

MASTER PLAN

MESA DEL REY AIRPORT

KING CITY, CALIFORNIA

R. DIXON SPEAR ASSOCIATES

Aerospace Consultants



RESOLUTION NO. 78-3
MONTEREY COUNTY AIRPORT LAND USE COMMISSION
STATE OF CALIFORNIA

WHEREAS, This Commission adopted the Comprehensive Land Use Plan for Mesa del Rey Airport by Resolution No. 72-4 on May 18, 1972, in accordance with Article 3.5 of the Public Utilities Code (Airport Land Use Commission Law); and

WHEREAS, the City of King adopted the Master Plan for Mesa del Rey Airport, updating the airport plan upon which the Commission's plan is based; and

WHEREAS, this Commission's review of the City's revised plan finds that the proposed redesignation of certain land from Agriculture to Industrial Reserve on the northeast side of the airport is in the best interests of the airport and the area surrounding it; and

WHEREAS, this Commission adopted the City's Final EIR for Mesa del Rey Airport as its own EIR for the Comprehensive Land Use Plan for Mesa del Rey Airport;

NOW THEREFORE BE IT RESOLVED, the Monterey County Airport Land Use Commission adopts the Master Plan for Mesa del Rey Airport as the Amended Comprehensive Land Use Plan for Mesa del Rey Airport, to the extent that its policies and recommendation don't exceed the Commission's authority;

AND BE IT FURTHER RESOLVED, the Commission's Interim Referral Policy adopted October 21, 1976, as amended, is adopted as a part of the Commission's plan and shall be used in matters pertaining to the plan's implementation.

Regularly passed and adopted by the
Airport Land Use Commission of the
County of Monterey, State of California,
on the 16th day of February 1978, by
the following vote:

AYES: Homen, Stentz, Walker, Weiser
(proxy for Sappok)

NOES: None

ATTEST:

Ernest J. Franco, Secretary

Donald A. Stentz, Chairman

RESOLUTION NO. 78-2
MONTEREY COUNTY AIRPORT LAND USE COMMISSION
STATE OF CALIFORNIA

WHEREAS, an environmental impact report (EIR) was prepared for the Master Plan for Mesa del Rey Airport, and certified as complete by the city of King; and

WHEREAS, this Commission is considering adopting said master plan as the comprehensive land use plan required for the airport by the Airport Land Use Commission Law; and

WHEREAS, this Commission has reviewed said EIR and finds it to be complete;

NOW, THEREFORE BE IT RESOLVED, this Commission adopts the city's Final EIR for the Master Plan for Mesa Del Rey Airport, as its own EIR for the Comprehensive Land Use Plan for Mesa del Rey Airport.

Regularly passed and adopted by the Airport Land Use Commission of the County of Monterey, State of California, on the 16th day of February, 1978 by the following vote:

AYES: Homen, Stentz, Walker, Weiser (proxy for Sappok)

NOES: None

ATTEST:


Ernest J. Franco, Secretary

Donald A. Stentz, Chairman

MONTEREY COUNTY AIRPORT LAND USE COMMISSION
INTERIM REFERRAL POLICY

The basic guideline for referring proposed land uses, within the airport area of influence or the adopted plan area, to the Airport Land Use Commission is that the Commission is not interested in the daily operations of the cities' and the county's planning function, but rather in certain uses which influence or are influenced by the presence of the airport. It is anticipated that proposed uses will be reviewed from points of view of the effects of noise, potential safety problems, and heights of structures.

Within the Area of Influence or the adopted plan area, the Commission recognizes a graduation of degree of concern for the location of proposed uses in relation to the airport operations area. The airport operations area is defined as the area used, or intended for use, for the landing and takeoff of aircraft, or used or intended for use for purposes related to aircraft operations. Any use which could not be located elsewhere, but at an airport, is considered to be located in the airport operations area.

The Commission's mandate is to achieve compatibility between airports and the surrounding communities through the comprehensive planning process and implementation of the comprehensive land use plan at the lowest level of authority in a manner which could be hopefully of mutual benefit to all of the agencies involved.

The Commission stands available to review and report on aviation related matters for all agencies and interested groups and persons, on a voluntary basis. The actual presentation of the issue is the responsibility of the applicant, or his representative, not necessarily of the agency which will ultimately grant the request.

Clear Zone and Approach Areas

In the Clear Zone and Approach Areas, within the Area of Influence or the adopted plan area, the following types of uses shall be referred to the Commission if, not being accounted for in the adopted comprehensive land use plan, they:

1. Have residential characteristics exceeding plan designations;
2. Have high labor intensity;
3. Involve use or storage of explosive, fire, toxic corrosive, or other hazardous materials;
4. Promote population concentration;
5. Involve utilities and services, required for area wide population, whose disruption would have an unusually large impact;
6. Concentrate people such as children, the elderly, the handicapped, etc;

7. Promote extended duration of population concentration;
8. Otherwise pose hazards to aircraft operations or to safety of persons or property on the ground.

Specific Hazards

Until an ordinance compatible with Airport Approaches Zoning Ordinance #1856, or its successor, is adopted by a local agency, proposed uses beneath the imaginary surfaces described in said ordinance shall be referred to the Commission for review and report if they may:

1. Release steam, dust, smoke, or other matter which could impair an aviator's visibility;
2. Produce light emissions, either direct or by reflection, which could impair an aviator's visibility;
3. Produce electrical emissions which could interfere with communication or navigation aids.

Heights

New construction shall be referred to the Commission if the heights of the structures exceed the allowable heights of Airport Approaches Zoning Ordinance #1856, or its successor, and the local agency does not have a similar or compatible ordinance.


Noise

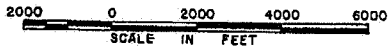
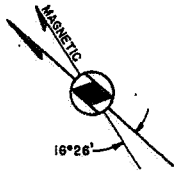
New construction shall be referred to the ALUC if it is proposed within the comprehensive land use plan's 1995 60 CNEL noise level contour and the local agency has not adopted a procedure to determine if noise insulation is required.

Commission Action

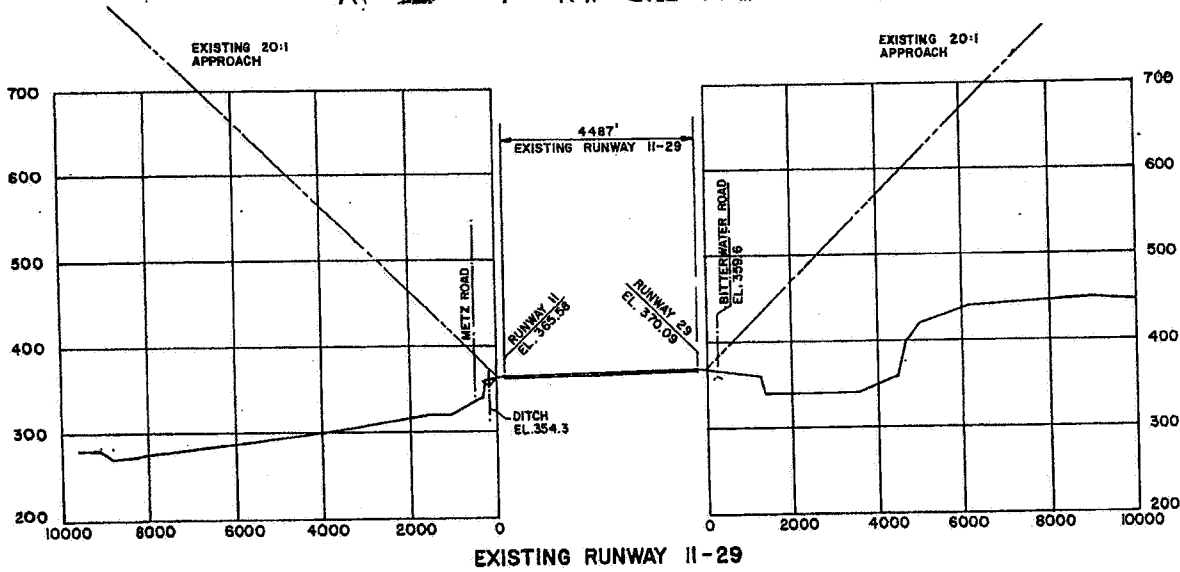
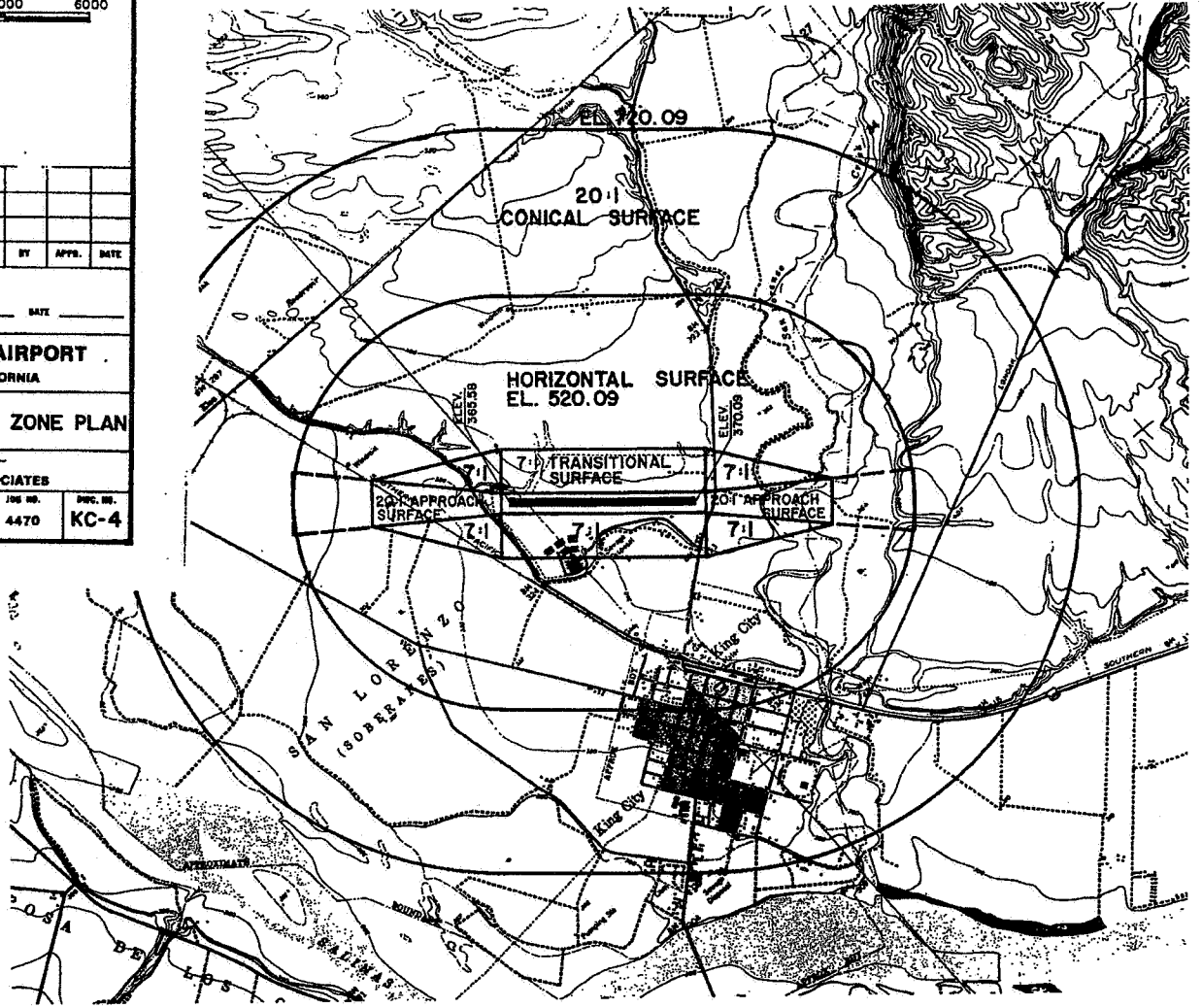
The Commission will react to actions taken by local agencies; within the Area of Influence or the adopted plan area, when requested by staff, airport management, or any group or person interested in or affected by the action. The Commission will notify the local agency and set a public hearing to determine if the local agency's action is in the best interests of the airport and the adjacent area.

The above policy was adopted by the Monterey County Airport Land Use Commission at a regular meeting held on October 21, 1976.

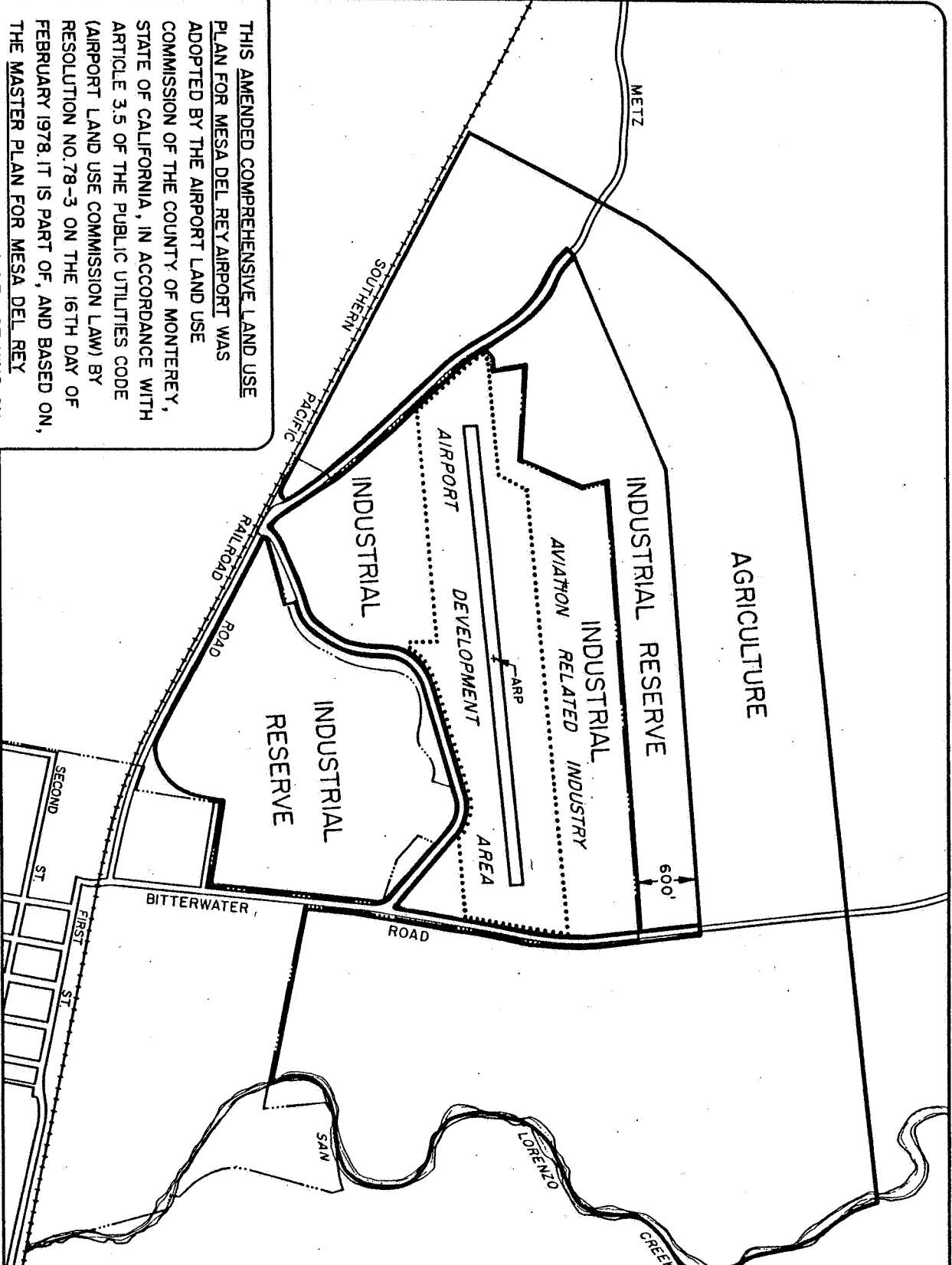

John L. McAtee, Chairman



NO.	REVISION	BY	APPR.	DATE
APPROVED - CITY OF KING				
BY _____ DATE _____				
MESA DEL REY AIRPORT				
CITY OF KING, CALIFORNIA				
APPROACH AND CLEAR ZONE PLAN				
R. DIXON SPEAS ASSOCIATES				
SCALE	DESIGNED	A.E.S.	DRAWN	A.E.S.
1" = 2,000'	CHECKED	R.O.K.	DATE	JULY 1976
			JOB NO.	4470
			PROC. NO.	KC-4



APPROACH PROFILE
 SCALE HORIZ. 1" = 2000'
 VERT. 1" = 100'
 NOTE: GROUND PROFILES ARE A COMPOSITE OF HIGHEST ELEVATION ACROSS THE WIDTH OF THE APPROACH.



THIS AMENDED COMPREHENSIVE LAND USE PLAN FOR MESA DEL REY AIRPORT WAS ADOPTED BY THE AIRPORT LAND USE COMMISSION OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, IN ACCORDANCE WITH ARTICLE 3.5 OF THE PUBLIC UTILITIES CODE (AIRPORT LAND USE COMMISSION LAW) BY RESOLUTION NO. 78-3 ON THE 16TH DAY OF FEBRUARY 1978. IT IS PART OF, AND BASED ON, THE MASTER PLAN FOR MESA DEL REY AIRPORT, ADOPTED BY THE CITY OF KING ON JANUARY 11, 1978 BY RESOLUTION NO. 1474.

David H. Ross
 CHAIRMAN
William H. Foss
 SECRETARY

**AMENDED
 COMPREHENSIVE LAND USE PLAN
 FOR MESA DEL REY AIRPORT**

AIRPORT DATA

RUNWAY	11-29
WIDTH	100 FT.
LENGTH	4487 FT.
ELEVATION	370.09 MSL
AIRPORT REFERENCE POINT (ARP) COORDINATES:	
LAT.	36° 13' 14"
LONG.	121° 07' 15"

