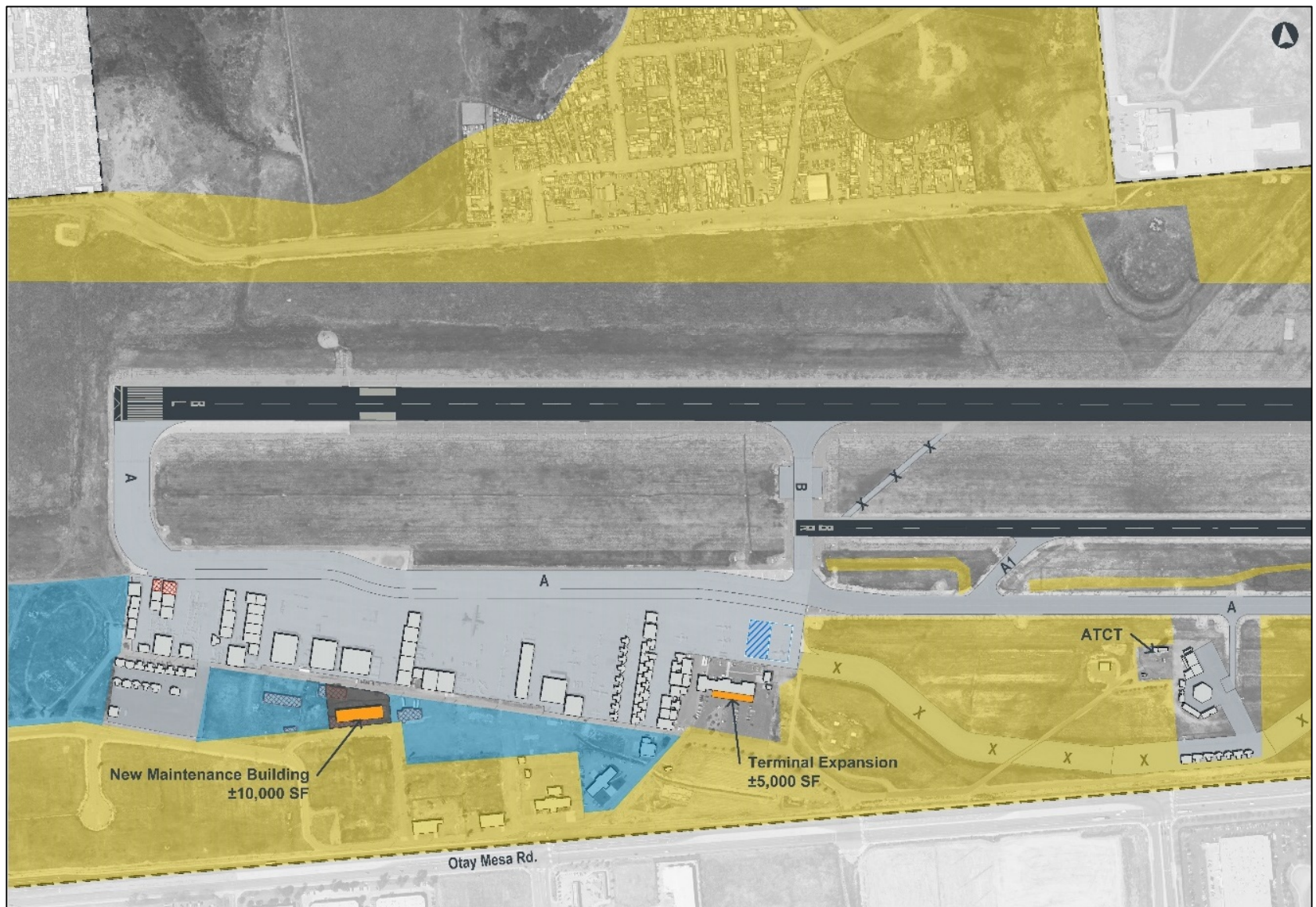
Source: C&S Engineers, Inc.

# DRAFT Alternative #4





# DRAFT MAP Alternative





# Evaluation Criteria

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

# Airside Evaluation

Table 5.9 – Airside Alternatives Evaluation Summary

## Airside Alternatives

	Alternative 1: No Action	Alternative 2: Design Deficiencies	Alternative 3: Hold Bay Capacity
<p>○ -1 : Negative ◐ 0 : Neutral ● +1 : Positive</p>			
<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)	◐	○	○

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	Alternative 1: No Action	Alternative 2: Design Deficiencies	Alternative 3: Hold Bay Capacity
<p>○ -1 : Negative ◐ 0 : Neutral ● +1 : Positive</p>			
<b>Comparative Features</b>			
<b>Environmental Implications (Continued)</b>			
Farmlands	◐	◐	◐
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks	◐	◐	◐
<b>Best Planning Tenets</b>			
Flexibility	◐	◐	●
Technically Feasible	◐	●	●
Conforms to the City's Goals	○	●	●
<b>Summary Score</b>			
Summary Score	-2	2.25	4.75
<b>Ranking</b>			
Ranking	3	2	1

# Landside Evaluation

Table 5.10 – Landside Alternatives Evaluation Summary

## Landside Alternatives

	Alternative 1: No Action	Alternative 2: Smooth Transition	Alternative 3: Centralizing	Alternative 4: Fresh Perspective	Alternative 5: MAP Development
<p>○ -1 : Negative ◐ 0 : Neutral ● +1 : Positive</p>					
<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)	◐	◐	◐	◐	◐

Table 5.10 – Landside Alternatives Evaluation Summary

## Landside Alternatives

	Alternative 1: No Action	Alternative 2: Smooth Transition	Alternative 3: Centralizing	Alternative 4: Fresh Perspective	Alternative 5: MAP Development
<p>○ -1 : Negative ◐ 0 : Neutral ● +1 : Positive</p>					
<b>Comparative Features</b>					
<b>Environmental Implications (Continued)</b>					
Water Resources (Including Wetlands, Floodplains, Surface waters, Groundwater, and Wild and Scenic Rivers)	◐	○	○	○	○
Farmlands	◐	◐	◐	◐	◐
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks	◐	◐	◐	◐	◐
<b>Best Planning Tenets</b>					
Flexibility	○	●	●	●	●
Technically Feasible	◐	○	◐	◐	◐
Conforms to the City's Goals	○	●	●	●	●
<b>Summary Score</b>					
Summary Score	-5	0.75	4	3.25	4
<b>Ranking</b>					
Ranking	5	4	1	3	1

# **3. 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?

# 4. Public Comment

# 5. Next Steps

# Next Steps

