

County of Yolo

PLANNING AND PUBLIC WORKS DEPARTMENT

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JOHN BENCOMO
DIRECTOR

MINUTES

Joint Meeting – Aviation Advisory/Airport Development Advisory Committees
May 25, 2000

1. The meeting was called to order at Lillard Hall, Yolo County Airport, at 7:35p.m.

Committee Members Present:

<u>AAC</u>		<u>ADAC</u>		<u>BOARD LIAISON</u>	
Kanoff	yes	Buchan	yes	Pollock	yes
Hancock	yes	Foe	yes		
Ropke	yes	Defty	yes	<u>COUNTY STAFF</u>	
Kinkle	yes	Parrella	yes	Drack, Airport	
Morris	yes	Bauer	no	Development Mgr.	
Price	yes				
Dowling	yes				

TENANTS AND GUESTS:

Bruce Watts, Peter Cheng, Doug Svenson, Harry Norducci.

2. The meeting was opened for public comment on items not on the Agenda: The Woodland Aviation sign was identified by staff as having been properly permitted and constructed. According to existing documents, there is/was no requirement that Woodland Aviation inform the neighbors for a sign permitted by all known regulatory specifications.

There being no further public comment, the meeting returned to the Agenda.

3. A quorum of the Aviation Advisory Committee (AAC) was present, and elected Doug Kinkle to serve as its Chairman, and John Hancock as Vice-Chair.

4. Approval of the minutes (as corrected) of March 16, 2000 were approved by the ADAC and the AAC.

5. A general discussion ensued about Airport Revenues.

As an Enterprise Fund, the Airport has generally netted approximately \$12, 000 per year the last four years, and has accrued approximately \$41,000 in cash reserves. The property Tax Revenues of about \$80,000 are paid to the General Fund, and of them, one half of the personal property taxes (about \$22,000) are paid to the Davis Unified School District per state law.

There is a false sense of "cash reserves" because of the deferred maintenance. The attitude "if it's not broken don't fix it" is wrong. We could lose the runway or the taxiway due the present conditions.

Specific "peeves" need to be identified. Committees should identify problems not try to fix them.

A motion was made and seconded to evaluate the physical status of the Airport, to survey users and customers, and technical people to evaluate costs. The list should be reviewed and presented to the Committees.

The discussion then progressed to "No Midfield Takeoffs" but what standards to apply.

A study should look at the maintenance at the Airport.

6. Doug Svenson and Peter Cheng of Applied Development Economics, gave a brief presentation regarding the study of the future uses of the Airport, including economic applications that may or may not be airport related. A May 25, 2000 draft of the study was circulated for comment. Specific parcels were discussed and their limitations exposed. Utility limitations, lack of adequate buffers to non-airport uses, amount of deferred maintenance, indicate a substantial marketing plan would be needed to attract business to the Airport. No 24 hour operations would be desirable as the light and noise would affect the neighbors.

Non-Aviation uses would have a difficult time being isolated at the Airport. Aviation related uses may be the best overall uses. A market feasibility study would be needed to determine if specific industries such as the biotech, research, or test facilities would be suitable.

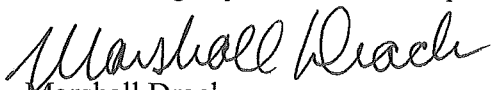
7. Proposed Projects Updates:

All three project proponents, Dan O'Brien, of Prestar Aviation, Ed Schmauderer, of Yolo Aviation and Bruce Watts, of Woodland Aviation, indicated that they were all continuing to process their intentions of expanding operations at the Airport. (M. Drack gave the updates for Prestar and Yolo Aviation.)

Comments were made regarding protecting the neighborhoods from late night noise.

8. It was announced by Marshall Drack that the new Aviation Overlay Zoning Ordinance would go to the Planning Commission on June 8, 2000, and if approved, it would go to the Board of Supervisors on June 20, 2000.
9. There was discussion about the need to bring different matters to the Committees. Questions were raised as to why not just one committee. Questions were focused on the duplication of efforts, and the lack of communication. It was discussed that only certain discretionary projects need be brought to the Committees, and others, by permit for example, are not. Further, it was discussed that the Aviation Development Advisory Committee exists pursuant to Court Order and cannot be dissolved without action by the Court. (Staff was to confirm this.)
10. M. Drack indicated that \$150,000 had just been approved for Yolo County, but not funded by the federal Government. A question was raised about renaming the Airport.

The meeting adjourned at 10:55 p.m.


Marshall Drack,
Airport Development Manager

cc: Supervisor Lynnel Pollock, John Bencomo, Director