

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



Monterey County ALUC Staff
c/o HCD-Planning
1441 Schilling Place, 2nd Floor
Salinas, CA 93901

Phone: (831) 755-5025
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Fionna Jensen : (831) 796-6407

SPECIAL MEETING AGENDA

**Monterey Peninsula Airport District
Board Meeting Room
200 Fred Kane Drive, Suite 200
Monterey, California**

July 1, 2024

3:00 p.m.

IMPORTANCE NOTICE REGARDING PARTICIPATION IN THE AIRPORT LAND USE COMMISSION MEETING

To participate in this Monterey County Airport Land Use Commission meeting, public participants are invited to observe and address the Commission in-person at the Board Meeting Room. Instructions for the public to participate are below:

Participate at the Physical Meeting Site: Monterey Peninsula Airport District, Board Meeting Road. 200 Fred Kane Drive, Suite 200, Monterey, CA 93940.

Meeting Instructions:

1. If a member of the public wishes to comment on a particular agenda item, the public is strongly encouraged to submit their comments in writing via email to the Commission staff at JensenF1@countyofmonterey.gov (Fionna Jensen). Comments should be submitted by 2:00 p.m. on the business day prior to the commission meeting date. To assist Commission staff in identifying the agenda item to which the comment relates, the public is requested to include the file number in the subject line. Comments received by the 2:00 p.m. deadline will be distributed to the Commission and will be placed in the record.
2. If speakers or other members of the public have documents they wish to distribute to the Commission for an agenda item, they are encouraged to submit such documents via email to the Commission staff at JensenF1@countyofmonterey.gov (Fionna Jensen). Documents should be submitted by 2:00 p.m. on the business day prior to the commission meeting date. To assist Commission staff in identifying the agenda item to which the document relates, the public is requested to include the file number in the subject line.
3. If applicants or members of the public want to present documents and/or Power Point presentations while speaking, they should submit the document and/or presentation electronically by 2:00 p.m. on the business day prior to the commission meeting date to Commission staff at JensenF1@countyofmonterey.gov (Fionna Jensen). If submitted after that deadline, staff will make best efforts, but cannot guarantee, to make the document and/or presentation available to present during the meeting.
4. While the matter is being heard, a member of the public may submit a comment via email, preferably limited to 250 words or less, to Commission staff JensenF1@co.monterey.ca.us (Fionna Jensen). To assist Commission staff in identifying the agenda item to which the comment relates, the public is requested to include the file number in the subject line. If the comment is received prior to close of public comment on an agenda item, every effort will be made to read the comment into the record, but some comments may not be read out loud due to time limitations or length of the

comment (e.g., if the comment exceeds 250 words). Comments received prior to the close of the public comment period on an agenda item will be made part of the record for that item.

5. Members of the public who wish to make a general public comment for items not on the day's agenda may submit their comment via email, preferably limited to 250 words or less, to the Airport Land Use Commission staff at JensenF1@countyofmonterey.gov (Fionna Jensen). The Airport Land Use Commission name and meeting date, and "general comment", should be indicated in the subject line. The comment will be placed in the record for the meeting, and every effort will be made to read the comment into the record at the appropriate time on the agenda.
6. Individuals with disabilities who desire to request a reasonable accommodation or modification to observe or participate in the meeting may make such request by sending an email to the Commission staff at JensenF1@countyofmonterey.gov (Fionna Jensen). Such requests include but are not limited to: Wheelchair Accessible Facilities, Sign Language Interpreters and Printed Materials in large print, Braille, or on disk, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132) and the federal rules and regulations adopted in implementation thereof. The request should be made no later than 12:00 p.m. (i.e., noon) two (2) business days prior to the Airport Land Use Commission meeting date in order to provide time for the Commission staff to address the request.
7. The Commission Chair and/or Secretary may set reasonable rules as needed to conduct the meeting in an orderly manner.

1. CALL TO ORDER – Pledge of Allegiance

2. ROLL CALL

Any Commissioner who will not be able to attend the scheduled public meeting shall notify the Chair, their Proxy, and ALUC staff.

3. PUBLIC COMMENT

The Commission will receive public comment on non-agenda items within the purview of the Commission. It is not necessary to complete a speaker request form. The Chair may limit the length of individual presentations to 3 minutes.

4. COMMISSIONER'S COMMENTS

Commissioners may speak on non-agenda items within the purview of the Commission.

5. APPROVAL OF MINUTES

May 20, 2024

6. CONSENT

None

7. SCHEDULED ITEMS

Note: Action listed for each item represents staff recommendation. The Commission may, at its discretion, take any action on the items listed on the Agenda.

a. 24CP00599 – County of Monterey (York School)

Continued from May 20, 2024 - Proposed improvements to an existing high school athletic field, including installation of synthetic turf, ball netting, an all-weather track, and an upgraded drainage system. Located near 9501 York Road, Monterey (APN: 031-131-006-000).

Proposed Action: Find the project consistent with the 2019 Airport Land Use Compatibility Plan for Marina Municipal Airport.

b. Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding local jurisdiction progress on the requirement to amend applicable general and specific plans in response to the adoption of the ALUCPs for Monterey Regional Airport and Marina Municipal Airport.

Proposed Action: For information only. No action required.

c. Future Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding funding and staff resources for future updates to the ALUCPs for Salinas Municipal Airport and Mesa Del Rey (King City) Airport.

Proposed Action: For information only. No action required.

8. ANNOUNCEMENTS

9. ADJOURNMENT

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



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Monterey Peninsula Airport District
Board Meeting Room
200 Fred Kane Drive, Suite 200
Monterey, California

Action Minutes of the Proceedings of the Commissioners of the Monterey County Airport Land Use Commission for Monday, May 20, 2024 – Regular Meeting

1. **CALL TO ORDER – Pledge of Allegiance**

The Monterey County Airport Land Use Commission (ALUC), Commissioner (Chair) Cohan presiding, convened at 3:01 p.m. Commission members and members of the public attended/participated physically.

2. **ROLL CALL**

Commissioners (or Proxy) Present:

Commissioners Cohan, Carbone, Stewart, Cleveland, Scherer, Donaldson– a quorum

Commissioners Not Present and Not Represented by Proxy:

Commissioner Kerr

ALUC (Monterey County) Staff Present:

Fionna Jensen, Housing and Community Development (HCD)-Planning

For Informational Purposes Only, Members of the Public Participating:

Doug Key, York School
Norelle Boyce, York School
Alex Lorca, Fenton & Keller, representing York School

3. **PUBLIC COMMENT**

The Commission will receive public comment on non-agenda items within the purview of the Commission. It is not necessary to complete a speaker request form. The Chair may limit the length of individual presentations to 3 minutes.

None.

4. **COMMISSIONER'S COMMENTS**

Commissioners may speak on non-agenda items within the purview of the Commission.
Commissioner Carbone had questions regarding the County of Monterey's Housing Element and the Tarpy Flats inventory site.

5. APPROVAL OF MINUTES

The Commission voted 6-0 (6 ayes – 0 nays) to approve the minutes of the March 25, 2024 special meeting. Motion to approve made by Commissioner Cleveland and seconded by Commissioner Stewart.

6. CONSENT

The Commission voted 6-0 (6 ayes – 0 nays) to accept and approve the ALUC 2024-2025 Meeting Calendar. Motion to approve made by Commissioner Cleveland and seconded by Commissioner Cohan.

7. SCHEDULED ITEMS

Note: Action listed for each item represents staff recommendation. The Commission may, at its discretion, take any action on the items listed on the Agenda.

a. 24CP00599 – County of Monterey (York School)

Proposed improvements to an existing high school athletic field, including installation of synthetic turf, ball netting, an all-weather track, and an upgraded drainage system. Located near 9501 York Road, Monterey (APN: 031-131-006-000).

Proposed Action: Find the project consistent with the 2019 Airport Land Use Compatibility Plan for Marina Municipal Airport.

On the Applicant's behalf, staff recommended the ALUC continue the item to June 24, 2204.

The Commission voted 6-0 (6 ayes – 0 nays) to continue 24CP00599 to the June 24, 2024 meeting. Motion to continue made by Commissioner Scherer and seconded by Commissioner Carbone.

b. Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding local jurisdiction progress on the requirement to amend applicable general and specific plans in response to the adoption of the ALUCPs for Monterey Regional Airport and Marina Municipal Airport.

Proposed Action: For information only. No action required.

All affected jurisdictions still have outstanding planning documents that need to be referred to the ALUC.

Direct staff to speak at an upcoming Mayors meeting regarding the requirement for local jurisdictions to refer their General Plans and other planning documents to the ALUC for a consistency determination.

c. Future Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding funding and staff resources for future updates to the ALUCPs for Salinas Municipal Airport and Mesa Del Rey (King City) Airport.

Proposed Action: For information only. No action required.

No updates at this time.

d. Election of ALUC Officers

Action: Commission to elect the Chair and Vice Chair for June 2024 through May 2025.

The Commission voted 6-0 (6 ayes – 0 naves) to appoint Kim Cohan as the ALUC Chair. Motion to appoint Chair Cohan made by Commissioner Scherer and seconded by Commissioner Cleveland.

The Commission voted 6-0 (6 ayes – 0 naves) to appoint John Scherer as the ALUC Vice Chair. Motion to appoint Vice Chair Scherer made by Commissioner Cohan and seconded by Commissioner Cleveland.

8. ANNOUNCEMENTS

Commissioner Cleveland was reappointed by the Board of Supervisors to the ALUC; term ending May 1, 2028.

Airport Managers are still in the process of appointing a representative/Commissioner.

Commissioner Cohan informed the Commission that he will be taking gliding lessons in San Benancio.

Commissioner Stewart expressed this gratitude for serving on the ALUC.

9. ADJOURNMENT

Meeting adjourned at 3:25 pm.

Next scheduled regular meeting: June 24, 2024

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



MEMORANDUM

To:	Airport Land Use Commission (ALUC)
From:	Fionna Jensen, ALUC staff, June 18, 2024 (831) 796-6407
Meeting Date:	July 1, 2024
Subject:	Scheduled Item 7a – County of Monterey (York School) Proposed improvements to York School’s athletic field, including installation of hybrid turf, ball netting, an all-weather track, and an upgraded drainage system (24CP00599).

RECOMMENDATION:

Staff recommends the Monterey County Airport Land Use Commission (ALUC) find the proposed York School athletic field improvements (HCD File No. 24CP00599) consistent with the 2019 Airport Land Use Compatibility Plan for the Monterey Regional Airport (ALUCP).

BACKGROUND AND DISCUSSION:

York School has applied for a construction permit to allow improvements to its existing athletic field, including the installation of ball netting, hybrid turf, an all-weather track, and an upgraded drainage system (HCD-Building Services File No. 24CP00599). This permit has been referred to the Airport Land Use Commission (ALUC) in accordance with the regulations of the Monterey Regional Airport Land Use Compatibility Plan (ALUCP).

This item was previously scheduled for the May 20, 2024 ALUC meeting. At this meeting, York School requested a month’s continuance to allow time to meet with ALUC staff to discuss the draft conditions of approval and clarify the existing use of the athletic field. The ALUC voted to continue the item to June 24, 2024. However, due to a lack of quorum, the June 24, 2024 ALUC meeting was canceled and a special meeting on July 1, 2024 was scheduled.

The subject property (APN: 031-131-006-000) is located adjacent to York School (9501 York Road, Monterey, CA 93940) and accessed via South Boundary Road (**Attachment H**). The property is developed with three Conex storage containers, a pump house with two water tanks, and two athletic fields, that are used by various York School activities and were established in approximately 2003. An informal dirt track borders one of the athletic fields. Various trees have been planted around and between the athletic fields. York School has identified the need to modernize and improve its athletic facilities. Consequently, the proposed project is limited to the eastern athletic field and includes replacing the existing irrigated turf field with hybrid turf, installing two 20-foot tall by 220-foot-wide ball nets, modernizing the dirt track with an all-weather track, and upgrading the drainage systems (**Attachment B**). Other improvements involve incorporating other athletic uses, such as shot-put and pole-vault, and planting low trees. The proposed facility will only be used by York School and its athletic programs and will continue to not be open to the public at large.

CONSISTENCY DETERMINATION ANALYSIS:

ALUC staff reviewed the City's proposed development in accordance with the adopted ALUCP as discussed below:

NOISE COMPATIBILITY

The proposed development was reviewed for consistency with Table 4A and Exhibit 2E of the ALUCP (Noise Compatibility Criteria and Long Range Noise Exposure Contours. The subject property is located outside of the 65-70 CENL contours and therefore will not be exposed to loud airport noise and is considered a compatible use.

An Avigation and Hazard Easement was granted to the Monterey Regional Airport District (District) in 1982 over the York School property. This Easement allows for low and frequent flights over York School, the right to regulate or prohibit light emissions or the release of any substance that would interfere with aircraft operations or pilot vision, and the right to prohibit electrical interference. This 1982 Easement is not conveyed over the subject 101-acre property, APN: 031-131-006-000. Additionally, ALUC and District staff were unable to locate an Avigation Easement conveyed over the subject property. Given the subject property's elevations being in close proximity to and/or encroaching into Part 77 surfaces, as well as the proposed project's penetration of Part 77 surfaces (see below discussion on *Airspace Protection*), the replacement athletic field is expected to be exposed to greater, more significant levels of overflight noise and low altitude overflight. Although ALUCP policy does not require conveyance of an avigation easement because the property is located outside of the established CENLs, Condition No. ALUC-1 has been applied to address the subject property's potential to be exposed to greater levels of overflight noise and Monterey Peninsula Airport District comments, which requested the granting of an Avigation and Hazard Easement.

SAFETY COMPATIBILITY

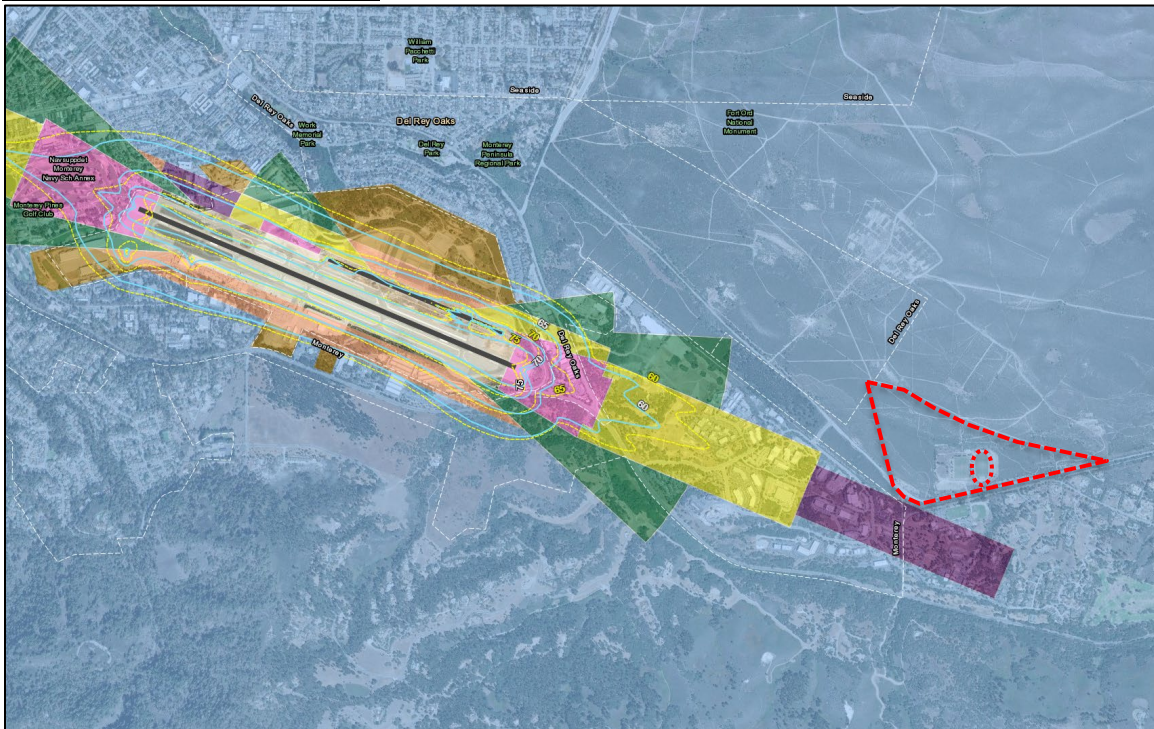


Figure 1. ALUCP Exhibit 4B and 4C (Long Range Noise Exposure Contours and Airport Safety Zones). The subject property and proposed project site (athletic field) are outlined in red dashed lines.

The subject property is located approximately 8,760 feet east of Monterey Regional Airport Runway 28L. The subject property is located within Safety Zone 7, which allows for all uses except hazards to flight, outdoor stadiums, and other similar high-intensity uses. The existing field has three single-bench portable bleachers; these will be retained and re-used. No additional seating is proposed. Safety Zones 2 through 5 prohibit schools, while the establishment of a school could be a compatible use within Safety Zone 7. The existing and proposed replacement athletic field is an accessory to York School and will not be used by the public at large and therefore will continue to have an overall low and limited intensity. Thus, as an athletic facility used solely by York School, staff does not consider the existing or proposed athletic field and associated site improvements to be an “outdoor stadium.” Based on this determination, the existing and proposed replacement athletic facility is allowed with a compatible intensity within Safety Zone 7.

York School was established at the subject property in 1963, prior to the adoption of the 1987 Monterey Regional Airport Comprehensive Land Use Plan (CLUP) and the 2019 Airport Land Use Compatibility Plan. In the 1987 CLUP, York School is identified as an “Incompatible Use Outside 65 CNEL.” Adoption of the 2019 ALUCP did not remove existing incompatible uses. York School is located within Safety Zone 4 (Outer Approach/Departure Zone), which prohibits children’s schools. Accordingly, the school remains an incompatible use but is also recognized as a non-conforming use that existed prior to the adoption of either the 1987 CLUP or 2019 ALUCP. Since the athletic field is accessory to a non-conforming use (York School), the following discussion addresses consistency with ALUCP Policy 4.1.4.1 (Modifications to Nonconforming Uses), which states:

“Modification of existing nonconforming land uses shall be permissible, provided that the modification does not increase the magnitude of the nonconformity when compared to Table 4B. The magnitude of nonconformity shall be measured by:

- 1. For residential land uses, the number of dwelling units and size of the structure on the lot;*
- 2. For nonresidential land uses, the size of the nonconforming use in terms of lot area and building floor area.”*

In addition to not expanding the size or increasing the intensity of the existing athletic field, the proposed replacement facility will not increase the magnitude of the nonconforming use (York School). The Applicant/Owner has provided additional justification as detailed in **Attachment E**. Therefore, the proposed project is an allowed use and meets the requirements of modifications to non-conforming uses.

Further, only those activities and uses of the athletic field that historically existed or currently exist will continue to take place, and therefore the project will not increase the number of individuals who may be subject to aircraft-related accidents. Please note that approval of the Draft Resolution (**Attachment A**) does not serve as a land use entitlement that grants, authorizes, memorializes, or otherwise permits existing or future land use activities or development on the subject property. York School is encouraged to seek local approval of land use activities, development, or other events that may take place on the subject property.

AIRSPACE PROTECTION

ALUCP Policy 4.2.3 addresses the objective of airspace protection to avoid the development of land use conditions that would pose hazards to flight, such as airspace

obstructions, wildlife hazards, and land use characteristics that pose other potential hazards to flight by creating visual or electronic interference. No lighting or other sources of visual or electronic interference are proposed. Additionally, the proposed project will not attract wildlife that may pose a hazard to flight. Diagram B of the ALUCP establishes a Part 77 surface elevation of 406 feet above mean sea level (AMSL). Accordingly, terrain with an elevation greater than 406 feet AMSL encroaches into Part 77 surface and could pose a threat or obstruction to airspace.

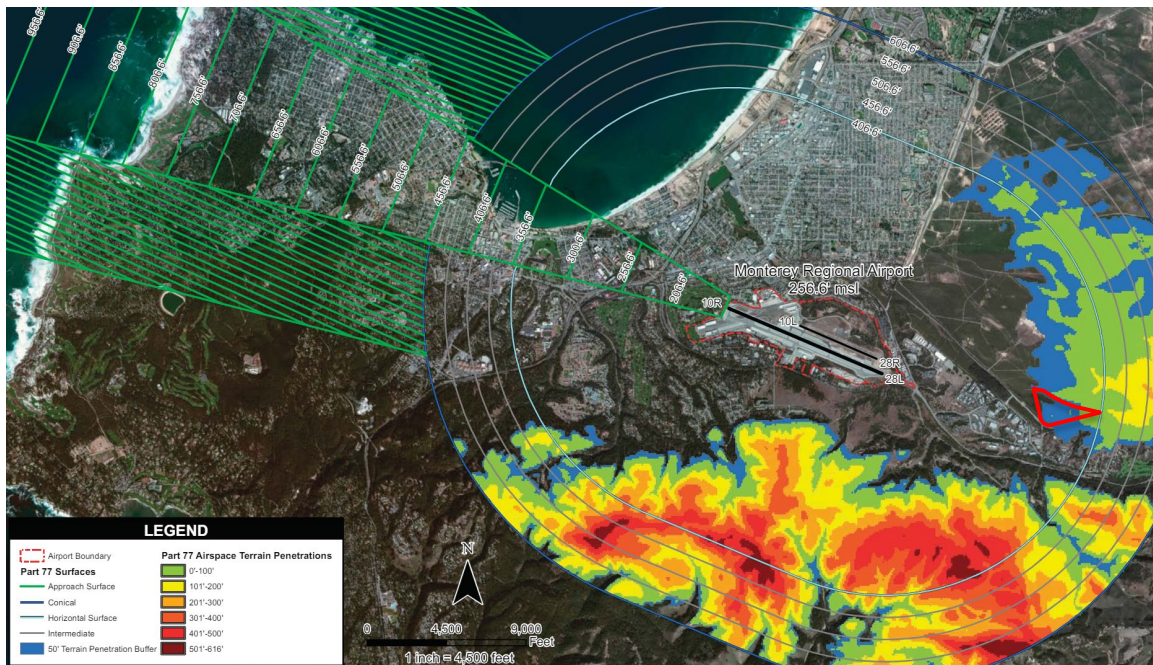


Figure 2. ALUCP Exhibit 4E (Part 77 Terrain). The subject property is outlined in a red line.

As shown in the above figure, a majority of the subject property is within the “50-foot Terrain Penetration Buffer” which means that the property has elevations that are within 50 feet of 406 feet. Although the eastern portion of the subject property has elevations in excess of 406 feet AMSL (green areas shown in Figure 2), the existing athletic field has elevations ranging between approximately 401 and 404 feet AMSL. The replacement hybrid turf, all-weather turf, and drainage improvements will maintain their existing elevations (below 406 feet AMSL). However, the top of the proposed ball nets (netting to stop stray balls from being kicked, hit, or thrown off the field) encroach into Part 77 surfaces by 15 feet. The 20-foot-tall ball nets will have top elevations of approximately 421 feet above AMSL. Policy 4.2.3.2(e) of the ALUCP prohibits new structures on terrain that already penetrates Part 77 surfaces. All development is proposed on terrain that is below Part 77 surfaces (406 feet AMSL).

The ALUCP (Policy 4.2.3.2) requires that projects that penetrate or have the potential to penetrate Part 77 surfaces obtain a ‘Determination of No Hazard to Air Navigation’ from the Federal Aviation Administration. This determination, which can take between 45 days and 3 months to obtain, is required to be submitted with the ALUC application materials. In this case, York School has received a ‘Determination of No Hazard to Air Navigation’ from the FAA for a future development proposal that contemplates lighting being installed around the athletic field (**Attachment C**). The FAA’s determination concluded that “the proposed structures [future lighting proposal] would penetrate the MRY Horizontal surface; however, it would not conflict with airspace required to conduct normal VFR [visual flight rules] traffic pattern operations” (**Attachment C**). It is important to note that

this future proposal is not under the purview of the ALUC as it is not part of this application and is only referenced for analytical purposes. The following analysis does not serve as a consistency determination for any future proposal on the subject property.

The future lighting proposal has a top height of 461 feet AMSL and would be located in close proximity to the proposed ball nets (located at the north and south ends of the replacement athletic field), which will have a top height of 421 feet AMSL (see **Attachment D** and Figure 3). The future lighting proposal's height exceeds Part 77 surfaces by 55 feet while the proposed ball net height exceeds Part 77 surfaces by 15 feet. York School has requested that the requirement to obtain the FAA Hazard Determination be waived because the future lighting proposal is taller than the proposed ball nets and has received a 'Determination of No Hazard'. However, due to the clear language of Policy 4.2.3.2, staff has applied a condition of approval (ALUC-9) that requires the 'Determination of No Hazard' to be obtained and submitted to ALUC staff prior to installation of the ball nets. This approach would allow York School to replace the turf field with hybrid turf, modernize the dirt track with an all-weather track, and upgrade the drainage systems while it obtains the FAA Hazard Determination. If a Determination of No Hazard is obtained, York School can install the ball nets.

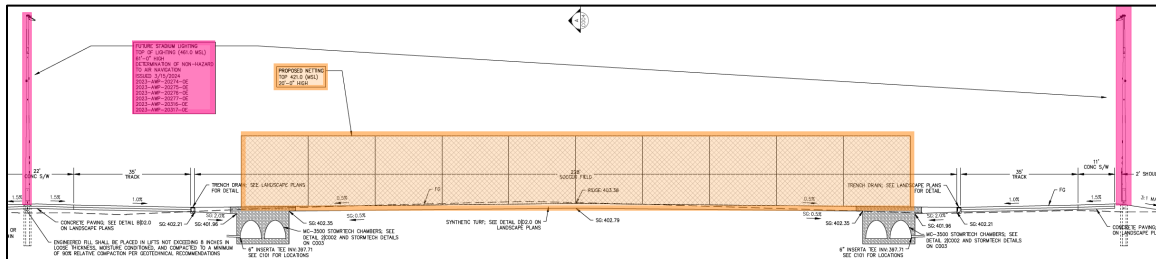


Figure 3. Heights of future lighting proposal (pink) vs. proposed ball netting (orange).

The proposed project includes the removal of existing trees located between the two athletic fields. Low-lying trees will also be replaced in this area with project implementation. To ensure that these plants do not create a future hazard to flight, Condition No. ALUC-10 has been applied to ensure all landscaping and tree plantings are maintained and do not exceed 12 feet in height. In conclusion, as conditioned, the proposed development will not interfere with airspace protection.

MONTEREY REGIONAL AIRPORT REVIEW:

ALUC staff forwarded project information to Monterey Peninsula Airport District staff on May 8, 2024. District staff concurred with ALUC staff's recommendation that the Applicant/Owner submit FAA Form 7460-1 and obtain a 'Determination of No Hazard', and requested that an Avigation and Hazard Easement be granted to the Monterey Peninsula Airport District (**Attachment F**). Sample Avigation and Hazard Easement language is provided in **Attachment G**.

CONCLUSION:

Based on review and analysis of the proposed project, staff recommends the ALUC adopt a resolution finding the proposed consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport, subject to three conditions of approval.

Attachments:

Attachment A

Draft ALUC Resolution

- Recommended Conditions of Approval

Attachment B	Project Plans
Attachment C	No Hazard Determination of Future Lighting Proposal
Attachment D	Future Lighting and Proposed Ball Net Exhibit
Attachment E	Applicant's Modifications to Nonconforming Use Justification
Attachment F	Monterey Peninsula Airport District comments
Attachment G	Sample Avigation and Hazard Easement language
Attachment H	Vicinity Map

cc: ALUC Commissioners; ALUC Counsel; Monterey Regional Airport District (C. Morello); Doug Key, York School, Applicant; HCD File No. 24CP00599

**Before the Monterey County Airport Land Use Commission,
State of California**

Resolution No. 24-

Finding the proposed improvements to York School's athletic field, including installation of hybrid turf, ball netting, an all-weather track, and an upgraded drainage system, consistent with the 2019 Airport Land Use Compatibility Plan (ALUCP) for Monterey Regional Airport.

HCD-Building Services No. 24CP00599,
9501 York Road, Monterey (APN: 031-131-006-000)

WHEREAS, York School (9501 York Road, Monterey, CA 93940) has applied for a construction permit to allow improvements to its existing athletic field, including the installation of ball netting, hybrid turf, an all-weather track, and an upgraded drainage system (County of Monterey HCD-Building Services File No. 24CP00599); and

WHEREAS, the ALUC is responsible for the review of local land use regulations affecting land uses within the Airport Influence Area for Monterey Regional Airport, as identified in the Monterey Regional Airport Land Use Compatibility Plan (ALUCP), incorporated herein by reference, for consistency with the ALUCP; and

WHEREAS, the proposed project includes replacing an existing irrigated turf field with hybrid turf, installing two 20-foot tall by 220-foot-wide ball nets, modernizing the dirt track with an all-weather track, and upgrading the drainage systems. Other improvements involve incorporating other athletic uses, such as shot-put and pole-vault, and planting low trees. The proposed facility will continue to only be used by York School and its athletic programs, and will not be open to the public at large; and

WHEREAS, pursuant to Table 4A of the ALUCP and Exhibit 2E, Noise Compatibility Criteria, and Long Range Noise Exposure Contours, the subject property is not located within the 65-, 70-, or 75- Community Noise Equivalent Levels (CNELs) and therefore the proposed development is a compatible use; and

WHEREAS, the subject property is located approximately 8,760 feet east of Monterey Regional Airport Runway 28 and within Safety Zone 7 (Airport Influence Area); and

WHEREAS, per Table 4B (Safety Criteria Matrix) of the ALUCP, only Hazards to flight, outdoor stadiums, and similar uses with very high-intensity uses are considered prohibited uses in Safety Zone 7; and

WHEREAS, as designed, the proposed project will not create a hazard to flight as the proposed use will not introduce electrical interference, high-intensity lighting, bird

attraction, or glare. Safety Zones 2-5 prohibit schools, while the establishment of a school could be a compatible use within Safety Zone 7. The existing and proposed replacement athletic field is an accessory to York School and will not be used by the public at large, and therefore will continue to have an overall low and limited intensity. Thus, as an athletic facility used solely by York School, the existing and proposed athletic field and associated improvements, including portable benches, do not constitute an “outdoor stadium.” The proposed project is consistent with Safety Zone 7 criteria, as established in Table 4B of the ALUCP; and

WHEREAS, in addition to not increasing the size or intensity of the existing athletic field, the proposed replacement facility will not increase the magnitude of York School, consistent with the requirements of ALUCP Policy 4.1.4.1; and

WHEREAS, only those activities and uses of the athletic field that historically existed or currently exist will continue to take place¹, and therefore the project will not increase the number of individuals who may be subject to aircraft-related accidents; and

WHEREAS, ALUCP Policy 4.2.3 addresses the objective of airspace protection to avoid the development of land use conditions that would pose hazards to flight, such as airspace obstructions, wildlife hazards, and land use characteristics that pose other potential hazards to flight by creating visual or electronic interference; and

WHEREAS, no lighting or other sources of visual or electronic interference are proposed and the proposed project will not attract wildlife that may pose a hazard to flight. Additionally, Condition No. ALUC-10 has been applied to ensure all landscaping and tree plantings are maintained and do not exceed 12 feet in height; and

WHEREAS, Diagram B of the ALUCP establishes a Part 77 surface elevation of 406 feet above mean sea level (AMSL). Accordingly, terrain with an elevation greater than 406 feet AMSL encroaches into Part 77 surface and could pose a threat or obstruction to airspace; and

WHEREAS, Policy 4.2.3.2(e) of the ALUCP prohibits new structures on terrain that already penetrates Part 77 surfaces. The existing athletic field does not penetrate Part 77 surfaces as it has elevations ranging between approximately 401 and 404 feet AMSL. The replacement synthetic turf, all-weather track, and drainage improvements will maintain their existing elevations (below 406 feet AMSL). However, the ball nets will have an elevation of 421 feet AMSL. Consequently, the top of the proposed ball nets will encroach into Part 77 surfaces by approximately 15 feet; and

WHEREAS, ALUCP Policy 4.2.3.2 requires that projects that penetrate or have the potential to penetrate Part 77 surfaces obtain a ‘Determination of No Hazard to Air Navigation’ from the Federal Aviation Administration. Therefore, to determine whether the proposed ball nets will interfere with the airspace, Condition of Approval No. ALUC-9 has been applied to require that York School obtain a ‘Determination of No Hazard’

¹ ALUC Resolution No. 24-XXX is limited to finding 24CP00599 consistent with the 2019 Monterey Regional ALUCP, subject to three conditions of approval. This Resolution shall not serve as a land use entitlement that grants, authorizes, memorializes, or otherwise permits existing or future land use activities or development on the subject property.

prior to the installation of the ball nets. All conditions or recommendations of the FAA's determination shall be adhered to; and

WHEREAS, due to the subject property's elevations being in close proximity to and/or encroaching into Part 77 surfaces, the proposed replacement athletic field is expected to be exposed to greater, more significant levels of overflight noise and low altitude overflight. Condition No. ALUC-1 has been applied to require that the Applicant/Owner grant an Avigation and Hazard Easement to the Monterey Regional Airport District prior to HCD-Building Services' final inspection of the proposed project; and

WHEREAS, ALUC staff forwarded project information to Monterey Peninsula Airport District staff on May 8, 2024. District staff concurred with application of Condition No. ALUC-9 (FAA Determination of No Hazard) and requested that an Avigation and Hazard Easement be granted to the Monterey Peninsula Airport District (Condition No. ALUC-1).

WHEREAS, on July 1 2024, the ALUC conducted a duly noticed public meeting to consider the proposed project located on APN: 031-131-006-000, near 9501 York Road, Monterey, CA 93940; and

NOW, THEREFORE, BE IT RESOLVED, the Monterey County Airport Land Use Commission does hereby find the proposed improvements to an existing high school athletic field, including installation of synthetic turf, ball netting, an all-weather track, and an upgraded drainage system, consistent with the 2019 Airport Land Use Compatibility Plan (ALUCP) for Monterey Regional Airport, subject to three conditions of approval.

PASSED AND ADOPTED on this 1st day of July 2024, upon motion of Commissioner _____ and seconded by Commissioner _____ by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST
Craig Spencer, Secretary to the ALUC

By: _____
Fionna Jensen, Designee of Secretary to the ALUC

July 1, 2024



ALUC STANDARD CONDITIONS

The following standard conditions may be applied to an application being considered before the ALUC. If the box next to the condition is marked, that indicates that the condition is to be applied to the project as part of the ALUC recommendation.

PROJECT NAME: YORK SCHOOL
PROJECT NO. 24CP00599

<input checked="" type="checkbox"/>	ALUC-1	<p>AVIGATION AND HAZARD EASEMENT Prior to final inspection of 24CP00599, the developer/owner shall grant an avigation and hazard easement to the appropriate airport authority. The easement shall be recorded at the Monterey County Recorder’s Office. The easement may include:</p> <ul style="list-style-type: none"> • Right-of-flight at any altitude above the acquired easement surfaces. • Right to cause noise, vibrations, fumes, dust and fuel particle emissions. • Right to prevent construction or growth of all structures, objects or natural growth above the acquired easement surfaces. • Right-of-entry to remove, mark or light any structures or growth above the acquired easement surfaces, or right to require the owner to remove, mark or light. • Right to prohibit creation of electrical interference, unusual light sources and other hazards to aircraft flight. • Any other limitation that the ALUC may recommend to protect the public’s health, safety and welfare.
<input checked="" type="checkbox"/>	ALUC-9	<p>FAA HAZARD DETERMINATION Prior to installation of the proposed ball nets and prior to final inspection of 24CP00599, the applicant/owners shall submit for review and approval to HCD-Planning and the Monterey Regional Airport evidence demonstrating the submittal of Form 7460-1 (Notice of Proposed Construction or Alteration) to the FAA and receipt of a Determination of No Hazard/No Impact response from the FAA. If the project is found to obstruct or be a hazard to airspace, the ball nets shall not be installed and the project scope shall be referred back to the ALUC for review and consideration. If the project is found to not be a hazard to airspace, all FAA recommendations and conditions shall be adhered to.</p>
<input checked="" type="checkbox"/>	ALUC-10	<p>LANDSCAPING MAINTENANCE On an ongoing basis, all landscaping and trees shall be maintained to not exceed 12 feet in height.</p>

YORK SCHOOL
RENOVATIONS TO EX. TRACK AND FIELD

ISSUE SET 02.01.24

REVISIONS

SEAL / SIGNATURE

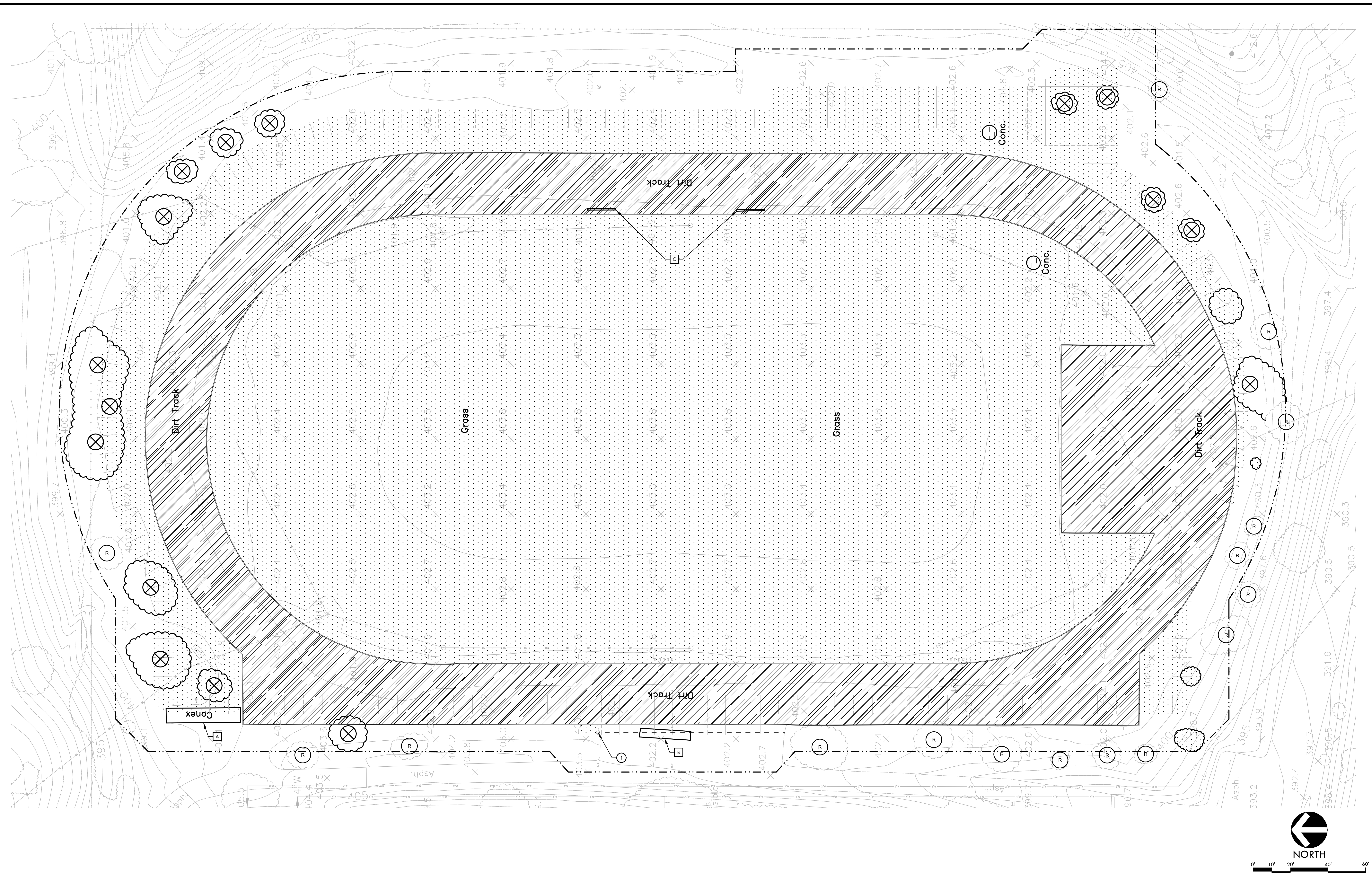
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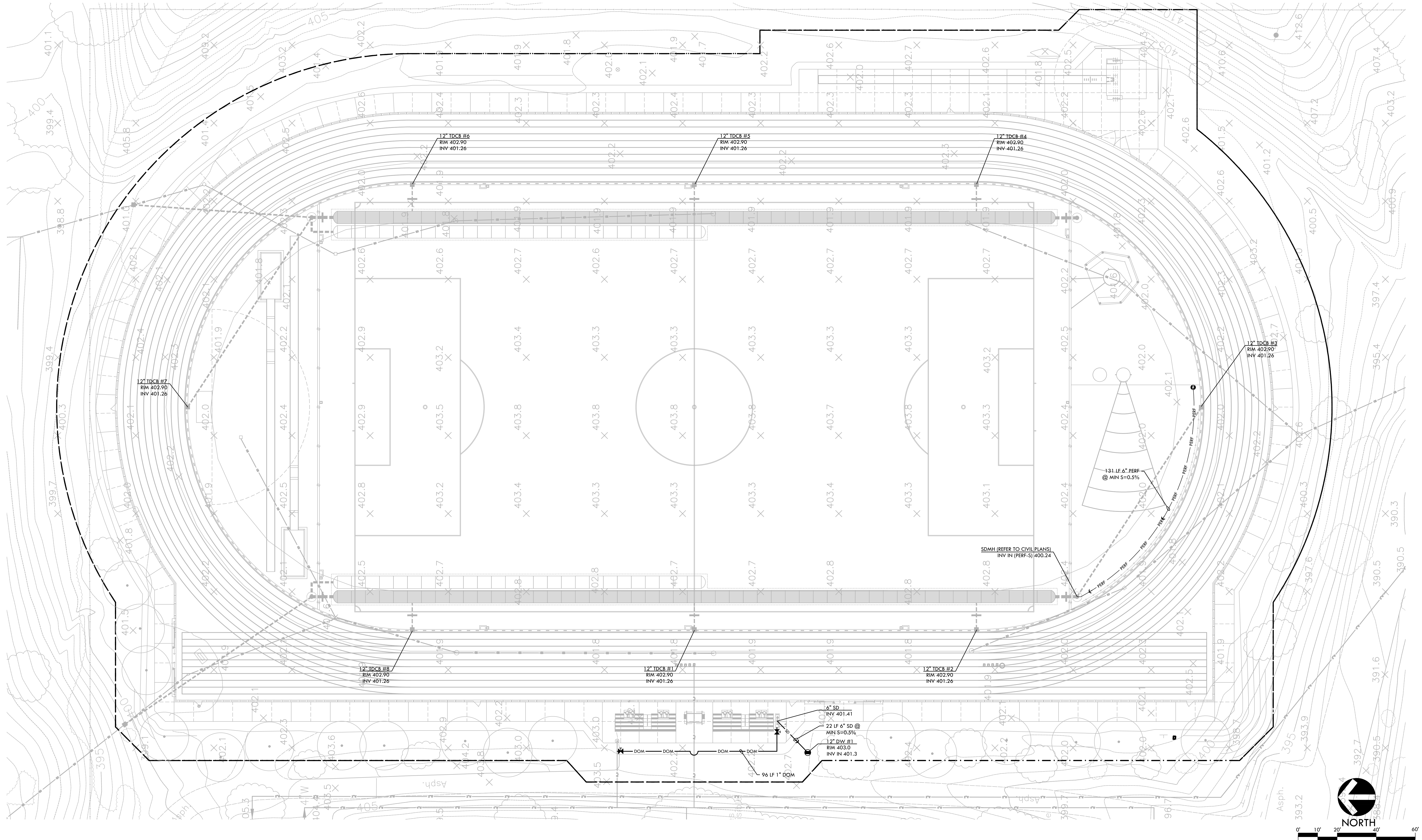
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DEMOLITION PLAN

SHEET
L1.0



DEMOLITION ITEMS		DEMOLITION LEGEND		DEMOLITION NOTES	
ITEMS TO BE DEMOLISHED AND/OR REMOVED	SYM	DESCRIPTION			
① EXISTING DRINKING FOUNTAIN TO BE REMOVED AND REPLACED, SEE DETAIL K, SHEET D3.0.	⊗	LIMIT OF WORK / CONSTRUCTION FENCING	---	1. ALL EXISTING ITEMS ARE TO REMAIN UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING, AT CONTRACTOR'S EXPENSE, ANY EXISTING ITEM DAMAGED OR DESTROYED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY AND ALL DAMAGES TO ADJACENT PROPERTIES. THE DAMAGED ITEMS SHALL BE RESTORED TO AN "AS-WAS" OR BETTER CONDITION OR REPLACED PER THE DISCRETION OF THE OWNER'S REPRESENTATIVE.	1. THE CONTRACTOR SHALL PERFORM ALL CLEARING, DEMOLITION, REMOVAL OF OBSTRUCTIONS AND SITE PREPARATIONS NECESSARY FOR THE PROPER EXECUTION OF ALL WORK CONTAINED IN THE CONTRACT DOCUMENTS.
	---	DEMOLISH AND REMOVE EXISTING FENCE, INCLUDING GATES, POSTS, HARDWARE, FABRIC AND FOOTINGS	--- ---	2. PRIOR TO ANY DEMOLITION WORK, CONTRACTOR SHALL INSTALL SELF-SUPPORTING INTERLOCKING CHAIN-LINK TEMPORARY CONSTRUCTION FENCING TO ENCLOSE AND SECURE THE PROJECT AREA LIMIT OF WORK. THE FENCING SHALL CONTAIN PEDESTRIAN AND/OR VEHICULAR ACCESS GATES AS NECESSARY AND SHALL BE MINIMUM 6 FEET HIGH WITH A TOP AND BOTTOM RAIL WITH KNUCKLED TOP AND BOTTOM SELVAGE (NO BARBED WIRE PERMITTED). ALL FENCING SHALL INCLUDE FULL HEIGHT SCREEN SHADE CLOTH COVERING. THE CONSTRUCTION FENCING WORK SHALL BE SUBJECT TO THE DISCRETION OF THE OWNER'S REPRESENTATIVE.	2. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND PROVIDE THE REQUIRED COORDINATION FOR THEIR TEMPORARY DISCONNECTION, PROTECTION, REMOVAL AND/OR STORAGE AS MAY BE REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH THE OWNER TO DETERMINE WHETHER TEMPORARY SERVICES ARE NECESSARY.
	---	SAWCUT EXISTING ASPHALT PAVING	--- ---	3. PRIOR TO ANY DEMOLITION WORK, CONTRACTOR SHALL PROTECT ALL EXISTING PLANT MATERIAL NOT SCHEDULED FOR REMOVAL BY INSTALLING TEMPORARY 4 FOOT HIGH "BLAZE ORANGE" CONSTRUCTION SAFETY FENCING AT THE DRIPLINE OR PERIMETER. THE FENCING SHALL BE SECURED WITH DRIVEN METAL STAKES. ALL TREE PROTECTION WORK SHALL BE SUBJECT TO THE DISCRETION OF THE OWNER'S REPRESENTATIVE.	3. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BID SUBMITTAL TO DETERMINE THE EXACT EXTENT AND DEPTH OF SITE DEMOLITION REQUIRED AND VERIFY COMPLIANCE WITH DRAWINGS. THE OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES.
ITEMS TO BE PROTECTED OR RELOCATED		EXISTING SURFACE VEGETATION TO BE REMOVED PER SPECIFICATIONS. REFER TO SPECIFICATIONS FOR INFORMATION. REMOVE EXCESS SOIL FROM SITE.	---	4. DEMOLITION SHALL INCLUDE THE REMOVAL OF ITEM AND ANY FOUNDATION OR STRUCTURAL SUPPORT RELATED TO ITEM FOR PLANT MATERIAL THIS SHALL INCLUDE STUMPS AND ROOTS OVER 2 INCHES IN DIAMETER. DISPOSAL SHALL BE OFF-SITE IN A LEGAL MANNER ACCEPTABLE TO THE OWNER'S REPRESENTATIVE AND IN COMPLIANCE WITH ALL FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.	4. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, STRUCTURES AND SERVICES BEFORE COMMENCING WORK. THE LOCATIONS OF UTILITIES, STRUCTURES AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AT (800) 227-2600 PRIOR TO ANY DEMOLITION OR EXCAVATION. UPON COMPLETION OF USA MARKING OPERATIONS, CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT. NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY SHOULD CONFLICTS ARISE AND REDIRECT WORK TO AVOID DELAY.
A EXISTING STORAGE CONTAINER TO BE RELOCATED	A	EXISTING TRACK FINES TO BE DEMOLISHED AND REMOVED	---	5. REFER TO SPECIFICATIONS FOR ADDITIONAL CLEARING, GRUBBING, TOPSOIL STOCKPILING AND OTHER PERTINENT INFORMATION.	
B EXISTING PORTABLE BLEACHER TO BE SALVAGED AND RE-USED	B	EXISTING ASPHALT HARDSCAPE PAVING INCLUDING BASE MATERIAL TO BE DEMOLISHED AND REMOVED.	---		
C EXISTING BENCHES TO BE SALVAGED AND REUSED	C	EXISTING CONCRETE HARDSCAPE PAVING INCLUDING BASE MATERIAL TO BE DEMOLISHED AND REMOVED.	---		
	⊗	REMOVE EXISTING TREES - TREES SHOWN TO BE REMOVED ARE BISHOP PINE (PINUS MURICATA) AND MONTEREY CYPRESS (HESPEROCYPARIS MACROCARPA) WERE PLANTED AS PART OF YORK SCHOOL ATHLETIC FACILITIES PROJECT (2002)	---		
	⊗	TREE TO REMAIN AND BE PROTECTED	---		

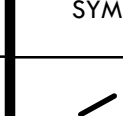
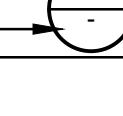
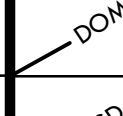
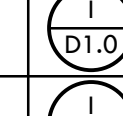
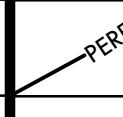
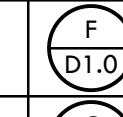
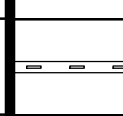
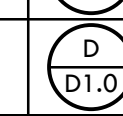
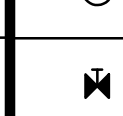
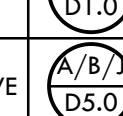








YORK SCHOOL
 RENOVATIONS TO EX. TRACK AND FIELD

ISSUE SET 02.01.24

REVISIONS



DRAINAGE LEGEND		DRAINAGE LEGEND		DRAINAGE NOTES	
(EX)	EXISTING	SYM	DESCRIPTION	DETAIL NUMBER	<p>1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, STRUCTURES, AND SERVICES BEFORE COMMENCING WORK. THE LOCATIONS OF UTILITIES, STRUCTURES, AND SERVICES SHOWN IN THE CONTRACT DOCUMENTS SHALL BE DEEMED TO BE APPROXIMATIONS ONLY. ALL DISCREPANCIES BETWEEN WHAT IS SHOWN AND THE ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE CITY REPRESENTATIVE. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AT (800) 227-2600 PRIOR TO ANY DEMOLITION OR EXCAVATION. UPON COMPLETION OF USA MARKING OPERATIONS, CONTRACTOR SHALL RECORD ALL UTILITY MARKINGS ON A SEPARATE SET OF DRAWINGS. THIS SET SHALL BE KEPT ON-SITE FOR REFERENCE FOR DURATION OF CONTRACT.</p> <p>2. ALL EXISTING DRAINAGE STRUCTURES, BOXES, UTILITY VAULTS ETC. TO REMAIN, SHALL BE BROUGHT TO FINAL FINISH GRADE PRIOR TO FINAL SURFACE TREATMENT.</p> <p>3. THE CONTRACTOR IS TO PROTECT DRAINAGE SYSTEM FROM DEBRIS, INCLUDING SOIL, ROCK MATERIAL, AND TRASH FROM ENTERING THE PIPE DURING CONSTRUCTION. CONTRACTOR SHALL AVOID PLACING CONSTRUCTION VEHICLES OVER INSTALLED DRAINAGE TRENCHES TO PREVENT CRUSHING OF PIPE.</p> <p>4. COORDINATE ALL SLEEVING AND UTILITY LOCATIONS AS SHOWN ON THE PLANS AND DETAILS CONTAINED WITHIN THESE CONTRACT DOCUMENTS.</p> <p>5. THE CONTRACTOR IS TO ENSURE THAT ALL REMAINING ACTIVE AND NEW DRAINAGE AND UTILITY LINES ARE PROTECTED AND UNDAMAGED FROM TRENCHING AND FOOTING EXCAVATIONS FOR NEW FOOTINGS.</p> <p>6. PRIOR TO ALL DRAINAGE AND UTILITY WORK, CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL POTENTIAL DRAINAGE CONNECTIONS AND EXISTING UTILITY FOOTING. IN ADDITION, ALL DOWNSTREAM CONNECTIONS TO EXISTING STRUCTURES SHALL BE THE START OF THESE OPERATIONS, AND GRADES SHALL BE VERIFIED.</p> <p>7. WHEN WORK HAS TO OCCUR UNDER THE DRIPLINE OF EXISTING TREES NOT SCHEDULED FOR REMOVAL, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO THE TREES AND TREE ROOTS. GRADE IN LINES RADIAL TO THE EXISTING TREES RATHER THAN TANGENTIAL. ALL PARTIAL CUTS OR TEARS THROUGH ROOTS TWO INCHES IN DIAMETER AND LARGER SHALL BE CUT CLEAN. TRENCHES ADJACENT TO TREES SHALL BE FILLED WITHIN 24 HOURS AFTER EXCAVATION, BUT WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE, AND ANY EXPOSED ROOTS SHALL BE KEPT SHADED AND MOIST WITH DAMPENED BURLAP OR CANVAS.</p>
INV	INVERT		LIMIT OF WORK		
RIM	RIM ELEVATION		DOMESTIC WATER LINE (DOM)		
LF	LINEAR FEET		STORM DRAIN LINE (SD)		
S=0.5%	SLOPE PERCENTAGE		PERFORATED SUBDRAIN TRENCH (PERF)		
MIN.	MINIMUM		CLEANOUT IN SYNTHETIC TURF (COT), SIZE PER PLAN		
N, S, W, EA	NORTH, SOUTH, WEST, EAST		TRACK TRENCH DRAIN		
TD	TRACK TRENCH DRAIN		DRY WELL - DRINKING FOUNTAIN		
TDCB	TRENCH DRAIN CATCH BASIN		NIBCO GATE VALVES 2" AND SMALLER SHALL BE NIBCO T-113 LF. FOR VALVES ABOVE 2" IN SIZE UTILIZE NIBCO F-619 FLANGED VALVE WITH SQUARE OPERATING NUT.		
TOR	TOP OF ROCK				

SEAL / SIGNATURE

JOB NO. 2311900

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FIELD DRAINAGE PLAN

SHEET L2.0

YORK SCHOOL
RENOVATIONS TO EX. TRACK AND FIELD

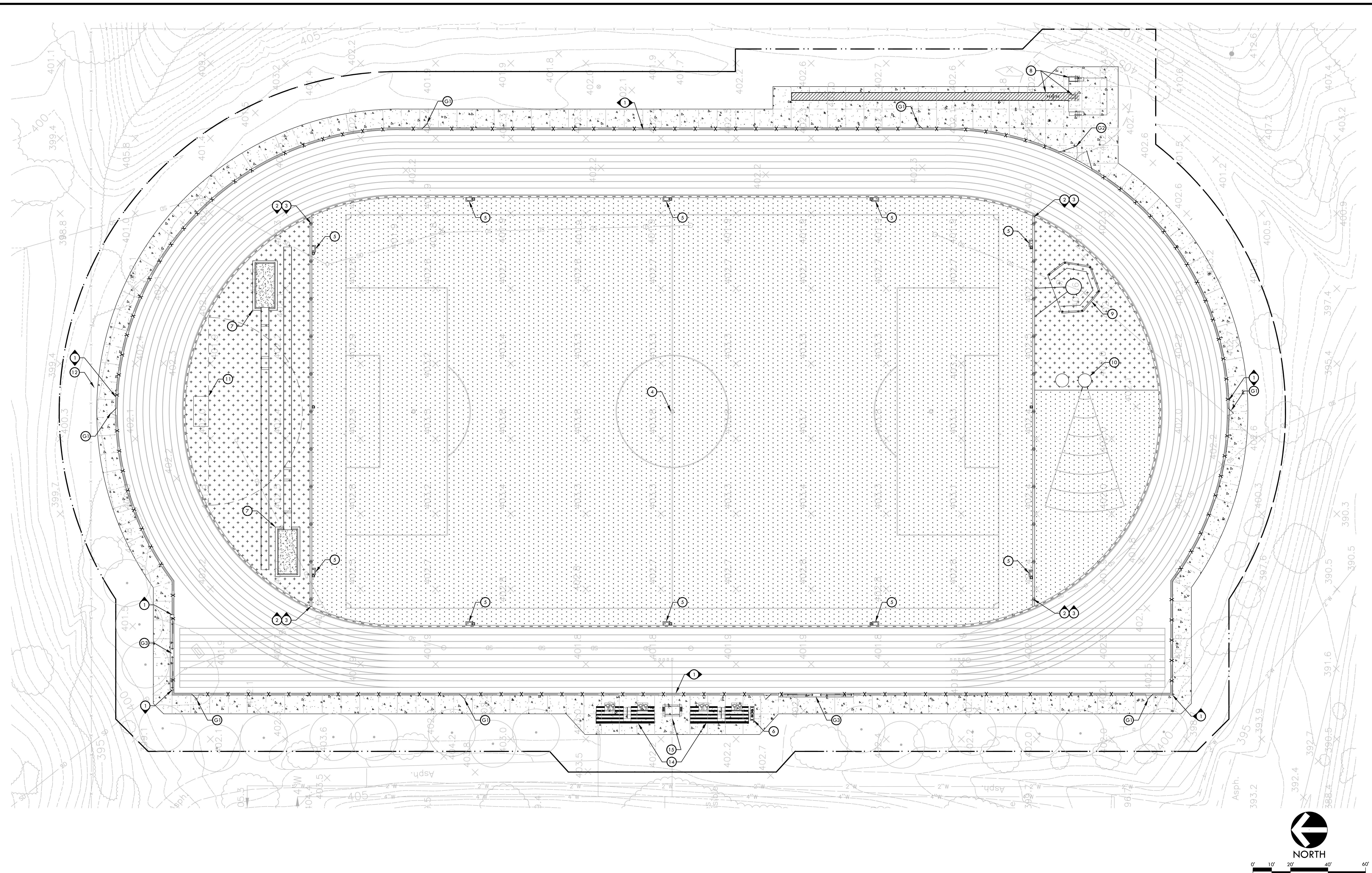
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REVISIONS



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JOB NO. **2311900**
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MATERIAL & DETAIL REFERENCE PLAN

SHEET
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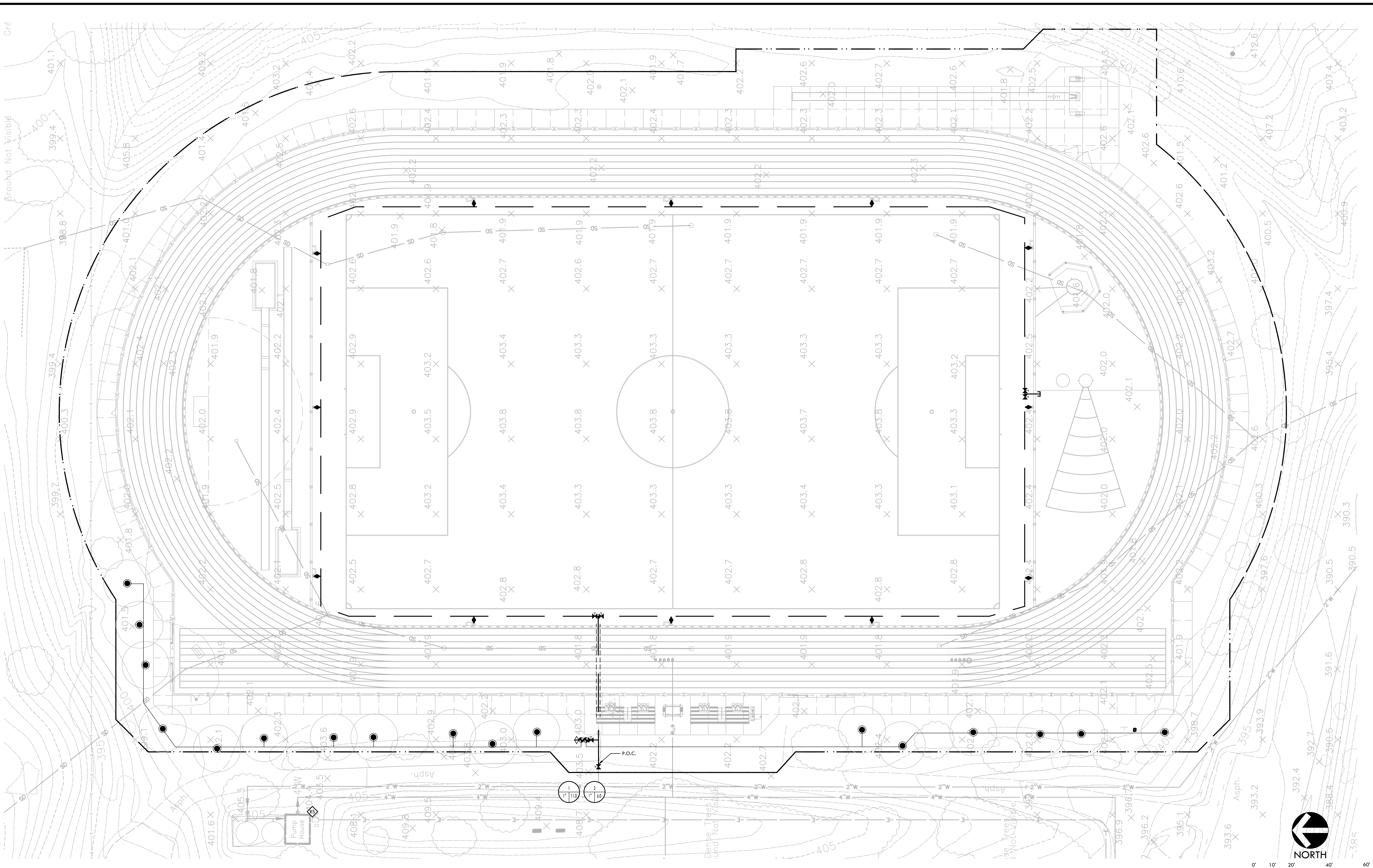
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MATERIAL & DETAIL REFERENCE PLAN LEGEND

SYM	DESCRIPTION	DTL REF	SYM	DESCRIPTION	DTL REF	SYM	DESCRIPTION	DTL REF
8	POLE VAULT RUNWAY, BOX, AND PAD	D7/ D4.0	51	42" X 4' CHAIN LINK SWING GATE	E D3.0			
9	DISCUS CAGE AND THROW RING	F D4.0	52	42" X 20' CHAIN LINK DOUBLE SWING GATE	F D3.0			
10	SHOT PUT CIRCLE	E/L D4.0	53	42" X 20' CHAIN LINK SLIDING GATE	G D3.0			
11	HIGH JUMP PAD AND CROSSBARS - REFER TO SPECIFICATIONS		1	12" WIDE EDGE BAND AT TRACK PERIMETER	F D2.0			
12	FUTURE FLAG POLE		2	12" WIDE EDGE BAND AT SYNTHETIC TURF	L D2.0			
13	NOT USED		3	20' TALL BARRIER NETTING AT ENDZONES	F D3.0			
14	FUTURE PORTABLE BLEACHERS		4	SOCCER FIELD STRIPING	A D4.0			
15	FUTURE PRESS BOX WITH PA SYSTEM		5	COMBOX	G D3.0			
			6	DRINKING FOUNTAIN - REFER TO SPECIFICATIONS	K D3.0			
			7	LONG / TRIPLE JUMP - RUNWAY & SAND PIT	F/C D4.0			

MATERIAL & DETAIL NOTES

- THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ELEMENTS INCLUDING UTILITY LOCATIONS AND REQUIRED SLEEVING PRIOR TO INSTALLATION. VERIFY CRITICAL DIMENSIONS, REFERENCE POINT LOCATIONS AND CONSTRUCTION CONDITIONS PRIOR TO INITIATING CONSTRUCTION. TEMPORARY BENCHMARKS OR REFERENCE POINTS SHALL BE SET BY THE CONTRACTOR AS NECESSARY. NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY SHOULD DISCREPANCY ARISE AND REDIRECT WORK TO AVOID DELAYS.
- THE INTERFACE OF ALL PROPOSED IMPROVEMENTS TO EXISTING SITE SHALL CONFORM AND BE SMOOTH AND UNIFORM.
- ALL REINFORCING AND FORMS SHALL BE SECURED IN PLACE AND ACCEPTED BY OWNER'S REPRESENTATIVE PRIOR TO PLACING ANY CONCRETE.
- CONCRETE FINISHES SHALL BE AS NOTED. CONTRACTOR SHALL PROVIDE 4"x4" SAMPLES OF ALL SPECIFIED FINISHES OF CONCRETE USING THE SAME MATERIALS THAT WILL BE USED IN THE ACTUAL CONSTRUCTION FOR EACH TYPE SPECIFIED. SAMPLES SHALL BE PREPARED WELL ENOUGH IN ADVANCE OF SCHEDULED CONCRETE POUR TO ALLOW FOR REVIEW AND POSSIBLE RE-POURING OF UNACCEPTABLE SAMPLES. UNACCEPTABLE SAMPLES SHALL BE RE-PREPARED UNTIL ACCEPTED BY THE OWNER'S REPRESENTATIVE. ACCEPTED SAMPLES SHALL BE PROTECTED AND REMAIN ON SITE FOR REFERENCE UNTIL FINAL ACCEPTANCE.
- ALL FENCES AND GATES SHOWN ON PLAN ARE GRAPHIC REPRESENTATIONS; REFER TO DETAILS AND SPECIFICATIONS FOR PRECISE LOCATION.
- ASPHALT SHALL NOT BE INSTALLED UNTIL ALL EDGES AND SITE FURNISHING PADS ARE INSTALLED.



YORK SCHOOL
 RENOVATIONS TO EX. TRACK AND FIELD

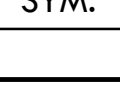
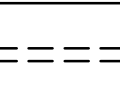
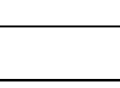
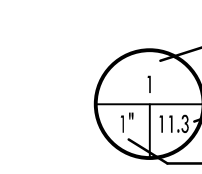
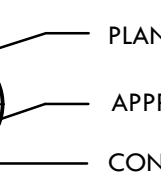
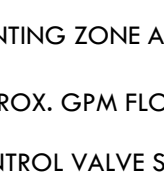
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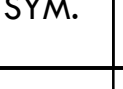

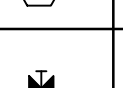
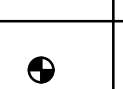

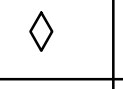


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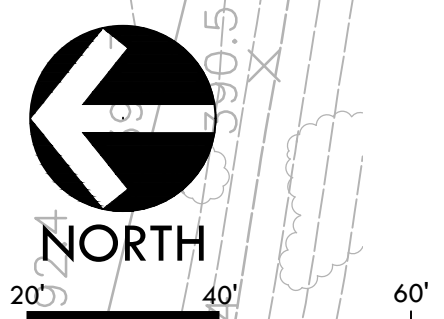
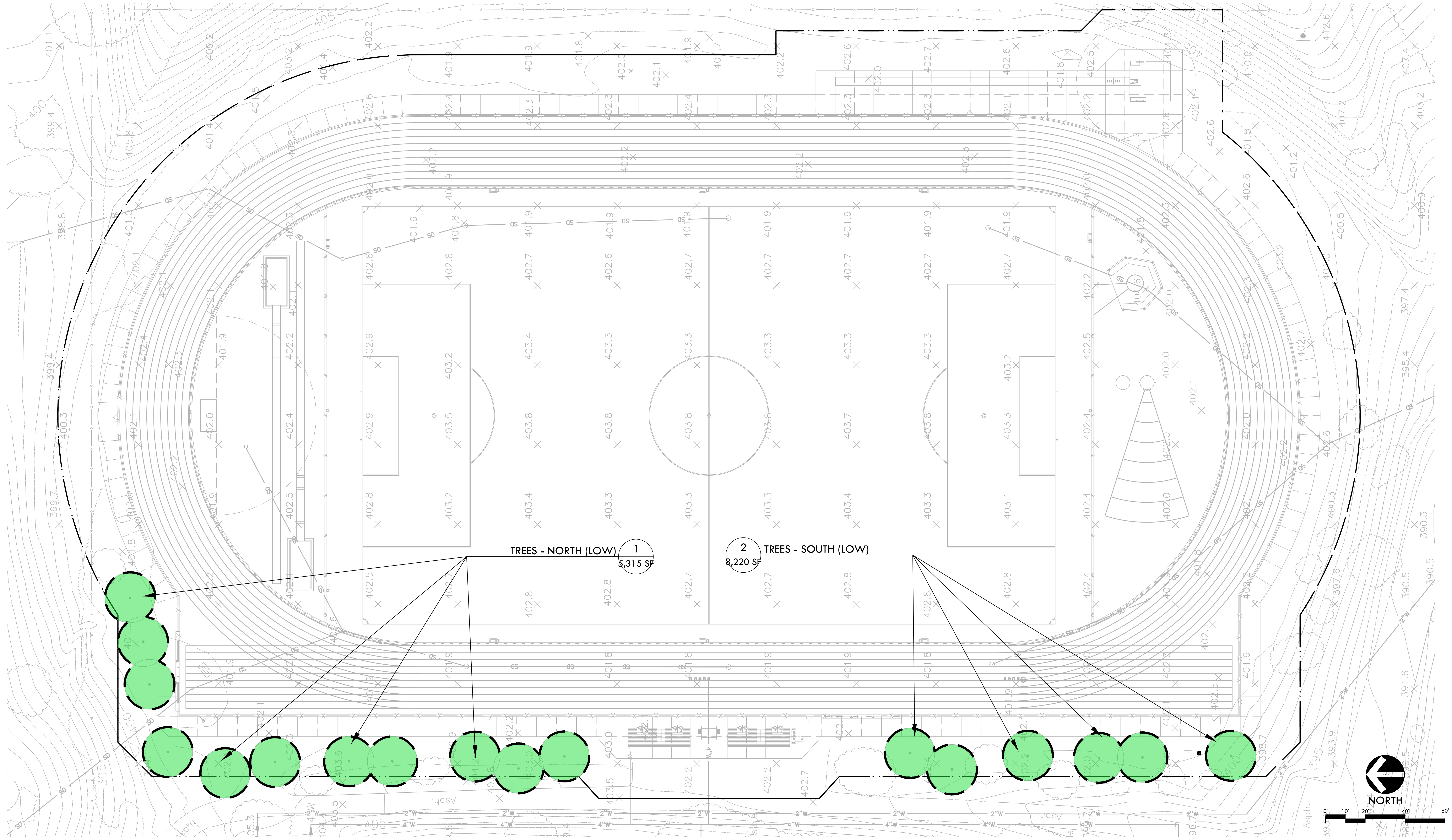
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IRRIGATION PLAN

SHEET
L4.0

IRRIGATION LEGEND	
SYM.	DESCRIPTION
	MAIN LINE - 2.5" CLASS 200 PVC PIPE WITH SOLVENT-WELD FITTINGS.
	IRRIGATION SLEEVE - CLASS 315 PVC, DEPTH PER TRENCHING DETAIL, SIZE AS NOTED
	LATERAL LINE - SCHEDULE 40 PVC PIPE WITH SOLVENT WELD FITTING. SIZE AS NOTED.
	PLANTING ZONE AND VALVE NUMBER
	APPROX. GPM FLOW THROUGH VALVE
	CONTROL VALVE SIZE

IRRIGATION LEGEND						
SYM.	MANUFAC.	MODEL NO./DESCRIPTION	RAD.	GPM	PSI	DTL REF
	RAINBIRD	1402 BUBBLER 2 PER TREE	N/A	.50	25	(F/2) (D5.0)
	RAINBIRD	EXISTING RAINBIRD IRRIGATION CONTROLLER - ESP40-AC-SS (LOCATION TO BE VERIFIED IN FIELD) WITH RAIN SENSOR FOR AUTOMATIC SHUT-OFF				
	NIBCO	GATE VALVE - NIBCO F-619 FLANGED VALVE WITH SQUARE OPERATING NUT				(A/R) (D5.0)
	HUNTER	REMOTE CONTROL VALVE, ICV-A SERIES, SIZE AS NOTED				(D) (D5.0)
	HUNTER	HQ-44LRC QUICK COUPLER VALVE - IN SYNTHETIC TURF				(H) (D5.0)
	HUNTER	HQ-44LRC QUICK COUPLER VALVE - IN LANDSCAPE				(L) (D5.0)
	P.O.C.	POINT OF CONNECTION - TIE PROPOSED MAIN LINE TO EXISTING MAIN LINE, SIZES AS NOTED				
	RAIN SENSOR	RAINBIRD RSD-BEX RAIN SENSOR, CONNECTED TO EXISTING RAINBIRD CONTROLLER AND MOUNTED TO PUMP HOUSE ROOF IN A LOCATION TO BE APPROVED BY THE OWNER. CONTRACTOR SHALL ENSURE THAT SENSOR PLACEMENT ALLOWS FOR RAIN DETECTION AND CONTROLLER SHUT-DOWN.				(R) (D5.0)

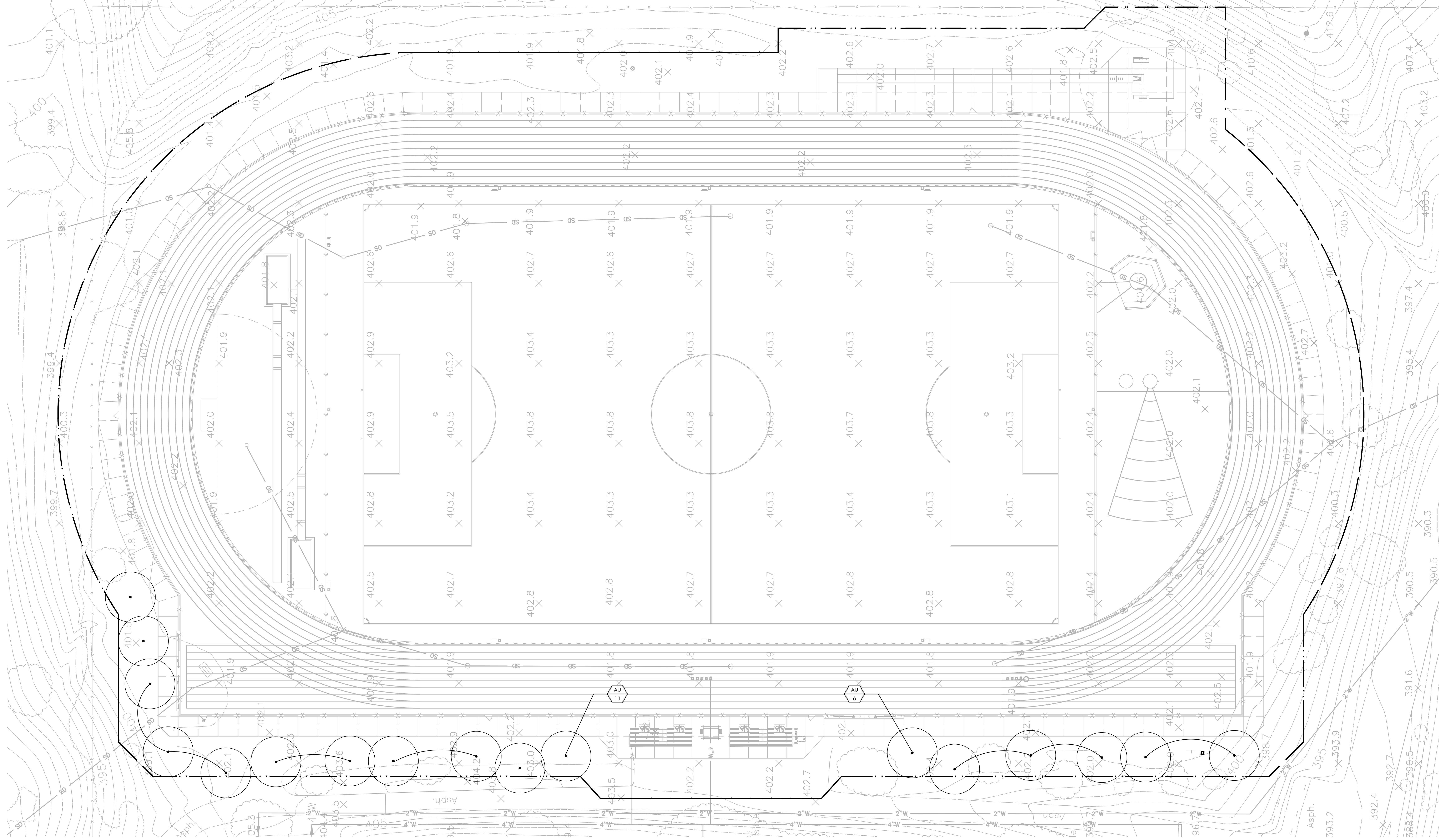
- IRRIGATION NOTES**
- THIS SYSTEM IS DESIGNED TO OPERATE AT A MAXIMUM FLOW OF (10) GPM WITH A MINIMUM (45) STATIC PSI AT THE POINT OF CONNECTION. CONTRACTOR SHALL VERIFY PRESSURE PRIOR TO BEGINNING WORK. CONTACT CITY IMMEDIATELY SHOULD DISCREPANCY ARISE AND RE-DIRECT WORK TO AVOID DELAY.
 - CONTRACTOR SHALL COORDINATE ELECTRICAL SUPPLY, WHERE REQUIRED, WITH GENERAL CONTRACTOR. GENERAL CONTRACTOR SHALL STUB APPROPRIATE POWER SUPPLY IN VICINITY OF CONTROLLER LOCATION.
 - IRRIGATION SYSTEM DESIGN IS DIAGRAMMATIC. WHERE PIPING, VALVES, QUICK COUPLERS, ETC. ARE SHOWN OUTSIDE PLANTING AREAS, OR LIMIT OF WORK, INTENT IS FOR PIPING, VALVES, ETC. TO BE INSTALLED WITHIN PLANTING AREAS OF PROPERTY. INDICATE EXACT LOCATIONS OF IRRIGATION EQUIPMENT ON RECORD DRAWINGS. REFER TO SPECIFICATIONS.
 - CONTRACTOR SHALL PROGRAM CONTROLLER TO ENSURE PROPER IRRIGATION. BASED ON PLANT TYPE, EXPOSURE AND SEASON.
 - CONTRACTOR SHALL USE EXTREME CARE WHERE IT IS NECESSARY TO TRENCH NEAR EXISTING TREES. EXCAVATION IN AREAS EXHIBITING ROOT 3" AND LARGER SHALL BE DONE BY HAND. ROOTS 2" OR LARGER IN DIAMETER DAMAGED IN CONSTRUCTION SHALL BE CLEANLY CUT.
 - CONTRACTOR SHALL REFER TO DETAILS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.



HYDROZONE INFORMATION																																																																																																													
<p>WATER EFFICIENT LANDSCAPE WORKSHEET 3/21/2024</p> <p>Project Address: 9501 York Rd, Monterey, CA 93940 Prepared by: Verde Design, Inc.</p>																																																																																																													
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<p>CALCULATION SUMMARY (EXISTING & PROPOSED)</p> <p>EXISTING LANDSCAPE AREA (GRASS FIELD): 105,368 SF EXISTING ETWU: 2,508,601 GAL (7.69 AF)</p> <p>TOTAL PROPOSED LANDSCAPE AREA: 8,220 SF ETWU: 22,651 GAL (0.069 AF) MAWA: 82,562 GAL (0.25 AF) AVERAGE ETAF: 0.12</p>																																																																																																													

APPLICATION INFORMATION	
<p>ELEMENTS OF THE LANDSCAPE DOCUMENTATION PACKAGE (WEL0 492.3):</p>	
<ol style="list-style-type: none"> DATE PROJECT APPLICANT PROJECT ADDRESS TOTAL LANDSCAPE AREA (SQUARE FEET) PROJECT TYPE WATER SUPPLY TYPE AND PURVEYOR CHECKLIST OF ALL DOCUMENTS IN LANDSCAPE DOCUMENTATION PACKAGE <ul style="list-style-type: none"> A. WATER BUDGET CALCULATIONS B. SOIL MANAGEMENT REPORT C. LANDSCAPE DESIGN PLANS D. IRRIGATION SYSTEM DESIGN PLANS E. LANDSCAPE AUDIT REPORT F. GRADING DESIGN PLAN PROJECT CONTACTS 	<p>FEBRUARY 21, 2024 MARK BAGINSKI, RLA 9501 YORK RD, MONTEREY, CA 93940 8,220 SF REHABILITATED WELL / PRIVATE</p> <p>SEE THIS SHEET TO BE PROVIDED BY CONTRACTOR SEE SHEET L5.0 SEE SHEET L4.0 TO BE PROVIDED POST-INSTALLATION SEE SHEET C101 APPLICANT: MARK BAGINSKI, RLA MARK@VERDEDESIGNINC.COM OWNER: DOUG KEY DOUG@YORK.ORG</p>
<p>LICENSED LANDSCAPE PROFESSIONAL/APPLICANT STATEMENT:</p> <p>a. "I HAVE COMPLIED WITH THE CRITERIA OF THE 2015 MODEL WATER EFFICIENT LANDSCAPE REQUIREMENTS AS REQUIRED BY THE DEPARTMENT OF WATER RESOURCES AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN."</p> <p>b. "AN AUDIT OF THE PROJECT IS REQUIRED TO BE PERFORMED BY A QUALIFIED PROFESSIONAL AND SUBMITTED ALONG WITH THE 'CERTIFICATE OF COMPLETION' AS CONTAINED IN APPENDIX C OF THE DEPARTMENT OF WATER RESOURCES REGULATIONS. THE AUDIT WILL BE SUBMITTED TO THE BUILDING DEPARTMENT FOR A FINAL INSPECTION."</p> <p>MARK BAGINSKI, CA RLA #4089</p>	





YORK SCHOOL
 RENOVATIONS TO EX. TRACK AND FIELD

ISSUE SET 02.01.24

REVISIONS



SEAL / SIGNATURE
 JOB NO. **2311900**
 DRAWN **DC/PH**
 CHECK **MB**
TREE REPLACEMENT PLAN

SHEET
L5.0

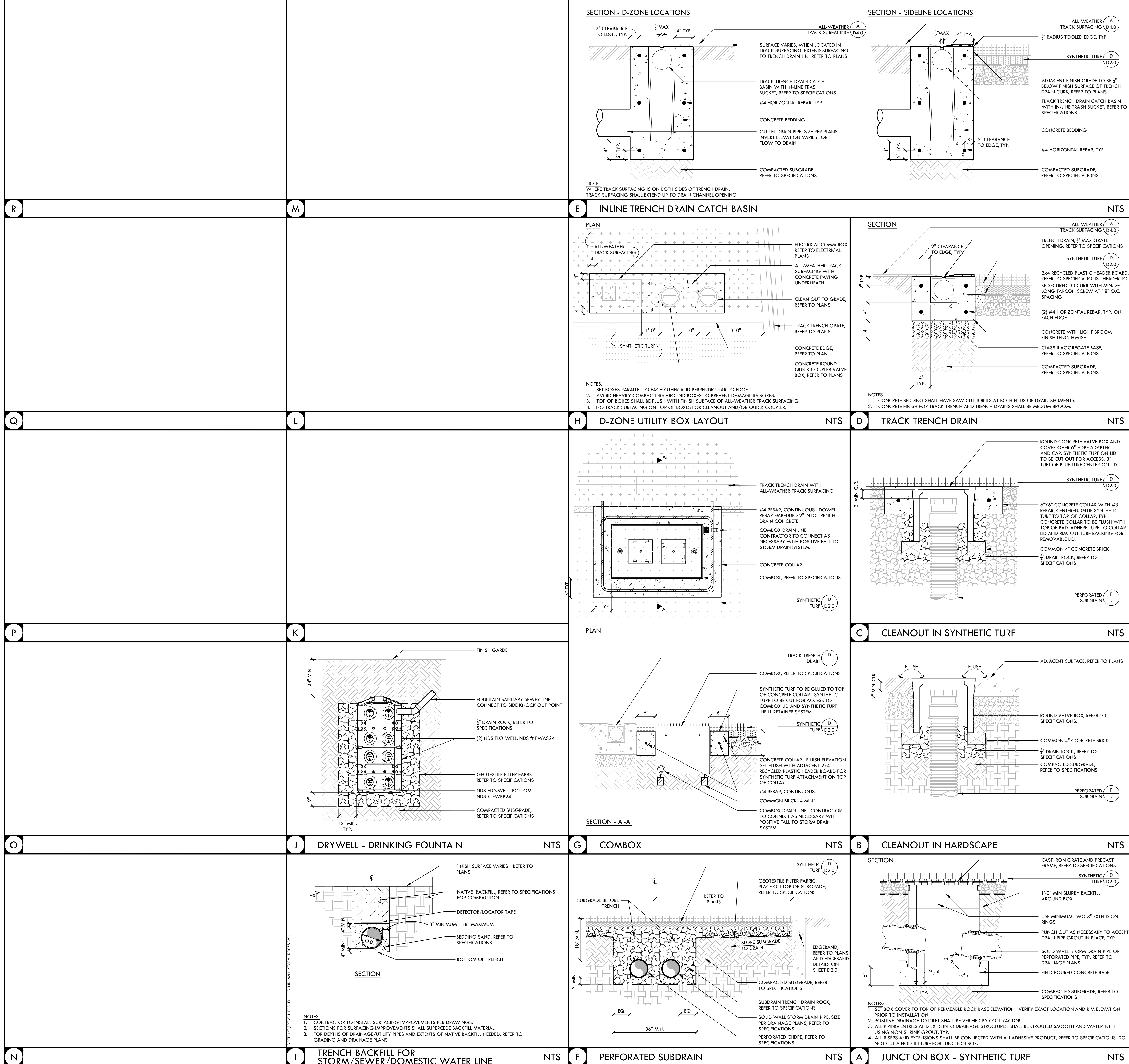
TREE REPLACEMENT LEGEND

LIMIT OF WORK						
SYM	QTY	SIZE	BOTANICAL/COMMON NAME	SPACING/ COMMENTS	WUCOLS PF REGION 1	DTL REF
LARGE TREES						
AM	17	15-GAL	ARBUTUS UNEDO STRAWBERRY TREE	20'-0" O.C.	LOW (0.1)	F 05.0

TREE REPLACEMENT PLAN NOTES

- CONTRACTOR SHALL PROTECT AND MAINTAIN ALL PLANT MATERIAL FROM TIME OF DELIVERY TO TIME OF FINAL ACCEPTANCE. OWNER SHALL NOT BE RESPONSIBLE FOR LOSSES DUE TO VANDALISM, THEFT OR SEVERE WEATHER.
- CONTRACTOR SHALL PLACE PLANT MATERIALS SO THEY DO NOT INTERFERE WITH IRRIGATION SYSTEM OR INHIBIT REQUIRED COVERAGE. PLANT LOCATIONS MAY BE ADJUSTED AS LONG AS DESIGN INTENT IS NOT COMPROMISED. CONTRACTOR SHALL SET OUT PLANT MATERIAL AS PER PLAN AND RECEIVE ACCEPTANCE FROM OWNER'S REPRESENTATIVE WITH RESPECT TO PLANT HEALTH AND LOCATION PRIOR TO INSTALLATION. CONTRACTOR SHALL GIVE MINIMUM 2 WORKING DAYS NOTICE FOR OBSERVATION AND SHALL HAVE ALL PLANT MATERIAL IN SPECIFIED LOCATIONS FOR REVIEW AT ONE TIME. CONTRACTOR SHALL REPLACE ANY MATERIAL AS REQUESTED BY OWNER'S REPRESENTATIVE.
- ALL NON-TURF PLANTING AREAS SHALL RECEIVE A 3" MINIMUM LAYER OF MULCH TOP DRESS (UNLESS NOTED OTHERWISE). REFER TO SPECIFICATIONS.
- WHEN WORK HAS TO OCCUR UNDER THE DRIPLINE OF EXISTING TREES NOT SCHEDULED FOR REMOVAL, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO THE TREES AND TREE ROOTS. GRADE IN LINES RADIAL TO THE EXISTING TREES RATHER THAN TANGENTIAL. ALL PARTIAL CUTS OR TEARS THROUGH ROOTS TWO INCHES IN DIAMETER AND LARGER SHALL BE CUT CLEAN. TRENCHES ADJACENT TO TREES SHALL BE FILLED WITHIN 24 HOURS AFTER EXCAVATION, BUT WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE, AND ANY EXPOSED ROOTS SHALL BE KEPT SHADED AND MOIST WITH DAMPENED BURLAP OR CANVAS.
- ALL TURF, MULCH AND PLANTERS TO RECEIVE SOIL AMENDMENTS AND SOIL PREPARATION PER SPECIFICATIONS UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL PROVIDE JUTE NETTING ON AREAS WITH SLOPE 3:1 AND GREATER. STAKE JUTE NETTING 36" ON CENTER.

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R

M

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O

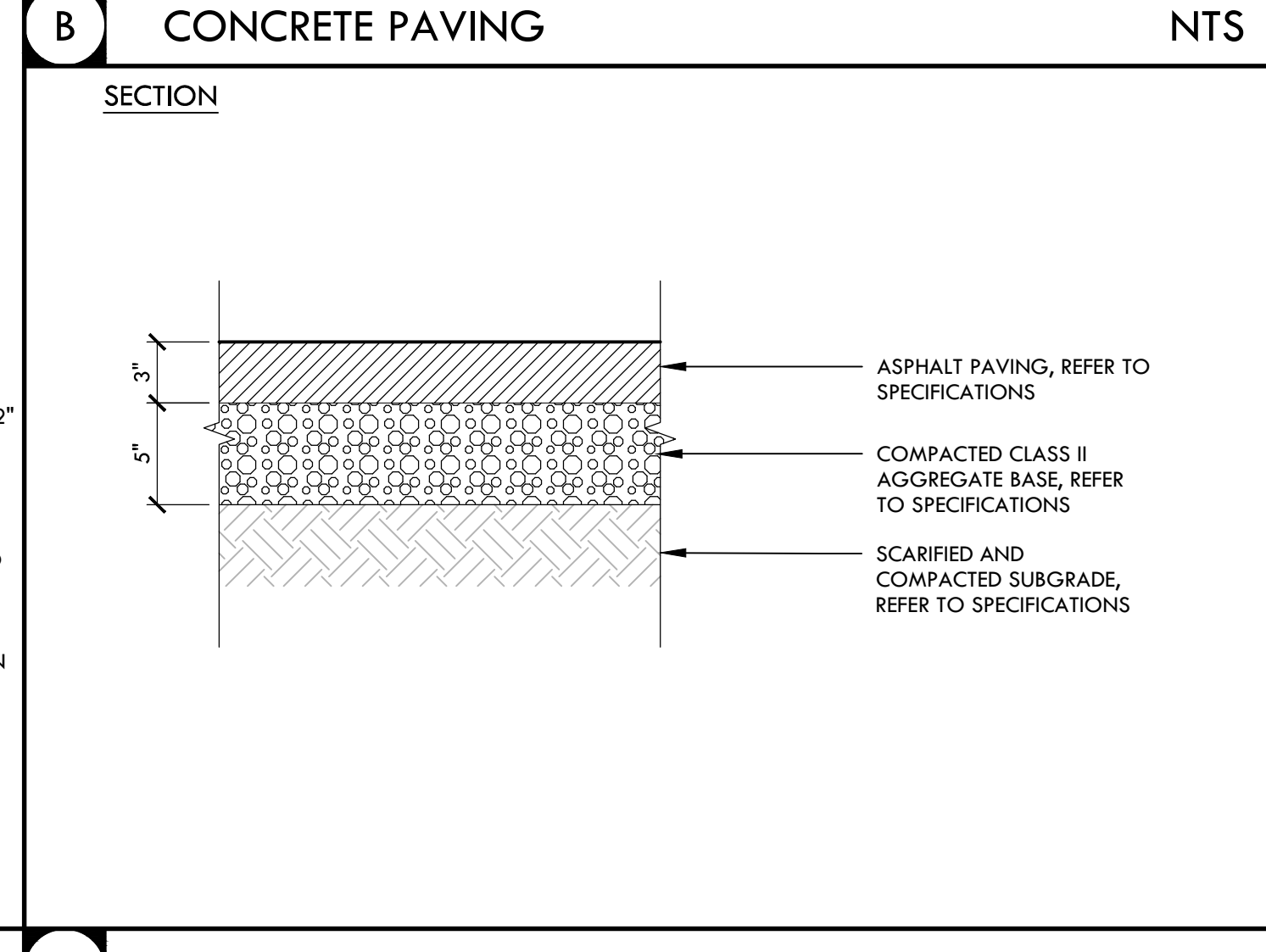
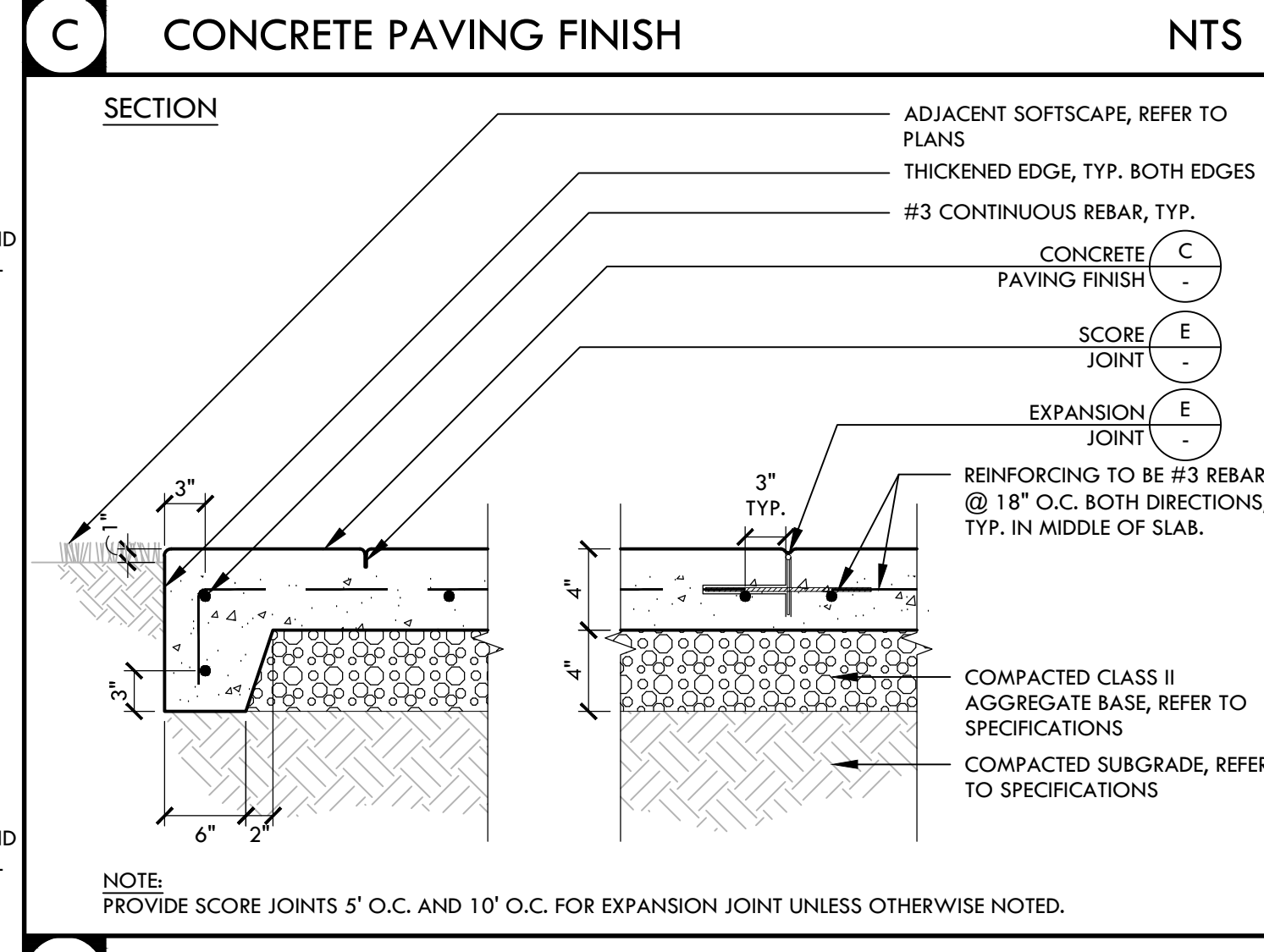
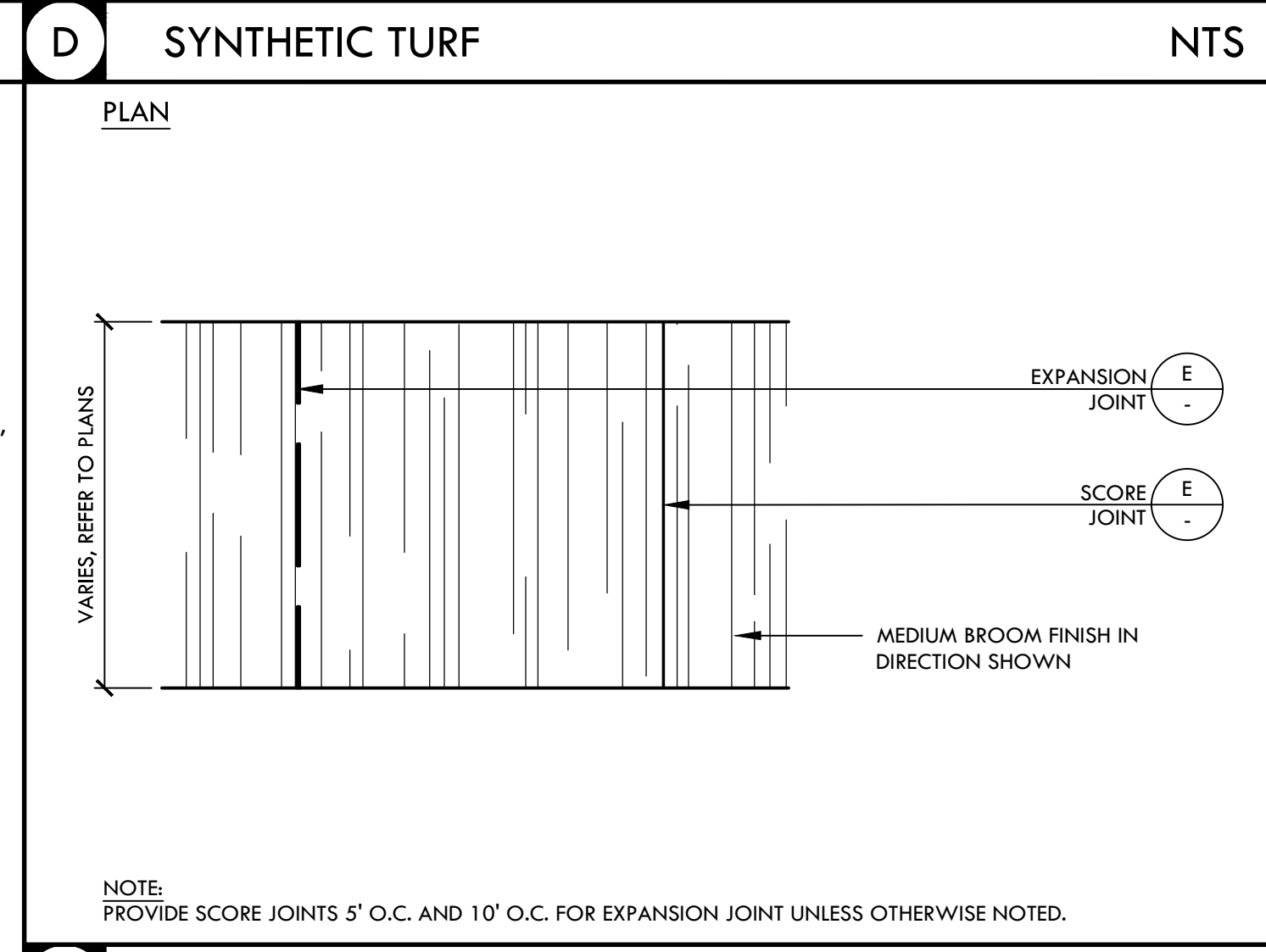
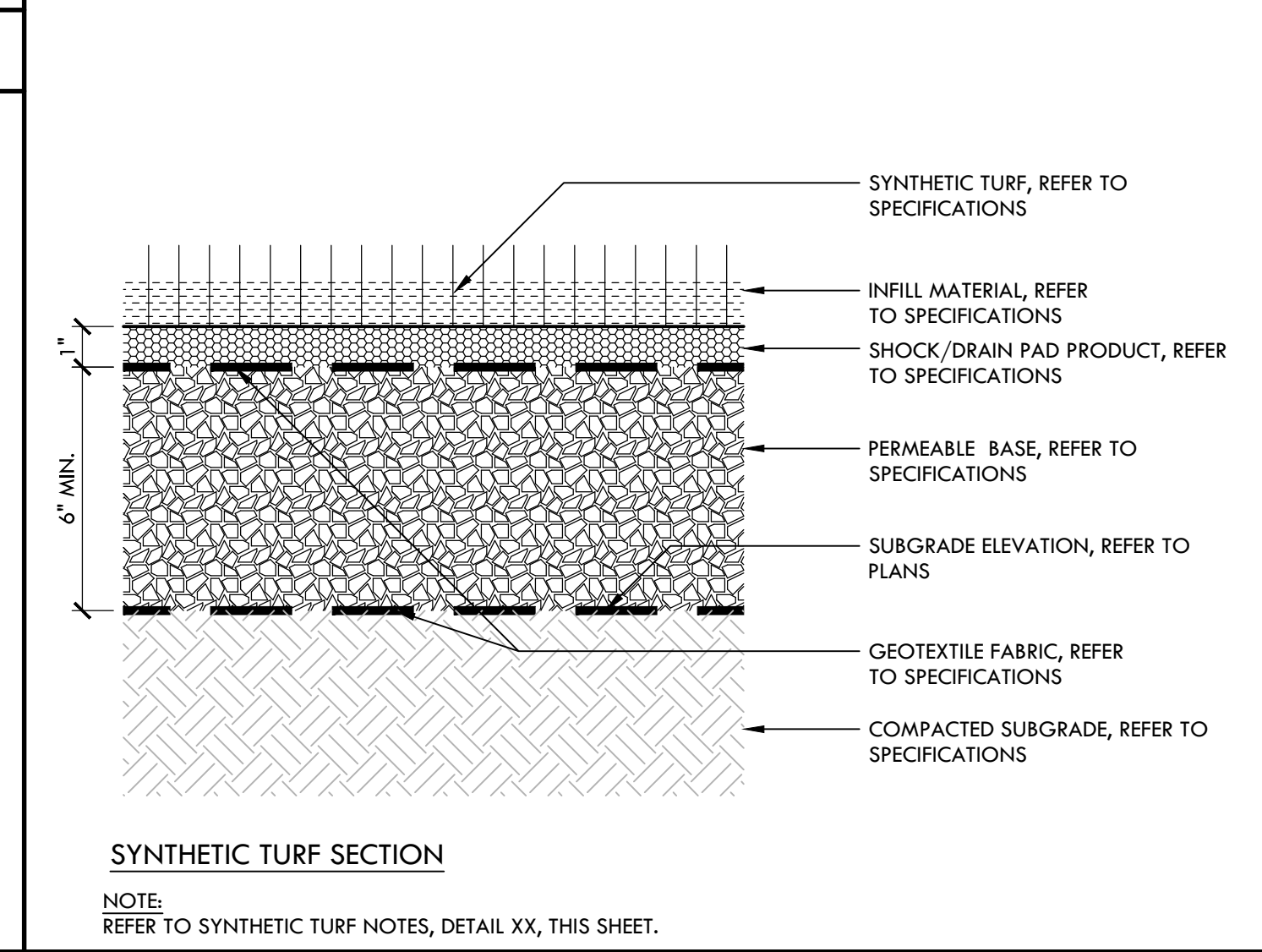
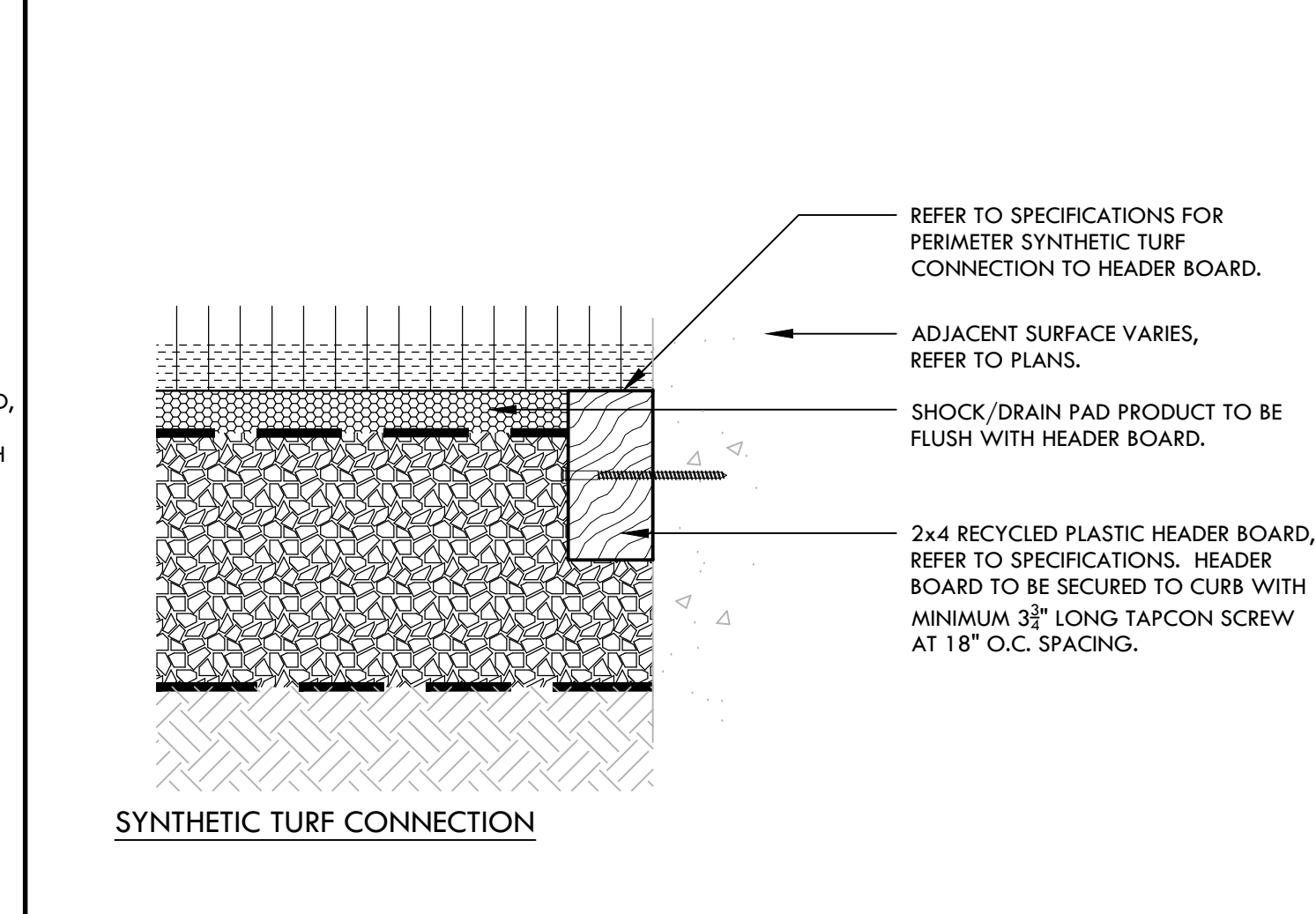
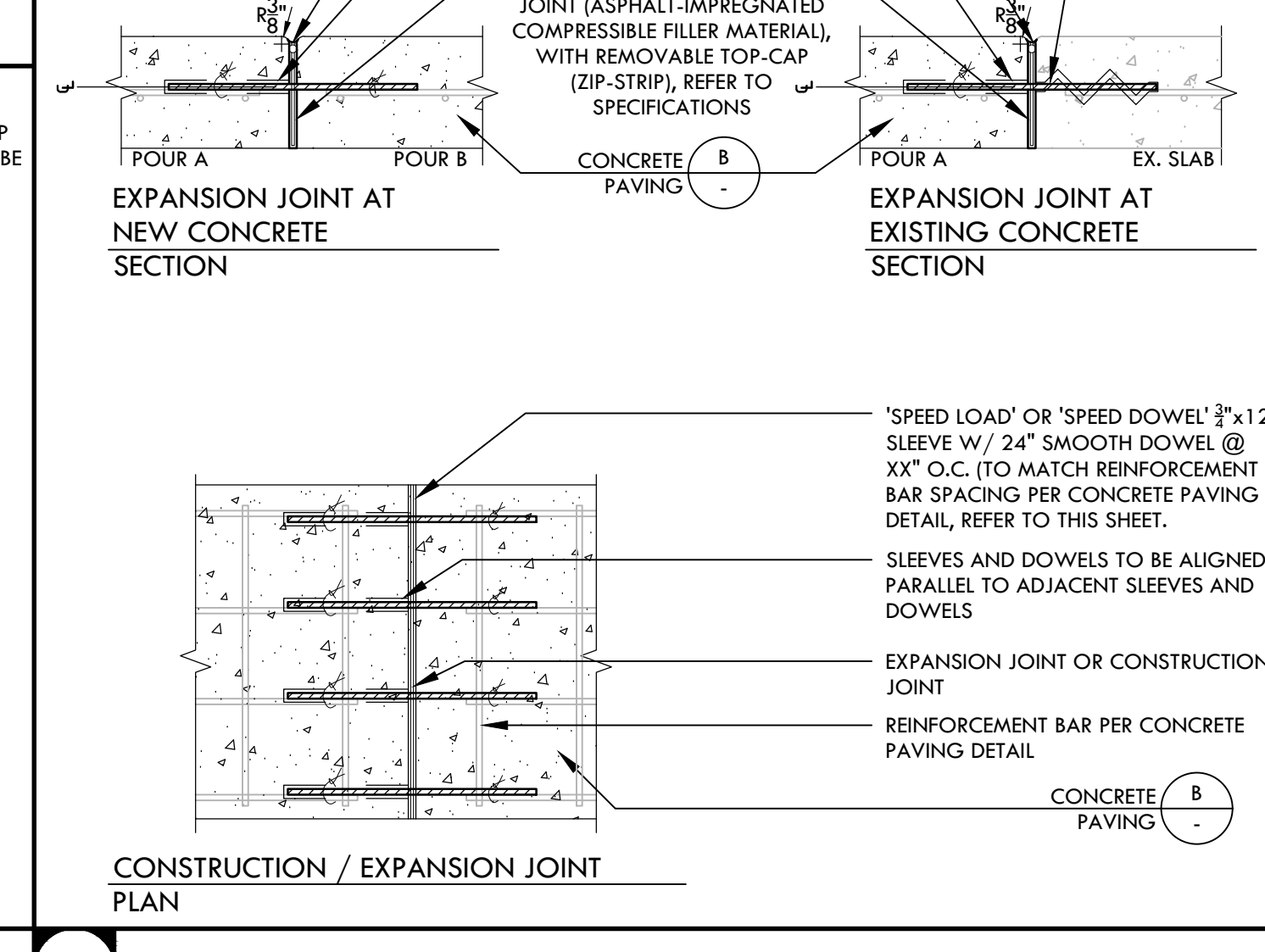
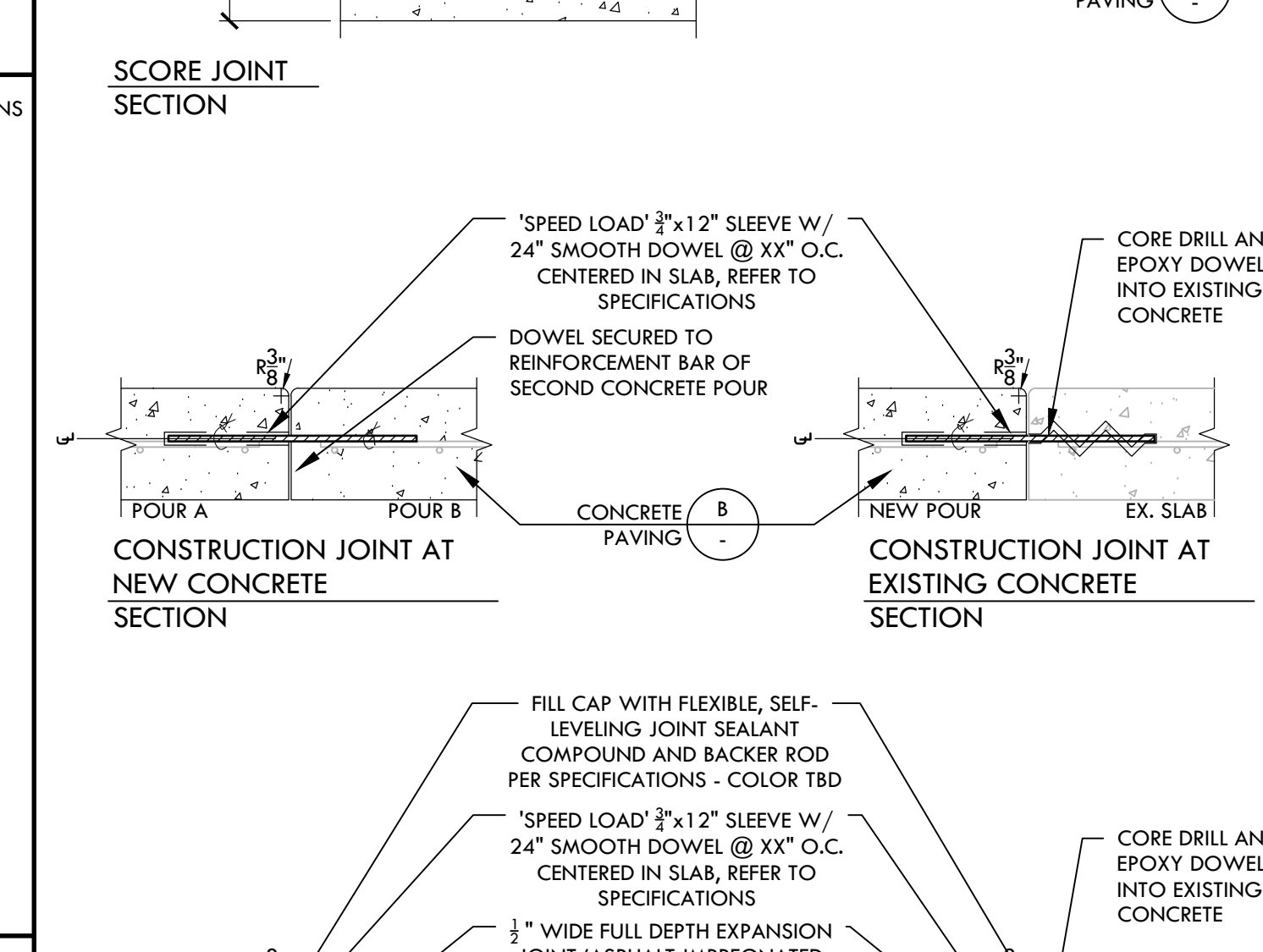
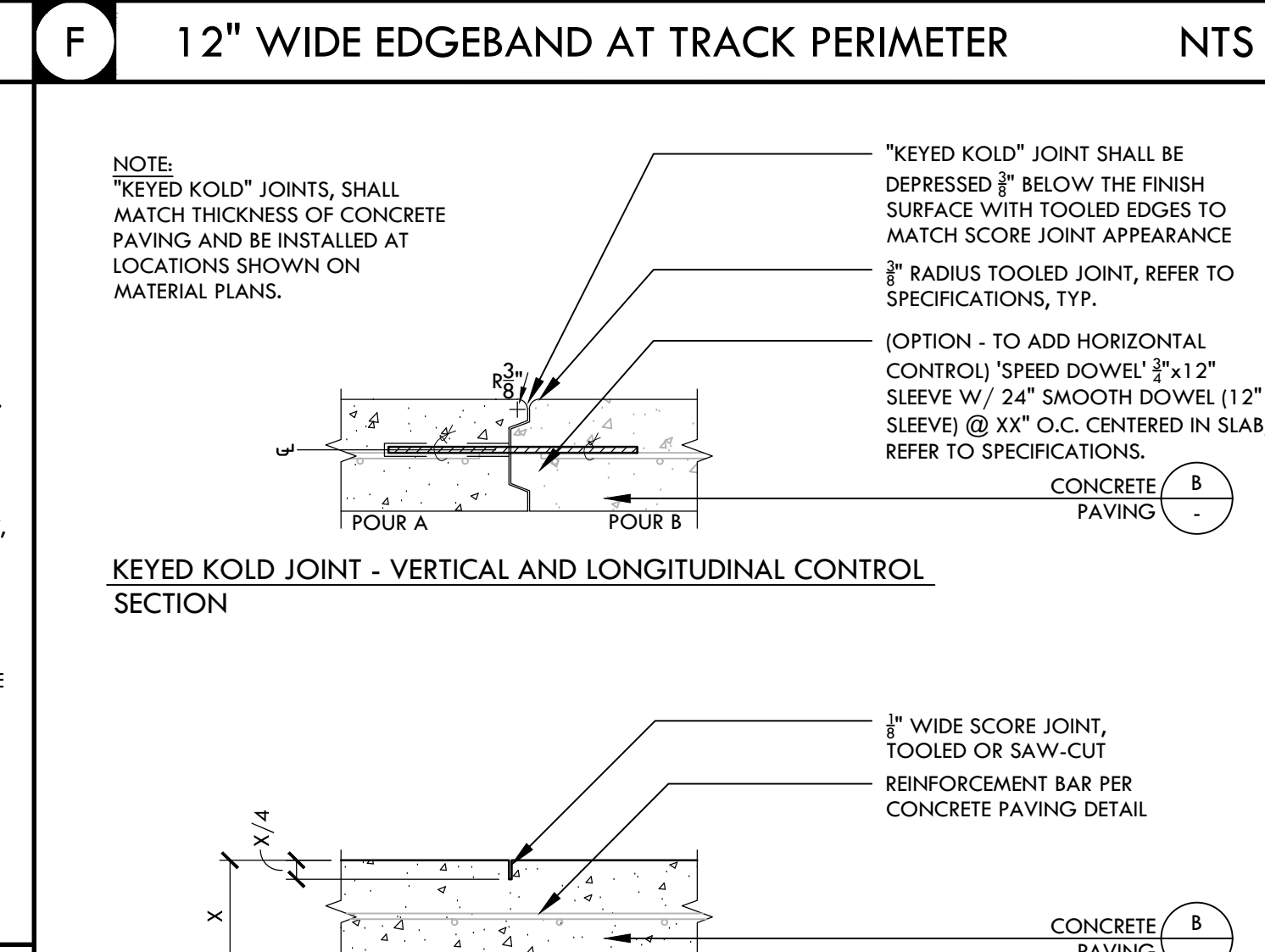
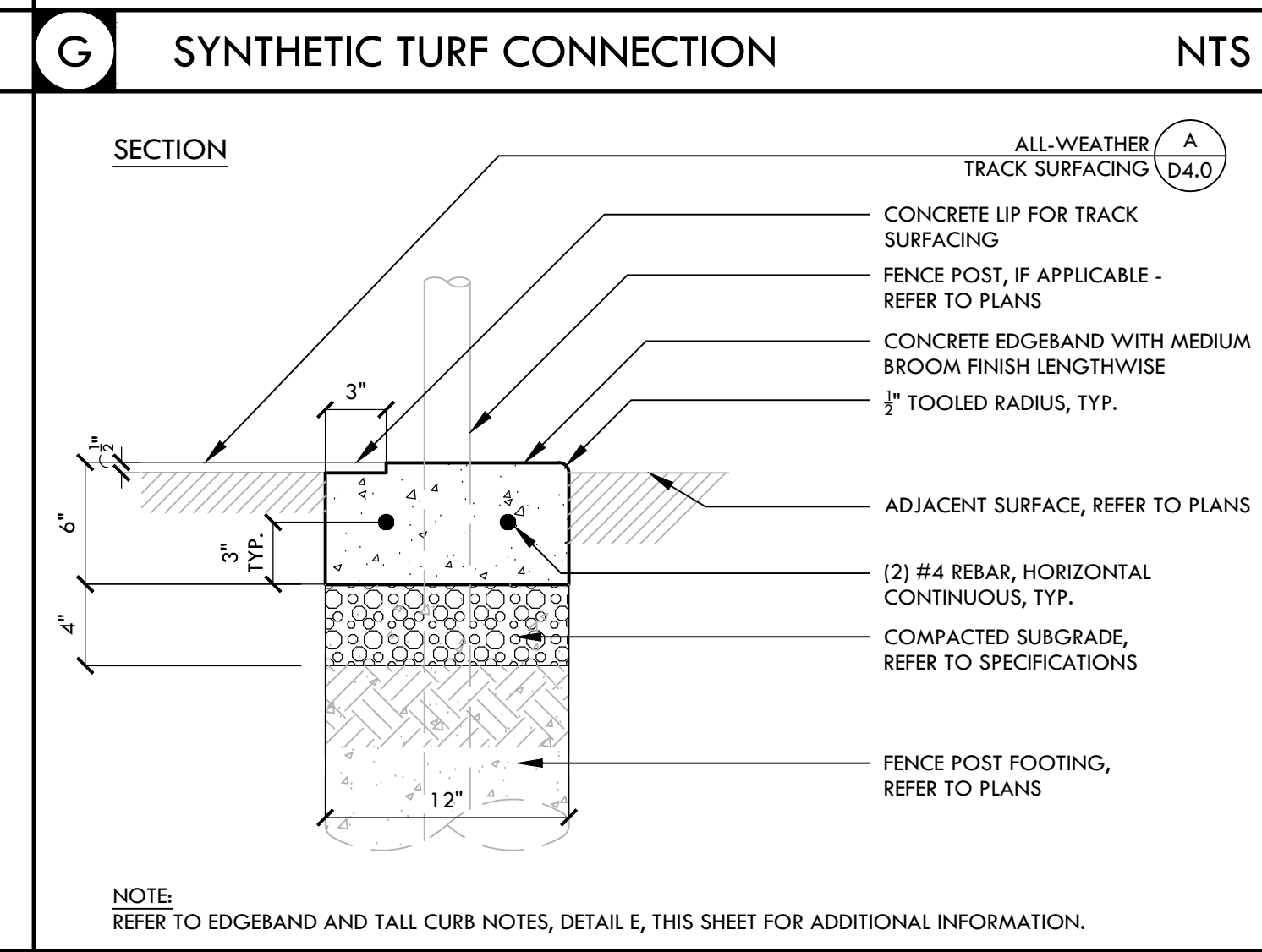
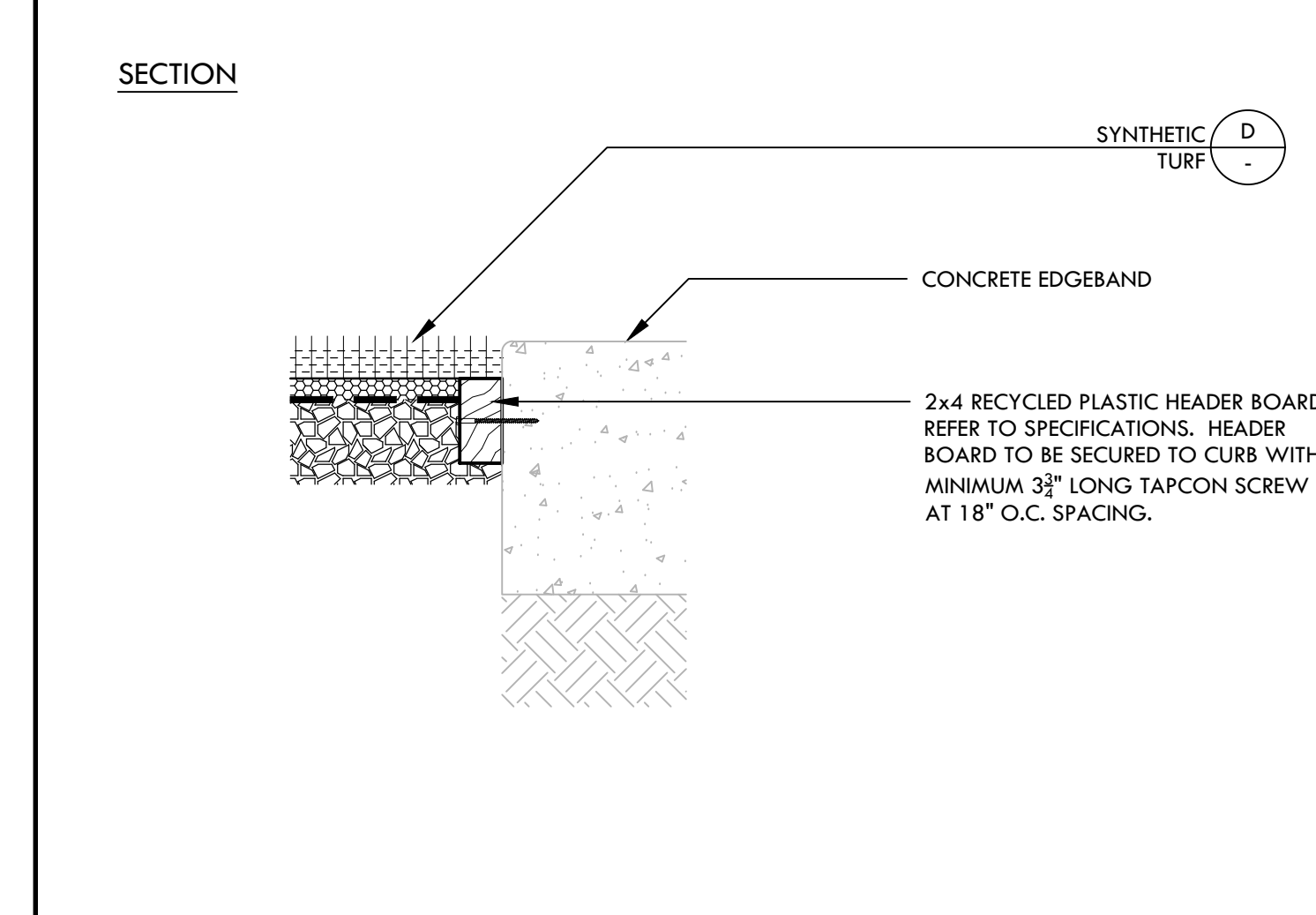
NOTES PERTAIN TO ALL DETAILS WITH SYNTHETIC TURF.

1. IDENTIFIED FINISH GRADES OF SYNTHETIC TURF SHALL BE THE TOP OF INFILL MATERIAL. INFILL MATERIAL SHALL BE 1/2" BELOW ADJACENT SURFACES UNLESS EDGE IS A VERTICAL CURB.

NOTES PERTAIN TO ALL EDGEBAND AND CURB DETAILS.

ADJACENT SURFACE VARIES, REFER TO PLANS AND SPECIFICATIONS.

SYNTHETIC TURF TO BE GLUED TO TOP OF CONCRETE COLLAR. INFILL SHALL BE LEVEL WITH TOP OF BOX FRAME.

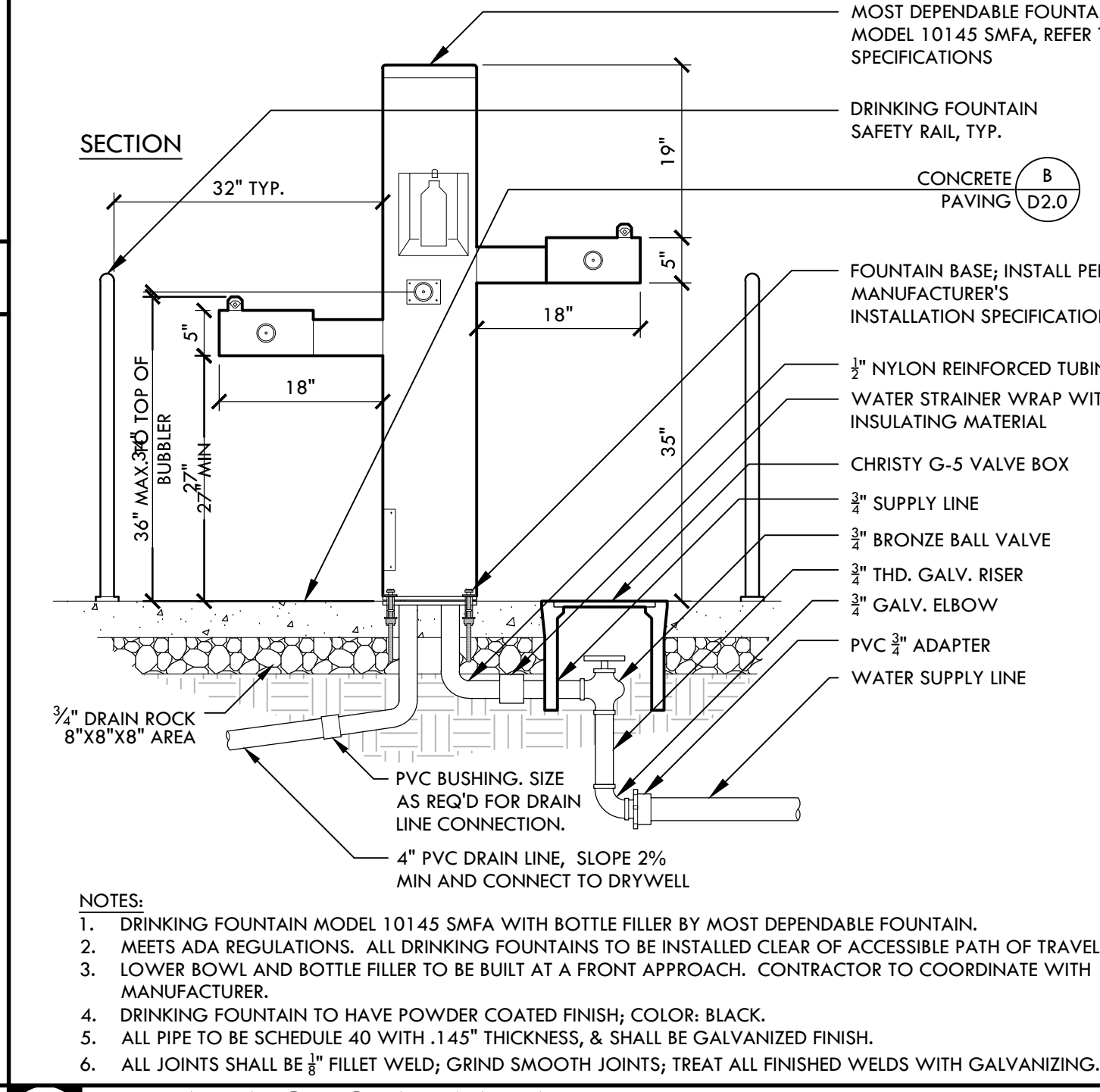
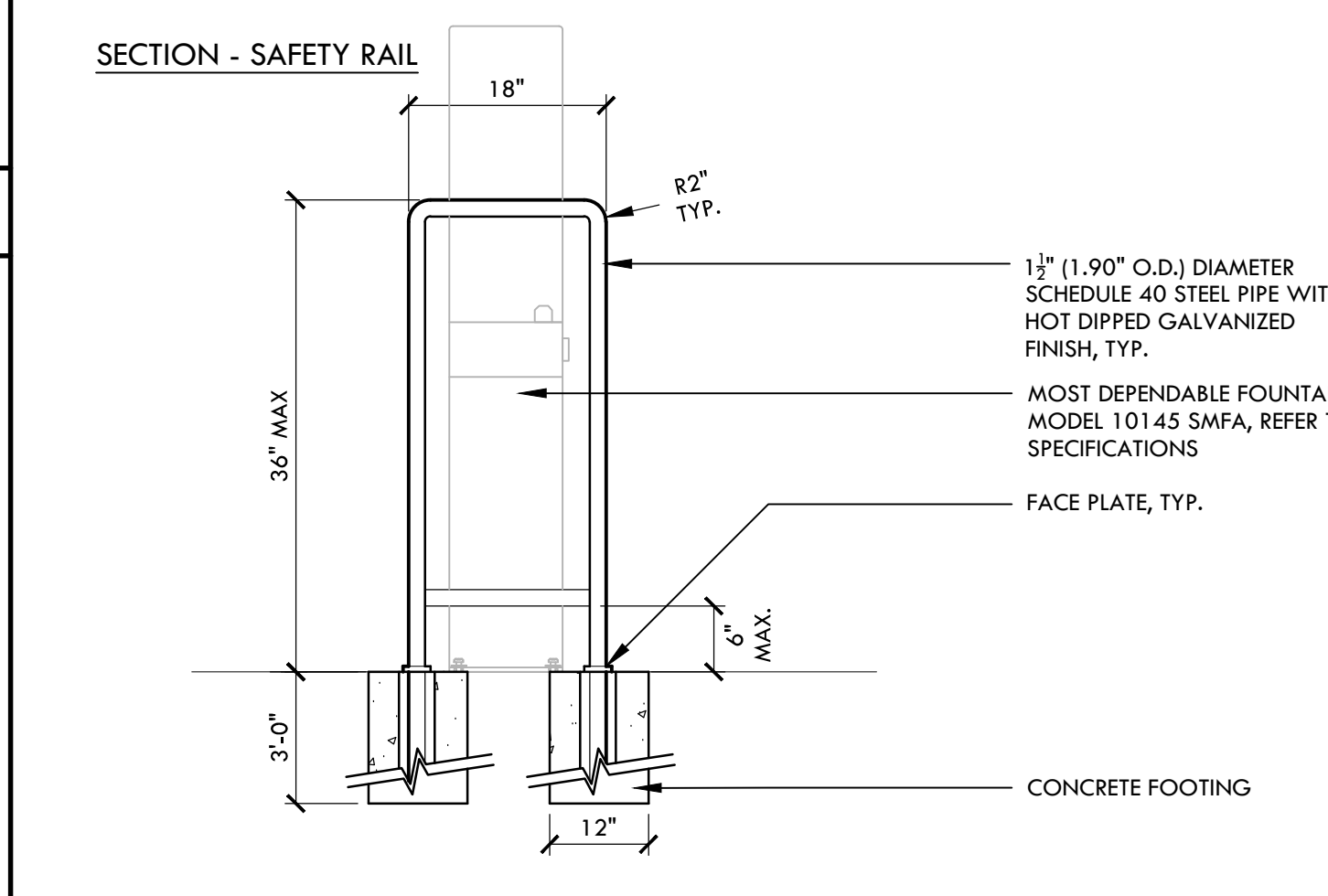
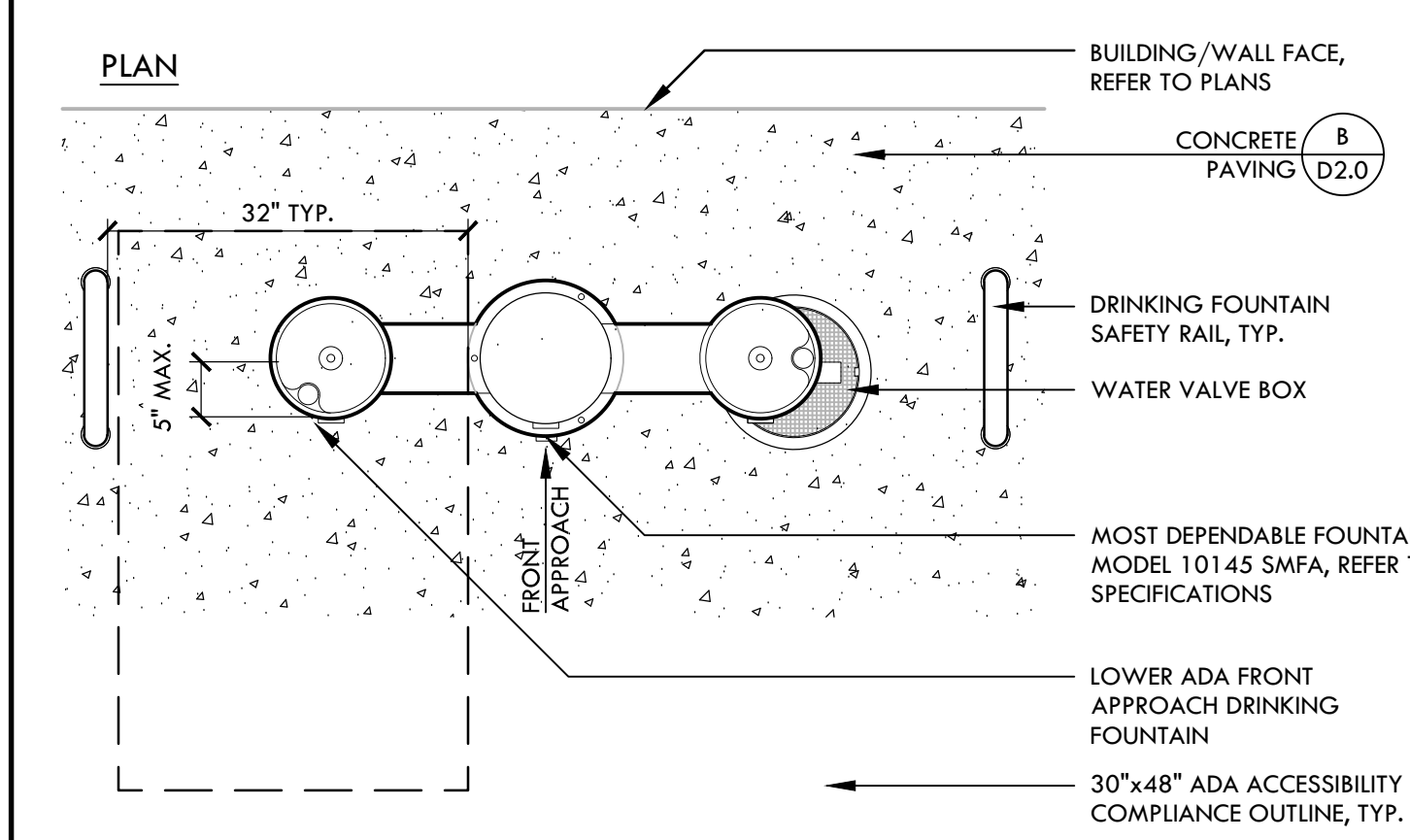


Whitson ENGINEERS logo and contact information. Includes address: 41441 North Coast Highway, California 92114, and phone: 408.985.7200.

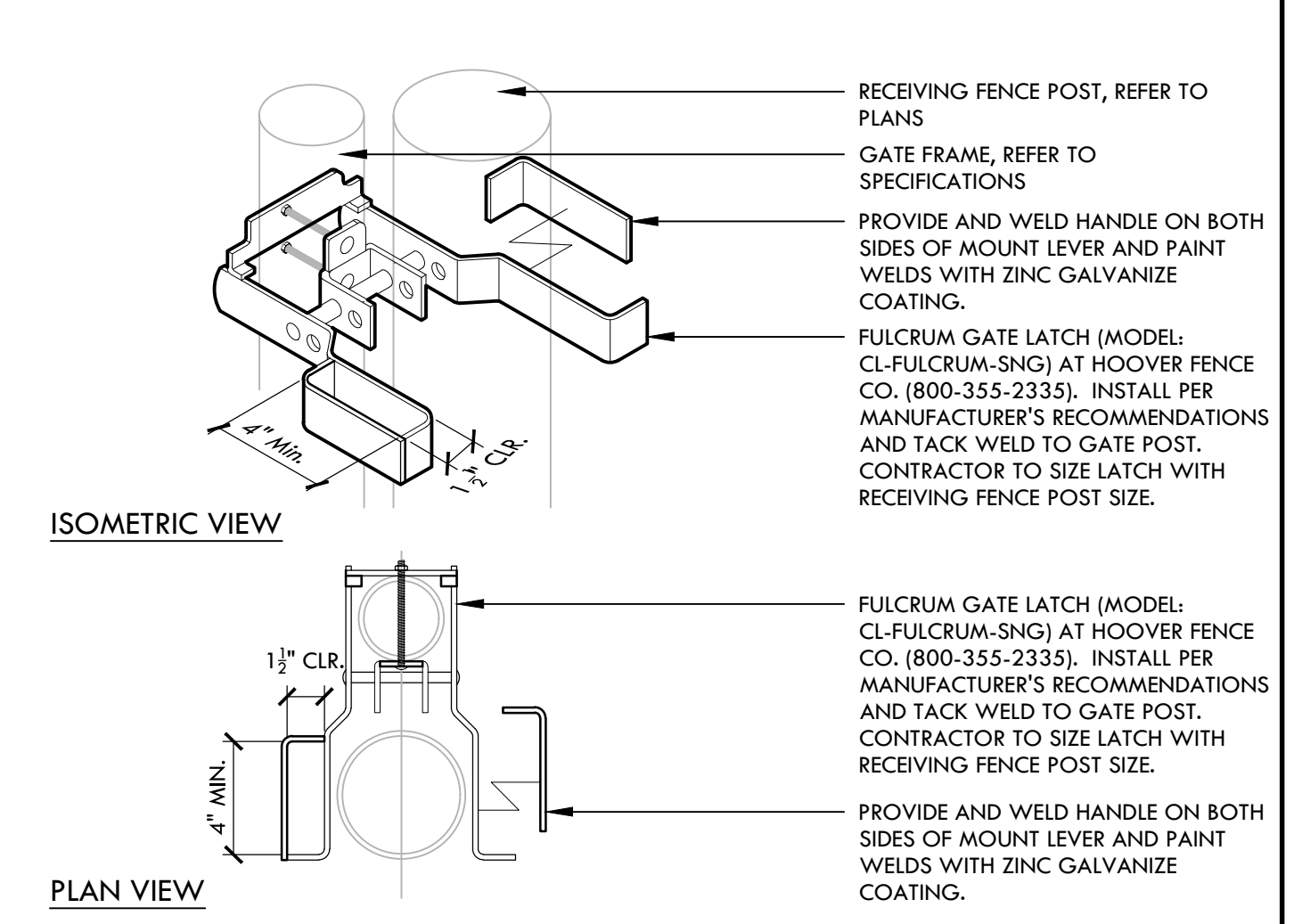
VERDE DESIGN logo and contact information. Includes address: 2455 The Alameda, Santa Clara, CA 95050, and phone: 408.985.7200.

YORK SCHOOL RENOVATIONS TO EX. TRACK AND FIELD. Includes issue set date 02.01.24, revision table, and professional seal/signature area.

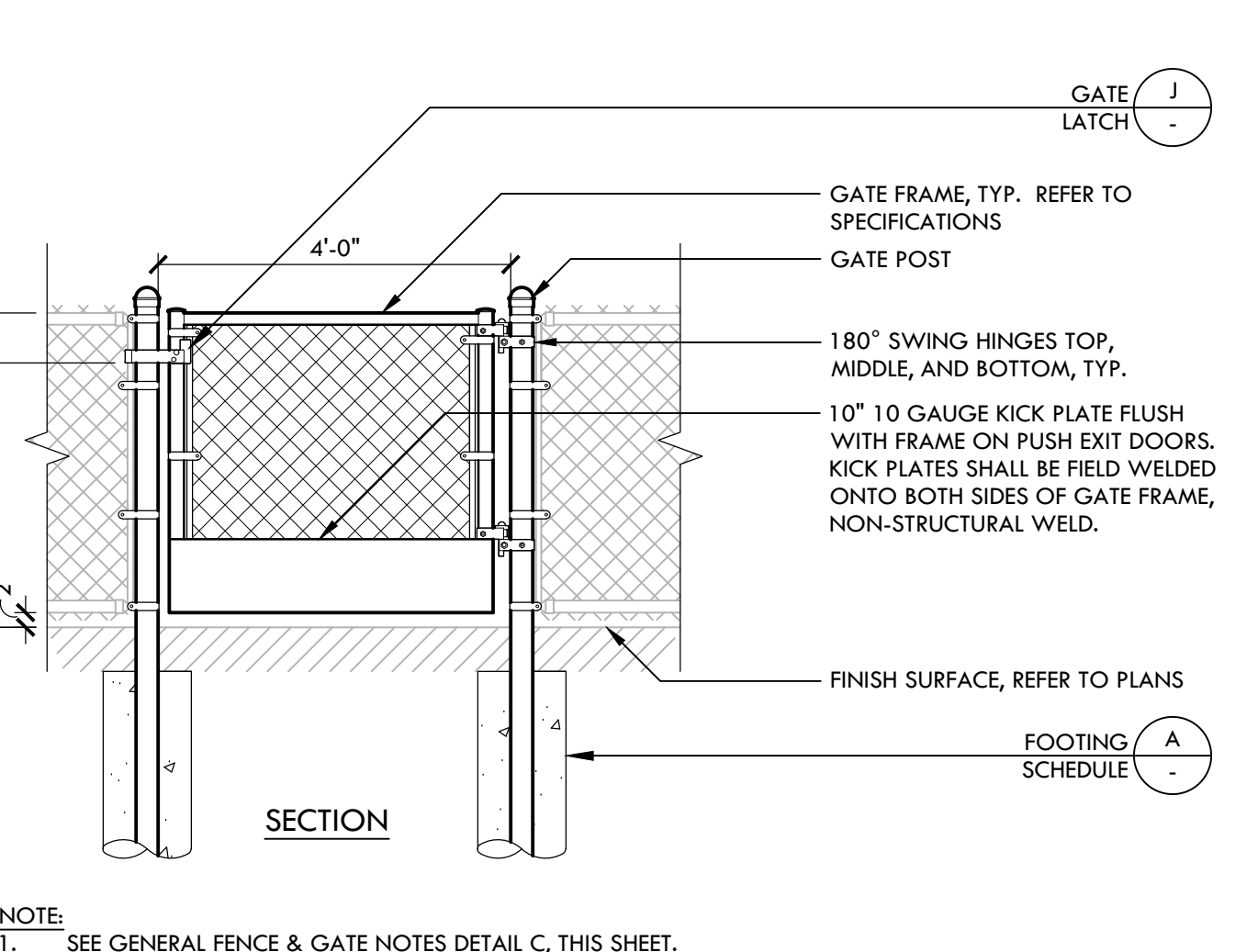
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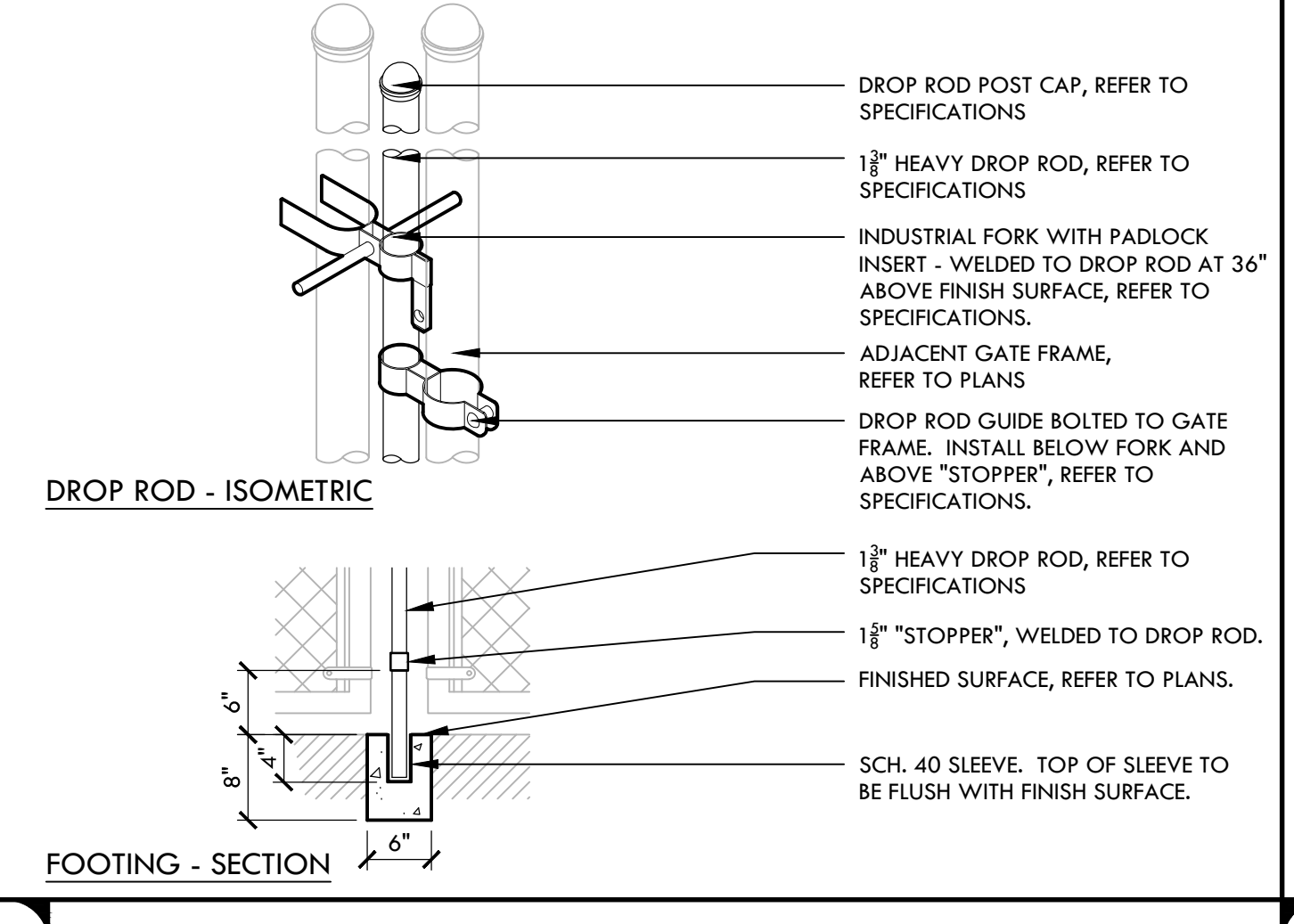
NOTES:
 1. DRINKING FOUNTAIN MODEL 10145 SMFA WITH BOTTLE FILLER BY MOST DEPENDABLE FOUNTAIN.
 2. MEETS ADA REGULATIONS. ALL DRINKING FOUNTAINS TO BE INSTALLED CLEAR OF ACCESSIBLE PATH OF TRAVEL.
 3. LOWER BOWL AND BOTTLE FILLER TO BE BUILT AT A FRONT APPROACH. CONTRACTOR TO COORDINATE WITH MANUFACTURER.
 4. DRINKING FOUNTAIN TO HAVE POWDER COATED FINISH, COLOR, BLACK.
 5. ALL PIPE TO BE SCHEDULE 40 WITH .145\"/>



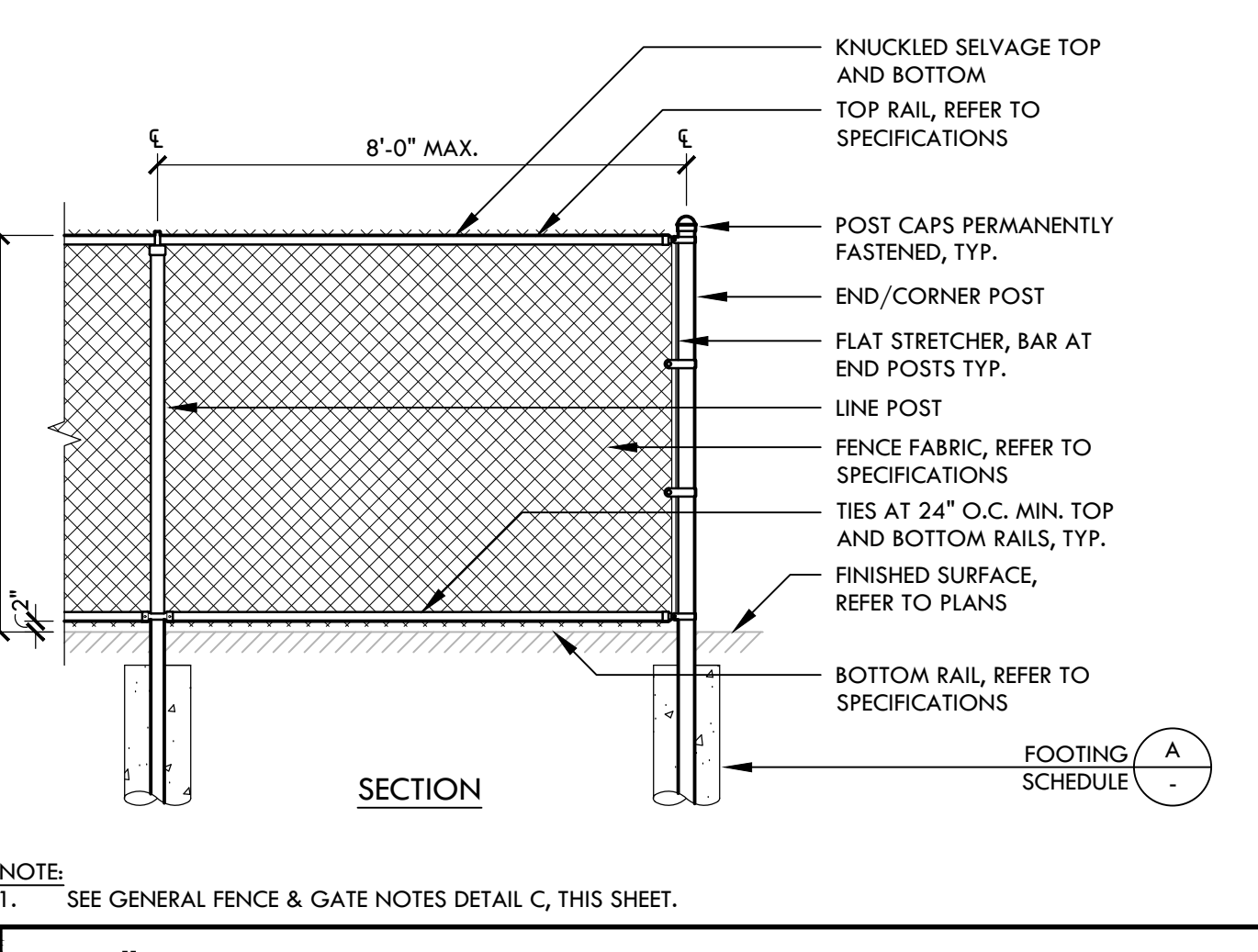
J GATE LATCH NTS



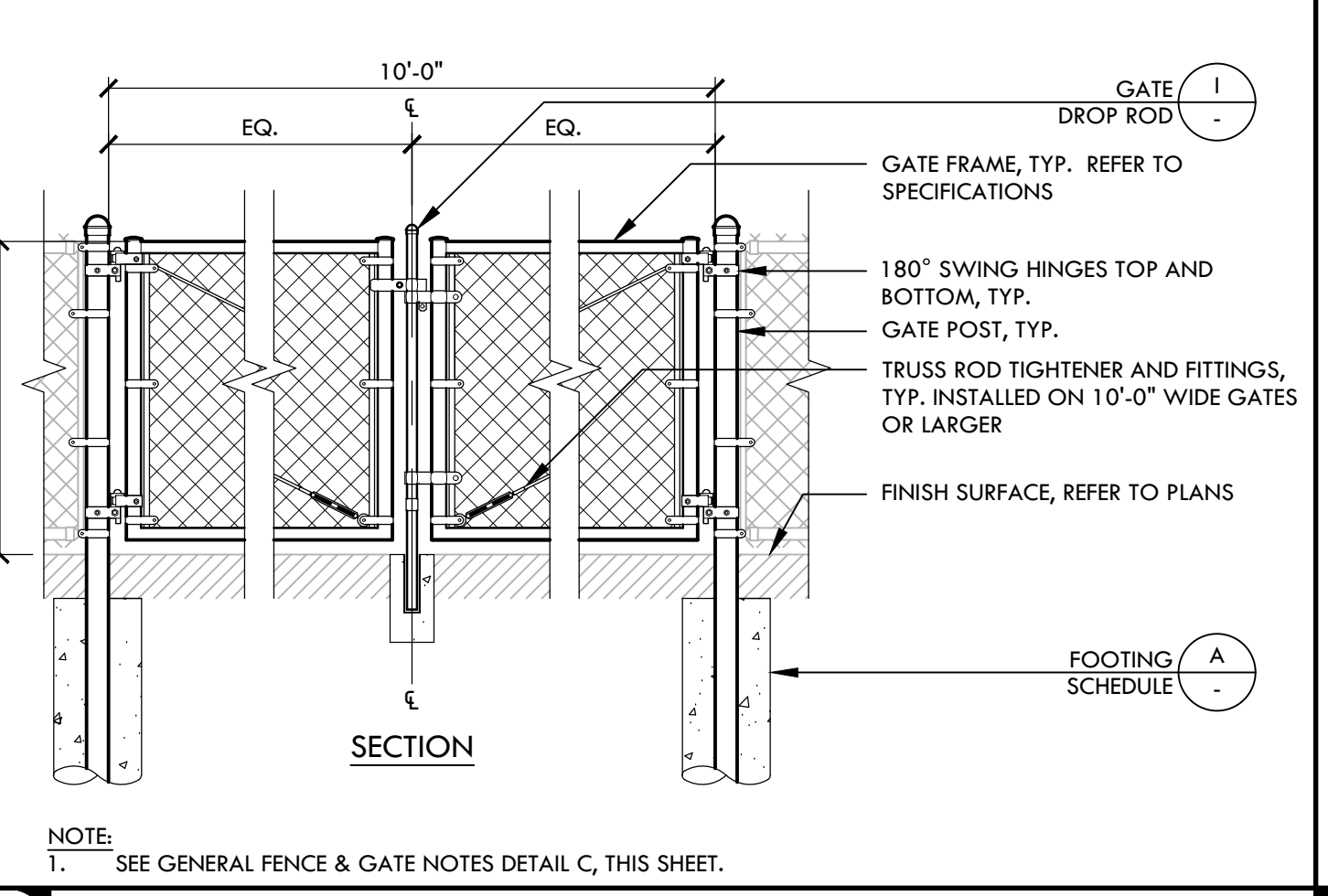
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I GATE - DROP ROD NTS



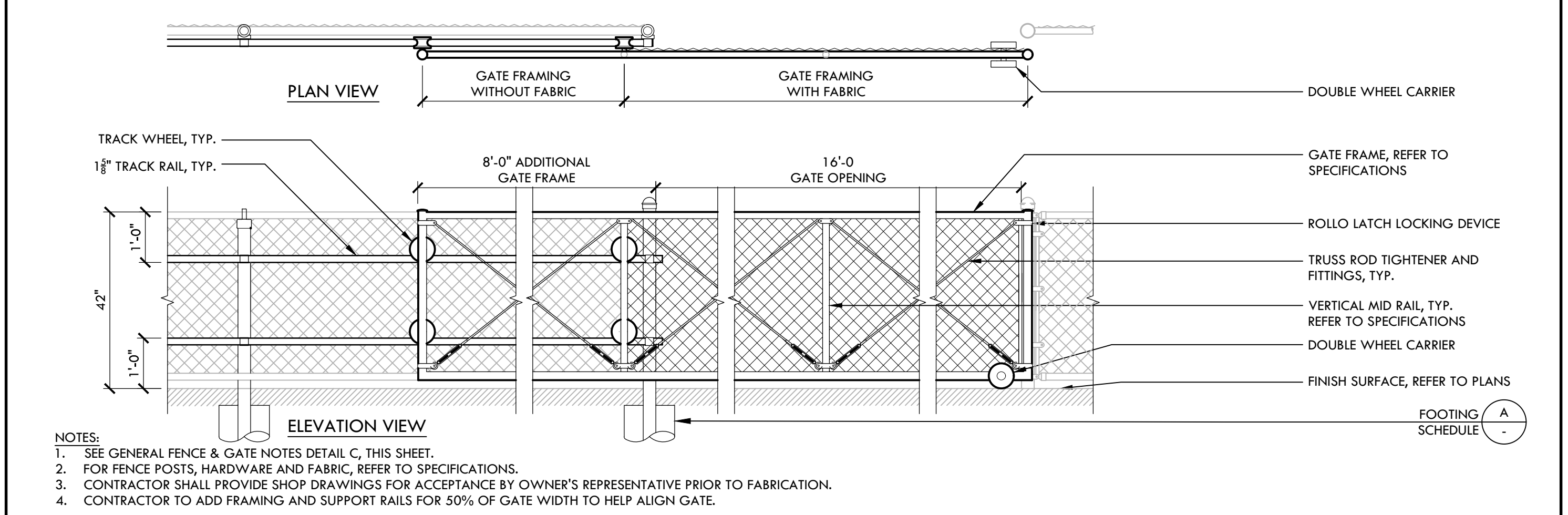
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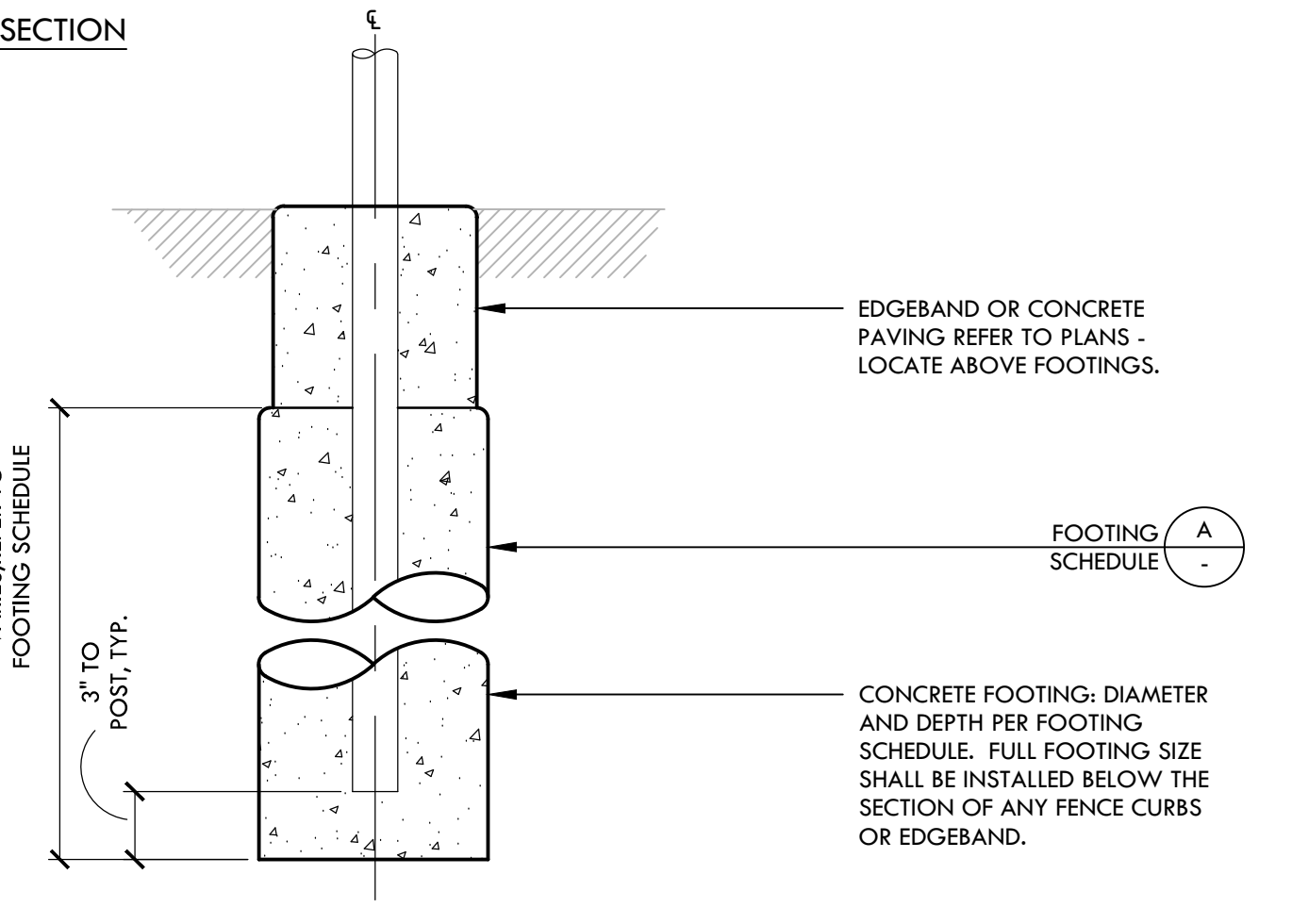
H 42\"/>

NOTES PERTAIN TO ALL GATE AND FENCE DETAILS:
 1. PLACE FENCE FABRIC ON TRACK SIDE. FENCE FABRIC ON PERIMETER FENCING IS TO BE ON FIELD SIDE.
 2. BOTTOM RAIL TO BE 2\"/>

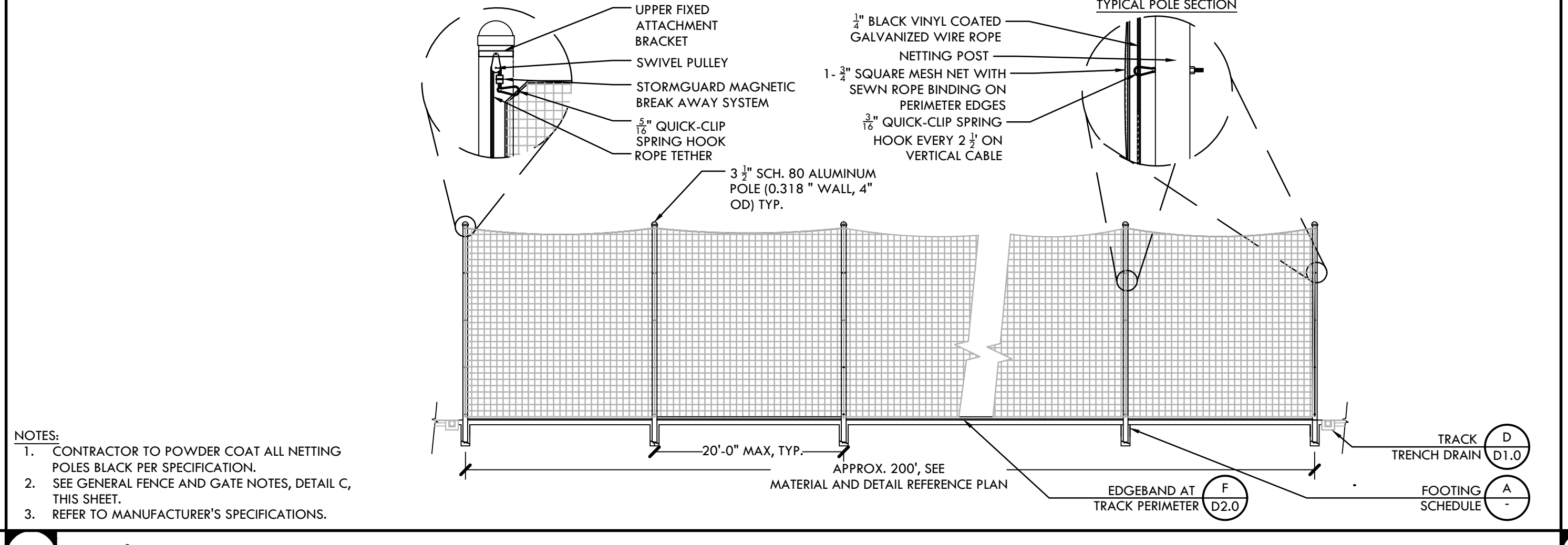
C FENCE AND GATE NOTES NTS



G 42\"/>



B FENCE FOOTING PROFILE NTS



F 20\"/>

FENCE/NET/SCOREBOARD POST & FOOTING SCHEDULE

DESCRIPTION	HEIGHT	LINE POST (STD. GALV. PIPE)	CORNER/END POST (STD. GALV. PIPE)	FOOTING DIMENSIONS
CHAIN LINK FENCE	42"	1-1/2" DIA. STD.	2" DIA. STD.	12" DIA. X 3'-6" DEEP
BARRIER NETTING AT D-ZONES	20"	X" DIA. STD.	X" DIA. STD.	X" DIA. X X" DEEP

GATE POST FOOTING SCHEDULE

DESCRIPTION	SIZE (H x W)	GATE POST (STD. GALV. PIPE)	FOOTING DIMENSIONS
CHAIN LINK SWING GATE	42" X 4'	2" DIA. STD.	12" DIA. X 3'-6" DEEP
CHAIN LINK DOUBLE SWING GATE	42" X 20'	3" DIA. STD.	18" DIA. X 4' DEEP
CHAIN LINK SLIDING GATE	42" X 20'	3" DIA. STD.	18" DIA. X 4' DEEP

A FOOTING SCHEDULE NTS



YORK SCHOOL
 RENOVATIONS TO EX. TRACK AND FIELD

ISSUE SET 02.01.24

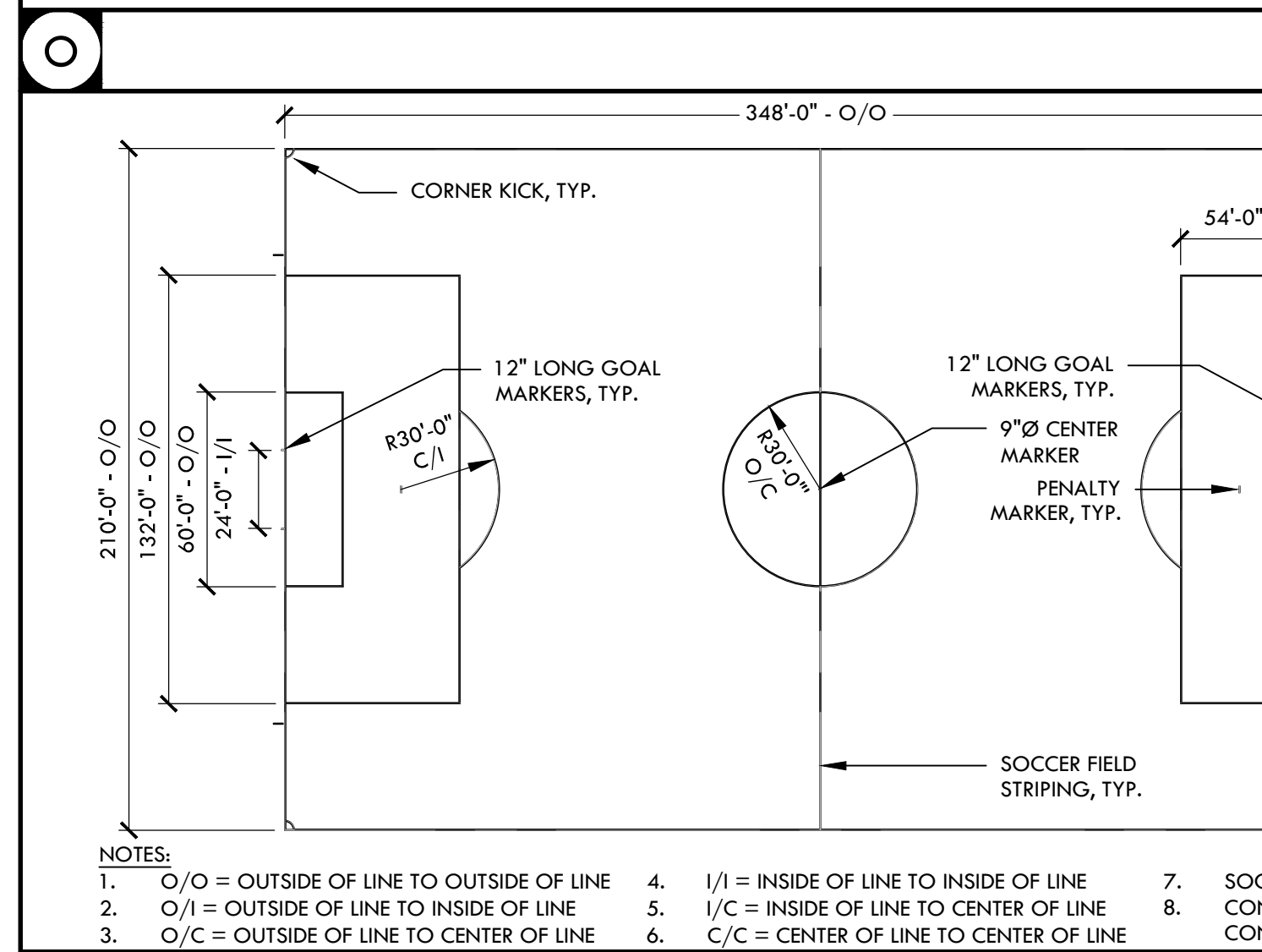
REVISIONS



JOB NO. 2311900
 DRAWN DC/PH
 CHECK MB
 FENCING & SITE FURNISHING DETAILS

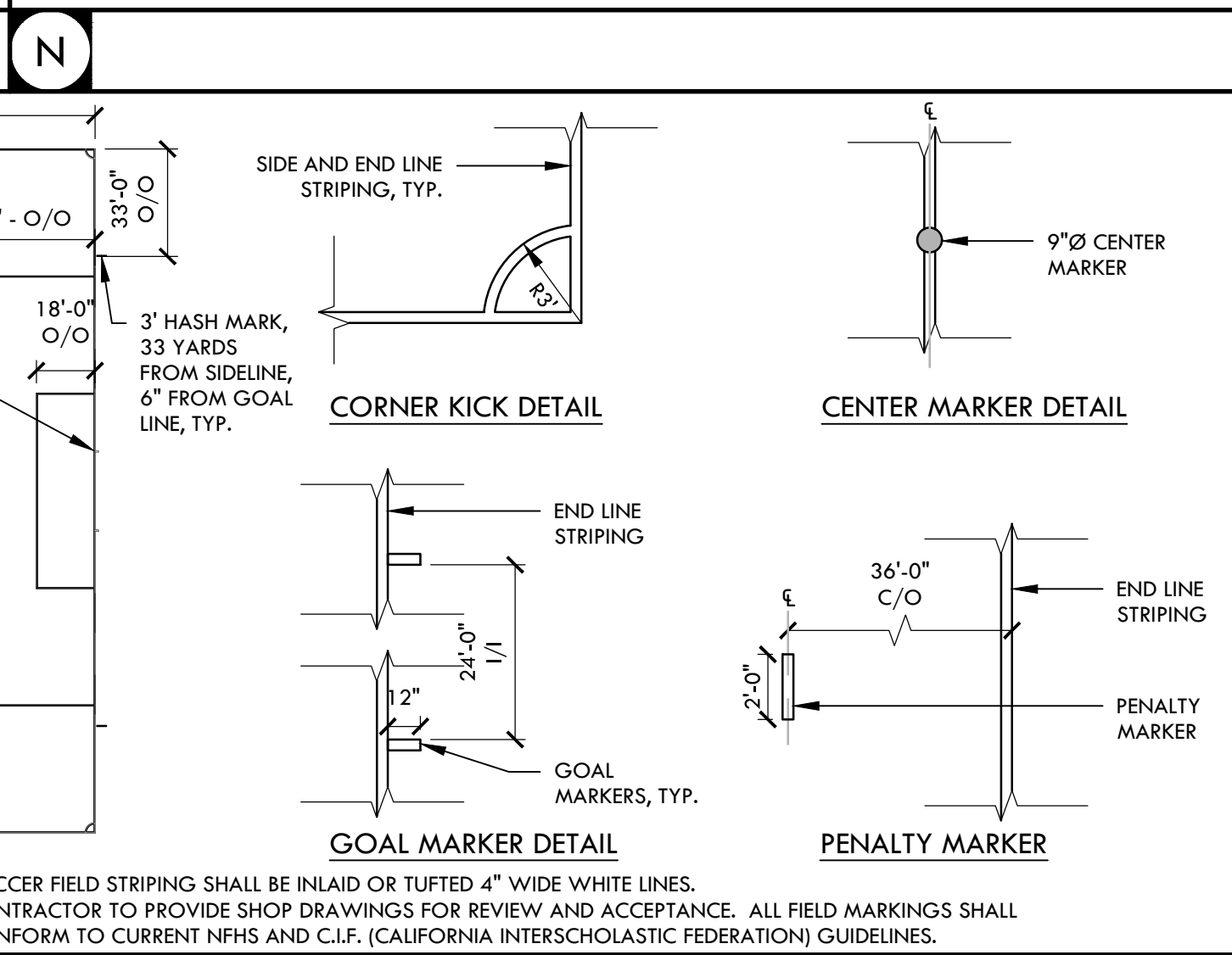
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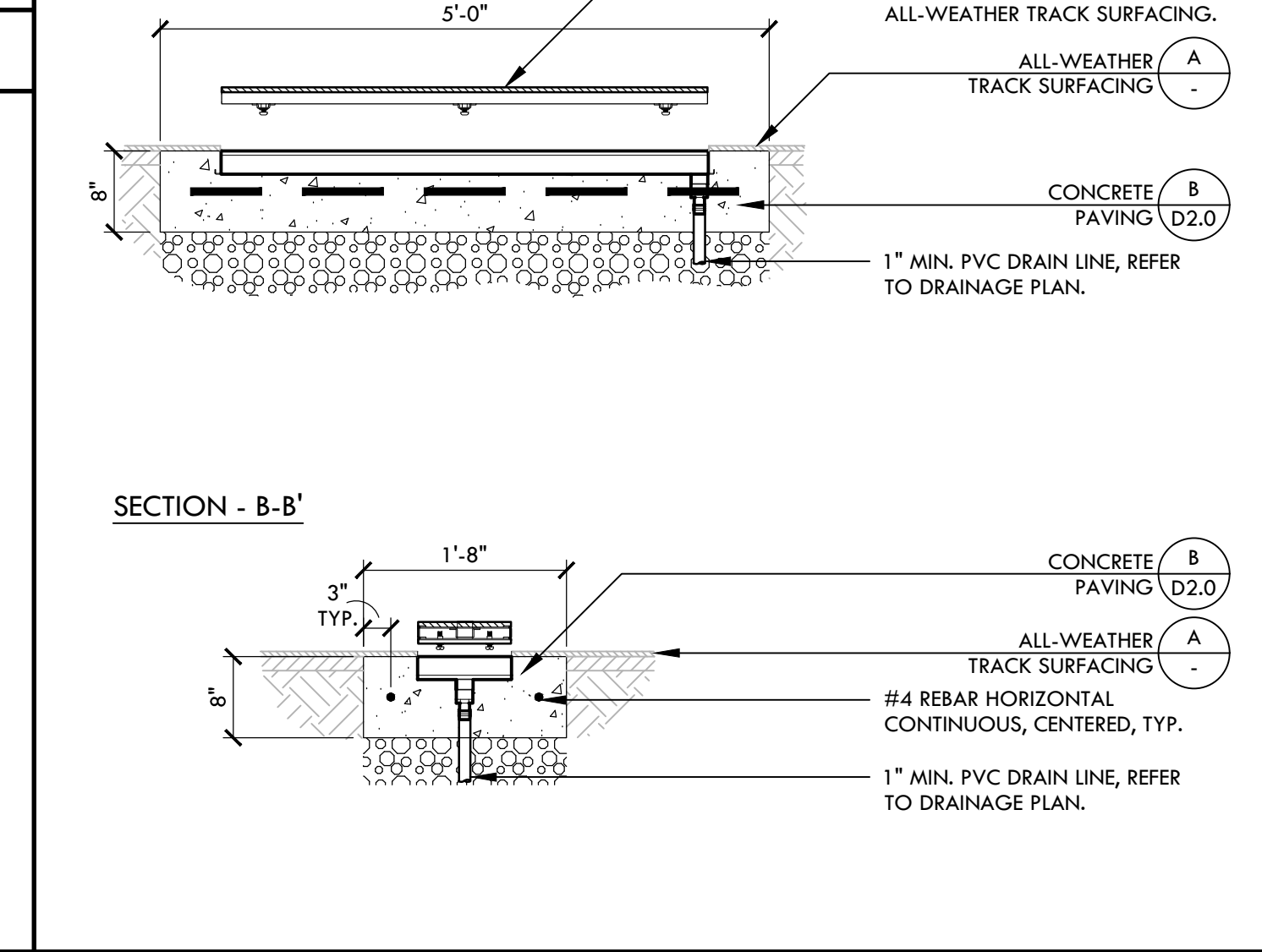
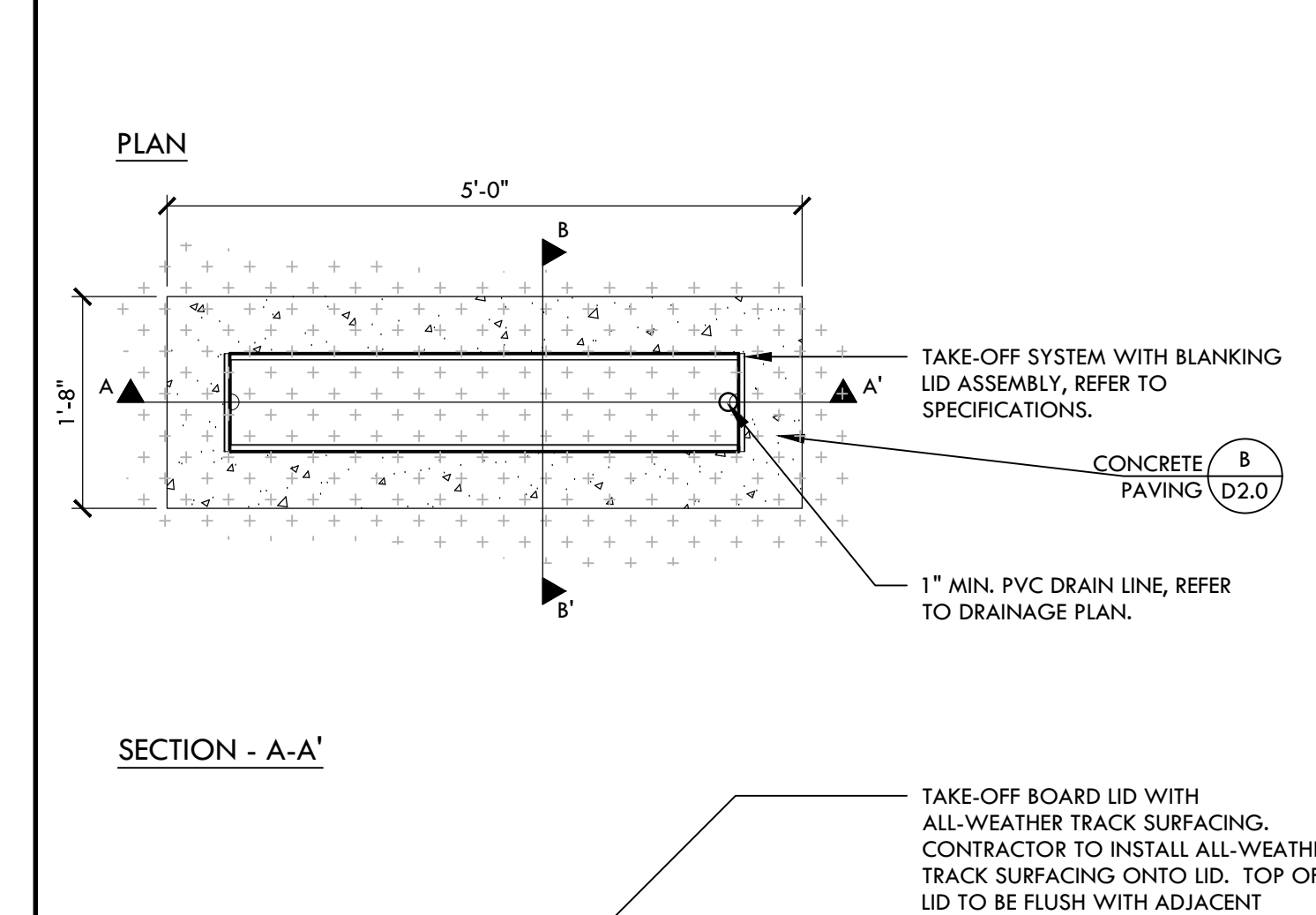


NOTES:
 1. O/O = OUTSIDE OF LINE TO OUTSIDE OF LINE
 2. O/I = OUTSIDE OF LINE TO INSIDE OF LINE
 3. O/C = OUTSIDE OF LINE TO CENTER OF LINE
 4. I/I = INSIDE OF LINE TO INSIDE OF LINE
 5. I/C = INSIDE OF LINE TO CENTER OF LINE
 6. C/C = CENTER OF LINE TO CENTER OF LINE
 7. SOCCER FIELD STRIPING SHALL BE INLAID OR TUFTED 4" WIDE WHITE LINES.
 8. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR REVIEW AND ACCEPTANCE. ALL FIELD MARKINGS SHALL CONFORM TO CURRENT NFHS AND C.I.F. (CALIFORNIA INTERSCHOLASTIC FEDERATION) GUIDELINES.

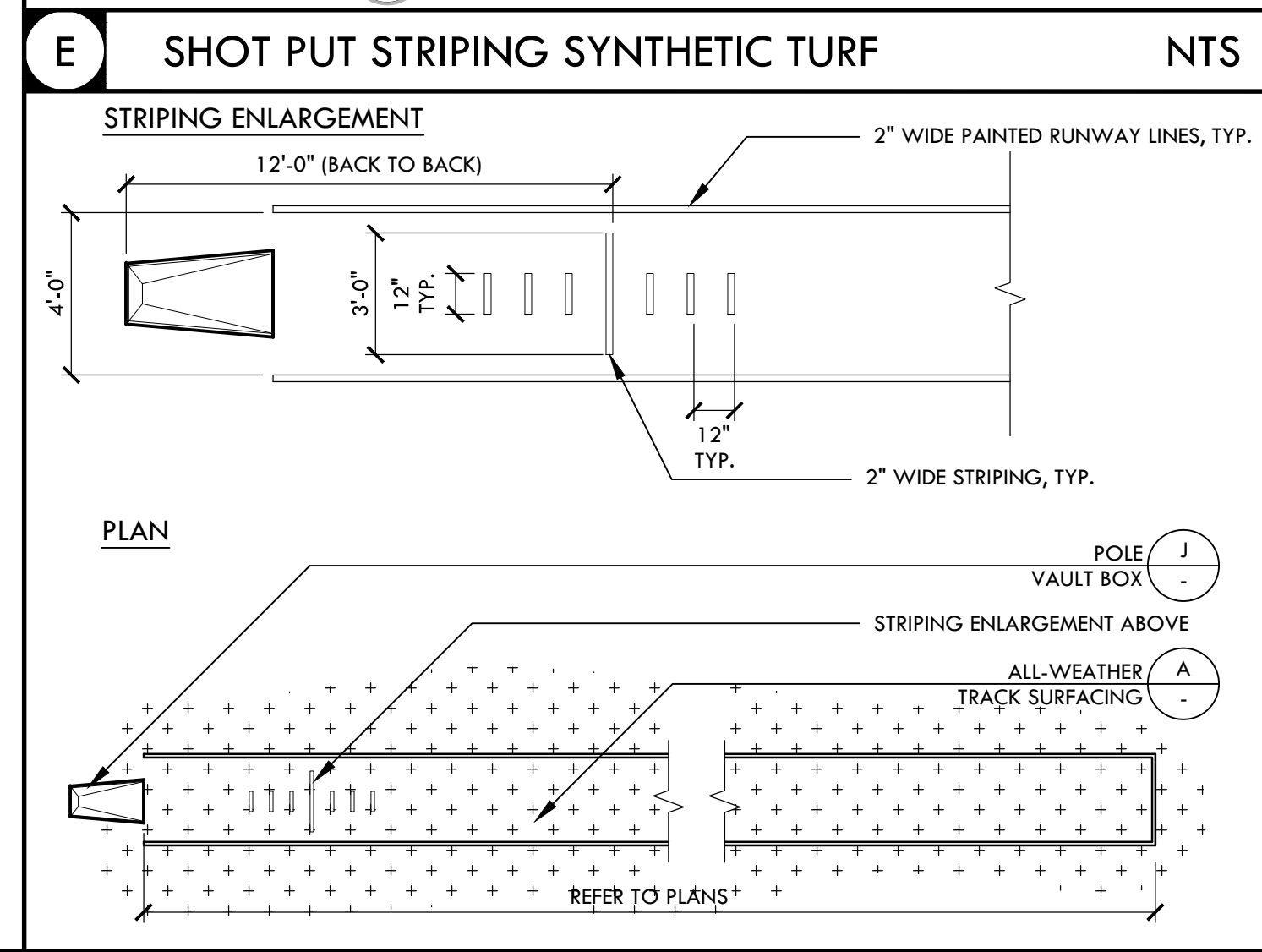
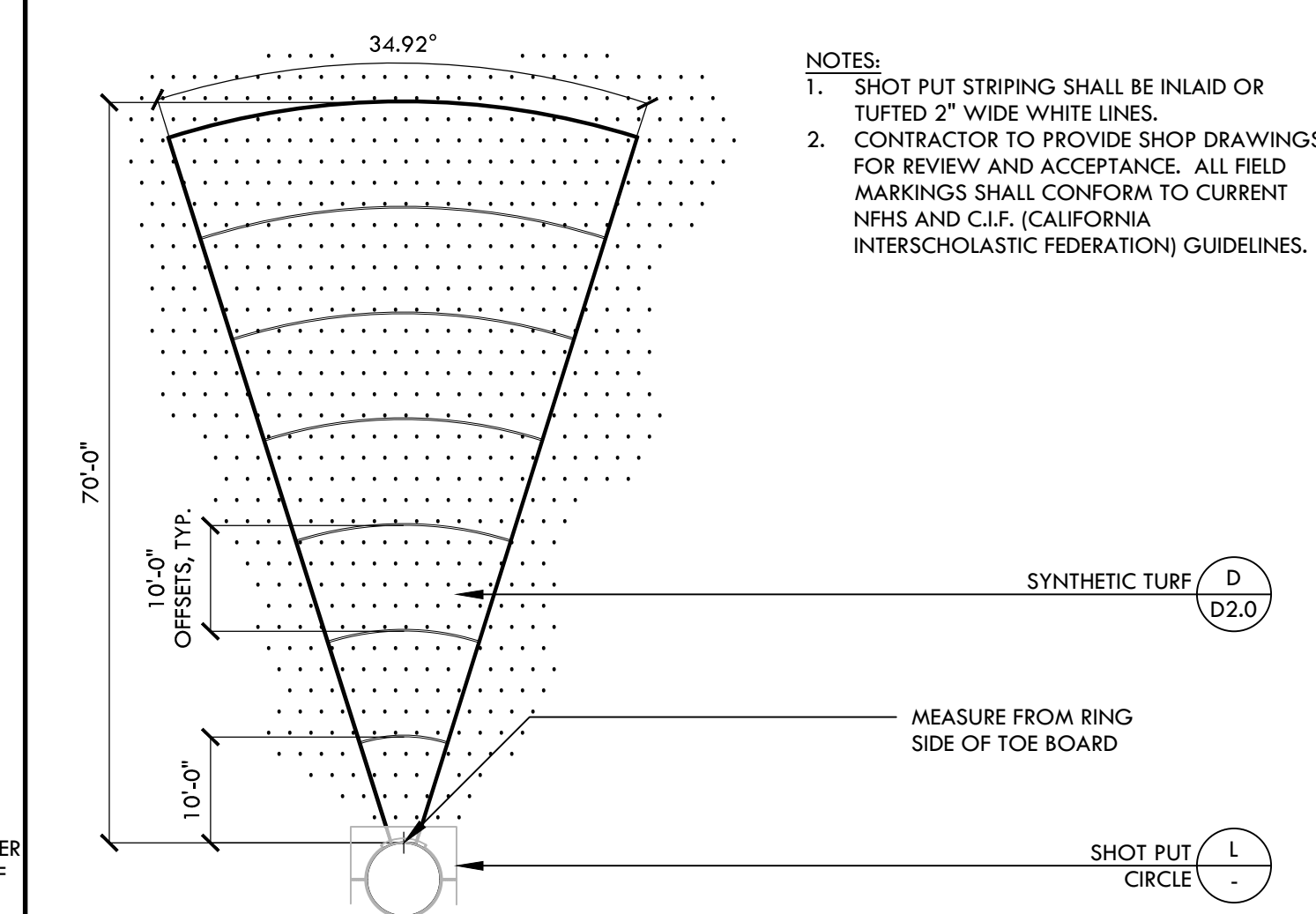
M U16 (70 YARD x 116) YARD SOCCER FIELD STRIPING NTS



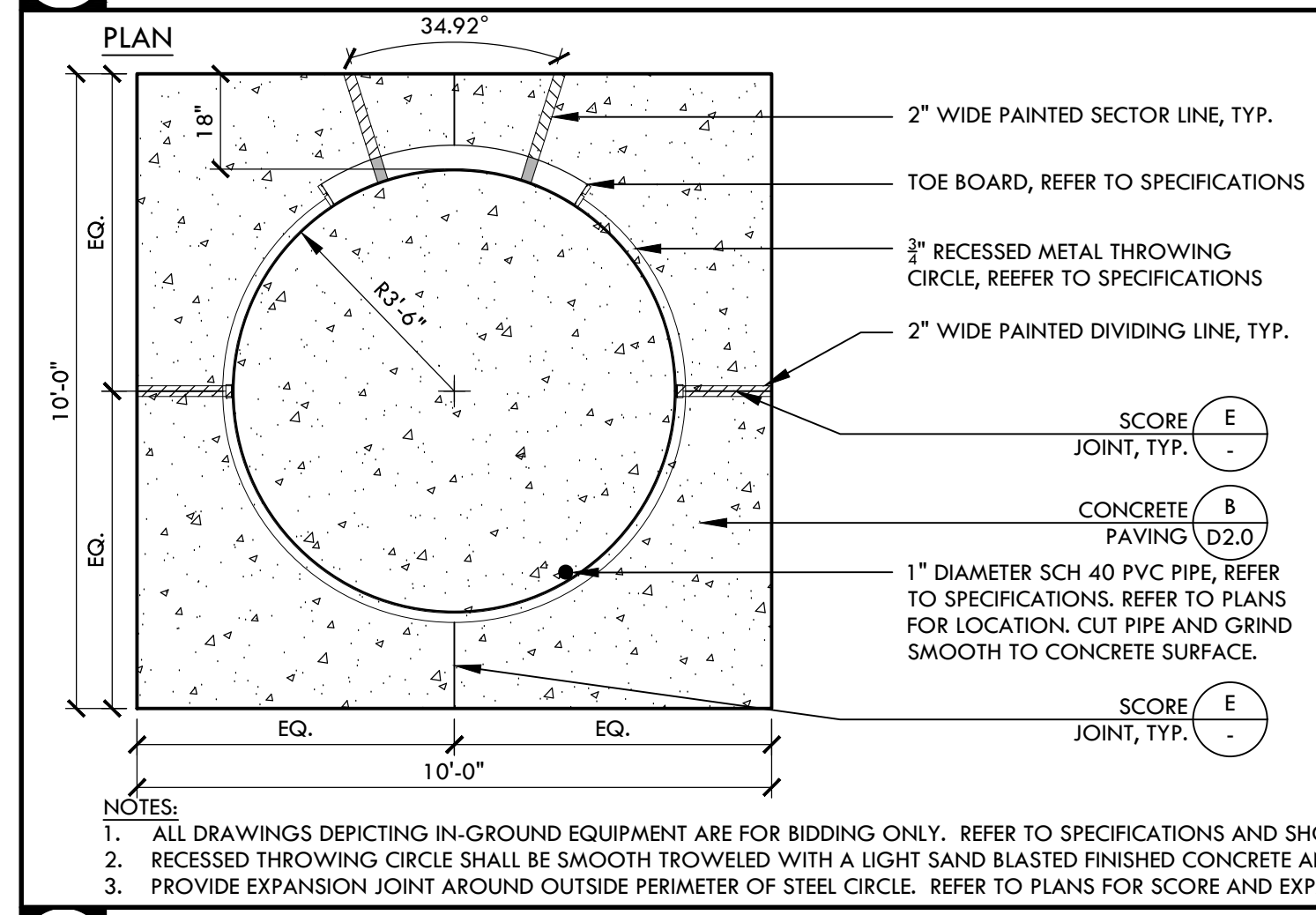
I TAKE-OFF BOARD NTS



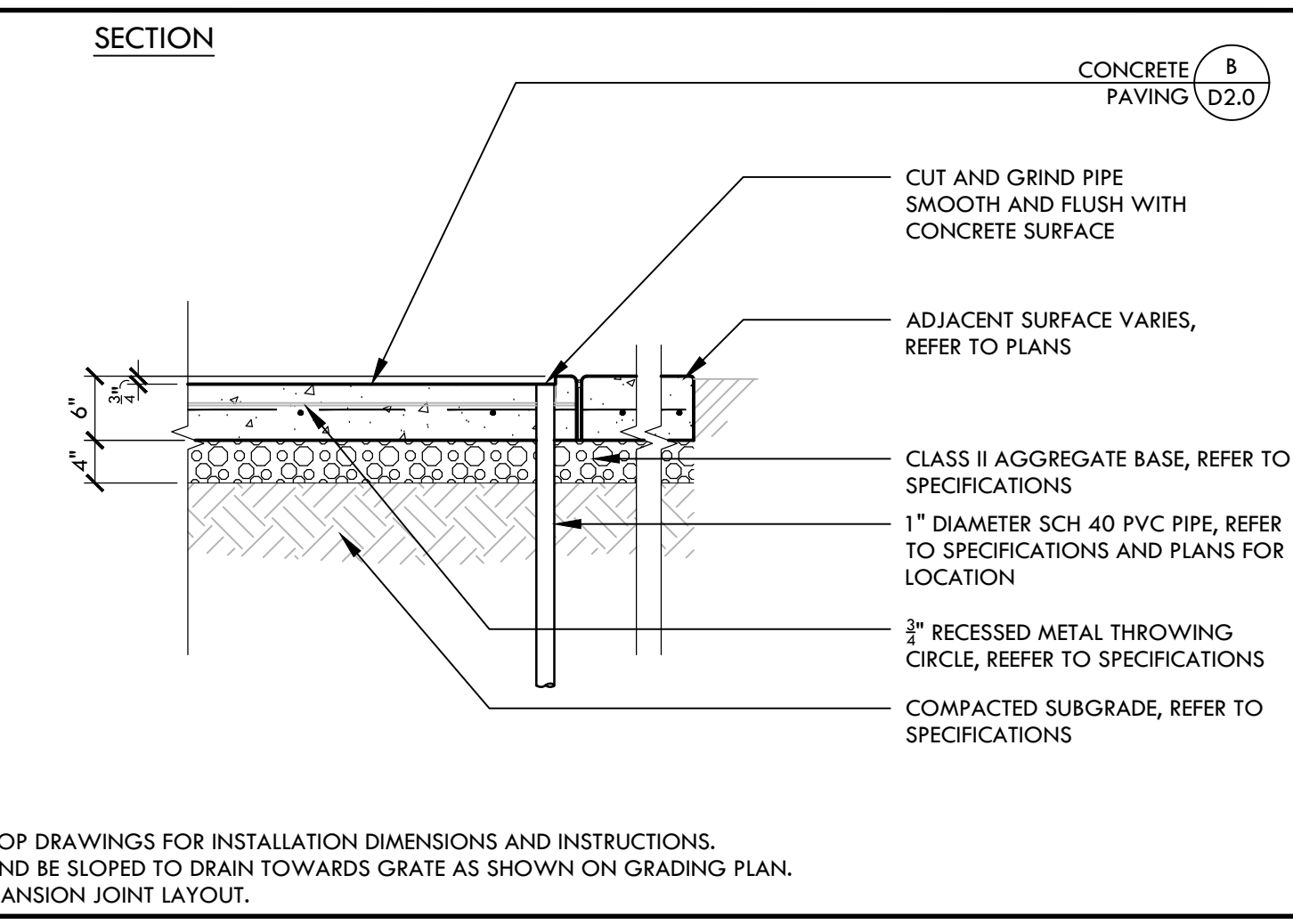
E SHOT PUT STRIPING SYNTHETIC TURF NTS



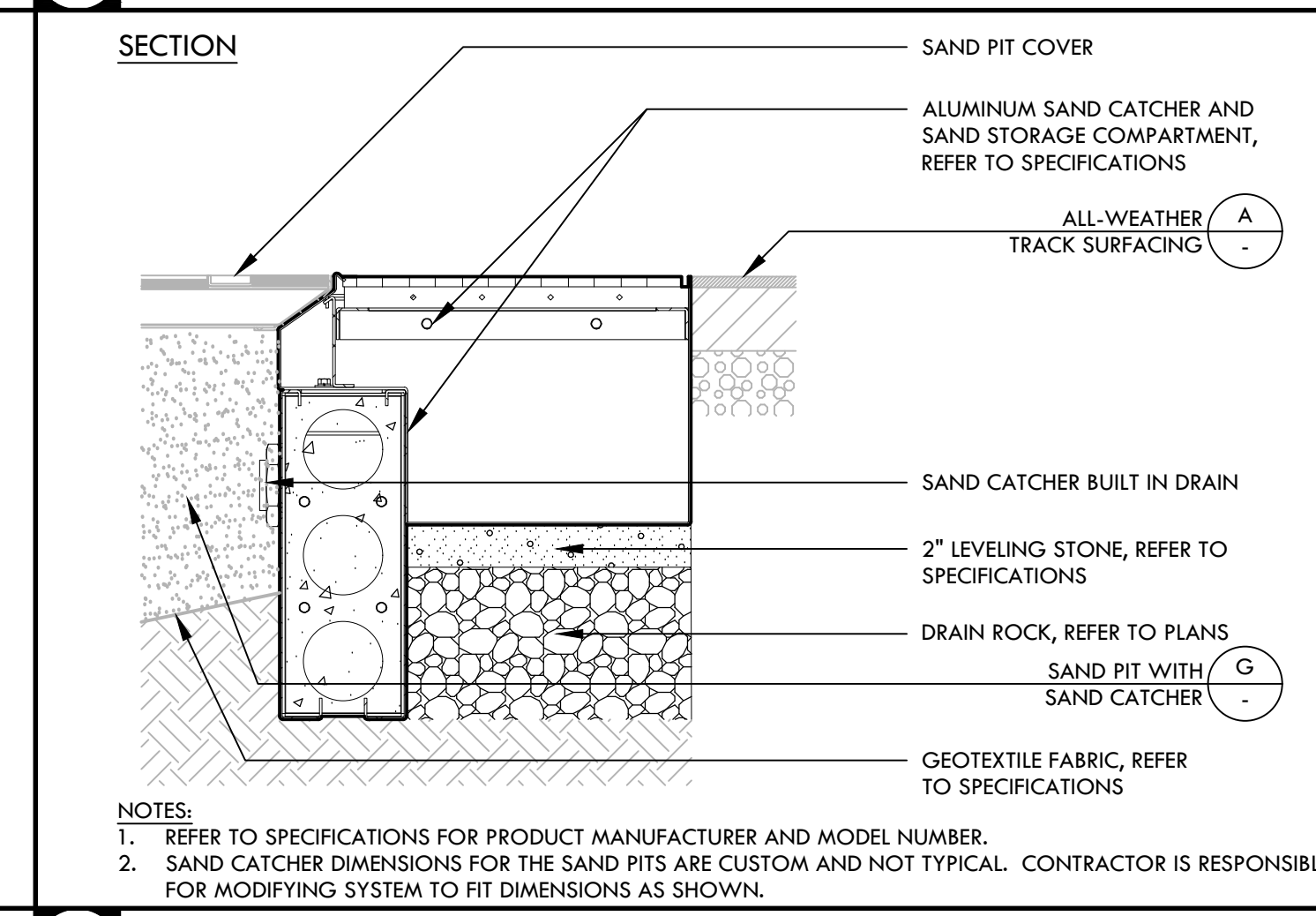
D POLE VAULT- RUNWAY AND BOX NTS



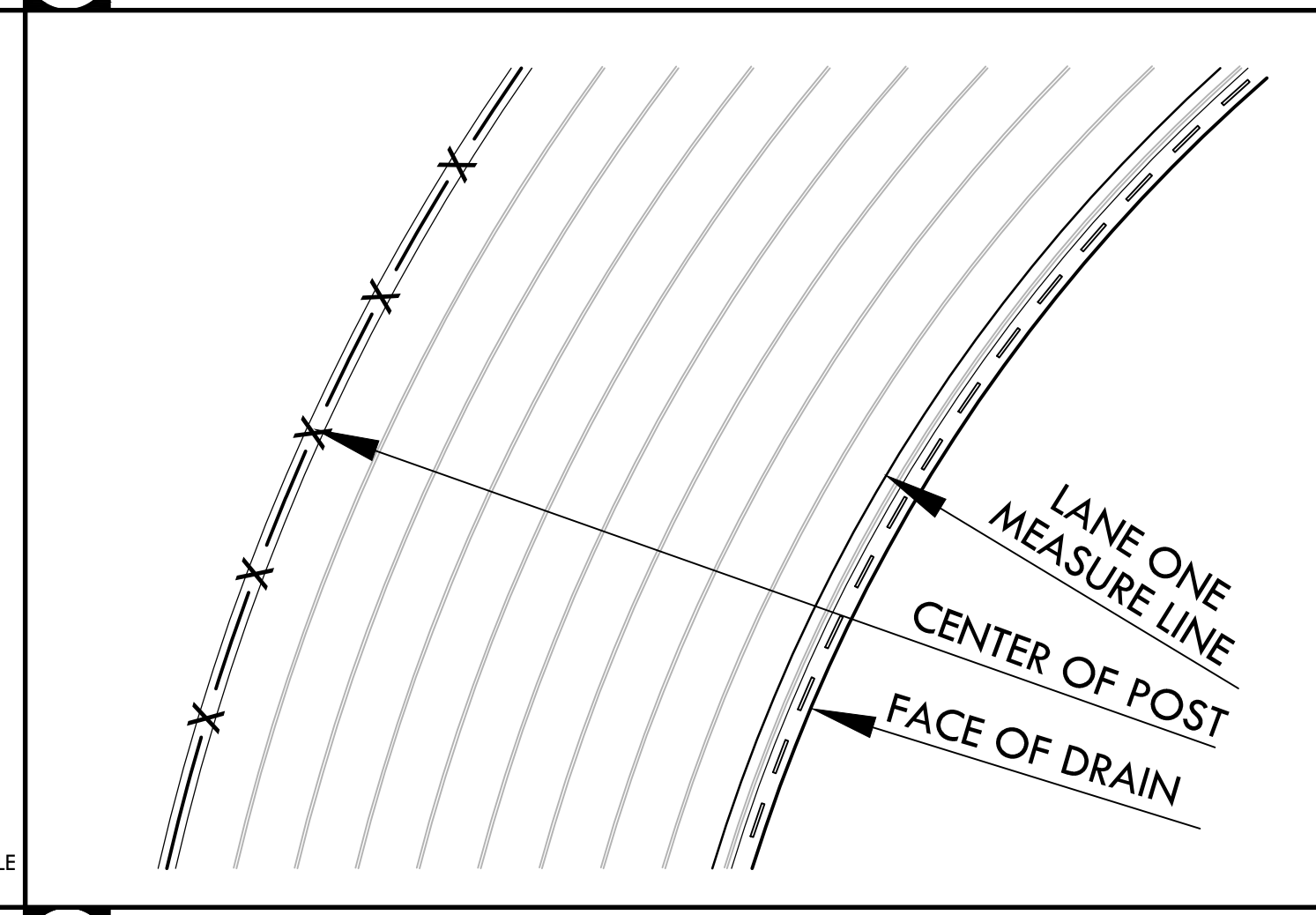
L SHOT PUT CIRCLE NTS



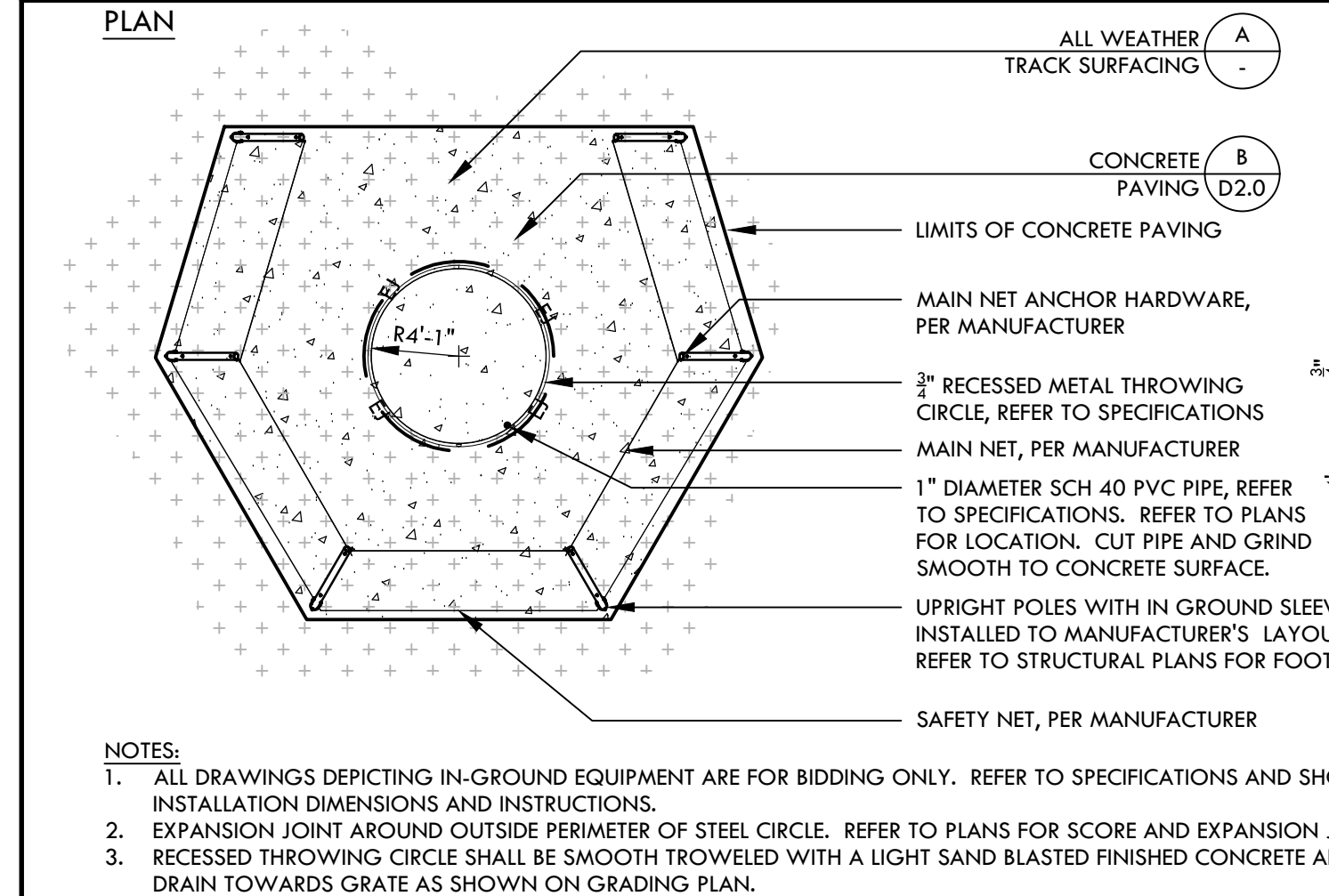
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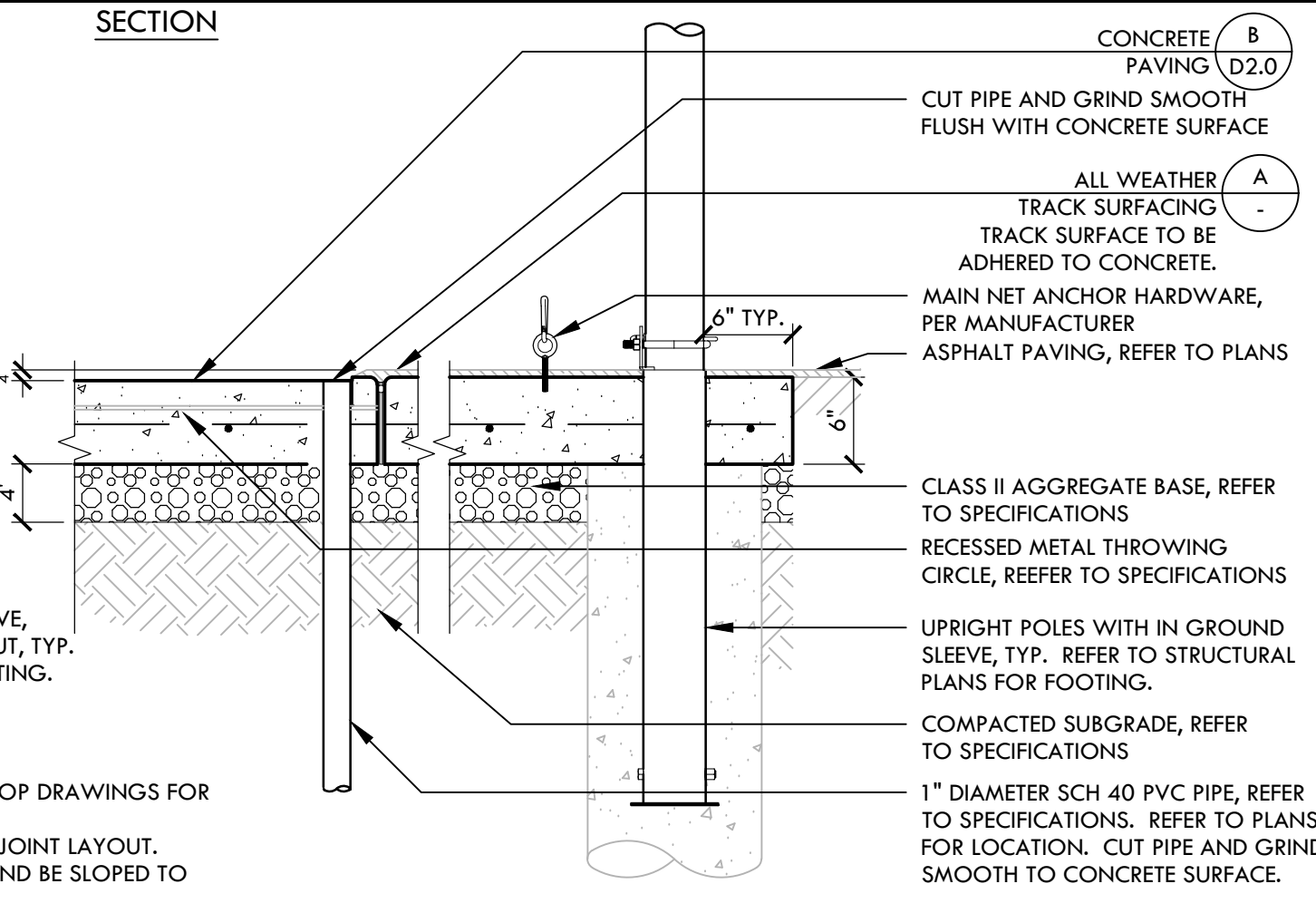
G SAND PIT WITH SAND CATCHER NTS



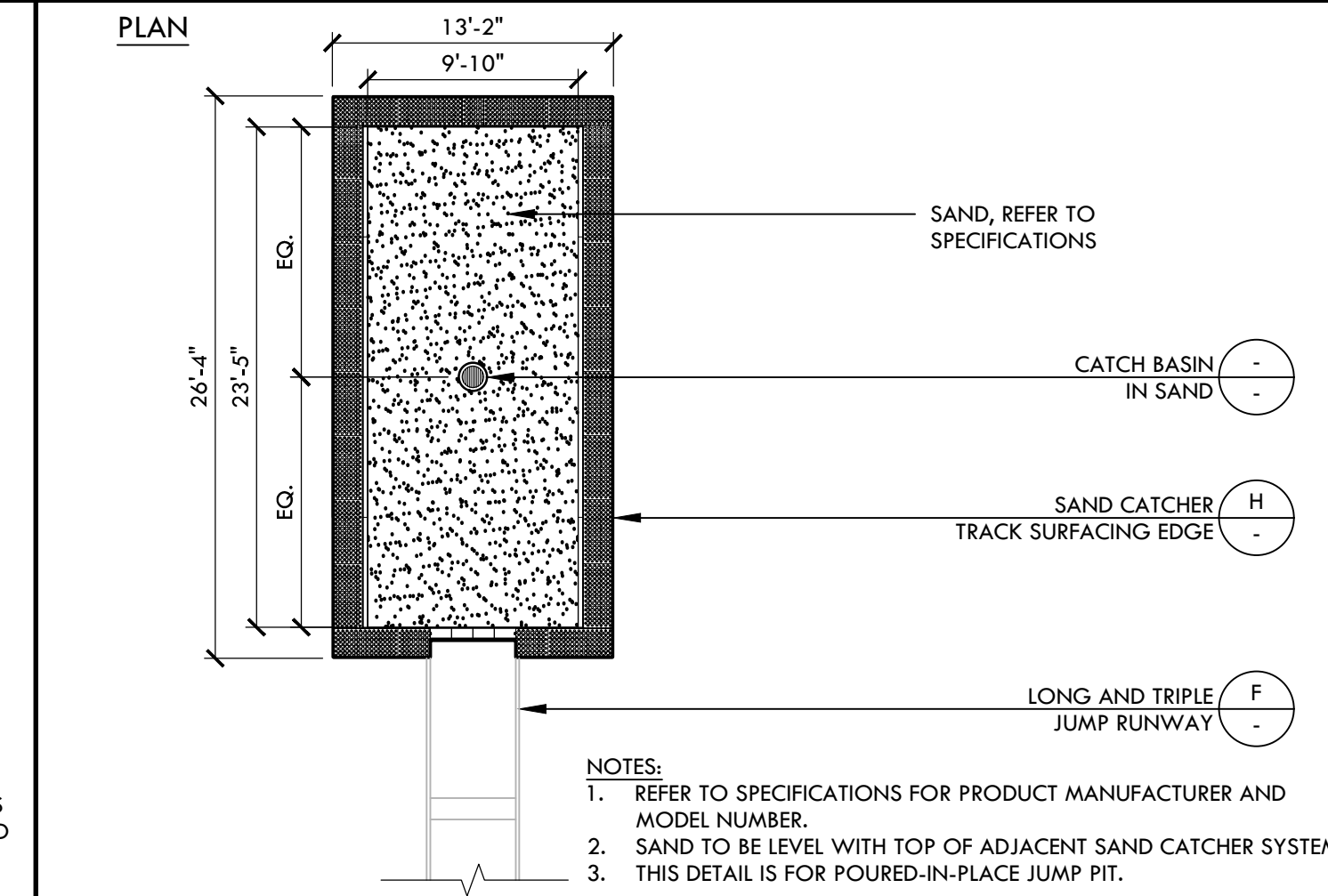
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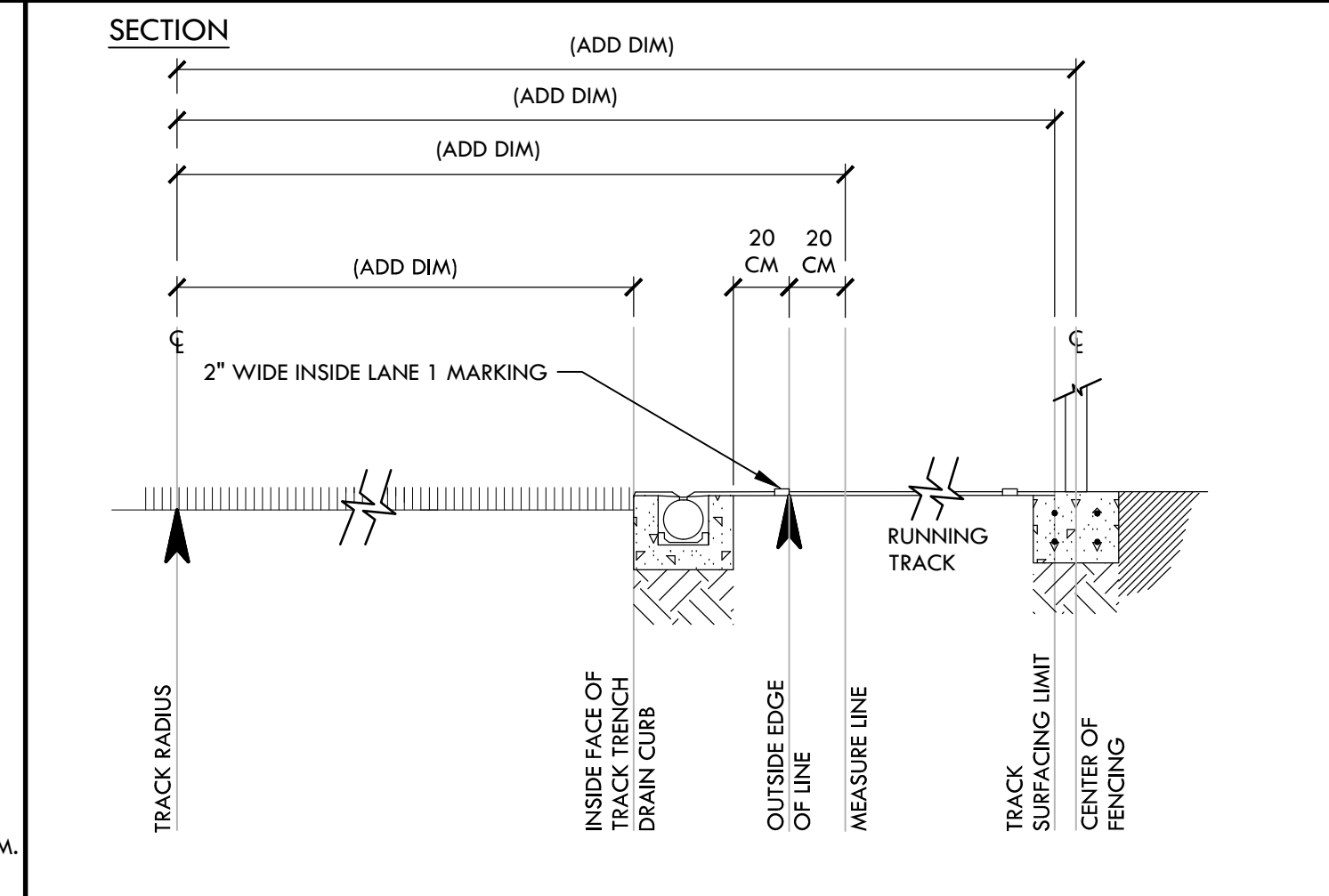
K DISCUS CAGE NTS



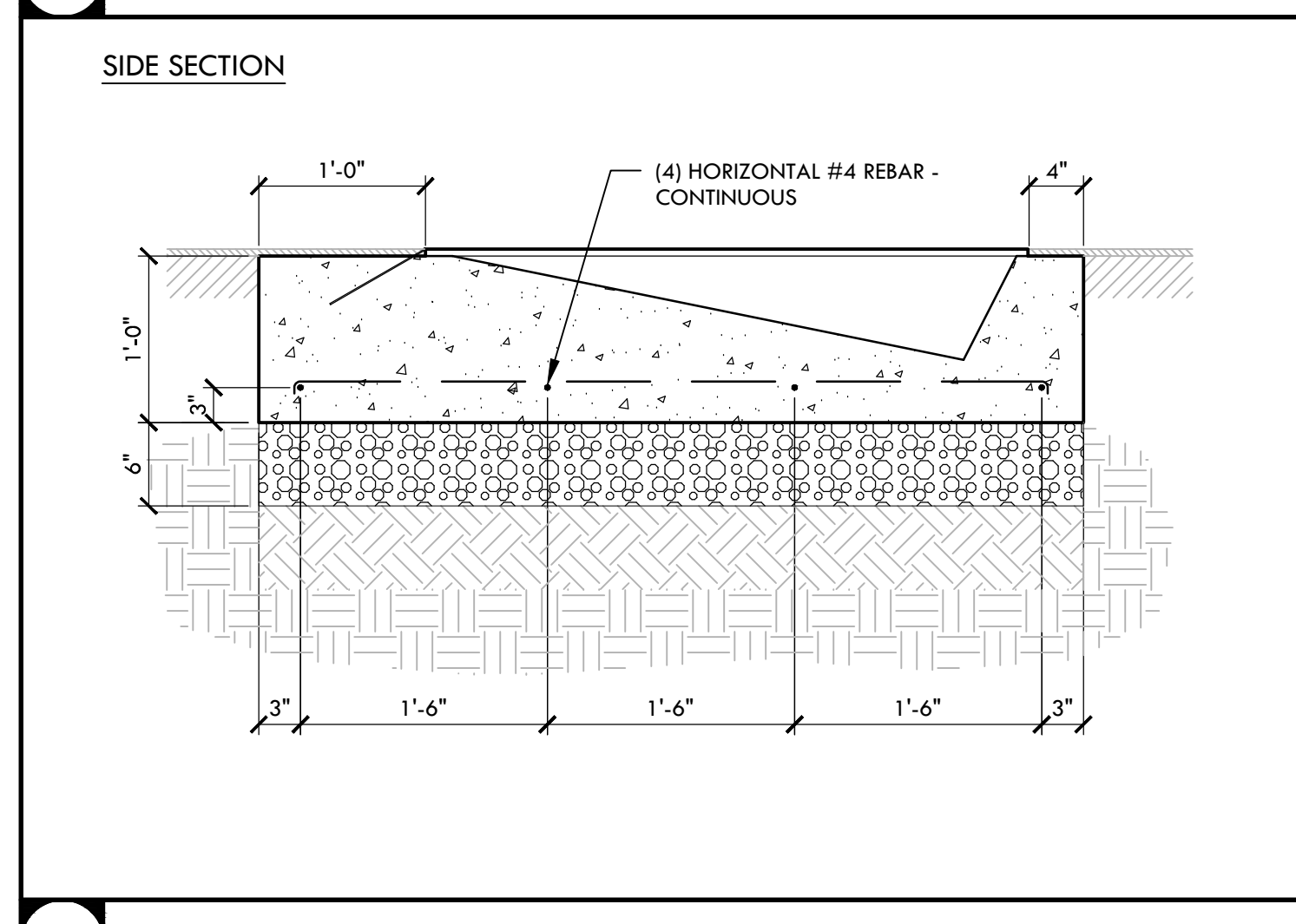
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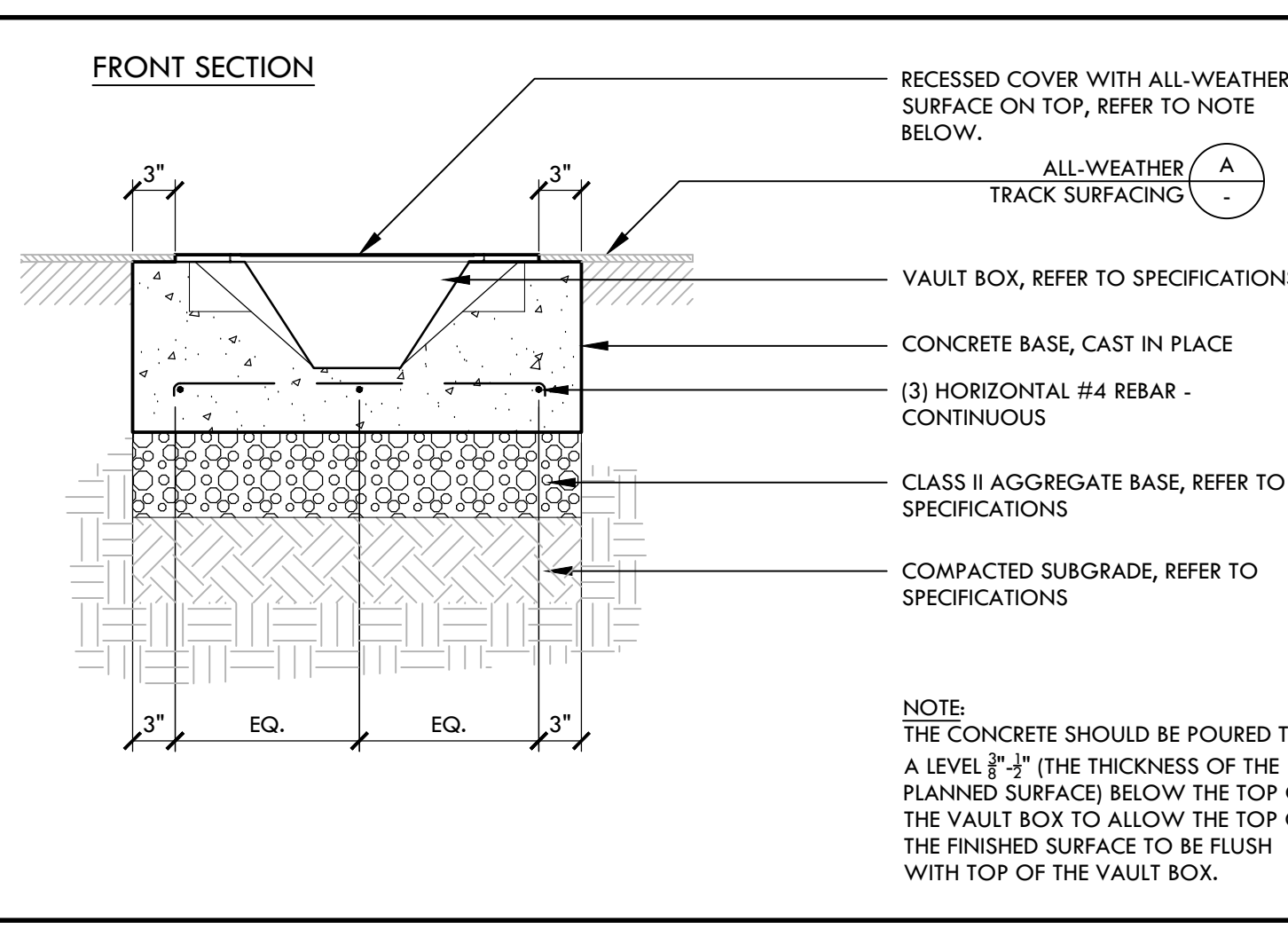
F LONG AND TRIPLE JUMP NTS



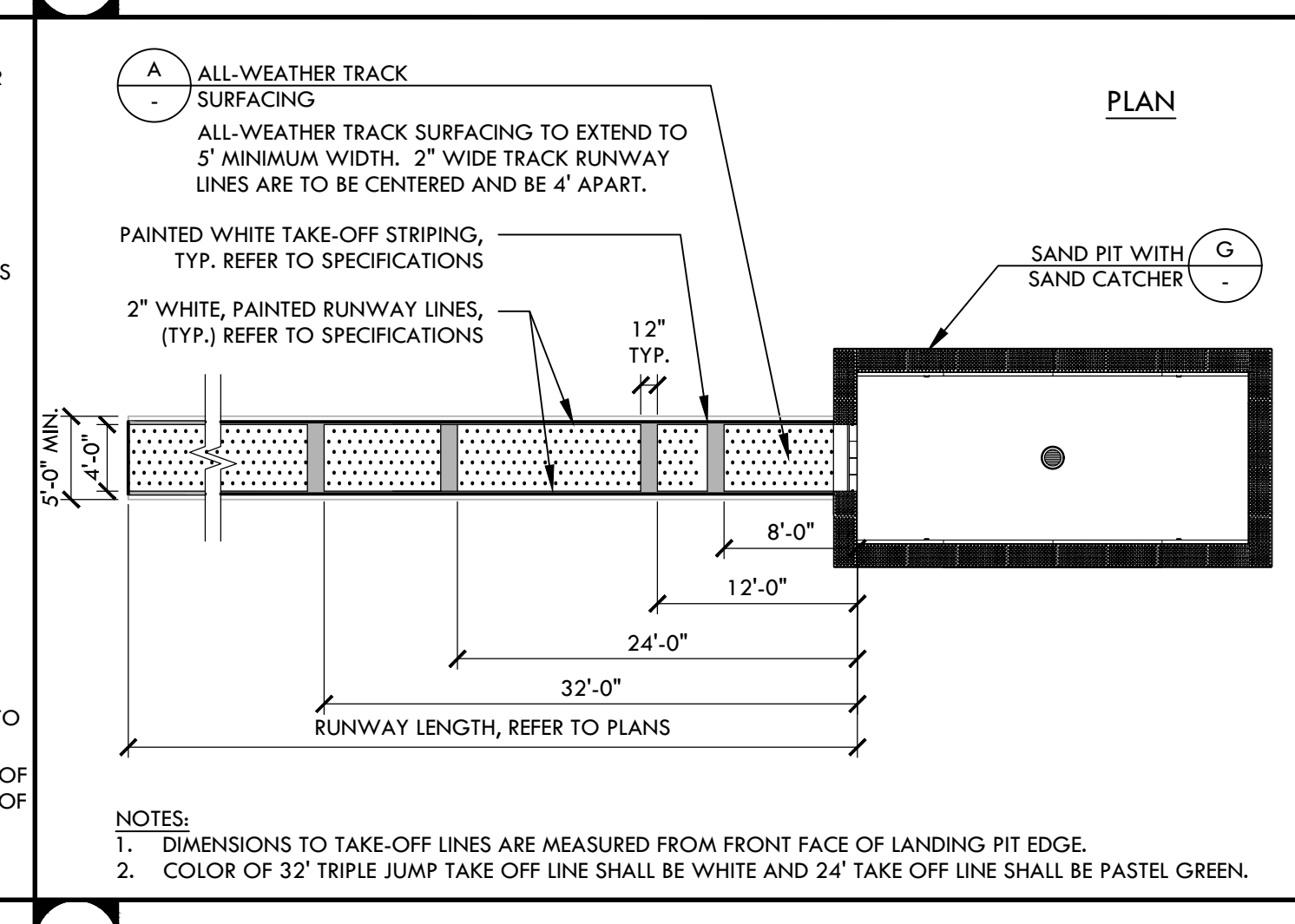
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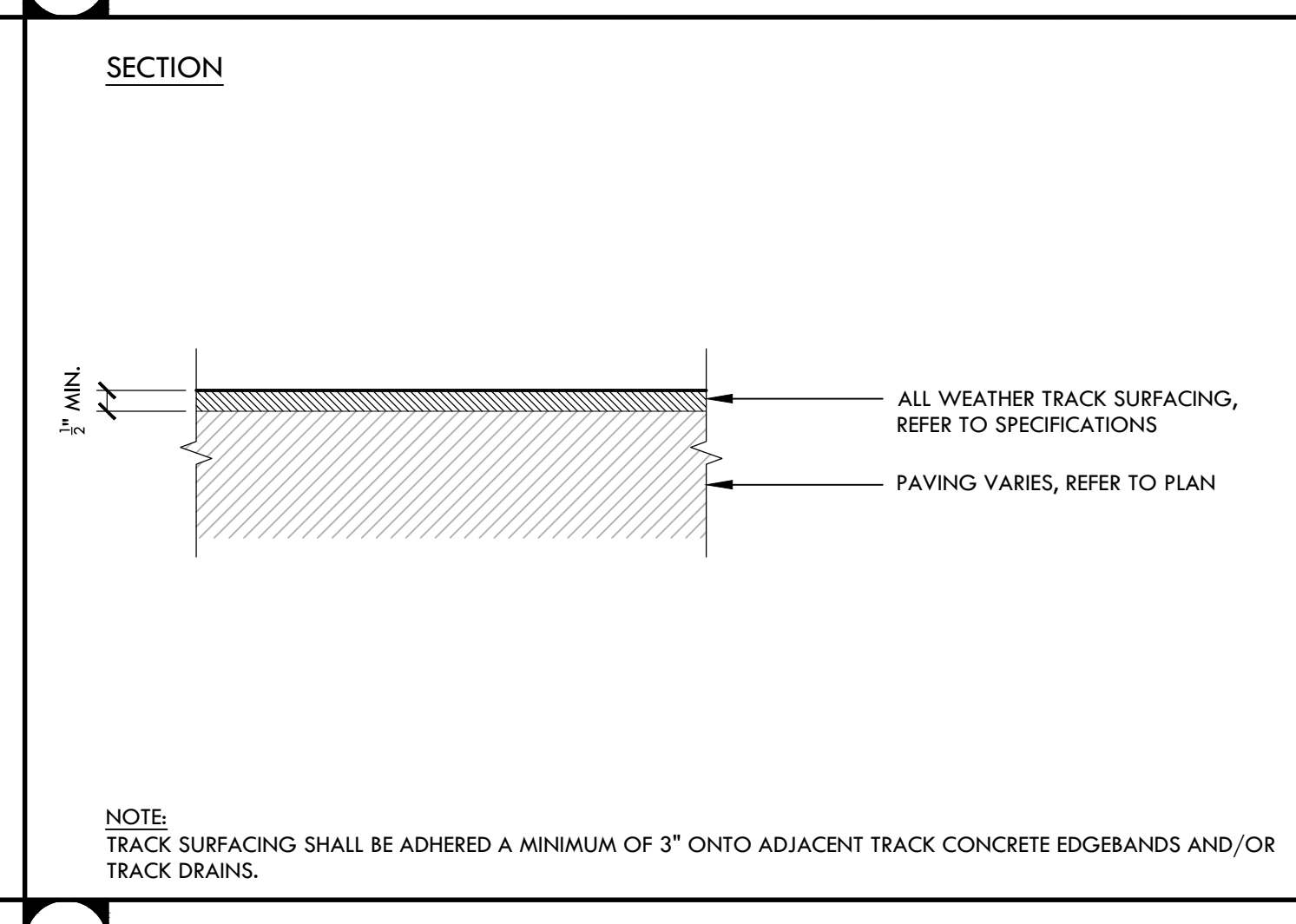
J POLE VAULT BOX NTS



F LONG AND TRIPLE JUMP NTS



F LONG AND TRIPLE JUMP NTS



A ALL-WEATHER TRACK SURFACING NTS

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RENOVATIONS TO EX. TRACK AND FIELD

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REVISIONS

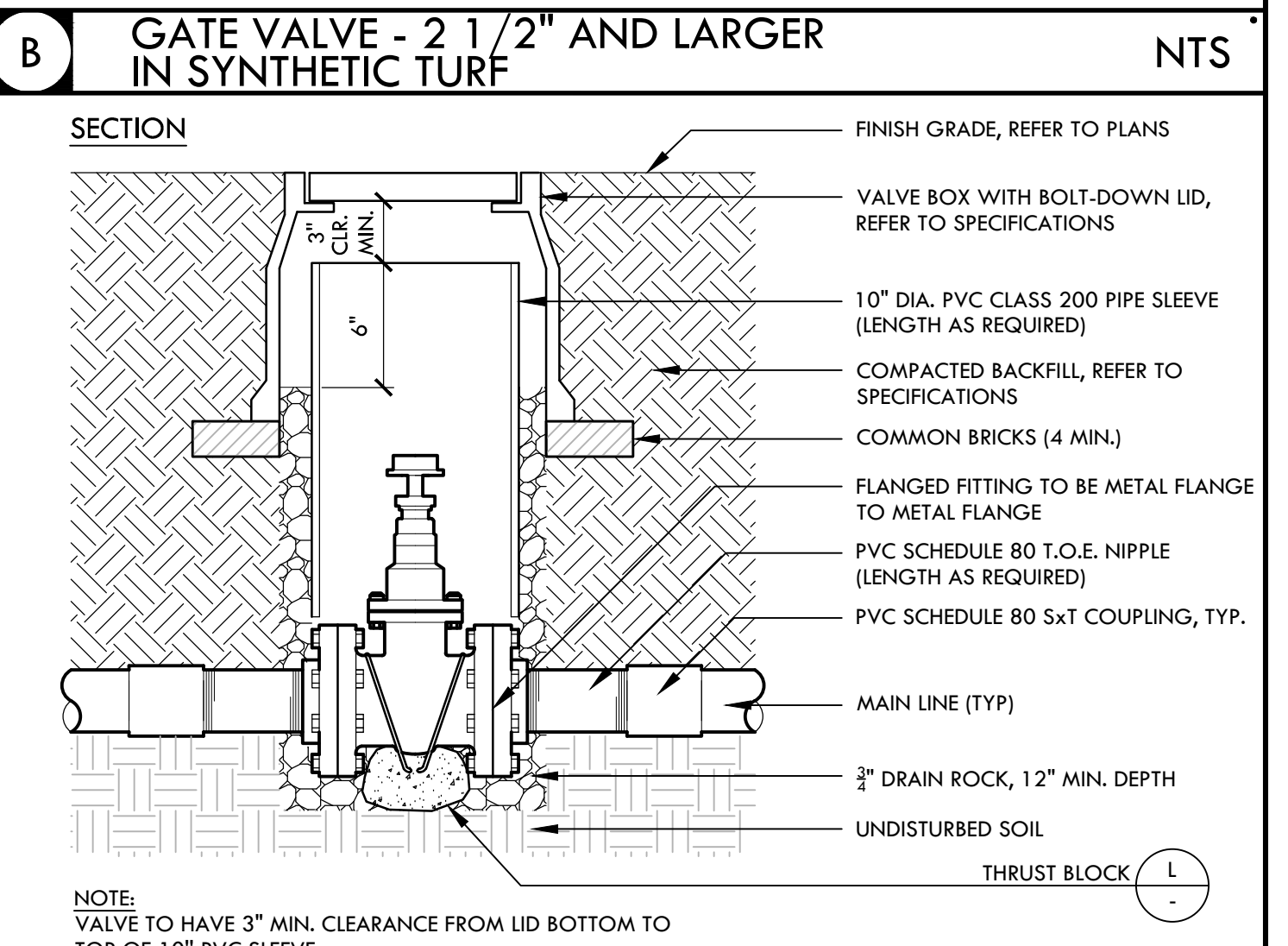
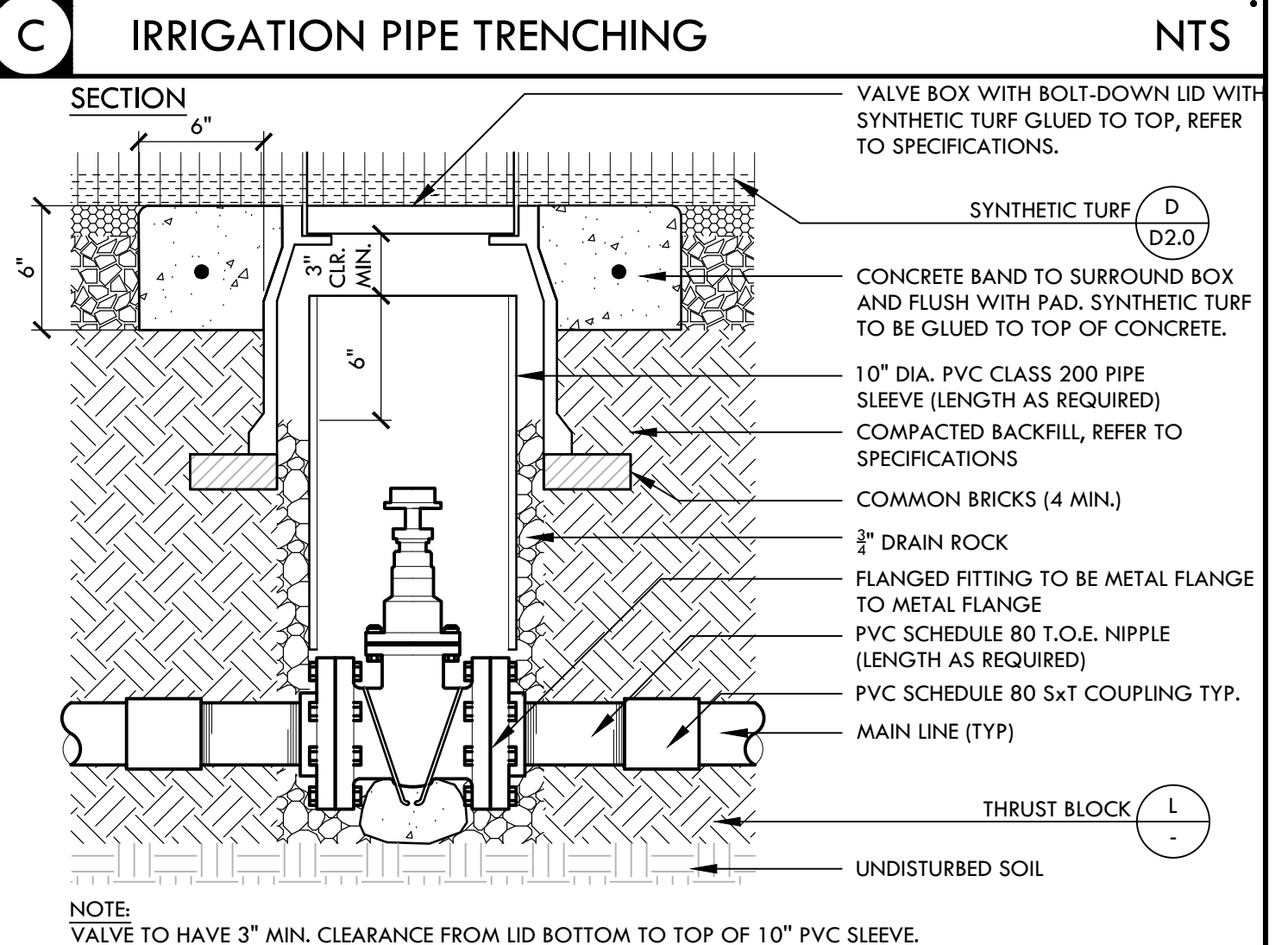
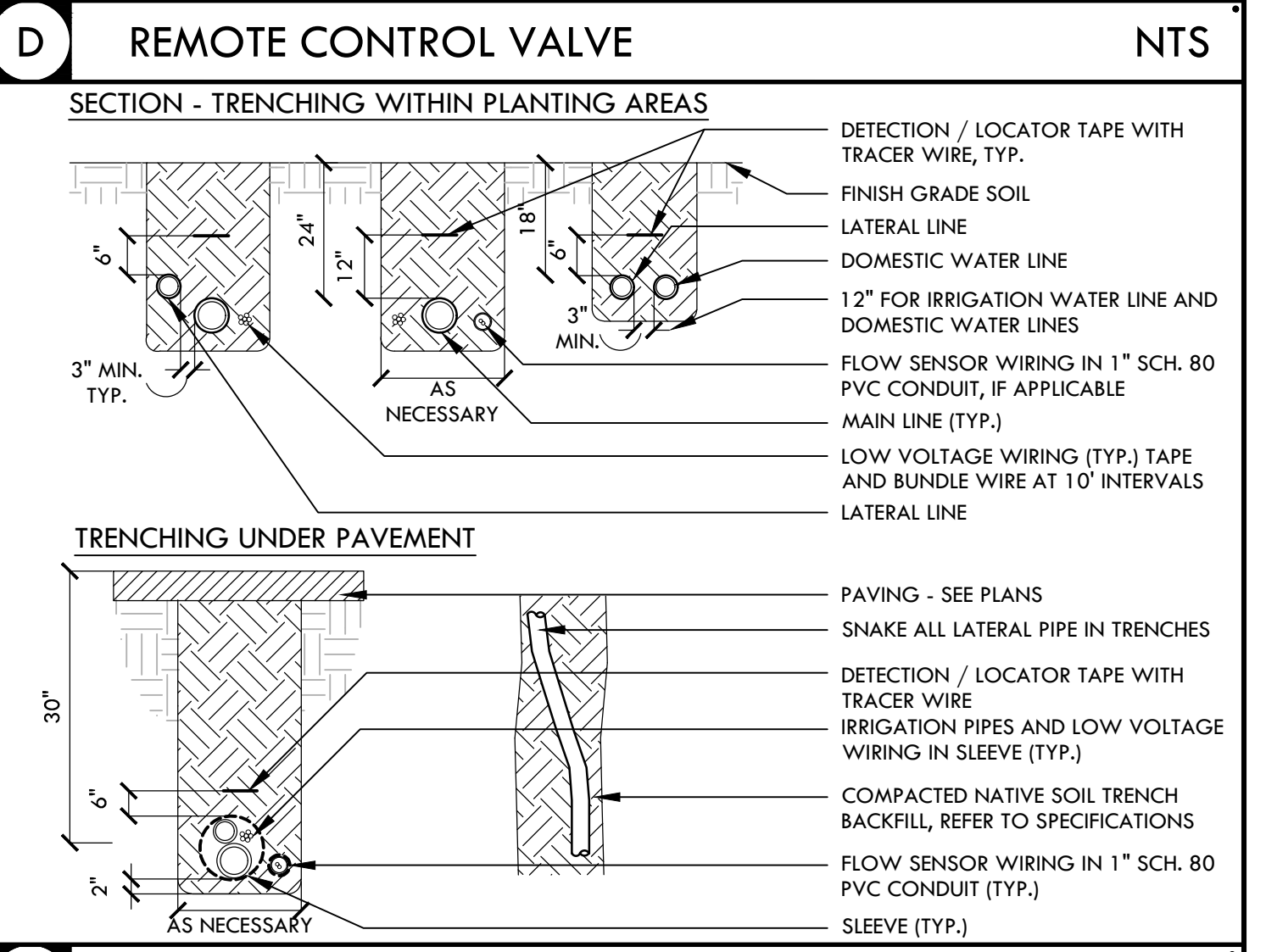
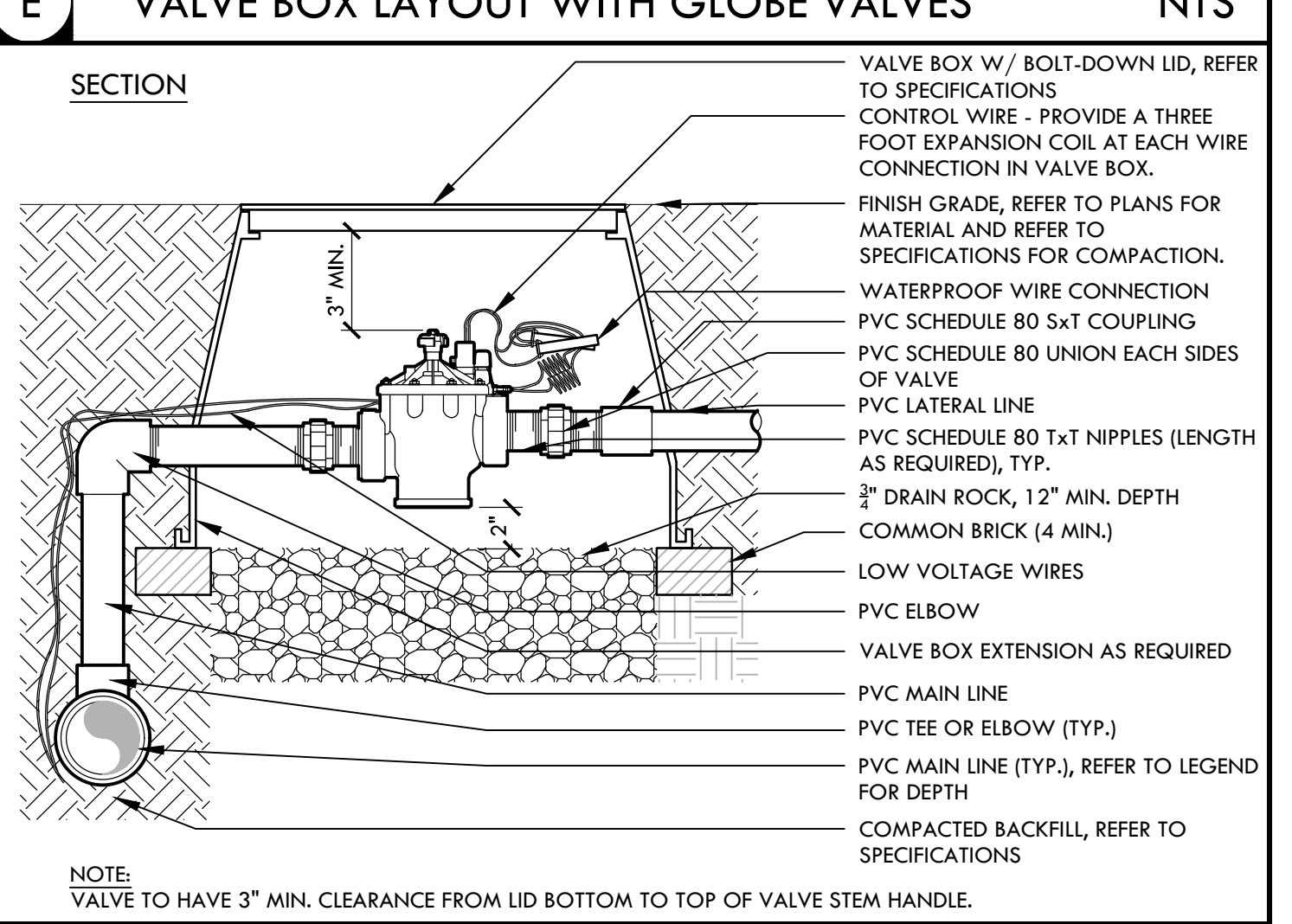
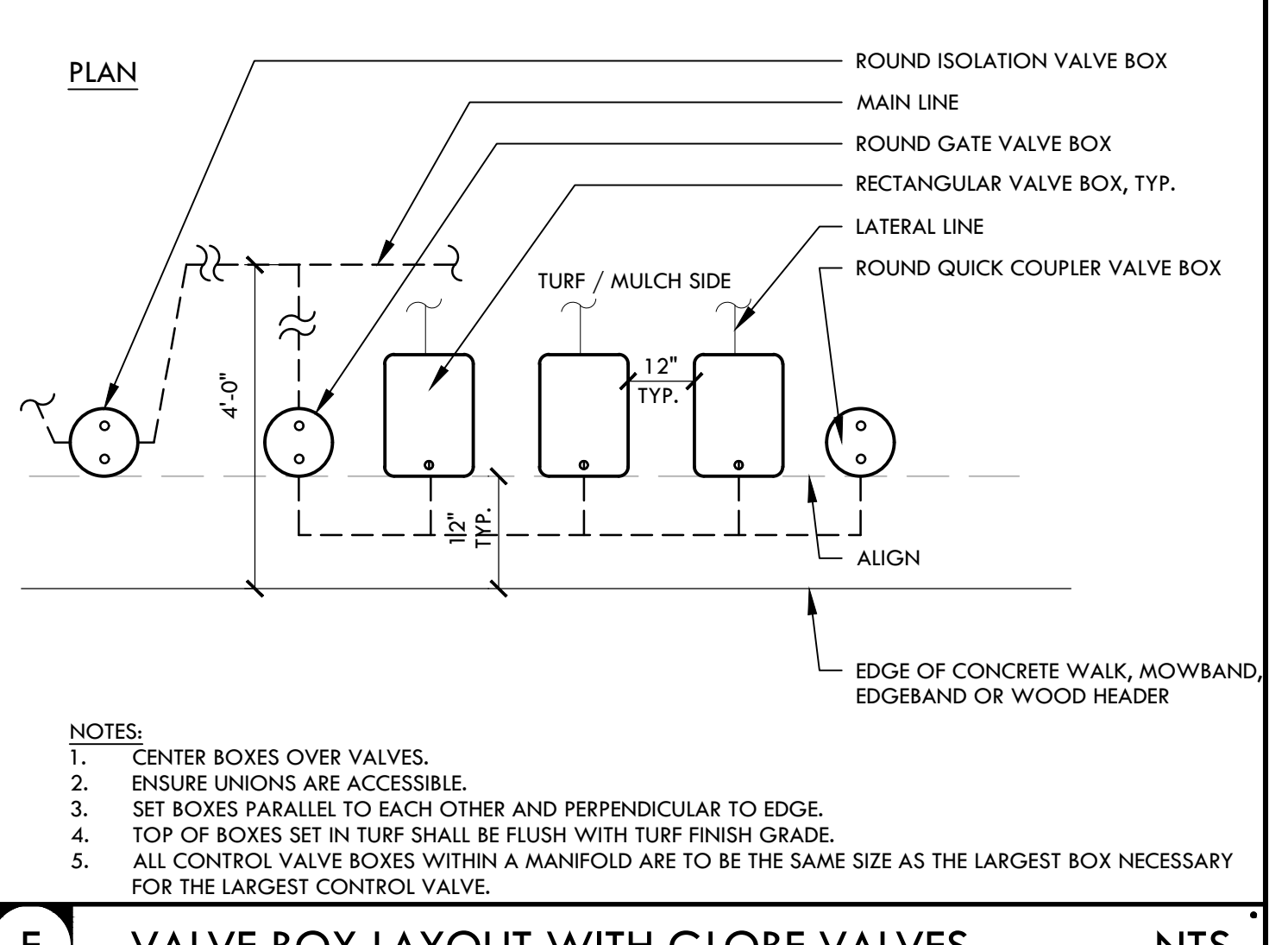
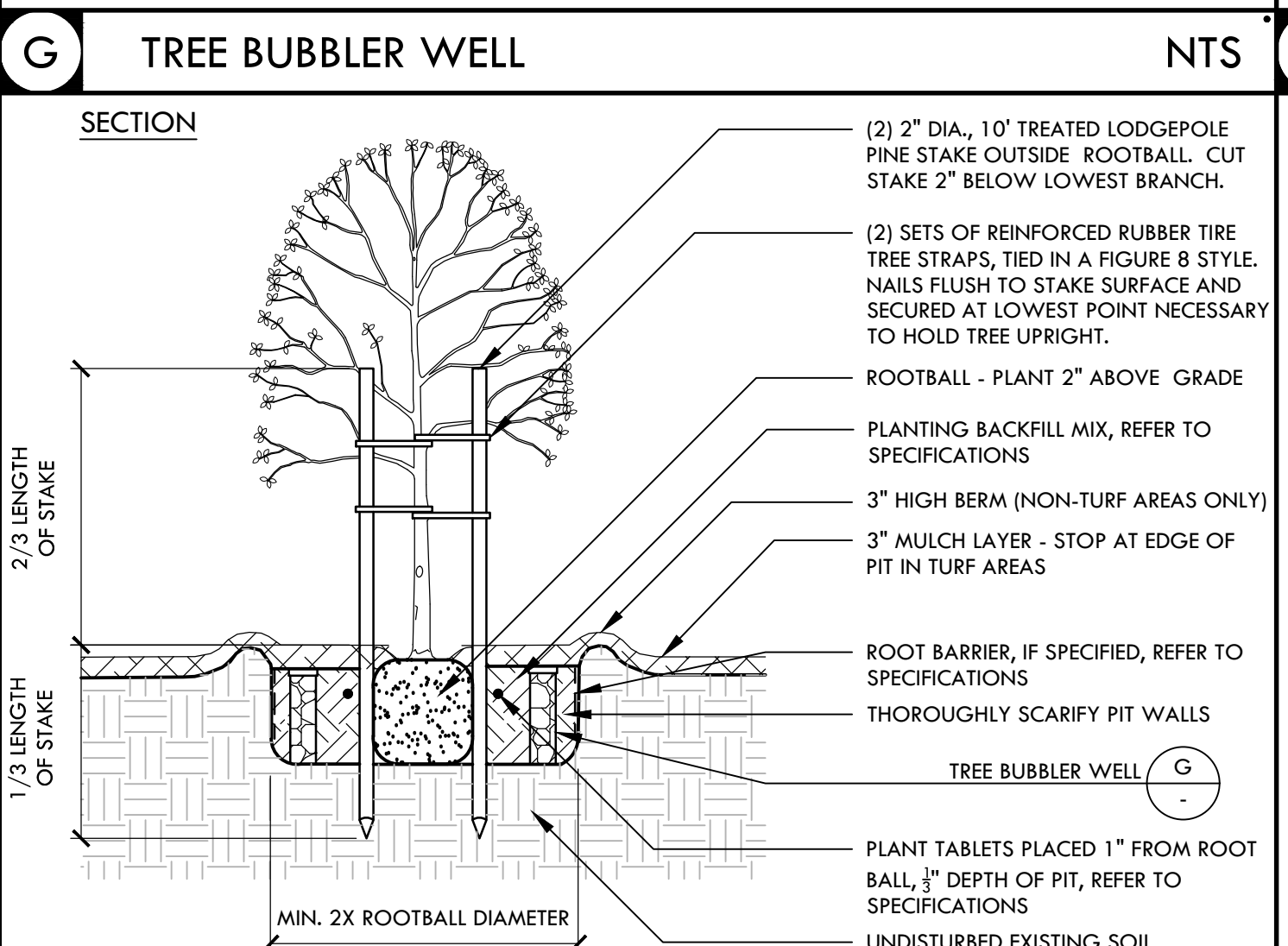
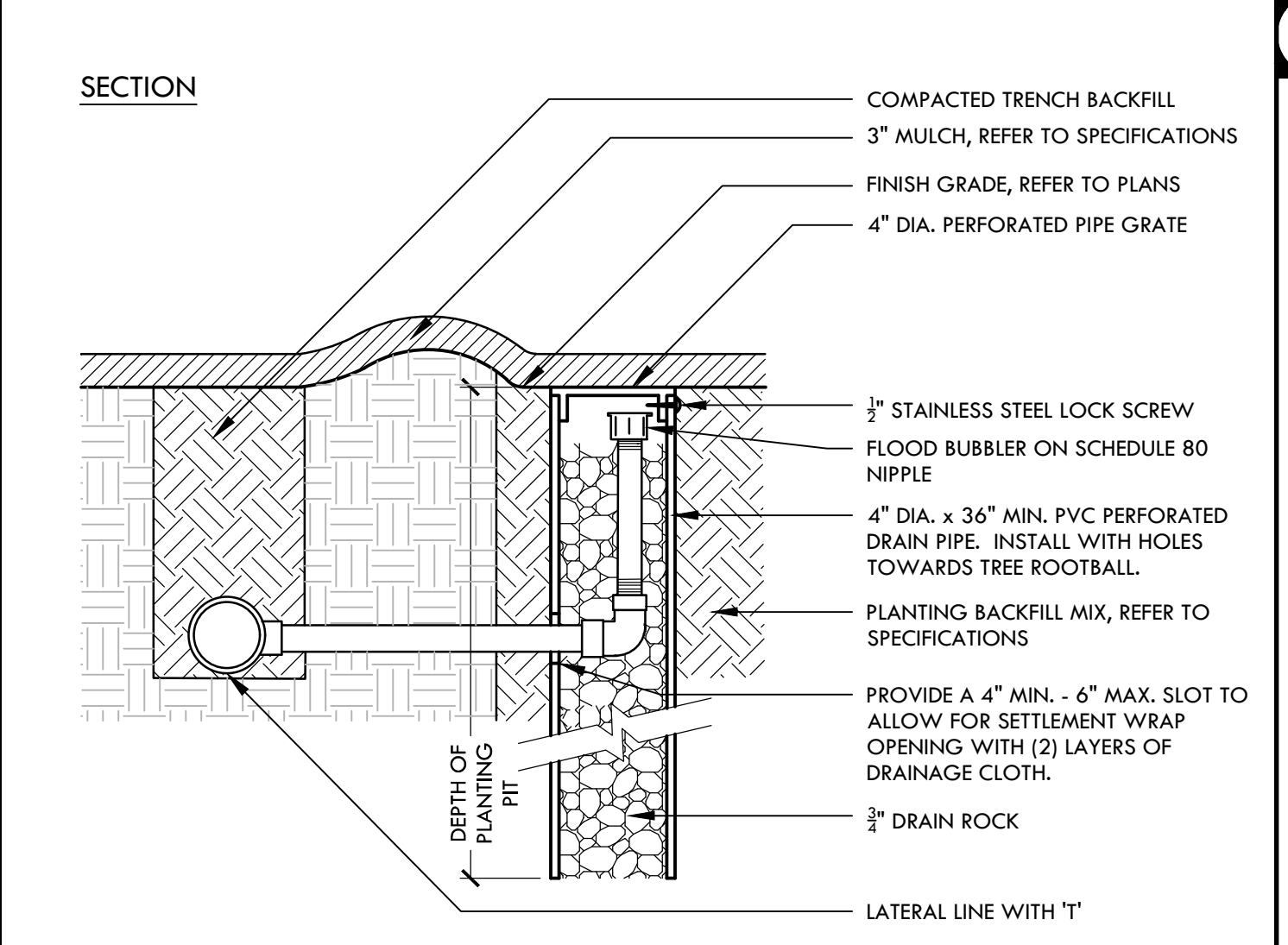
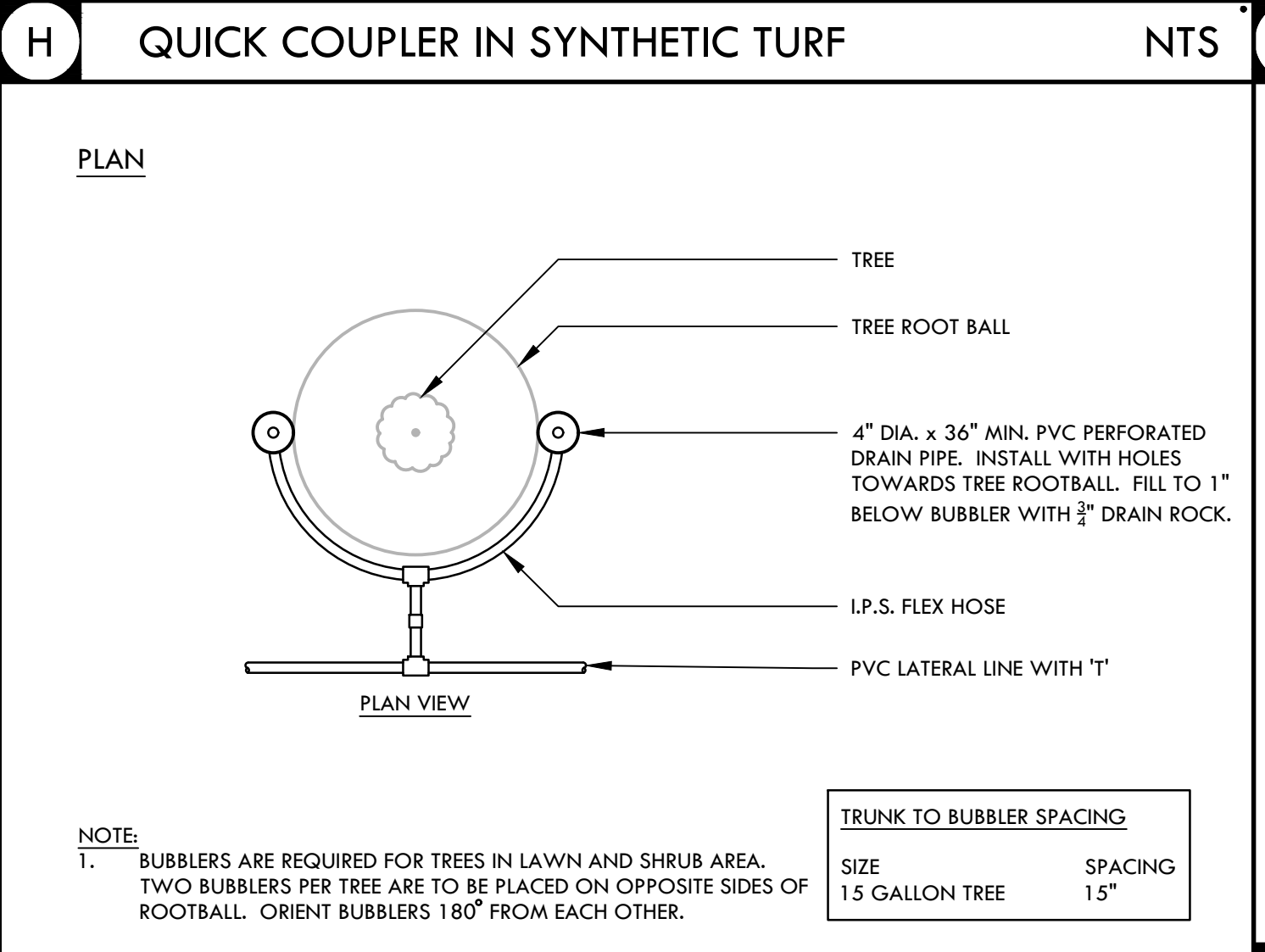
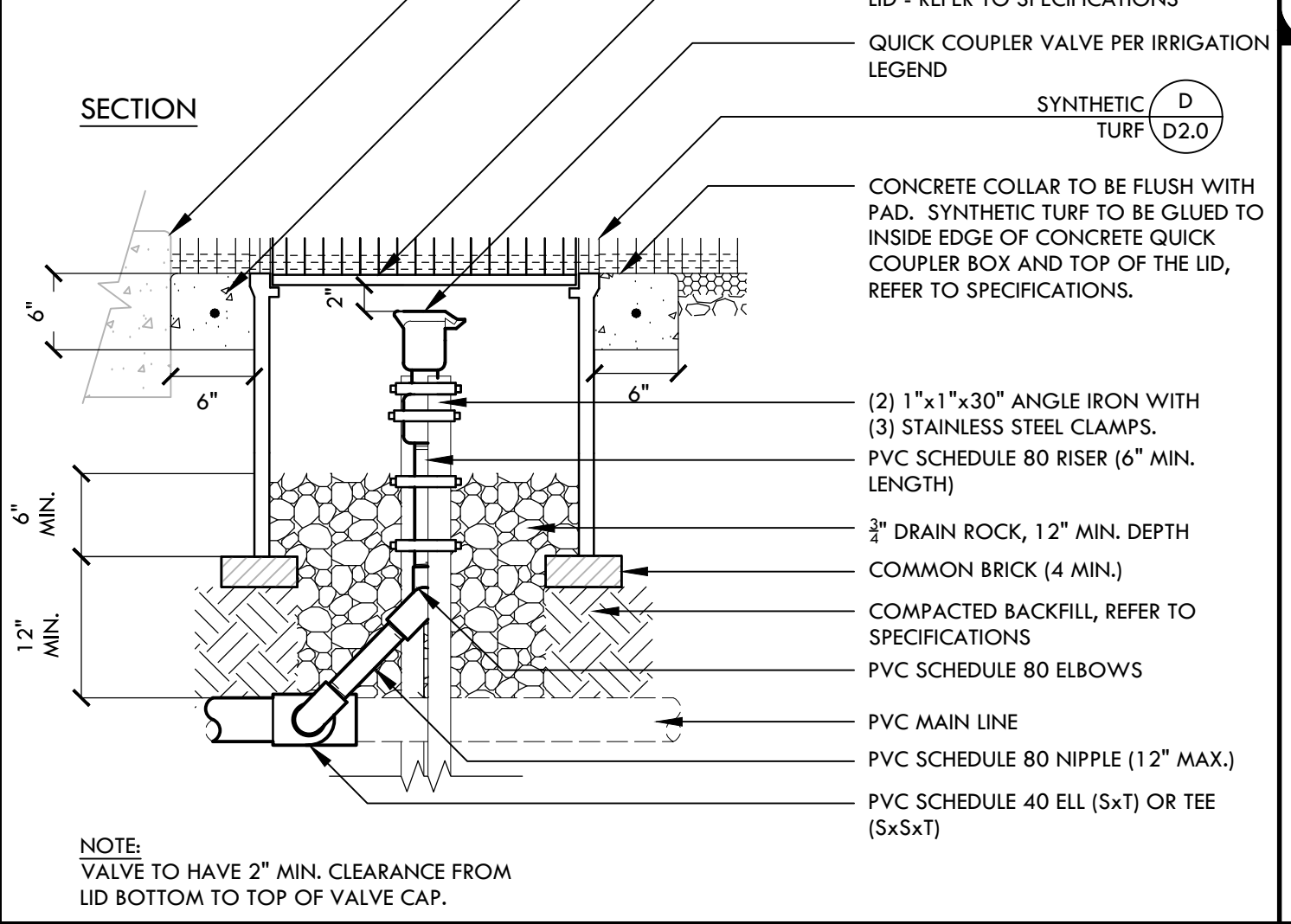
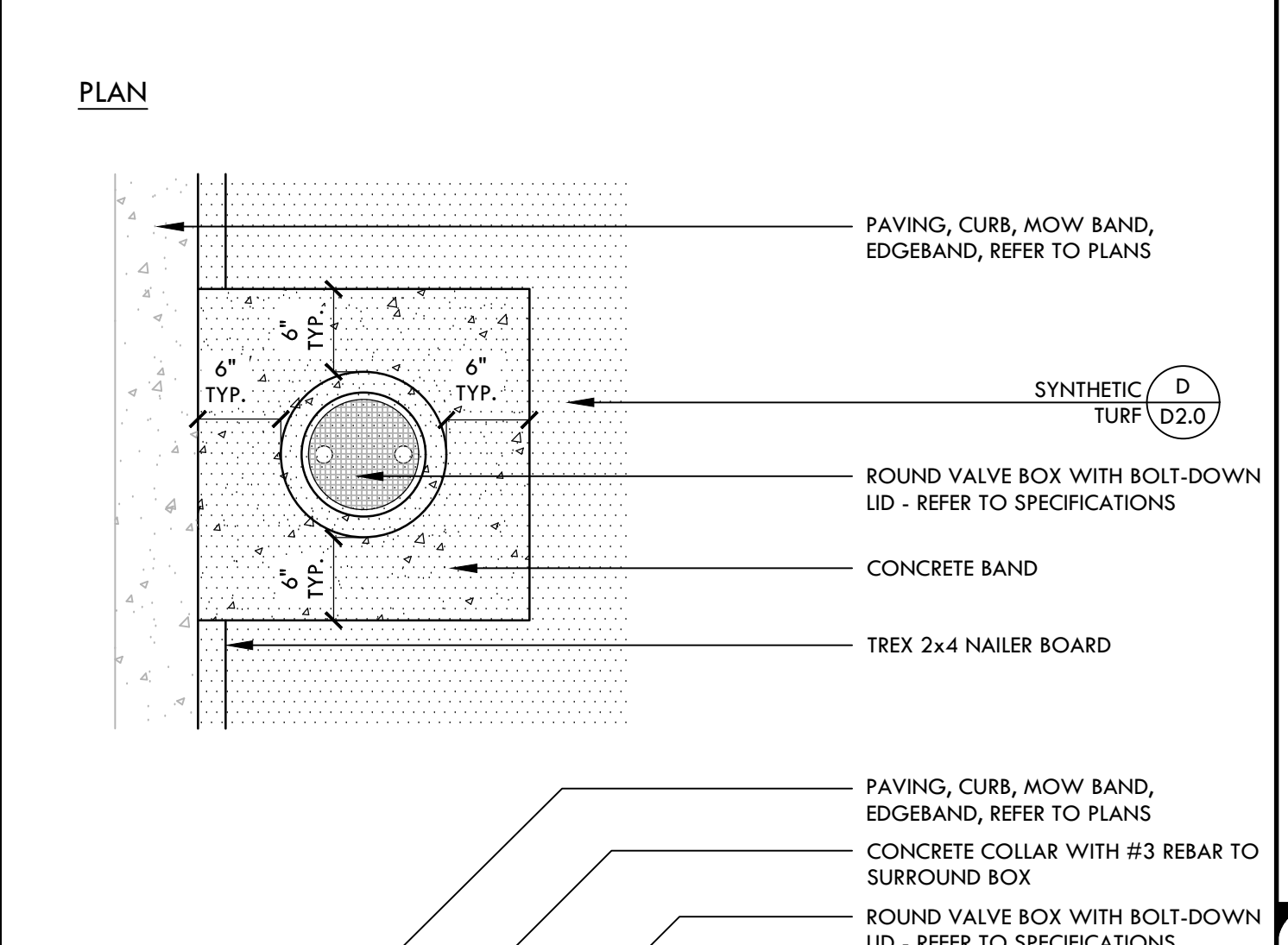
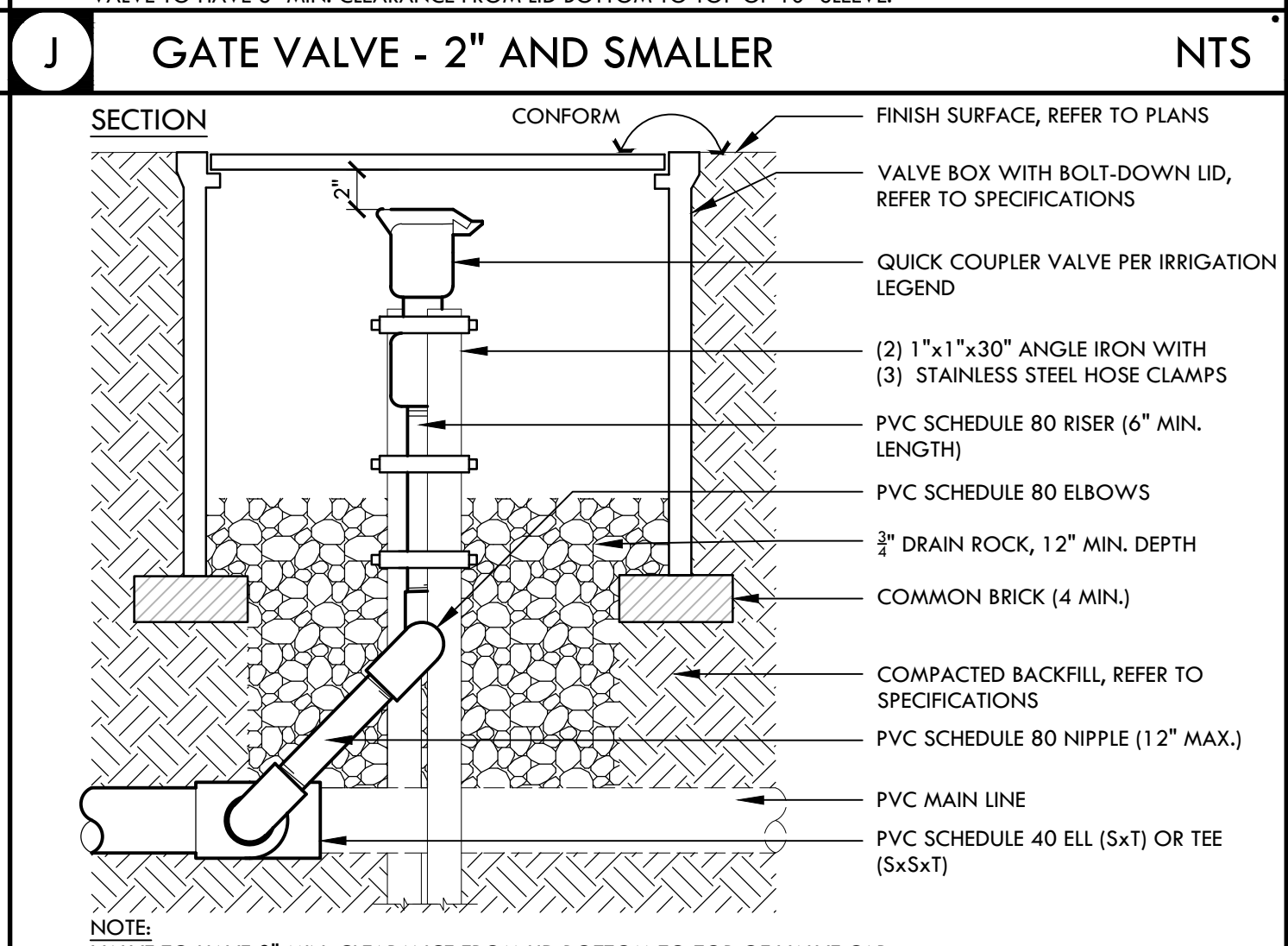
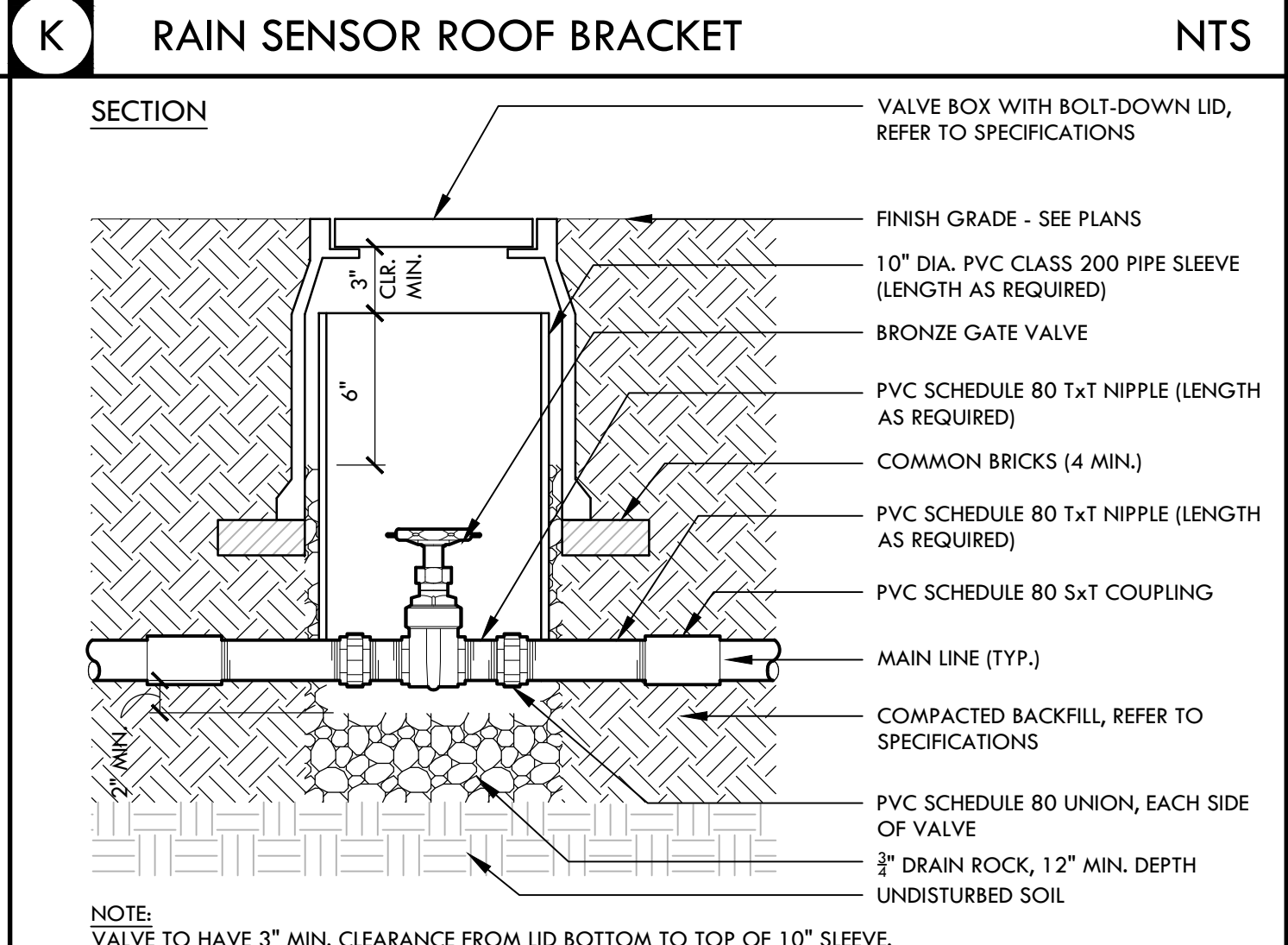
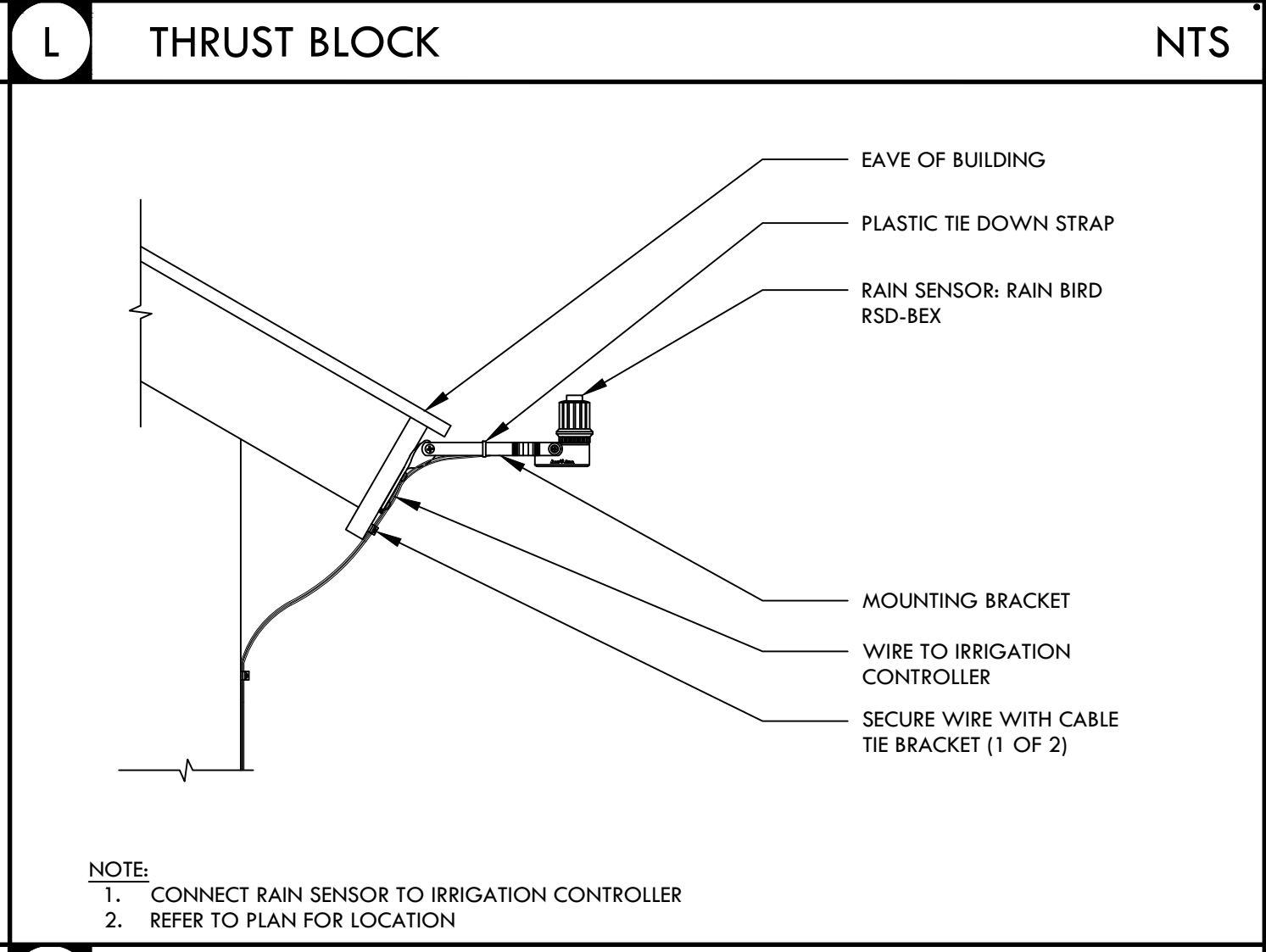
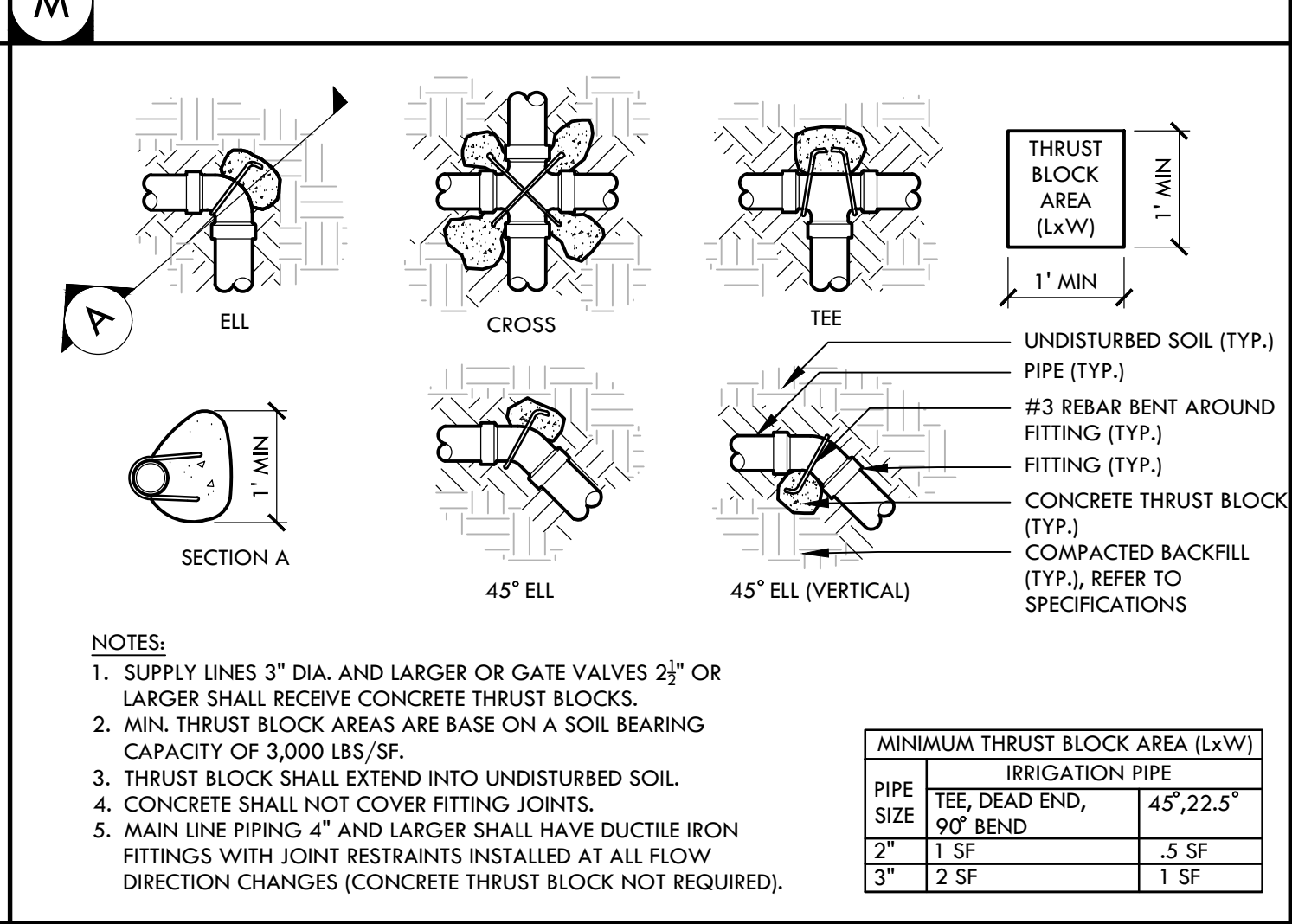
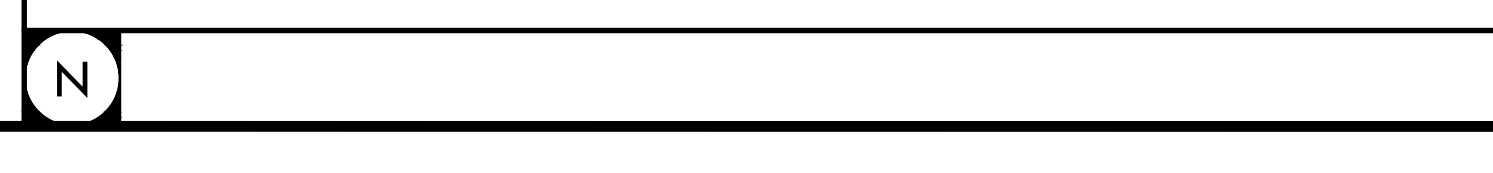
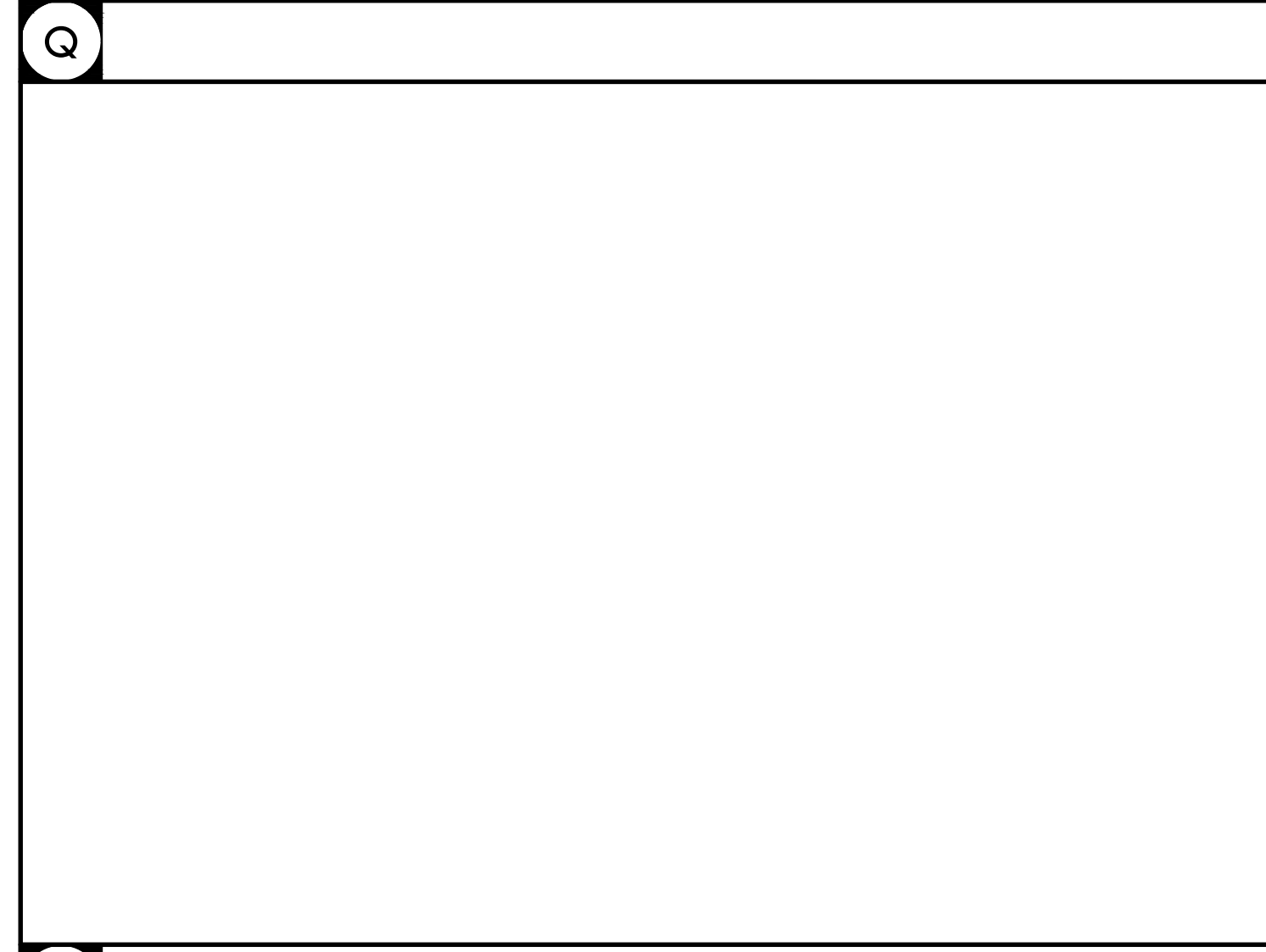
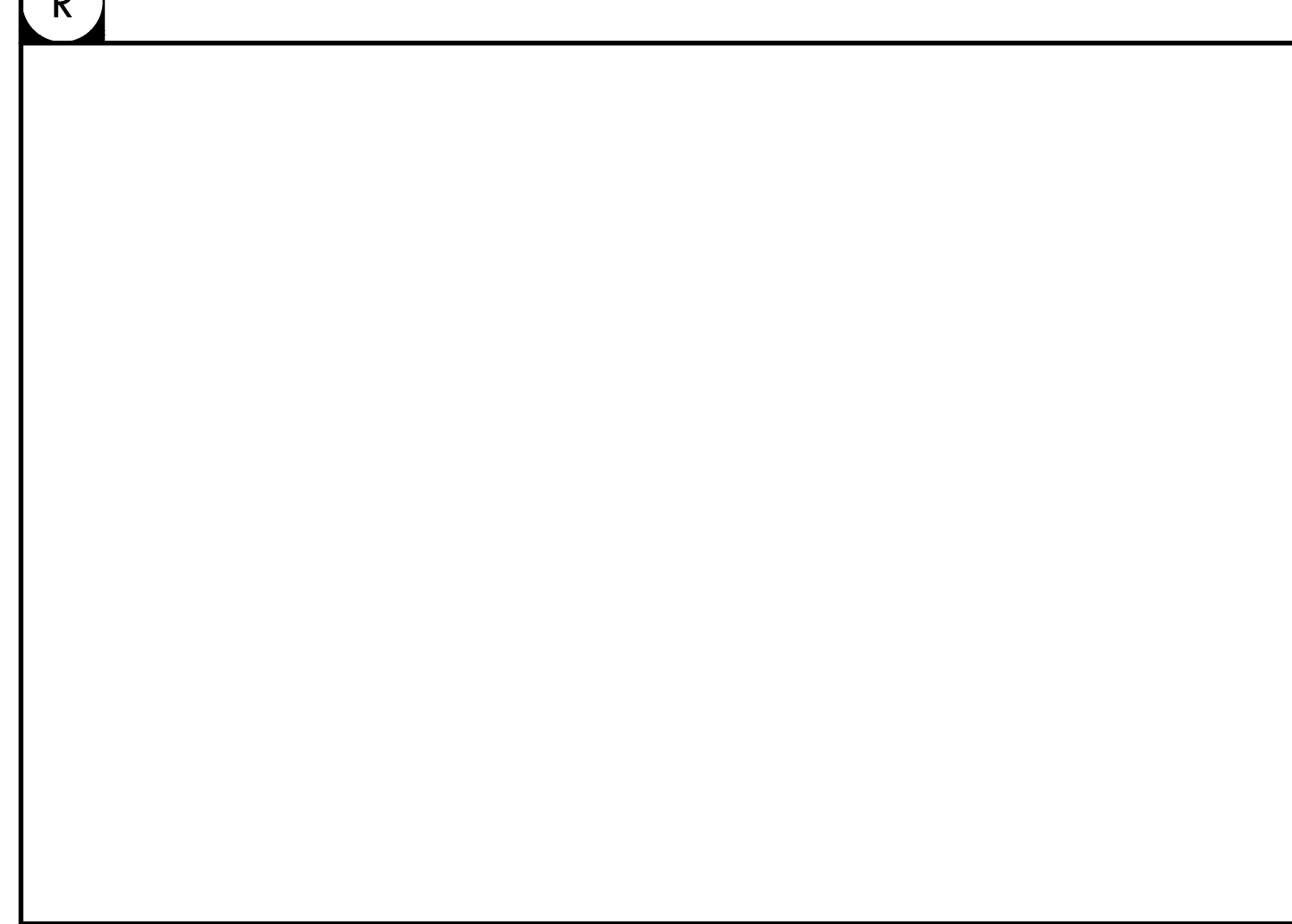
REG. LISTED LANDSCAPE ARCHITECT
 STATE OF CALIFORNIA
 No. 4089
 EXPIRATION DATE: JULY 2025

SEAL / SIGNATURE

JOB NO. 2311900
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REG. LICENSED LANDSCAPE ARCHITECT
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EXPIRATION DATE: JULY 2025

SEAL / SIGNATURE

JOB NO. 2311900

DRAWN DC/PH

CHECK MB

IRRIGATION & PLANTING DETAILS

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Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AWP-20274-OE

ATTACHMENT C

Issued Date: 03/15/2024

Doug Key
 York School
 9501 York Rd
 Monterey, CA 93940

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: High Mast Illumination 100
 Location: Monterey, CA
 Latitude: 36-34-42.65N NAD 83
 Longitude: 121-48-09.99W
 Heights: 400 feet site elevation (SE)
 61 feet above ground level (AGL)
 461 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 09/15/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 14, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 24, 2024 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact William Wills, at (847) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-20274-OE.

Signature Control No: 606078072-615778387

(DNH)

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2023-AWP-20274-OE

AERONAUTICAL STUDY No. 2023-AWP-20180, 20181, 20186-through-20189-OE and 2023-AWP-20222-through-20317-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - runway
IFR - Instrument Flight Rules MSL - Mean Sea Level NM - nautical mile

NEH—No Effect Height

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77 Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

York School is proposing to construct a soccer stadium pavilion, 5 soccer fields all with lighting, soccer academy facility, support facilities, dormitories, and affordable housing. The proposal has been identified as an obstruction under the Part 77 standards. The proposed structures would be located east of the Monterey Regional Airport (MRY) airport reference point (ARP) in Monterey, CA. MRY elevation is 256 feet MSL.

Aeronautical Study Number	AGL/AMSL	ARP	Coordinates	Structure Name
2023-AWP-20180-OE	71/451	1.87 NM	36-34-43.12N/121-48-19.78W	200
2023-AWP-20181-OE	59/451	1.89 NM	36-34-39.26N/121-48-19.64W	201
2023-AWP-20186-OE	44/423	1.84 NM	36-34-43.38N/121-48-22.33W	202
2023-AWP-20187-OE	40/423	1.85 NM	36-34-43.40N/121-48-21.55W	203
2023-AWP-20188-OE	32/423	1.85 NM	36-34-41.38N/121-48-22.28W	204
2023-AWP-20189-OE	33/423	1.86 NM	36-34-41.40N/121-48-21.45W	205
2023-AWP-20222-OE	29/410	1.79 NM	36-34-38.54N/121-48-27.34W	242
2023-AWP-20223-OE	26/410	1.80 NM	36-34-38.56N/121-48-26.85W	243
2023-AWP-20224-OE	28/410	1.79 NM	36-34-39.04N/121-48-27.18W	244
2023-AWP-20225-OE	26/410	1.80 NM	36-34-39.05N/121-48-26.87W	245
2023-AWP-20226-OE	25/413	1.79 NM	36-34-39.94N/121-48-27.14W	246
2023-AWP-20227-OE	28/413	1.78 NM	36-34-40.08N/121-48-27.76W	247
2023-AWP-20228-OE	28/413	1.78 NM	36-34-40.32N/121-48-27.76W	248
2023-AWP-20229-OE	22/413	1.79 NM	36-34-40.34N/121-48-27.15W	249
2023-AWP-20230-OE	34/484	2.12 NM	36-34-41.96N/121-48-01.19W	254
2023-AWP-20231-OE	36/484	2.11 NM	36-34-42.20N/121-48-01.51W	255
2023-AWP-20232-OE	36/484	2.10 NM	36-34-41.27N/121-48-02.61W	256
2023-AWP-20233-OE	34/484	2.11 NM	36-34-41.02N/121-48-02.28W	257
2023-AWP-20234-OE	37/484	2.09 NM	36-34-40.76N/121-48-03.19W	258
2023-AWP-20235-OE	35/484	2.10 NM	36-34-40.52N/121-48-02.87W	259
2023-AWP-20236-OE	33/484	2.09 NM	36-34-39.58N/121-48-03.97W	260
2023-AWP-20237-OE	37/484	2.08 NM	36-34-39.83N/121-48-04.29W	261
2023-AWP-20238-OE	32/470	2.07 NM	36-34-41.54N/121-48-05.18W	262
2023-AWP-20239-OE	35/470	2.06 NM	36-34-41.70N/121-48-05.58W	263
2023-AWP-20240-OE	35/470	2.06 NM	36-34-42.23N/121-48-05.25W	264
2023-AWP-20241-OE	33/470	2.07 NM	36-34-42.07N/121-48-04.86W	265
2023-AWP-20242-OE	35/470	2.07 NM	36-34-42.54N/121-48-04.46W	266
2023-AWP-20243-OE	38/470	2.07 NM	36-34-42.83N/121-48-04.70W	267
2023-AWP-20244-OE	39/470	2.07 NM	36-34-43.16N/121-48-04.09W	268
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2023-AWP-20251-OE	33/467	2.06 NM	36-34-41.82N/121-48-05.89W	275
2023-AWP-20252-OE	35/467	2.05 NM	36-34-41.98N/121-48-06.28W	276
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2023-AWP-20257-OE	35/464	2.05 NM	36-34-42.64N/121-48-06.26W	281
2023-AWP-20258-OE	34/460	2.05 NM	36-34-43.15N/121-48-06.14W	282
2023-AWP-20259-OE	36/460	2.04 NM	36-34-43.45N/121-48-06.39W	283
2023-AWP-20260-OE	38/460	2.05 NM	36-34-43.78N/121-48-05.77W	284
2023-AWP-20261-OE	35/460	2.05 NM	36-34-43.48N/121-48-05.53W	285
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2023-AWP-20263-OE	35/461	2.04 NM	36-34-42.92N/121-48-06.97W	287
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2023-AWP-20266-OE	42/440	1.84 NM	36-34-40.65N/121-48-23.11W	206
2023-AWP-20267-OE	48/440	1.85 NM	36-34-40.67N/121-48-22.37W	207
2023-AWP-20268-OE	43/440	1.85 NM	36-34-38.73N/121-48-23.04W	208
2023-AWP-20269-OE	42/440	1.86 NM	36-34-38.69N/121-48-22.30W	209
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2023-AWP-20273-OE	23/463	2.09 NM	36-34-44.27N/121-48-02.19W	253
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2023-AWP-20275-OE	62/461	2.01 NM	36-34-39.84N/121-48-09.89W	101
2023-AWP-20276-OE	62/461	1.96 NM	36-34-39.75N/121-48-13.69W	102
2023-AWP-20277-OE	61/461	1.95 NM	36-34-42.56N/121-48-13.79W	103
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2023-AWP-20280-OE	61/459	1.94 NM	36-34-40.81N/121-48-14.78W	106
2023-AWP-20281-OE	63/459	1.95 NM	36-34-39.82N/121-48-14.74W	107
2023-AWP-20282-OE	66/459	1.93 NM	36-34-38.93N/121-48-16.26W	108
2023-AWP-20283-OE	65/459	1.91 NM	36-34-38.88N/121-48-18.22W	109
2023-AWP-20284-OE	64/459	1.90 NM	36-34-39.73N/121-48-18.99W	110
2023-AWP-20285-OE	64/459	1.89 NM	36-34-40.71N/121-48-19.03W	111
2023-AWP-20286-OE	64/459	1.89 NM	36-34-41.69N/121-48-19.06W	112
2023-AWP-20287-OE	72/459	1.88 NM	36-34-42.68N/121-48-19.10W	113
2023-AWP-20288-OE	77/459	1.89 NM	36-34-43.56N/121-48-18.39W	114
2023-AWP-20289-OE	73/459	1.91 NM	36-34-43.60N/121-48-16.43W	115
2023-AWP-20290-OE	49/448	1.84 NM	36-34-40.27N/121-48-23.21W	116
2023-AWP-20291-OE	59/448	1.85 NM	36-34-37.36N/121-48-23.10W	117
2023-AWP-20292-OE	69/448	1.81 NM	36-34-37.28N/121-48-26.59W	118
2023-AWP-20293-OE	55/448	1.79 NM	36-34-40.18N/121-48-26.69W	119
2023-AWP-20294-OE	56/433	1.76 NM	36-34-40.96N/121-48-28.87W	120
2023-AWP-20295-OE	85/433	1.73 NM	36-34-40.90N/121-48-31.61W	121

2023-AWP-20296-OE	77/443	1.82 NM	36-34-44.43N/121-48-22.87W	122
2023-AWP-20297-OE	55/443	1.84 NM	36-34-41.76N/121-48-22.77W	123
2023-AWP-20298-OE	48/443	1.80 NM	36-34-41.69N/121-48-25.77W	124
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2023-AWP-20317-OE	61/461	2.01 NM	36-34-41.25N/121-48-09.94W	143

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposal would exceed the MRY horizontal surface by the values listed below:

Aeronautical Study Number	Exceeds by
2023-AWP-20180-OE	45 feet
2023-AWP-20181-OE	45 feet
2023-AWP-20186-OE	17 feet
2023-AWP-20187-OE	17 feet
2023-AWP-20188-OE	17 feet
2023-AWP-20189-OE	17 feet
2023-AWP-20222-OE	4 feet
2023-AWP-20223-OE	4 feet
2023-AWP-20224-OE	4 feet
2023-AWP-20225-OE	4 feet
2023-AWP-20226-OE	7 feet
2023-AWP-20227-OE	7 feet
2023-AWP-20228-OE	7 feet
2023-AWP-20229-OE	7 feet
2023-AWP-20230-OE	78 feet
2023-AWP-20231-OE	78 feet
2023-AWP-20232-OE	78 feet
2023-AWP-20233-OE	78 feet
2023-AWP-20234-OE	78 feet

2023-AWP-20235-OE	78 feet
2023-AWP-20236-OE	78 feet
2023-AWP-20237-OE	78 feet
2023-AWP-20238-OE	64 feet
2023-AWP-20239-OE	64 feet
2023-AWP-20240-OE	64 feet
2023-AWP-20241-OE	64 feet
2023-AWP-20242-OE	64 feet
2023-AWP-20243-OE	64 feet
2023-AWP-20244-OE	64 feet
2023-AWP-20245-OE	64 feet
2023-AWP-20246-OE	61 feet
2023-AWP-20247-OE	61 feet
2023-AWP-20248-OE	61 feet
2023-AWP-20249-OE	61 feet
2023-AWP-20250-OE	61 feet
2023-AWP-20251-OE	61 feet
2023-AWP-20252-OE	61 feet
2023-AWP-20253-OE	61 feet
2023-AWP-20254-OE	58 feet
2023-AWP-20255-OE	58 feet
2023-AWP-20256-OE	58 feet
2023-AWP-20257-OE	58 feet
2023-AWP-20258-OE	54 feet
2023-AWP-20259-OE	54 feet
2023-AWP-20260-OE	54 feet
2023-AWP-20261-OE	54 feet
2023-AWP-20262-OE	55 feet
2023-AWP-20263-OE	55 feet
2023-AWP-20264-OE	55 feet
2023-AWP-20265-OE	55 feet
2023-AWP-20266-OE	34 feet
2023-AWP-20267-OE	34 feet
2023-AWP-20268-OE	34 feet
2023-AWP-20269-OE	34 feet
2023-AWP-20270-OE	57 feet
2023-AWP-20271-OE	57 feet
2023-AWP-20272-OE	57 feet
2023-AWP-20273-OE	57 feet
2023-AWP-20274-OE	55 feet
2023-AWP-20275-OE	55 feet
2023-AWP-20276-OE	55 feet
2023-AWP-20277-OE	55 feet
2023-AWP-20278-OE	53 feet
2023-AWP-20279-OE	53 feet
2023-AWP-20280-OE	53 feet
2023-AWP-20281-OE	53 feet
2023-AWP-20282-OE	53 feet
2023-AWP-20283-OE	53 feet

2023-AWP-20284-OE	53 feet
2023-AWP-20285-OE	53 feet
2023-AWP-20286-OE	53 feet
2023-AWP-20287-OE	53 feet
2023-AWP-20288-OE	53 feet
2023-AWP-20289-OE	53 feet
2023-AWP-20290-OE	42 feet
2023-AWP-20291-OE	42 feet
2023-AWP-20292-OE	42 feet
2023-AWP-20293-OE	42 feet
2023-AWP-20294-OE	27 feet
2023-AWP-20295-OE	27 feet
2023-AWP-20296-OE	37 feet
2023-AWP-20297-OE	37 feet
2023-AWP-20298-OE	37 feet
2023-AWP-20299-OE	37 feet
2023-AWP-20300-OE	26 feet
2023-AWP-20301-OE	26 feet
2023-AWP-20302-OE	17 feet
2023-AWP-20303-OE	17 feet
2023-AWP-20304-OE	17 feet
2023-AWP-20305-OE	17 feet
2023-AWP-20306-OE	17 feet
2023-AWP-20307-OE	17 feet
2023-AWP-20308-OE	26 feet
2023-AWP-20309-OE	26 feet
2023-AWP-20310-OE	26 feet
2023-AWP-20311-OE	26 feet
2023-AWP-20312-OE	37 feet
2023-AWP-20313-OE	37 feet
2023-AWP-20314-OE	42 feet
2023-AWP-20315-OE	42 feet
2023-AWP-20316-OE	55 feet
2023-AWP-20317-OE	55 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and enroute procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or enroute IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or enroute IFR/VFR minimum flight altitudes.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The MRY Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/MRY> It states that there are one hundred-twelve (112) single engine, nineteen (19) multi-engine

and twenty-one (21) jet aircraft based there with 59,179 operations for the 12 months ending 12/31/2022 (latest information).

- b. The impact on arrival, departure, and enroute procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or enroute IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.
- d. The cumulative impact resulting from the proposed construction or alteration of a structures when combined with the impact of other existing or proposed structures, is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comment on March 9, 2024. One comment was received as a result of the circularization.

COMMENT:

I am writing to underscore the critical importance of safeguarding the Part 77 surfaces at Monterey Airport in relation to the recent obstruction analysis detailed in this Public Notice. The commenter expressed concern that the proposed structures would pose a significant risk to the integrity of Part 77 surfaces and potentially compromising the safety of air traffic in the vicinity of Monterey Airport.

FAA RESPONSE:

Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those that warrant further aeronautical study. Further study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for determination that the structure would constitute a hazard to air navigation. An objection solely based on penetrating Part 77 surfaces without substantiating any aeronautical effect or quantifying such effect is not considered to be a valid objection.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

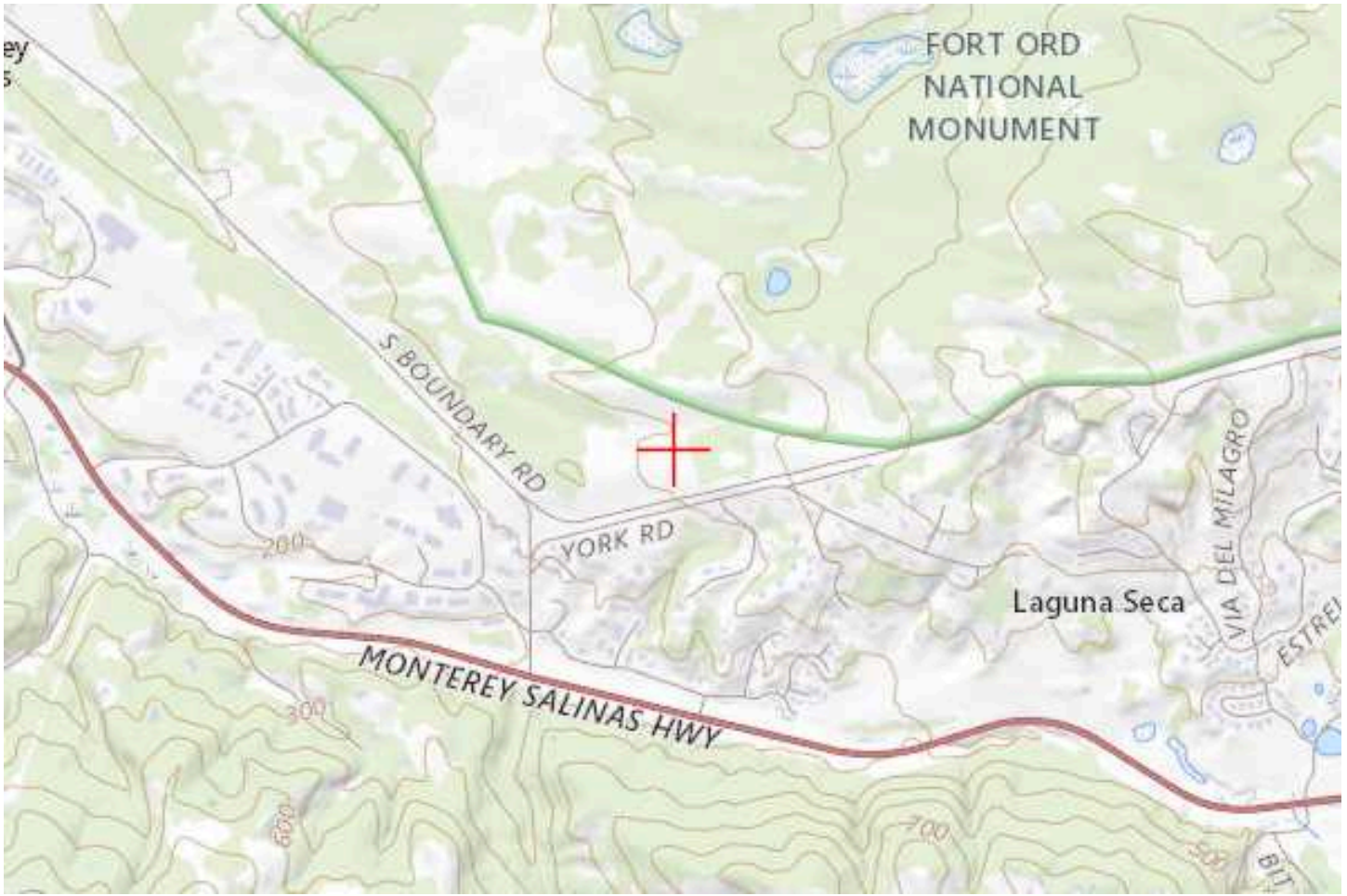
Study for possible VFR effect disclosed that the proposed structures would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed structures would penetrate the MRY Horizontal surface; however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations.

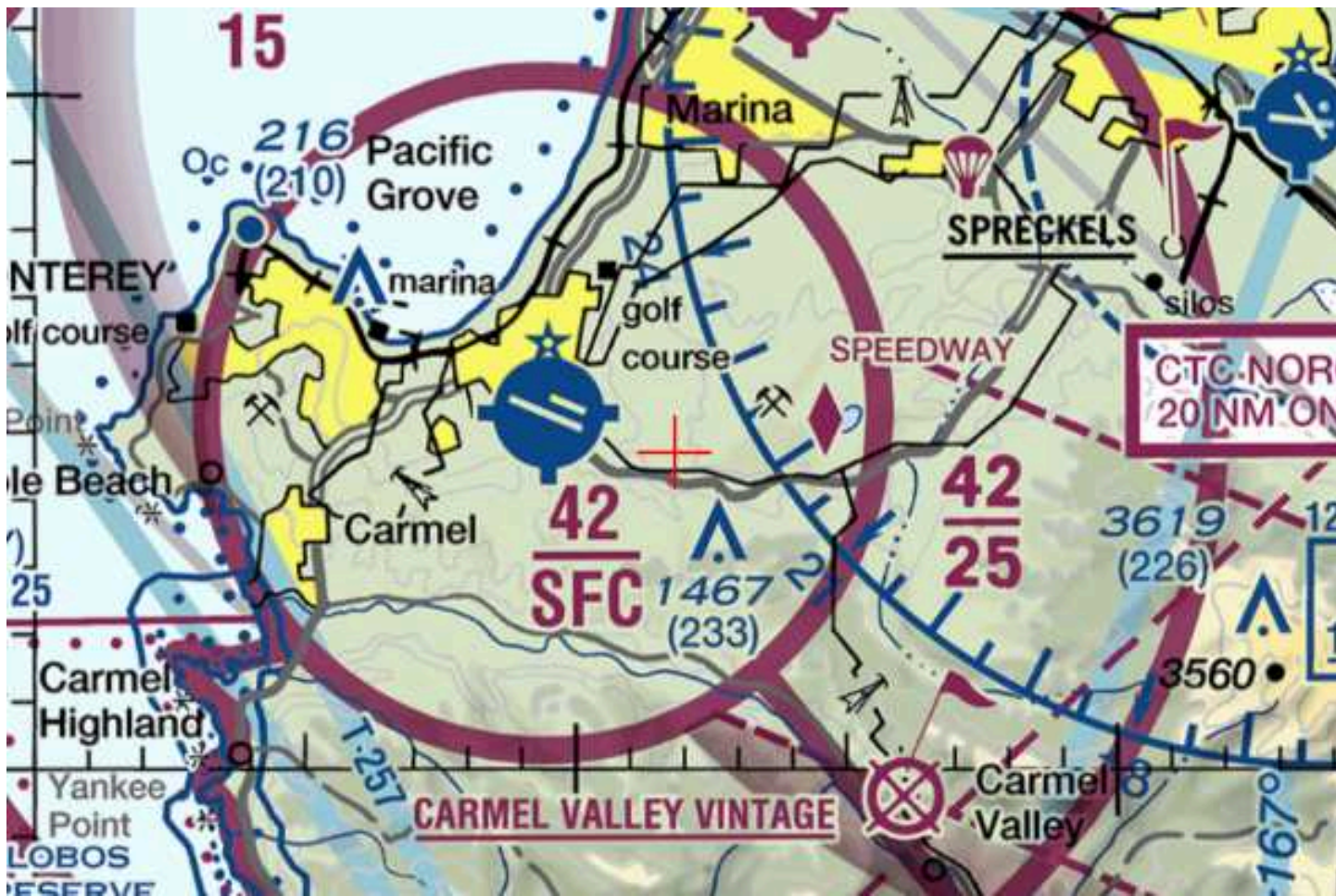
Part 77 establishes standards for determining obstructions to air navigation. Structures that exceed one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study

determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. There are no IFR impacts, and the VFR traffic pattern airspace is not impacted. Further study did not indicate that the structures would affect a significant number of operations. Marking and lighting was considered but deemed unnecessary.

7. CONDITIONS

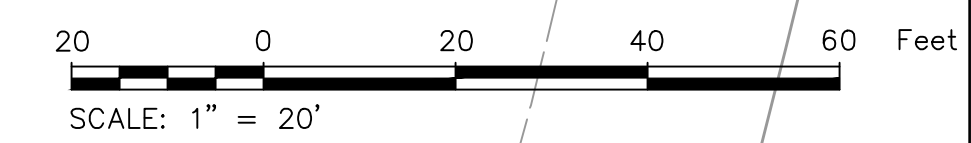
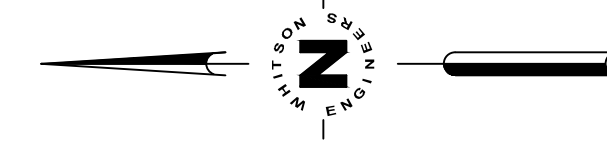
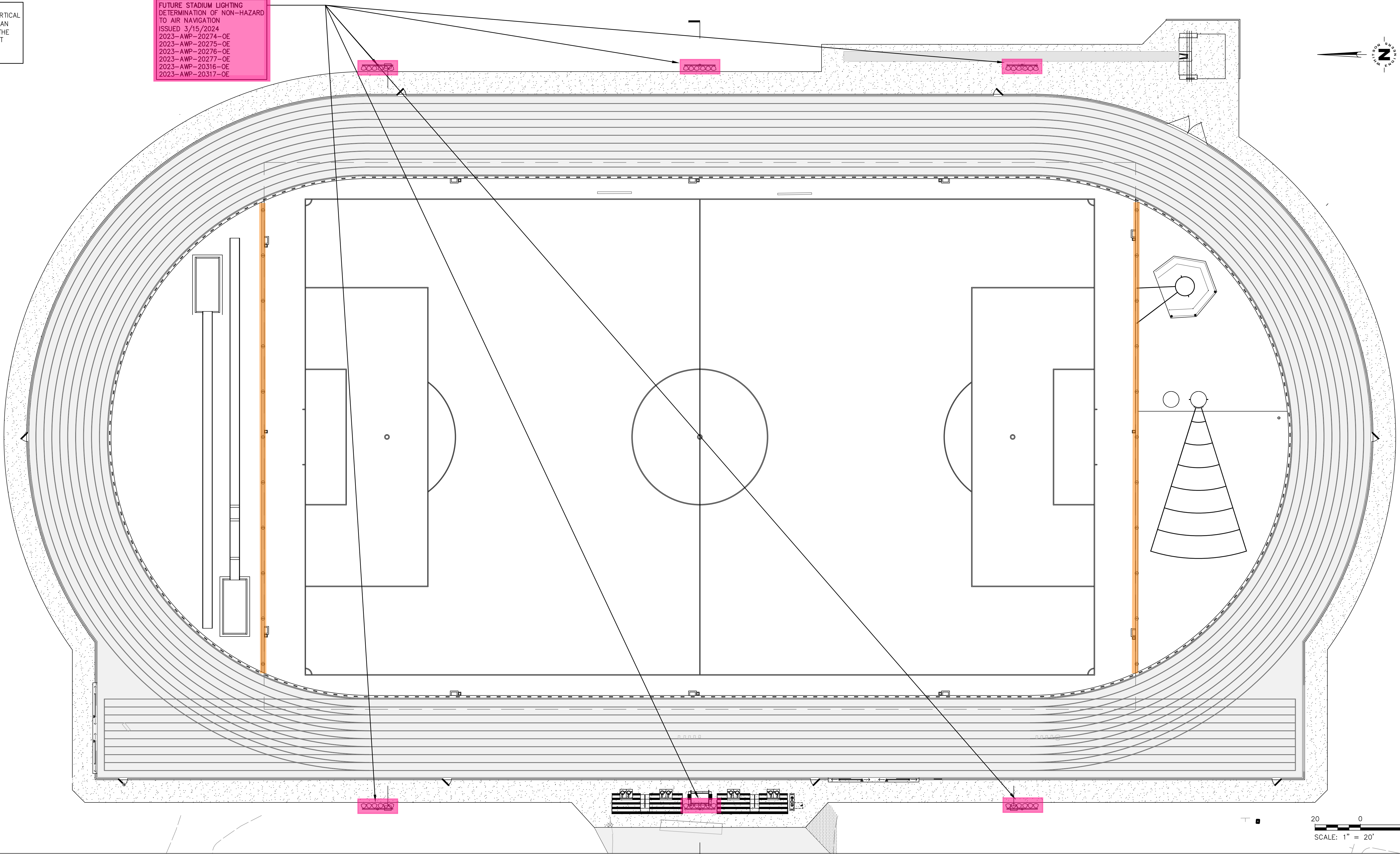
Within five days after the structure reaches its greatest height, the proponent is required to file online the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.





DATUM NOTE:
 PLANS ARE ON THE NORTH AMERICAN VERTICAL DATUM (NAVD88) DATUM. TO OBTAIN MEAN SEA LEVEL (MSL) ELEVATIONS, USED BY THE FAA FOR DETERMINING HAZARD, SUBTRACT 2.8' (E.G. FIELD ELEVATION OF 403.4' (NAVD88) IS EQUAL TO 400.6' (MSL))

FUTURE STADIUM LIGHTING DETERMINATION OF NON-HAZARD TO AIR NAVIGATION
 ISSUED 3/15/2024
 2023-AWP-20274-OE
 2023-AWP-20275-OE
 2023-AWP-20276-OE
 2023-AWP-20277-OE
 2023-AWP-20316-OE
 2023-AWP-20317-OE



Whitson ENGINEERS
 Civil Engineering
 Land Surveying
 8 Harris Court
 Monterey, California
 93940-2225
 whitsonengineers.com

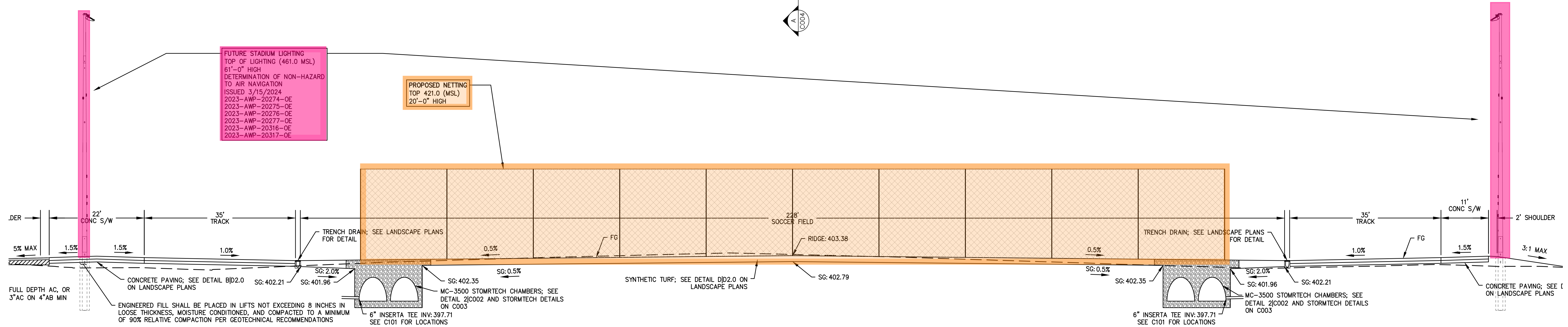
YORK SCHOOL
 RENOVATIONS TO EX. TRACK AND FIELD

ISSUE SET 4.02.24

REVISIONS

FUTURE STADIUM LIGHTING TOP OF LIGHTING (461.0 MSL)
 61'-0" HIGH
 DETERMINATION OF NON-HAZARD TO AIR NAVIGATION
 ISSUED 3/15/2024
 2023-AWP-20274-OE
 2023-AWP-20275-OE
 2023-AWP-20276-OE
 2023-AWP-20277-OE
 2023-AWP-20316-OE
 2023-AWP-20317-OE

PROPOSED NETTING TOP 421.0 (MSL)
 20'-0" HIGH



A TYPICAL SECTION
 SCALE: HORIZONTAL 1"=10'
 VERTICAL 1"=10' (ABOVE GRADE)
 VERTICAL 1"=5' (BELOW GRADE)



JOB NO. 4657
 DRAWN DG
 CHECK RPW

SITE SECTIONS

SHEET
FAA

Attachment E

York School Justification for a Nonconforming Use

Airport Land Use Compatibility Plan Excerpt (Chapter 4, 4-7)

4.1.4.1 Modifications to Nonconforming Uses *(Relevant section of 4.1.4.1 applicable to this project highlighted in gray.)*

Modification of existing nonconforming land uses shall be permissible, provided that the modification does not increase the magnitude of the nonconformity when compared to **Table 4B**. The magnitude of nonconformity shall be measured by:

1. For residential land uses, the number of dwelling units and size of the structure on the lot;
2. For nonresidential land uses, the size of the nonconforming use in terms of lot area and building floor area.

Where bedrooms or sleeping rooms are added to residential uses that are nonconforming with the noise compatibility policies of this compatibility plan analysis, those rooms must be sound-insulated to achieve an indoor noise level of CNEL 45 dB from exterior sources. In all cases, building modifications shall be subject to the noise compatibility and airspace protection policies of this compatibility plan analysis.

Justification

York School has applied for building permits to renovate one of its long-standing soccer fields and upgrade our running track and field events. Here is the description submitted in the application (24CP00599): *Water reduction program to replace irrigated turf field with synthetic turf. Modernize dirt track with all-weather track and incorporate other athletic uses, upgrade existing sports facilities and improve drainage.*

At the request of the Monterey County Planning Department, the school provides the following justification that this renovation would meet the criteria for a modification of existing nonconforming land uses:

1. The proposed project “does not increase the magnitude of the nonconformity.” The renovation of the soccer field and resurfacing of the track does not expand the lot area currently used.
2. The School has practiced and played games on the soccer/athletic fields for 20 years, since 2003. The School has hosted track and cross country meets, various athletic events, and assemblies at the same location during the same time period. Therefore, for two decades, the School has been using the space for a “nonconforming use” as now defined by the 2019 Monterey Airport Land Use Compatibility Plan (ALUC-P).
3. During the past two decades, the School has hosted athletic events with 500+ attendees/spectators (cross country meets) and we plan to continue hosting.

(continued on next page)

4. The York School campus moved to Laguna Seca Monterey Site in 1963 as a boarding/day school, including having athletic areas and dormitories within the main campus area. In the early 2000s, the Laguna Seca campus area was expanded to include the former Fort Ord area (currently Airport Influence Area or AIA). The entire campus has been a nonconforming use since the move to the current site -- for over 60 years – as now defined by the 2019 Monterey Airport Land Use Compatibility Plan (ALUC-P).

Attachment F

From: [Chris Morello](#)
To: [Jensen, Fiona](#)
Subject: RE: ALUC 5/20/2024
Date: Monday, May 13, 2024 4:55:32 PM
Attachments: [image001.png](#)

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Fionna,

Yes, the District requests/recommends that an Avigation and Hazards Easement be recorded as a condition of approval of 24CP00599 (York School).

Thank you
Chris

From: Jensen, Fiona <JensenF1@countyofmonterey.gov>
Sent: Monday, May 13, 2024 4:51 PM
To: Chris Morello <cmorello@montereyairport.com>
Subject: RE: ALUC 5/20/2024

Hi Chris,

That Easement appears to have been granted over the Monterra Ranch subdivision.

Subject property is identified as Parcel 2 of Survey Maps, Vol 20, Pg. 75. APN: 031-131-006-000. I don't think it would be included in the Ryan Ranch Easement.

If an easement over the subject property doesn't exist, please let me know if the District requests/recommends that an Avigation and Hazards Easement be recorded as a condition of approval of 24CP00599 (York School).

Thank you,



Fionna Jensen

Senior Planner

County of Monterey Housing & Community Development

1441 Schilling Place, South 2nd Floor

Main: [\(831\)755-5025](tel:(831)755-5025) | Direct: [\(831\) 796-6407](tel:(831)796-6407)

[Accela Citizens Access](#)

From: Chris Morello <cmorello@montereyairport.com>
Sent: Monday, May 13, 2024 4:41 PM
To: Jensen, Fiona <JensenF1@countyofmonterey.gov>
Subject: RE: ALUC 5/20/2024

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Fionna

I am guessing this one isn't for the property in question either. We also have a separate avigation easement for all of Ryan Ranch.

Chris

From: Jensen, Fionna <JensenF1@countyofmonterey.gov>

Sent: Monday, May 13, 2024 4:16 PM

To: Chris Morello <cmorello@montereyairport.com>

Subject: RE: ALUC 5/20/2024

Thanks for a copy of the Avigation Easement!

Thank you,



Fionna Jensen

Senior Planner

County of Monterey Housing & Community Development

1441 Schilling Place, South 2nd Floor

Main: [\(831\)755-5025](tel:(831)755-5025) | Direct: [\(831\)796-6407](tel:(831)796-6407)

[Accela Citizens Access](#)

From: Chris Morello <cmorello@montereyairport.com>

Sent: Monday, May 13, 2024 4:13 PM

To: Jensen, Fionna <JensenF1@countyofmonterey.gov>

Subject: RE: ALUC 5/20/2024

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Fionna

Attached is the Avigation Easement that exists for the York School Property.

As discussed, the Airport concurs that a 7460-1 would need to be submitted specific to the installation of the ball netting.

Thank you

Chris

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

Monterey Peninsula Airport District
200 Fred Kane Drive; Suite 200
Monterey, California 93940
ATTN: Planning & Development

THIS SPACE FOR RECORDER'S USE ONLY

GRANT OF AVIGATION EASEMENT AGREEMENT

THIS GRANT OF AVIGATION EASEMENT AGREEMENT (this "Agreement") is made by and between _____ ("Grantor"), and the Monterey Peninsula Airport District, a special district formed under special legislation by the State of California ("Grantee" or the "District").

WHEREAS, Grantor is the owner in fee of that certain parcel of land situated within the City/County, as more particularly described in Exhibit A, attached hereto and incorporated herein by reference (the "Property");

WHEREAS, as incident to the conducting of airport operations by the District, properties situated in close proximity to the Monterey Peninsula Airport (the "Airport") may be subject to noise, the flight of low-flying aircraft within their airspace, and other effects associated with the operation of an airport;

WHEREAS, the Property is situated within close proximity of the Airport;

WHEREAS, in order to minimize the effects associated with the operation of an airport, properties situated in close proximity to the Airport have historically been used for agricultural and other low-intense uses;

WHEREAS, Grantor desires to develop the Property for an industrial, commercial or residential use of substantially greater intensity than the existing one; and

WHEREAS, as a condition of granting permission to develop the Property for the commercial or residential use desired by Grantor, the parties hereby agree as follows:

1. Aviation Easement. Grantor hereby grants, and Grantee hereby accepts a perpetual avigation easement and right-of-way, and certain rights appurtenant to said easement as set forth below, for the free and unobstructed aerial passage and flight of aircraft, of any and all kinds now known or hereinafter invented, used or designed for aerial navigation, in connection with the operation of the airport. Said easement and right-of-way shall be for the public benefit and use. Said easement and right-of-way shall be in, over, above and across the airspace of the Property.

2. Noise Element. Said easement and right-of-way shall include the right to cause, make and emit, in or about the airspace of the Property, such noise, light, vibrations, fumes, exhaust, smoke, air currents, dust, fuel particles, radio, television and other electromagnetic interferences, and all other effects as may be inherent in the operation, use, flight, maintenance, taking off, land and navigation of aircraft in connection with the present or future operation of the Airport (collectively, the "Effects").

3. Noise Level. Notwithstanding the foregoing, the level of aircraft noise to which the Property may be continuously subject by Grantee shall be no greater than 70 CNEL as determined in accordance with Section 5050 of Title 21 of the California Administrative Code. In the event that the State of California shall convert to the "Ldn" or "DNL" standard or any other standard used to calculate community noise exposure levels, the CNEL equivalent noise level of such standard shall be used in lieu of CNEL for purposes of this paragraph. In the event that the 65 CNEL standard (of the CNEL-equivalent standard, as applicable) shall judicially or administratively be deemed to be invalid, the Agreement shall continue in full force and effect subject to the highest permissible CNEL or CNEL-equivalent standard. This Agreement shall not be considered overburdened by unreasonable use if the noise which impinges on the Property exceeds the easement by an amount less than 1.5 db CNEL.

4. Mitigation. Grantee shall have no duty to avoid or mitigate any of the Effects by, without limitation, setting aside or condemning buffer lands, rerouting air traffic, altering approach zones (including without limitation altering elevation of approaching aircraft, erecting sound or other barriers, establishing curfews, noise or other regulations, except to the extent, if any, such actions are validly required by governmental authority.

5. Release. Grantor hereby forever fully waives, surrenders, and releases any right, claim or cause of action that it may have now or in the future against Grantee and hereby covenants not to sue, file a complaint, claim or action in or before any federal, state or local judicial or quasi-judicial court or tribunal or administrative board, panel, commission or body or seek any form of alternative dispute-resolution relief (including, but not limited to, arbitration) against Grantee for an invasion of its airspace in connection with this Agreement or for being subject to any of the effects. Said release includes, but is not limited to, claims, whether known or unknown, for damages for physical or emotional injuries, discomfort, inconvenience, property damage, death, interference with use and enjoyment of property, diminution of property values, lost profits, nuisance, or inverse condemnation or for injunctive or other extraordinary or equitable relief. Grantor shall defend, indemnify and hold harmless Grantee from and against any and all lawsuits, complaints, claims or actions asserted by any of Grantor's lessees, sublessees or assignees of all or any part of the property against Grantee with respect to the flight or aircraft in or about the airspace of the property or the effects. In the event that Grantor shall sell or subdivide any part of the property, Grantor shall reference this Agreement and each grant deed or other deed of sale with respect to any part of the property or subdivision and shall indicate therein that the transferee's interest in the property shall be subject to this Agreement.

6. Third Parties. This Agreement shall not operate to deprive the Grantor of any rights that it may from time to time have against any individual or entity other than Grantee for the negligent or unlawful operation of aircraft, or the effects.

7. Obstruction to Navigation. Grantor shall not at any time construct or permit the construction, enlargement or growth of any building, structure, tree or other object that (1) constitutes an obstruction or hazard to air navigation under FAR Part 77; (2) obstructs or interferes with the use of the easements and rights-of-way herein granted; (3) creates electrical interference with radio communication between any installation upon said Airport and aircraft; (4) diminishes the ability of pilots to distinguish between Airport lights and other lights; (5) impairs the general visibility in or around the vicinity of the Airport; or (6) otherwise endangers or impairs the landing, take-off or maneuvering of aircraft.

8. Runs with Land. The easements and right-of-way granted herein are for the benefit of the Airport and such other property as shall be subsequently acquired from time to time by Grantee as constituting a part of the Airport. All of the provisions of this Agreement shall run with the land which constitutes the property and shall bind Grantor to the maximum extent now or hereafter permitted by law. It is the intent of the parties that this Agreement shall comply with and satisfy California Civil Code Section 1468. The property shall be the subservient tenement and the Airport shall be the dominant tenement.

9. Successors and Assigns. The term "Grantor" as used herein shall include Grantor and all of its lawful heirs, successors, assigns, officers, agents, devisees, administrators, lessees, representatives, employees and all other entities or persons acquiring an interest in any part of the property. The term "Grantee" shall include the City in its present form or in any later reorganized, consolidated, or enlarged form, and any political subdivision, agency or entity of the City, any entity under contract with the City with respect to the management of its airport operations, and all of the City's officers, agents, representatives, employees and officials (whether elected, appointed or otherwise).

10. Attorney's Fees. In the event of a dispute arising between the parties hereunder, the prevailing party shall be entitled to its reasonable attorney's fees and costs (including, without limitation, expert witness fees and costs).

11. Captions. The caption headings herein are strictly for the convenience of the parties and are not intended to be used in the interpretation or construction of this Agreement.

12. Severability. It is the intent of the parties that in the event that any provision herein is held to be invalid, the remaining provisions shall continue in full force and effect unless enforcement of the Agreement so modified would frustrate the purposes of this Agreement.

13. Termination: This Agreement shall continue in full force and effect until such time as the Airport shall be abandoned and shall cease to be used for public airport purposes.

IN WITNESS WHEREOF, the undersigned have executed this Agreement.

Monterey Peninsula Airport District:

Property Owner:

General Manager

(The above signature must be notarized)

ATTEST:

District Secretary

EXHIBIT 'A'
AVIGATION EASEMENT AGREEMENT

PROJECT NUMBER:

DESCRIPTION OF LAND:

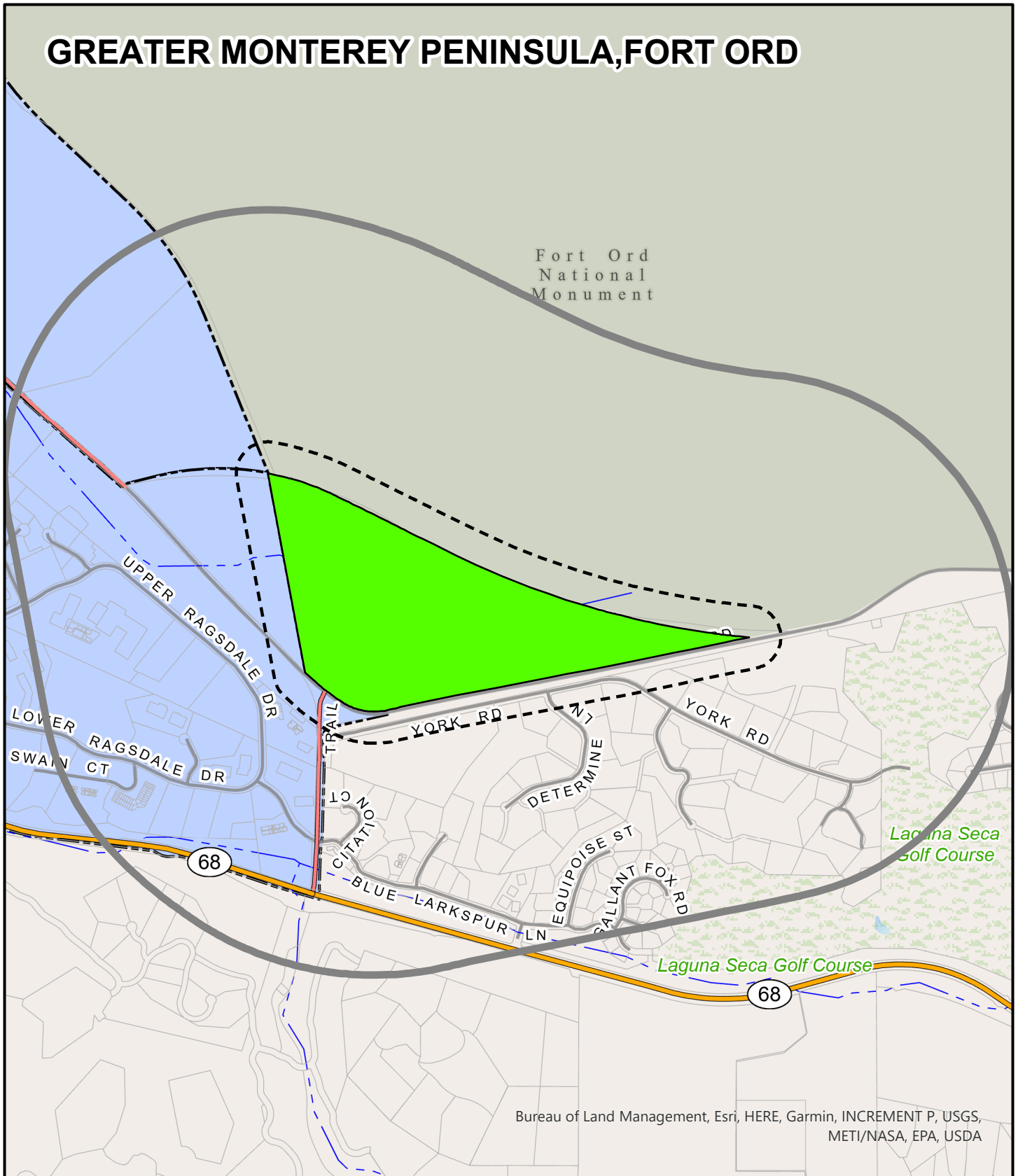
Assessor's Parcel No.

Address or Location:

Legal Description:

All that certain land situated in the City of _____, or unincorporated County of Monterey, State of California, described as follows:

GREATER MONTEREY PENINSULA, FORT ORD




APPLICANT: YORK SCHOOL

APN: 031131006000

FILE # 24CP00599

 Project Site

 300 FT Buffer

 2500 FT Buffer

