



TTAD Managed Growth Workshop

Summary Notes

February 2nd, 2016 | 9:00 am - 3pm

Location: Tahoe Donner Lodge

Attendees:

Board: John Jones, Mary Hetherington, Jim Morrison, Tom Van Berkem
Lisa Wallace

Staff: Kevin Smith, Hardy Bullock, Phred Stoner, Lauren Tapia, Sally Jones

Facilitation: Lisa Wallace (Board Chair) + Seana Doherty (Freshtracks)

Other: Brent Collinson, TTAD Attorney

I. BACKGROUND

The purpose of the February 2, 2015 Board Workshop was to continue the discussion around the creation of a managed growth policy statement for the District. Additionally, the Board and staff wanted to use the managed growth policy to steer discussions and next steps on key initiatives.

Meeting Agenda

1. Managed Growth: development of a District policy statement
2. Pending Airport Topics
 - a. Discussion + development of next steps

Following are the summary notes from the Board session as recorded by the facilitator, Seana Doherty of Freshtracks. The District Clerk recorded a full, detailed set of minutes.

II. MANAGED GROWTH DISCUSSION

Summary of Discussion Points:

- Tom:
 - Does managed growth + impacts to tranquility in 10 years define our managed growth agreements of today? I think so. I think our discussion today should be about impacts in 10 years, not just today.
 - Managed Growth at TTAD should not be in sync with regional growth; 5% population growth should not drive growth at



TTAD because impact will be too great. I think the word, "respond to regional growth," should be removed from our current draft managed growth statement.

- "Managed" - impact will be too great in 10 years if we keep up with local growth
- John: Dilemma for me is *whom* I am representing. Not sure there is much we can do to impact the inevitable growth in the region.
- Tom: Regarding *whom* we represent – I feel I need to represent those that elected me to this Board.
- John: It goes outside of our mission to impact regional growth and development beyond the Airport.
- Mary: I think there are thousands out there concerned about Airport impacts and growth
 - The high end direction real estate is heading will have fundamental changes to the structure of our region
 - Are we just going to be a second home region?
 - Do we lose the soul of our community?
 - A vibrant community = diverse economic base
 - More growth = more planes = more second homeowners
 - Airport can have a role in changing the way we grow/or not grow by not providing the services that support this growth.
- John: TRPA has limited development on the Lake. Results: Tahoe City population has gone down
 - Put a squash on development?
 - Maybe there are good things that happen from development
- Jim: Not going to support idea that all development is bad; we all benefit from the development in the area
 - Let's focus on how we are going to manage growth and annoyance - we all care about this; let's start here and not stand on our individual soapboxes right now.
 - Lets focus on what we can do as a board to create a good airport and minimize impacts. Let's strive to define some layer of growth
- Sally: We are managing growth at the Airport
 - Managed Growth sets goals
 - Let's not get too lofty
 - Let's focus on where we can make an impact



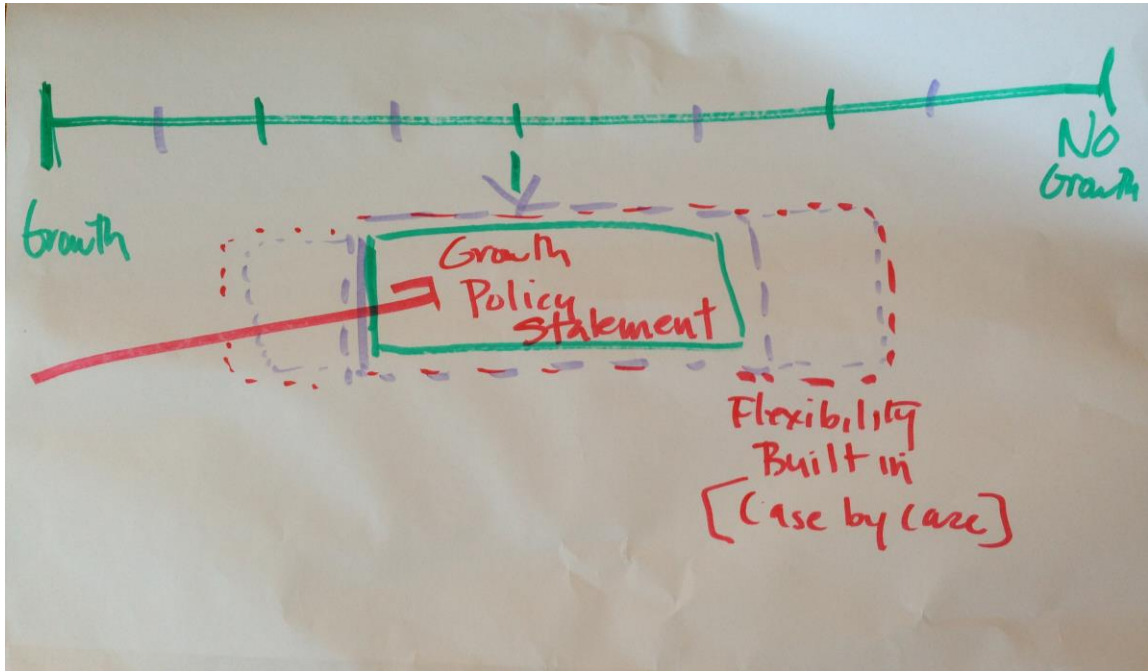
- Hardy: Main mission of Airport / core purpose - should drive our decisions about managed growth. Our core functions are:
 1. Operations
 2. Safety
 3. Enhance benefits to the community
- Phred: When/if we focus on external factors, it pulls us away from our core work
 - Board should represent everyone, not just those who voted for them
 - If we start trying to stop development we need to change our mission statement
 - Staff + Board are hired and elected to serve mission. Don't get distracted by personal agendas
- Kevin: We are very eager to do what Board wants us to do. Airports don't have many land use planning tools to use to influence growth (compared to towns/counties) so we have to be creative when we start to think about ways we can influence any type of growth outside of airport boundaries
- Brent: There are legal requirements of what Airport special district can and cannot do. We are not a planning agency
- Lisa: Hearing a lot of common threads in discussion today
 - Managed Growth: We don't actively facilitate growth and operations
 - We do have a role and have some tools to work with:
 1. Provide comments on development impacts on Airport operations
 2. Studies - Demand Driver study
 3. Investments - to reduce impact (noise and annoyance)
- Mary: There are items in Demand Driver study that demonstrate demand influence
 - Don't agree that we have limited tools
 - We can make choices
 - Easy to say "not my job"
- Sally: I think we can focus more on what we *can do*; less on what we should stop - focus more on positive
- Tom: Safety is number one
 - Not against growth - not for zero growth



- We have responsibility to serve those that brought us in to do what we are here today to do
 - Tools: Influencing other agencies on growth initiatives, land acquisition
- Kevin: We don't have same land use planning tools that Towns and Counties have BUT, when it involves noise impacts, we do have a lot of tools in this area
- Jim: I believe I represent all the people in the District, all votes
 - Managed Growth: How do we serve everyone, those not even here yet?
 - Focus on positive - what we can do (being lower impact to our neighbors), not what we can't
 - This Board's role can't be your soapbox for your issues. You're elected to run an Airport and serve constituents
- Lisa: Summary - a lot of comments expressing views of Managed Growth. Thank you. Now, let's summarize the discussion.

Summary of Managed Growth Discussion

Per the image below, the Board agreed that the managed growth policy statement needed to be concrete enough that it helps create a framework for decisions yet flexible enough that it allows room for board members to move along the continuum (no-growth/growth) on a topic-by-topic basis.



GOOD WORK

OUR Create a Managed Growth Strategy

Sample Strategy Statement:
 The Airport will manage it's facilities and influence operations to achieve a well balanced operational strategy that meets local aviation needs but reduces impact on affected neighbors and local environment

evaluate, consider, consideration, acknowledges

acknowledges



Agreement

The above, edited statement is the agreed TTAD Managed Growth Statement that resulted from several workshops in 2015 and 2016 including today's discussion.

**Note: The Board made the above decision with the caveat that they would use the statement to test decision-making on a number of topics. If they found the statement to be limiting they would have the option to go back and revise.*

II. DISCUSSION ON VARIOUS AIRPORT INITIATIVES USING MANAGED GROWTH STATEMENT AS A DECISION-DRIVING TOOL

With the establishment of the TTAD Managed Growth Statement, the Board moved on to use the new tool to help guide decisions on next steps to take, towards a decision, on a number of pending Airport initiatives.

The process for discussing and defining next steps was as follows:

- 1) Staff shared "Fact Sheets" on various pending initiatives and explained how these topics fit into the large framework of managing growth at the airport (see info graphic)
- 2) Board were able to ask clarifying questions after the Fact Sheets were presented
- 3) Board discussed and provided feedback to staff including next steps

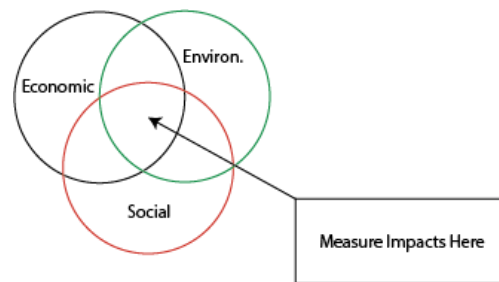
Following is a summary of the notes captured from these discussions.

Topic 1: Economic Impact Study

Question: Should staff move forward on hiring a consultant to measure the economic impact of the District?

- Current Situation/Info: RFP has been developed by staff – draft will be out to Board in March
 - Data collecting (Kevin)
- Why not do this?

- Comment: Skeptical regarding study and how it may drive decision-making



- Comments:
 - Consider broader impact study; not just economic
 - Study needs to have positive and negative impacts
 - Not convinced we need it
 - I want to understand our benefits to the region
- Next Steps:
 - Staff to bring to Board a well written RFP to attract top firm (not padded); address "so what?" What can we use study to do?

Topic 2: Tranquility Campaign

- General Summary: Keep going
- Next Steps:
 - Develop more tools
 - Link to new pilot outreach person
 - Add this task to current organizational chart under new hire/pilot outreach person

Topic 3: Pro-Active Enhanced Pilot Outreach

- Info: Position already in budget. Org chart shared to show where this person fits into Community Outreach + Operations Team. New hire would increase pilot outreach efforts
- Comments/Next Steps:
 - In job description add more details about Tranquility Campaign role (see above)



- Provide visual summary of evolution of staffing over last 10 years (compare/contrast) so Board can see how this new hire fits into overall hiring trends at airport

Topic 4: Airspace Study

- Comments/Next Steps:
 - Need full report from staff (May) - currently 50% done
 - Include details regarding environmental impact per stated goal of Airspace study
 - Understand, as part of above, greenhouse gas implication

Topic 5: Temporary Tower

- Initial Next Steps:
 - General Board interest
 - Staff Plan on next steps to Board (March)
 - Plan to include:
 - Need to tie to communication plan
 - Need to understand 2016 vs. 2017 launch
 - Staff Plan needs to be very detailed and high quality in prep for public review of topic
 - Cost of surveillance (Hardy)
 - More reasons (cons) regarding tower
 - Implications to operations
 - Alternative use of capital
 - Need to understand what level we can control flight patterns. Will we influence business jets early enough to make a difference?