



Chapter 6 – **DRAFT**

Land Use Planning

Airport Master Plan | Salinas Municipal Airport

Draft
Prepared by:





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6.1 Introduction

Salinas Municipal Airport has identified three sites encompassing a combined 295 acres of Airport-owned land for evaluation regarding future development opportunities. This land use assessment addresses potential aeronautical and non-aeronautical opportunities for these sites based on their characteristics and market positioning, as presented herein.

Information provided in this Chapter is supplemented by **Chapter 2 – Regional Context and Land Use**.

6.2 Priority Sites

SNS staff commonly refer to these sites as “priority sites,” and the Airport Master Plan maintains this terminology. The three priority sites identified for the land use evaluation are as follows:

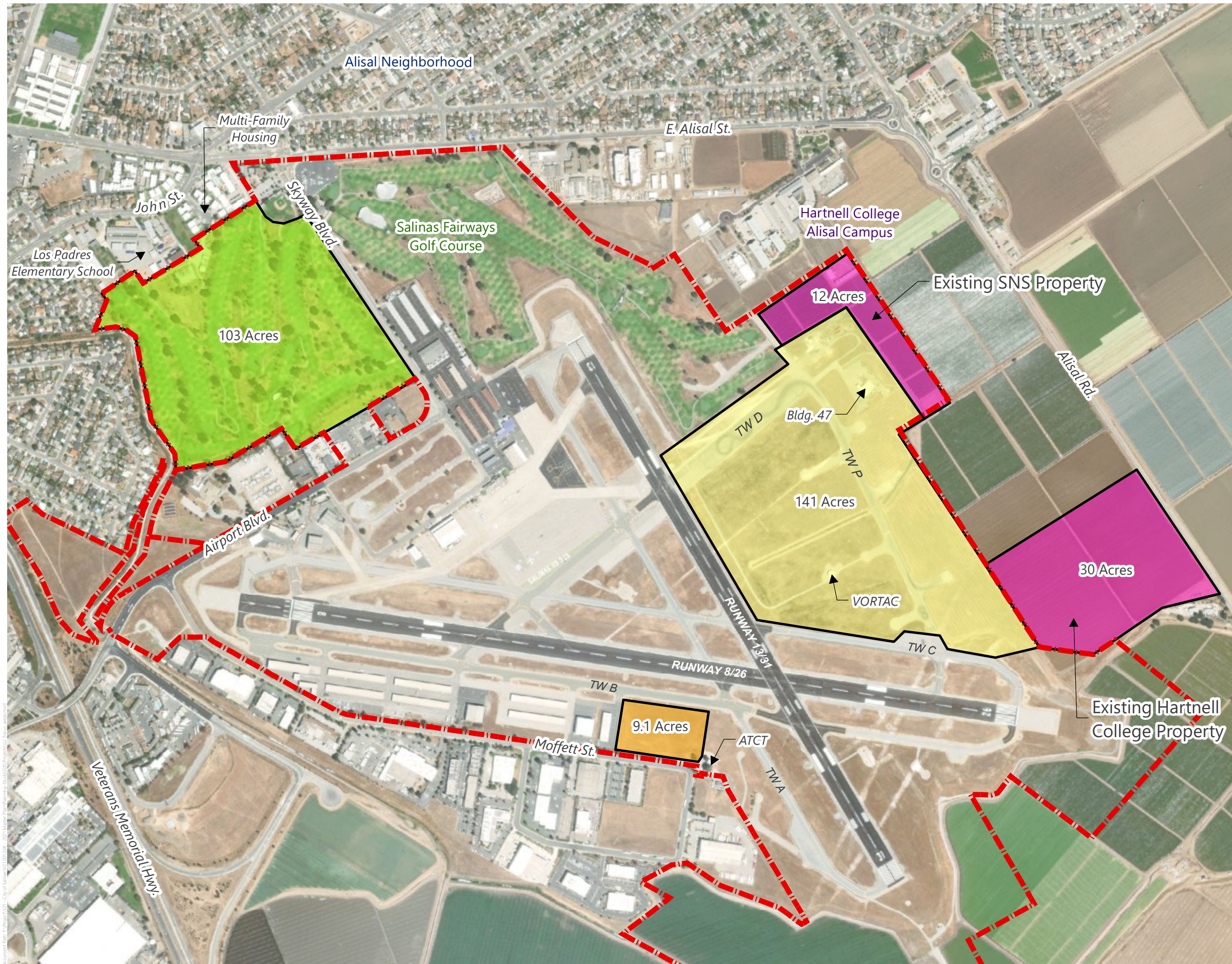
- ◆ Airport Traffic Control Tower (ATCT) Site
- ◆ Western Golf Course Site
- ◆ East Development Site
 - ◆ includes Hartnell College Land Swap Area.

Figure 6.1 illustrates the site locations and **Table 6.1** summarizes key characteristics of each site.

Figure 6.1

Land Use Development Sites

- SNS Boundary
- ATCT Site
- Western Golf Course Site
- East Development Site
- Land Transfer



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1 in. = 0.13 miles
When printed at 11 in. by 17 in.



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Table 6.1 - Priority Site Characteristics

Characteristic	ATCT Site	West Golf Course Site	East Development Site with Hartnell Land Swap Area
Total Area (Acres)	9.1 acres	103 acres	153 acres Airport-owned; 30 acre Hartnell College land swap area
Current Use	Vacant airport property	Salinas Fairways Golf Course	Airside and maintained land areas (SNS property); farmland (Hartnell property)
City Zoning District¹	Public/Semipublic	Parks	Public/Semipublic
City Zoning - Permitted Uses	Airports; airport-related uses require site plan review; utilities; various public-benefit uses and housing by conditional use permit	Golf courses and parks require site plan review; agriculture; utilities; various public-benefit uses by conditional use permit	Airports; airport-related uses require site plan review; utilities; various public-benefit uses and housing by conditional use permit
City Zoning Overlays²	Airport Overlay District & Airshow Boundary	Airport Overlay District	Airport Overlay District & Airshow Boundary
City Land Use³	Public or Semipublic	Public or Semipublic	Public or Semipublic
SNS CLUP⁴ Designation	Aviation Related Commercial/Assembly; Airport Open Space	Salinas Municipal Golf Course	Airport Open Space; Aviation Related Commercial-Assembly; Hartnell College East Campus
Airfield Access	Taxiway B	Not accessible	Taxiways D and P
Landside Access	Direct access via Moffett St.	Direct access via Skyway Blvd. with Triangle Reuse Site accessible via John Circle	Accessible via ROW extending from Alisal Rd.
Adjacent Development	ATCT, airfield, hangars, & light-industrial (non-aeronautical)	Los Padres Elementary School, multi-family housing, single-family housing, Elks Lodge, RV storage, Army National Guard, parole office	Airfield, Hartnell College, cropland
Height Restrictions	Limited by ATCT line-of-sight requirements and FAR Part 77 Surfaces	Limited by FAR Part 77 Surfaces	Limited by FAR Part 77 Surfaces and VORTAC critical area

¹ See Section 2.4.1 of Salinas Municipal Airport Master Plan.

² See Section 2.4.1 of Salinas Municipal Airport Master Plan.

Following is a description of each priority site being considered for the land use evaluation.

6.2.1 Airport Traffic Control Tower (ATCT) Site

This site includes the vacant 9.1 acres of Airport property adjacent to the ATCT. This property is located in the southern portion of Airport property with Taxiway B frontage to the north and Moffett Street to the south. Surrounding Airport uses include hangar buildings and the ATCT tower, and surrounding off-airport uses include a variety of single- and multi-tenant light industrial and office properties. A large, privately owned vacant site is located directly across Moffett Street from the ATCT Site. The ATCT Site is zoned for Public/Semipublic use, whereas surrounding off-airport properties are zoned for Industrial-Business Park use. Aeronautical or non-aeronautical uses are possible on the ATCT Site.

ATCT Site perspectives and considerations expressed during stakeholder outreach include:

- ◆ The site's proximity to the ATCT inhibits its development potential because the ATCT must provide direct line-of-sight visibility for the entire airfield. The ATCT eye level elevation is approximately 130 ft AGL.
- ◆ This location has potential for aeronautical uses with the possibility of non-aeronautical uses in the form of aviation-support or aviation-related uses for the airport itself or adjacent airport businesses.
- ◆ Utilities are in place to support development.

6.2.2 Western Golf Course Site

The Salinas Fairways Golf Course is a public course located in the northern portion of the Airport. The golf course is bisected by Skyway Blvd. to create eastern and western halves with nine holes on each side and is located in the Parks zoning district. Only the 103-acre western portion of the golf course (i.e., Western Golf Course Site), including Holes 10-18, was identified as a priority site for this land use evaluation.

The City of Salinas leases the golf course property from the Airport and is responsible for its operation and maintenance. In addition to ground lease rent, the Airport receives 7.5% of gross revenues from the golf course. The current 20-year lease agreement is set to expire in June 2028, with the option for a one time 10-year extension. At the end of the extension a new lease will need to be negotiated.

³ See Section 2.4.2 of Salinas Municipal Airport Master Plan.

⁴ Salinas Municipal Airport Land Use Plan (Compatible Land Use Plan or CLUP). See Section 2.5 Land Use Compatibility of Salinas Municipal Airport Master Plan.

Adjacent uses include the Los Padres Elementary School, apartment housing, and light industrial uses to the north and residential neighborhoods to the west. Community members have expressed interest in alternative use possibilities for the Western Golf Course Site. These use possibilities include open space for recreation, a business or industrial park, and/or services benefitting community residents.

Western Golf Course Site perspectives and considerations expressed during stakeholder outreach include:

- ◆ Community support has been expressed for recreation, open space, workforce housing, or other uses on this site.
- ◆ The site holds economic development potential; incubator space for growing agribusiness operations was mentioned as a possible future use.
- ◆ This site borders the Alisal neighborhood, which the City of Salinas has identified as a Revitalization Area to foster equitable residential and commercial growth.
- ◆ The Golf Course contributes to neighborhood quality by buffering residential areas from airport operations and minimizing encroachment.
- ◆ Conversion of the West Golf Course Site would impact airport revenue generation. The City of Salinas leases property for the Golf Course from SNS at a monthly rate of \$6,249, and the Airport also receives 7.5% of gross revenues. The Salinas Fairways Golf Course provides approximately \$150,000 in non-aeronautical airport revenue annually. Redevelopment of this site would impact this revenue stream; however, alternative uses may produce replacement revenue as well.
- ◆ A change in use could generate additional traffic with impacts to Skyway Blvd. and the Route 101 interchange at Sanborn Rd. The Route 101 interchange at Sanborn Rd. is at capacity.

6.2.3 East Development Site

The East Development Site is located east of Runway (RW) 13/31 and north of Taxiway (TW) C and measures approximately 153 acres, 12 acres of which are currently leased to Hartnell College. This site includes both Taxiway D and Taxiway P, as well as a significant acreage of vacant airfield-adjacent property. Building 47, a 9,170 SF City-owned hangar that currently houses Potts Aircraft Painting, is located on this site. A VORTAC, which serves as a navigational aid for instrument approaches into SNS in inclement weather and assists in navigating in the vicinity of the airport, is in the south-central portion of this site⁵. Vertical development is restricted within a 1,000-foot radius of the VORTAC. The East Development Site is zoned for Public/Semi-public use. Possible reuse opportunities for this site include a combination of aeronautical and non-aeronautical uses,

⁵The FAA is decommissioning 307 VOR NAVAIDS across the US by 2030 in favor of its NextGen and Performance-Based Navigation system. As per the most recent VOR Target Discontinuance List provided by the FAA, the SNS VOR is not listed for decommission. Source: FAA. *VOR Target Discontinuance List (Last updated February 8, 2022)*. Accessed 3/15/23. Accessible at: <https://www.faa.gov/ato/navigation-programs/vor-target-discontinuance-list>

with key considerations including site access and relocation of the VORTAC to enable future development within the 1,000-foot restricted area.

6.2.4 Hartnell College Land Transfer Area

As shown in **Figure 6.1**, the Hartnell College Alisal Campus is adjacent to SNS, bordering the East Development Site. Hartnell College currently leases a 12-acre site from the Airport, which is used for agriculture.

6.2.4.1 Background

Dating to the early 2000s, the Airport and Hartnell College have previously considered a “land swap” in which the 12 acres of airport property leased to Hartnell would be transferred to the college in exchange for 30 acres of college-owned land adjoining the East Development Site north of the RW 26 end with frontage on Alisal Road. These properties are undeveloped and zoned for Public/semi-public use.

The 2019 SNS Airport Layout Plan (ALP) future airport property boundary reflects this land transfer area. As envisioned, the land transfer would benefit Hartnell College by conveying land contiguous to its campus facilities. The Airport would benefit from a direct connection to Alisal Road and would gain new acreage with development potential.

The City of Salinas actively engaged Hartnell College on the possibility of a land swap over a period of time in the early 2000s. Documents retained from these efforts include the following:

- ◆ Salinas Municipal Airport/Hartnell College Development Issues, prepared by Keyser Marston Associates (KMA), July 2005
 - ◆ Conducted as part of the previous Airport Master Plan
 - ◆ 30 acres of Hartnell property would be designated for aeronautical purposes under Airport ownership; 12 acres could be eliminated from aeronautical designation if not required for that use.
 - ◆ The College had plans to develop the East Campus Education/ Technology Business Park on college land adjacent to SNS
 - ◆ The Airport’s need for 18-30 acres of Hartnell land would reduce capacity for the college’s business park. This is grounds for the proposed land swap, including 12 acres of airport land better suited to Hartnell plans; the College could be a participant in the development of aeronautical uses.
- ◆ Report to the City Council, January 2007
 - ◆ Summarizes history: Following the KMA report, the Salinas City Council invited the Hartnell College Board of Trustees to collaborate on a Memorandum of Understanding (MOU) that would guide the development of the College and the Airport in a mutually compatible manner.

- ◆ Subsequent committee work and a series of meetings occurred, including public meetings.
- ◆ The MOU addresses key issues and facilitates mutual benefit for the Airport and College.
- ◆ Recommends City Council adoption of the MOU.
- ◆ Memorandum of Understanding Between the City of Salinas and Hartnell Community College, signature dates January-March, 2007
 - ◆ Agreement for Hartnell College to prepare a Specific Plan for its East Campus. This plan would identify portions of the College Property that may be designated for Airport-related uses under a “land swap.”
 - ◆ Coordinated infrastructure development and financing.
 - ◆ The City and College will “consider an equitable exchange of properties.” “Prior to the College’s Completion of the East Campus Specific Plan, the proposed boundaries of the property exchange shall be further considered by the City and College staff and consultants.”
 - ◆ Hartnell College agrees to grant the City aviation and access easements on its property.
 - ◆ References a Development Agreement to be negotiated [in the future] between the Airport and College⁶.
- ◆ City of Salinas Resolution #19138, January 9, 2007
 - ◆ MOU adoption by City Council
- ◆ Funding Agreement for Salinas Municipal Airport/Hartnell Community College East Campus Development, January 14, 2009
 - ◆ Agreement to share the cost of detailed analysis and facilitation of land swap to be conducted by Kimley-Horn Associates (KHA)⁷.
 - ◆ Signed by both parties; however, this report was unavailable at the time of the current Airport Master Plan Update.

6.2.4.2 Current Status

In summary, the transfer of land between SNS and Hartnell College was actively considered over a timeframe extending from at least July 2005 through January 2009, as evidenced by documents currently available for review. Potential agreements appear to involve the transfer of 12 acres of Airport property for 30 acres of Hartnell property, along with a complex set of obligations and procedural commitments for each party. Due to gaps in the availability of documentation from this process, many of the details remain unclear – including any analysis or agreements that may (or may not) have occurred after January 14, 2009.

⁶ Note: No Development Agreement was available at the time of the current Airport Master Plan effort, and it is unclear whether or not such an agreement was established between the parties.

⁷ Note: The KHA report that is the subject of this funding agreement was unavailable at the time of the current Airport Master Plan and has not been reviewed as part of this effort.

While this potential land transfer remains on the ALP, it has not been a topic of active discussion or negotiation for an extended period of time, and the turnover of personnel at both the Airport and Hartnell College has contributed to a lack of knowledge regarding the ultimate status of previous efforts. If pursued in the future, the Hartnell College Land Swap Area could complement the East Development Area.

East Development Site and Hartnell Land Swap Site perspectives and considerations expressed during stakeholder outreach include:

- ◆ FAA-approved decommissioning of the VOR is needed to enable development on the East Development Site.
- ◆ FAA approval would be necessary for the transfer or non-aeronautical use of Airport property.
- ◆ A drainage ditch would need to be channeled underground prior to site development.
- ◆ Potts Aircraft Painting rents 1.86 acres from the Airport at a rate of \$1,624.79 monthly. The commencement date of this lease is January 1, 2019, with an original term of 10 years and 1 option of 5 years.
- ◆ Hartnell College leases 12 acres of Airport land at a monthly rate of \$1,017 for agricultural purposes. The lease began on December 1, 2021, and has an original term of 5 years with one 5-year option. This area is included in the potential land transfer previously considered by the Airport and Hartnell.
- ◆ Monterey County intends to improve Alisal Road, making it suitable to carry increased volumes of passenger and commercial traffic with a connection to US-101.
- ◆ The Land Use element of the City of Salinas General Plan includes business park development along Alisal Road in the Airport vicinity.

6.3 Non-Aeronautical Assessment Findings

Chapter 2 – Regional Context and Land Use provides a detailed account of the demographic, industry conditions, land use, and market conditions surrounding the Airport. Key takeaways relevant to land use planning for the priority sites are summarized as follows:

- ◆ Monterey County's population and economy are expected to grow at a moderate rate over the twenty-year planning period.
- ◆ Agriculture is the primary industry in the Salinas Valley; Agricultural Technology (ag-tech) is an economic development focus for the region.
- ◆ The region is a hub for Advanced Air Mobility (AAM) research, testing, and product development.

- ◆ The City of Salinas real estate market has a scarce supply of undeveloped land, suggesting that opportunities may exist for non-aeronautical development on Airport land that is not needed for aeronautical purposes.
- ◆ The land south of SNS, currently being used for agricultural purposes, was once considered a future growth area but lacks infrastructure, has drainage issues, and is not likely to be developed in the foreseeable future.
- ◆ There is near-term demand for industrial property, including food processing along with refrigerated and other agricultural warehouse space.

6.4 Aeronautical Industry Benchmarking

Airfield access is essential for many aviation and aerospace industry operators. Site and facility requirements and development characteristics can vary widely between aeronautical use categories and individual operators. Generally speaking, there is stiff competition among airports and economic development organizations to attract aeronautical development.

At SNS, the ATCT Site and East Development Site provide airfield access and may support aeronautical uses that involve aircraft movement. This evaluation of aeronautical opportunity describes and summarizes the features and requirements of several aeronautical uses based on aeronautical industry benchmarking. With respect to SNS, four aeronautical uses were evaluated.

6.4.1 Aerospace Manufacturing

Generally, the aerospace manufacturing industry encompasses the production of aircraft and related components and systems. Types of aircraft may include fixed-wing, eVTOL, or other commercial and defense aircraft. Aerospace manufacturing is characterized by advanced technologies and processes, with expansive and multi-tiered supply chains for materials and components. The scale of aerospace manufacturing depends on a facility's role in the process (i.e., end-product assembly vs. individual components), production volume, and a number of other factors. Notably, relatively few aerospace manufacturing operations require on-airport locations with airfield access, as most are involved in supply chain activities and/or produce aircraft components. Operations located at airports do so out of necessity due to a need for airfield access, aircraft movement, or other considerations. R&D operations may be smaller in scale, with production and testing limited to new product development rather than production at scale.

6.4.2 Maintenance, Repair, and Overhaul (MRO)

The MRO industry encompasses a wide range of services, from routine aircraft inspections and maintenance to comprehensive repairs, modifications, and overhauls. In order to service aircraft, MRO operations must be located on active airfields. These facilities can be located at GA or

commercial airports, providing sufficient capacity and space to serve the specified models and volume of aircraft. MRO requires a highly skilled workforce, and access to a pool of trained employees is a critical factor in MRO site selection.

6.4.3 AAM - Advanced Air Mobility (AAM)

AAM refers to a set of emerging air transport technologies featuring electric vertical takeoff and landing (eVTOL) aircraft, unmanned aerial vehicle (UAV), and related technologies. These technologies are expected to transform air travel by carrying passengers and cargo between urban, suburban, and rural markets with reduced infrastructure footprints, emissions, and cost profiles. Uncertainty exists in the rate and scale of market adoption, and a number of complex regulatory efforts to ensure safe integration currently drive operational timeframes. The broader Bay Area region is an AAM industry hotbed with multiple operators located in the area, including Archer, which has a presence at SNS.

6.4.4 Air Cargo

Air Cargo operations are used to rapidly move cargo, usually through a shipper, between origins and destinations. Cargo facilities can be considered both airside and landside (i.e., mixed) uses, as they typically include an apron area for aircraft parking, a hangar/warehouse building, and a landside docking area. Much like the MRO Industry, the air cargo industry must adapt to changes in the market, consumer needs, and technological advancements. Technology is transforming the air freight industry with more adaptable system interfaces, artificial intelligence, robotics, automated systems, advanced data and analytics, and other innovations.

The aeronautical uses described above share a common set of location selection criteria based on research and observations from peer airports, which are compared against SNS conditions in **Table 6.2**, which follows.

Table 6.2 - Aeronautical Industry Summary

Criteria	Description	SNS Conditions
Site Characteristics	<ul style="list-style-type: none"> • Facility scale and acreage requirements vary by use and individual operation <ul style="list-style-type: none"> ◦ Influenced by size and volume of aircraft and/or components • Industrial settings and utilities • Immediate highway access preferred • Regulatory, environmental, and infrastructure elements of site readiness are important <ul style="list-style-type: none"> ◦ Development timeframes < 1 year 	<ul style="list-style-type: none"> • East Development Site provides adequate area for most aeronautical uses <ul style="list-style-type: none"> ◦ VORTAC currently inhibits site’s use • Landside access and infrastructure must be addressed • US-101 located south of SNS; no immediate access • FAA use approval, NEPA and CEQA processes
Airfield Access	<ul style="list-style-type: none"> • Limited subset requires airfield access – namely MRO, some R&D and manufacturing • Airport capacity to support traffic produced by aeronautical use • May require sizable area dedicated to apron/paved surfaces • Airspace compatibility for AAM 	<ul style="list-style-type: none"> • Sufficient capacity • Entire East Development Site could support aeronautical use • Taxiway access must be addressed
Business Climate	<ul style="list-style-type: none"> • Highly competitive to attract aeronautical industry • Operators often consider multiple locations at a national scale • State-level tax policies play an important role • Generous economic development incentives are commonplace 	<ul style="list-style-type: none"> • California is not considered a business-friendly state • Active local and state-level economic development organizations • SNS proximity to technology hub(s) could provide access to tech and entrepreneurial experience and capital
Workforce	<ul style="list-style-type: none"> • Skilled, experienced workforce is extremely important due to labor shortages across aeronautical industries • College/university partnerships often provide a regional workforce pipeline for aeronautical industries 	<ul style="list-style-type: none"> • Regional AAM industry presence holds some potential to support AAM R&D or other activity at a small scale • Local workforce is not specialized in MRO and/or advanced manufacturing • Limited local population to support large-scale operations

In summary, SNS and the East Development Site, in particular, would be able to accommodate new aeronautical industry, provided it can address access and site readiness factors – and if a suitable opportunity emerges. As discussed below, the VORTAC’s current location limits the use of the East Development Site and must be addressed to enable use of much of the site. Site access and readiness for development present additional considerations to resolve before aeronautical industry is a strong use possibility. Landside access would also require improvements, and while

US-101 is located south of the Airport, immediate access is not available for cargo or other operations involving the movement of goods and materials. While traditional or AAM aircraft manufacturing should not be entirely discounted as a long-term possibility, it should be noted that California's business climate is not considered favorable for large-scale manufacturing. Economic development efforts related to workforce development and incentive programs may help efforts to attract aeronautical industries by addressing some of the criteria outlined above.

Given the current conditions and actions necessary to position SNS for aeronautical industrial development, this should be considered a long-term play with plans offering flexibility to support this potential if or when demand is present in the future.

6.5 Priority Site Recommendations

The following land use plan recommendations have been prepared for the three priority sites based on the characteristics, background, and non-aeronautical and aeronautical development considerations summarized in the previous sections.

6.5.1 Airport Traffic Control Tower (ATCT) Site

Based on line-of-sight constraints, airfield adjacency, market context, including the availability of nearby fee-simple property, and the need for additional hangar space, the Master Plan has determined that aeronautical use, specifically hangar development, presents the best use case for this site. The use of land for this purpose directly supports flight operations and other essential functions related to operating the airport.

Other uses, including non-aeronautical development similar to that along Moffitt Street, could be possible and would be considered on a case-by-case basis if demand for hangar use does not present itself in the future. A change to non-aeronautical use would require a Section 163 determination, approval, or consent for such use by the FAA for a specified period, ALP update, receipt of fair-market value via lease proceeds in accordance with federal grant obligations, and environmental review.

6.5.2 Western Golf Course Site

The Western Golf Course Site land use evaluation has included stakeholder engagement, collaboration with Airport staff, site and surrounding use context, and a review of market conditions. Significant and varied community interest has been expressed in alternative uses for this site, including but not limited to workforce housing, business park, industrial park, and recreational uses. The Airport has signaled its willingness to consider alternative uses for this site, provided it provides a public benefit and produces revenue, such that the Airport's financial position would not be impacted negatively.

The Western Golf Course Site has benefits as a use of Airport land under its current use and lease agreement, including:

- ◆ Revenue production includes annual lease payments and a share of golf course gross revenues.
 - ◆ Approximately \$150,000 annually to the Airport
- ◆ Provides a buffer for Airport operations, noise, and visual impacts – separation from school, apartments, adjacent neighborhood, etc.
- ◆ The City of Salinas continues to make substantial payments on bond debt for the golf course irrigation system. The current lease runs through 2038.

The site's ongoing use as a golf course has served the Airport both in revenue generation and as a buffer from airport impacts on the surrounding community while also protecting against encroachment. If the site were to be considered for non-aeronautical development, the process would include a Section 163 determination and NEPA environmental review.

- ◆ Noted considerations for environmental review would include:
 - ◆ As a city-owned public golf course, a change in use is likely subject to Section 4(f) review. If mitigation were deemed necessary, this could involve the establishment of public recreational area(s) or facilities in place of services provided by the golf course.
 - ◆ Traffic generation could impact the Route 101 interchange at Sanborn Rd. which is currently at capacity. It is unclear if necessary improvements would be funded as other nearby projects move forward, but under current conditions this would be a consideration under environmental review.

Given the circumstances described above and reasoning summarized below, **it is recommended that the western part of the Salinas Fairways Golf Course should remain on the Airport's Western Golf Course Site in the near- to mid-term.**

- ◆ Revenue generation and buffering are valuable to the airport.
- ◆ Scaling back to a 9-hole golf course located on the east side would reduce its appeal and viability.
- ◆ Alternative use of the site may or may not increase revenue yield from this property.
- ◆ The Airport has signaled its willingness to consider alternative uses for this site, provided it (a) provides a public benefit and (b) produces revenue such that the Airport's financial position would not be impacted negatively.
- ◆ As City debt service winds down and in advance of lease expiration in 2038, the Airport may wish to re-evaluate future use of this site under future conditions and Airport/City/community needs and priorities at this point.

For purposes of this land use assessment and Master Plan, continued golf course operation is the best use of this property.

6.5.3 East Development Site

The 153-acre East Development Site presents a large undeveloped airfield-adjacent area with potential for productive future use. If developed, this property could enhance Airport activity and lease revenues while supporting community economic development. Conditions affecting its future use potential include:

- ◆ Land available for development is scarce within the City of Salinas.
 - ◆ Market demand exists for non-aeronautical uses, including light industrial and warehousing & distribution.
- ◆ The East Development Site provides significant acreage with access to the SNS airfield.
 - ◆ Passenger facilities, AAM-related uses, hangar development, and air cargo are among the possible future aeronautical uses.
- ◆ The City of Salinas has designated land along Alisal Road in the site's vicinity for business park use in the future.
- ◆ Public/Semi-public zoning allows flexibility for a variety of aeronautical and non-aeronautical uses.
- ◆ Monterey County plans to improve Alisal Road, allowing it to carry heavier traffic volumes, including commercial traffic, with a connection to US-101.
- ◆ Hartnell College currently leases 12 acres of land from the Airport, and the adjacent campus may present opportunities for coordinated use.
- ◆ A "land swap" involving the 12 acres of SNS land currently leased by Hartnell College in exchange for 30 acres of Hartnell land that would connect the Airport with Alisal Road was proposed in the early 2000s, with significant effort put forth to pursue this transfer at that time.

While the East Development Site holds potential, multiple factors present challenges to its capacity and readiness to support development.

- ◆ The VORTAC located in the site's central area is surrounded by a 1,000-foot restricted zone, meaning that no vertical development can be located on much of the East Development Site unless the VORTAC is relocated.
- ◆ Access to the site from the east is currently limited to a dirt road located on an easement provided by Hartnell College.
- ◆ Although a "land swap" between the Airport and Hartnell College was pursued over the course of several years in the early 2000s, no formal development agreement appears to have been established between the parties.

- ◆ Non-aeronautical uses would require a Section 163 determination, FAA approval or consent for such use for a specified period of time, and environmental review.

Given the context of opportunities and challenges for future use of the East Development Site, **a combination of aeronautical and non-aeronautical use is recommended for this area.**

The site's airfield adjacency presents a unique asset for aeronautical and related uses that benefit from immediate access. Most of the site should be preserved to enable its use for such purposes as demand presents in the future.

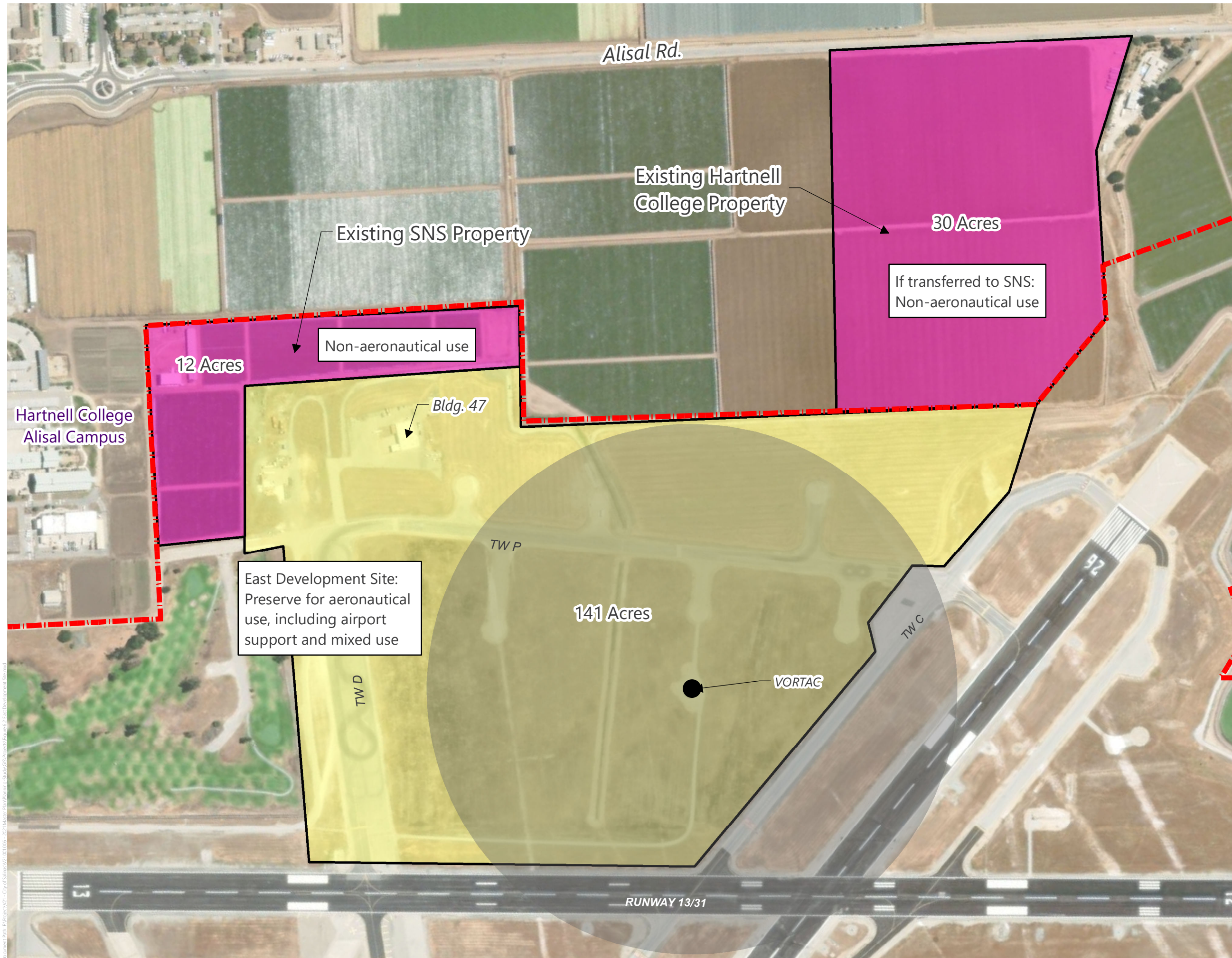
Portions of the site that are further removed from the airfield, including the Hartnell College "land swap" area, hold greater potential for non-aeronautical purposes in line with the business park focus planned for parts of Alisal Road according to the City of Salinas General Plan. As Airport property is subject to FAA regulations and obligations, including a ground-lease requirement contingent upon FAA approval, the East Development Site's market position for non-aeronautical development is likely inferior to privately owned property that can be purchased outright on a fee-simple basis. For this reason, non-aeronautical uses present a long-term proposition for the site, contingent upon the successful and complete development of nearby non-Airport land and continued market demand for business parks, light industrial, warehousing & distribution, or similar development.

Figure 6.2 provides a future-use illustration for the East Development Site.

Figure 6.2

East Development Site Land Use

- SNS Boundary
- East Development Site
- Possible Land Transfer
- Restricted Development Area



1 in. = 0.07 miles
When printed at 11 in. by 17 in.



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Hartnell College Land Transfer Area: SNS and Hartnell College worked extensively to propose a “land swap” involving 12 acres of Airport property in exchange for 30 acres of Hartnell property in the early 2000s. These land transfer areas remain on the 2019 SNS ALP. Documentation from this effort extends over a timeframe from July 2005 through January 2009, although there are gaps in documentation and understanding of the process. No documents related to the land transfer effort dated later than January 2009 are available. No formal agreement to implement the proposed land transfer appears to have been reached.

This land transfer has not been actively discussed or negotiated for an extended time. Given the time elapsed and evolving circumstances for both the Airport and Hartnell College over this period, it is unclear whether mutual interest remains for the land transfer.

If the Airport and City of Salinas wish to revisit a potential land transfer with Hartnell College, initial measures to explore this possibility include:

- ◆ Retrieve archived documents related to the land swap for a timeframe covering 2005-2009 and surrounding years in either direction. Contact Hartnell College, Kimley-Horn Associates, and other parties to request on a voluntary basis documentation that remains unavailable from City archives.
- ◆ Conduct a legal review of all relevant documentation.
- ◆ Re-engage Hartnell College to share outcomes of the legal review and if appropriate, explore areas of mutual benefit to determine if both parties remain interested in pursuing the land transfer.
- ◆ If mutual interest remains, use the 2007 MOU as a model to formulate an updated agreement on process, requirements, and responsibilities to implement a land transfer involving the subject properties.

6.6 Incentives & Funding

This section identifies and describes potential programs and funding sources to implement priority projects at SNS based on eligibility criteria, priority, and timing (short-, medium-, and long-term).

6.6.1 Distressed Area Recompete Pilot Program (Recompete Pilot Program)

Overview: The Distressed Area Recompete Pilot Program (Recompete Pilot Program) provides a \$200 million investment in communities identified as “persistently distressed” for the purpose of job growth and development. The City of Salinas is eligible for Recompete Pilot Program funding. This means that Salinas has been identified as a target area where prime age (25-54 years)

employment falls far behind the national average. The Recompete Pilot Program is intended as flexible funding to implement community-driven development strategies. The program’s flexible model allows the program to be combined with additional Federal and non-Federal initiatives.

Applicable Project Types: Strategy development grants and/or approval of a recompete plan

Project Requirements: Applicants can apply as individual entities or as coalitions. Applicants should meet geographic eligibility requirements for the Recompete Pilot Program.

Application Process/Timeline: The Recompete Pilot Program is a two-phase application process. Applicants can apply solely for Phase 1 planning funding or Phase 1 and 2 funding for both planning and implementation funds. First phase applications require a recompete plan for utilization of funding. Applicants who receive approval in the first project phase can apply to the second phase for project implementation funding that supports job creation through workforce development, entrepreneurship support, infrastructure, business development, additional planning, pre-development, and technical assistance.

URL: <https://www.eda.gov/funding/programs/recompete-pilot-program>

6.6.2 California Clean Water State Revolving Fund (CWSRF) Program

Overview: The Clean Water State Revolving Fund (CWSRF) is an EPA program that can fund a wide variety of water quality protection efforts. The program’s flexibility and broad project eligibility allow states to target CWSRF funds according to their specific water quality priorities. State policies support broad project eligibility aligned with the overall goal to “preserve, enhance, and restore the quality of California’s water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations.”

Applicable Project Types: Eligible applicants include any town, city, or public body under State of California law. This program has been used by a number of City agencies for water infrastructure improvements and storm drain and green infrastructure projects.

Eligible projects include:

- ◆ Planning, design, and/or construction of publicly owned facilities:
 - ◆ Wastewater treatment plants
 - ◆ Sewer collections and combined sewers
 - ◆ Septic to sewer conversion
 - ◆ Stormwater reduction and treatment
 - ◆ Water reclamation
- ◆ Planning, design, and/or implementation of:
 - ◆ Nonpoint source (NPS) projects
 - ◆ Estuary conservation and management plans and planning

Project Requirements/Application Process/Timeline: CWSRF applications for a planning and/or design finance agreement require completion of the application form and technical, environmental, and financial security packages.

URL: <https://www.epa.gov/green-infrastructure/green-infrastructure-funding-opportunities#:~:text=Green%20infrastructure%20projects,in%20two%20decades>.

6.6.3 California Department of Housing and Community Development: Multifamily Finance Super NOFA

Overview: The California Department of Housing and Community Development's Multifamily Finance Super NOFA includes four funding programs for housing development in the state of California. Two programs- the Multifamily Housing Program (MHP) and the Infill Infrastructure Grant (IIG) Program Qualifying Infill Project have possible applications in the case of proposed housing development or other infill projects if Airport property were to be released and sold.

Applicable Project Types: MHP funding is intended for the new construction or rehabilitation of rental housing developments or transition of a non-residential structure to a Rental Housing Development. Projects must contain at least five (5) units. Construction must not have commenced at the time of application, and projects must meet accessibility requirements.

The IIG program provides grants for infrastructure improvements necessary for specific residential or mixed-use infill development. Projects can include rehabilitation or development of open space and parks, water, sewer or other utility improvements, development of roads, streets, or linkages to transit or pedestrian or bicycle routes, efforts to mitigation traffic, sidewalk improvements, adaptive reuse projects and site preparation.

Project Requirements: For the MHP program, eligible projects must qualify as Rental Housing Developments and meet eligibility requirements. For the IIG program, projects must be undertaken by a city, county, city and county, or public housing authority with jurisdiction over a Catalytic Qualifying Infill Area.

Application Process/Timeline: The MHP program involves a single-round application process. The IIG funding program consists of a two-round application process.

For the MHP Program, applications must include required forms detailing the proposed project including organizational documents, sponsor organizational chart, aerial photographs of the project site, and other materials.

For the IIG Program, the Phase I application includes information on diversity, scale, and challenges of the Catalytic Qualifying Infill Area. The project must align with program goals. In Phase, II, applicants must submit a detailed application for a competitive process with awards based on program scoring criteria.

URL: <https://www.hcd.ca.gov/grants-and-funding/supernofa>

6.6.4 California State Integrated Climate Adaptation and Resiliency Program (ICARP) Grant Programs

Overview: This program administered by the California Office of Planning and Research (OPR) provides three specific routes for funding climate resilience projects:

- (1) **Adaptation Planning Grants Program (APGP):** This program provides funding for local, regional, and tribal planning needs for the development of climate resilience infrastructure projects.
- (2) **Regional Resilience Planning and Implementation Grant Program (RRGP):** This funding supports regional efforts in climate resilience, capacity building, and project implementation to address climate risks.
- (3) **Extreme Heat and Community Resilience Grant Program:** This funding supports community efforts to manage the impacts of extreme heat.

Applicable Project Types:

- (1) The **APGP** Program provides funding to identify climate priorities, conduct integrated climate planning, social and physical climate infrastructure projects, and strengthen coordination, leadership, and knowledge for co-beneficial projects.
- (2) The **RRGP** Program funds planning and implementation projects that strengthen climate change resilience at the regional level. A region can be self-defined by individual applicants. Projects must be collaborative partnerships between various agencies and jurisdictions working to understand and mitigate climate risks to their region.
- (3) The **Extreme Heat and Community Resilience Grant Program** provides funding for local, regional, and tribal efforts to combat extreme heat.

Project Requirements: Projects should demonstrate consistency with local, regional, and statewide planning efforts and align with the best available climate science.

Application Process/Timeline: All applications for ICARP grant programs must provide an application including a project Vision and Priorities, Community Needs and Adaptive Capacity, Co-Benefits, Community Partnership, and Budget Justification. Additional documentation is required with an Applicant Summary, Work Plan with clear timelines and defined tasks, a sufficiently detailed budget, and up to three letters of support from local/regional communities, CBOs, elected officials, and appointed leaders.

URL: <https://opr.ca.gov/climate/icarp/grants/>