

Redlands Airport
Association

THE REDLANDS AIRPORT ASSOCIATION PRESENTS: A SPECIAL ELECTION EDITION!

Election Ballot

Candidate interviews
from our own Steve
Willer and Ingrid Biglow.

Election Ballot

Responses from the
Council Candidates to
RAA questions

Election Ballot

Update on important
election issues

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Recap of the Young
Eagles/Pancake
Breakfast

Election Ballot

Much, much more!



Redlands City Council Candidate Forum

By Steve Willer & Ingrid Biglow

This candidate session was hosted by the Redlands Chamber of Commerce. RAA submitted questions, but they were not asked. The overlying theme that all candidates agreed on was *Redlands is a destination*, and we need to develop it to continue bringing people here, and making it a desirable place to live. Secondly, all agreed that we need to *invest in our infrastructure*, specifically roads, sidewalk, and rail – however no mention of the airport.

After the forum was over, Ingrid and I approached all candidates and asked the following questions:

- 1) What is your attitude towards the airport being a critical component of infrastructure that will bring people to the destination of Redlands?
- 2) Are you aware of any businesses that operate at Redlands airport?

Responses:

Montgomery

1. Views the airport in a positive light and is for ensuring its continued operation.
2. Is not aware of any businesses that operate at Redlands airport.

Derry

1. Appreciates the airport for what it is, a GA facility. Might be opportunities to bring an FBO on the field or other private sector investments.
2. Is not aware of any businesses that operate at Redlands airport.

Barich

1. Is aware of the airport but not sure how it could be developed.
2. Only business at the airport he is aware of is Hangar 24.

Foster

1. Now that fiscal situation is improving there might be an opportunity to look at airport investments moving forward. Talked about going out to the airport and taking a tour with Denny and Ike to find out more about operations and what goes on. Mentioned we will be receiving a completed questionnaire from him.
2. Through his tour, he is aware that there are flight instruction businesses at the airport. No mention of anything else.

Harrison

1. Wants to see the airport continue to operate. Will be at the pancake breakfast from 7:30 then has another engagement at 9.
2. Is not aware of any businesses that operate at the airport. Was not aware that businesses were shutdown for the weekend with no compensation during the Beerfest.

Dreher

1. Mentioned the Judson Ranch development and the possibility to develop around the airport to an interviewer with the Sun today. Not sure what will make it and what will be edited out. Said she wanted to try to bring up a few of the issues she heard during RAA meeting during forum but line of questioning didn't lead to it.
2. Knows of some airport businesses through her attendance at RAA meeting.

Redlands City Council Candidate Questions and Their Responses, as submitted by

The Redlands Airport Association

1. What is your opinion of the 2008 Redlands Airport Master Plan?
2. Some small business entrepreneurs that have opened or contemplated opening airport businesses at the airport have complained to RAA that the City of Redlands is not business friendly. One such entrepreneur, a flight instructor, paid her business license fees and then was billed \$900 for "oil disposal fees". She objected to the fees as she did not have any aircraft (or oil) associated with her business, but the fees were not waived. She has since closed her business at the airport. What is your plan to deal with these issues and to encourage small business development at the airport?
3. Would you support the use of financial incentives to attract a restaurant, FBO or hanger development at Redlands Municipal Airport? Explain.
4. Do you think the fee waivers for the 2014 Hangar 24 Air Fest Celebration were a proper use of taxpayer funds? Explain.
5. Would you support the hiring of an airport manager by the city?
6. Given that the Redlands Airport aircraft traffic pattern overflies the new Judson Ranch Development, was it prudent for the City of Redlands to approve this development for construction? Explain.
7. In your opinion, what is currently the most pressing issue at the airport?

These questions were sent to the following candidates for Redlands City Council on September 7th, and were given until the 29th to respond:

- ✈ Paul Foster**
- ✈ Neil Derry
- ✈ Jane Dreher**
- ✈ Paul Barich
- ✈ Jon Harrison**
- ✈ John Montgomery
- ✈ Tabetha Wittenmyer (dropped out)

** denotes a response to our questioner.



JON HARRISON

1) The plan provides a good strategy for the ultimate development of the Redlands Airport, both airfield and landside. It was adopted just prior to the recession, so the schedule likely needs to be revisited and updated to reflect the changes caused by the downturn. Like any master plan, it should be reviewed every 10 years to reflect changing needs and priorities of the community.

2) I welcome airport-oriented businesses within the airport proper and the adjoining industrially zoned areas. All businesses in town regardless of location are responsible to pay their license fees, which in the case of this business was probably around \$200. The city doesn't have an oil disposal fee in town or at the airport. Perhaps some other level of government has such a fee. The city does have NPDES (stormwater pollution) fees. Perhaps the individual is referring to that fee although the amount would not be anywhere near what is suggested in the question. Further investigation of the facts about this specific situation is needed to get a clear picture of what actually transpired so that corrective action, if appropriate, could be made.

3) The city has rarely used financial incentives to attract businesses in town. In part this is because Measure U prohibits many means by which incentives could be provided, such as reduced development impact fees. The primary means of providing incentives available to the city is sales tax rebates. This method has been used to attract or retain automobile dealerships. To the extent businesses seeking to locate at or near the airport would generate sufficient sales tax to benefit from such a sales tax rebate, I would be open to exploring such an arrangement that would be beneficial to the business and the city. If other forms of assistance that are not precluded by Measure U or by state statute can be identified, I would be open to exploring their possible use as well.

4) The City has approved fee waivers for many years for events that benefit local organizations or local branches of national organizations. The H24 Charitable Organization has the potential to become a valued local charitable organization, but it has not yet matured to that level. In the case of the H24 Air Fest, the overall program came together too fast and without adequate participation of all interested parties. The council reduced the amount of fee waiver by 50% for these and other reasons. Future events of this type will continue to be evaluated on a case by case basis to ensure the event, including new events like the Air Fest, are well organized and the intended use of the funds for charitable purposes is clearly defined up front.

5) Yes. The airport is structured as an enterprise fund. The salary and benefits of an airport manager would need to be paid primarily by revenues generated by the airport. Currently hangar, tie down, and fuel related fees are the primary sources of airport income. I would support evaluating any other fees that originate through current and future airport-based activities to support hiring of a manager. Further, because of the potential to promote tourism and economic development as a result of nearby airport related businesses, I would also support exploring whether or not funds from future commercial development in the vicinity of the airport might also be appropriately used to fund an airport manager.

Jon Harrison, cont.

6) Per the safety zone guidelines, all residential uses are in the "C" Airport Land Use Compatibility zone. The area within the "B2" zone is limited in this case to open space only. The council majority determined that the project in question was in compliance with FAA regulations.

7) I think that the communications between the City Council, the city staff, the Airport Advisory Commission, the RAA and others that have an interest in the airport need to be strengthened. This is a vital step to moving forward with implementing business growth at the airport needed to fund actions, such as the hiring of a director. Economic development at the airport will also help generate the funds needed to match airport infrastructure development funds provided by the federal and state governments. Keeping the airport strong is important to ensuring air space over Redlands does not see the incursion of larger commercial aircraft flying in and out of SBIA.



PAUL FOSTER

1) *The master plan provides an excellent overview for the end product development of our airport facilities. However, the document is quickly becoming dated. Plans such as this must be treated as "living documents" and should be revisited regularly to address changes that have occurred in the ensuing years. As part of this review, owners, users, customers, as well as representatives surrounding property owners, should be included in this dialogue.*

2) *Every business circumstance is unique and without more detail I cannot address the instant case. As President of the Chamber of Commerce and as a member of Council, I have been a leading proponent of strong economic growth in Redlands. Therefore, I would embrace businesses that wish to develop in and around our airport. As I have in other situations over the past four years I remain available to assist the owner of any business when asked.*

3) *With the elimination of redevelopment agencies state wide and with other regulatory changes, the use of incentives are limited. Further, Redlands is constrained by measure U, a growth control measure passed by Redlands residents many years ago. It prohibits the use of incentives in many ways. An example might be the reduction of development impact fees to encourage development and business growth. Such an action is prohibited by measure U. The City has used sales tax rebates as an incentive. I would be supportive of considering the same for businesses looking to locate at the airport if their revenue stream would be such that it would benefit from the rebate.*

4) *I believe that this is a very good example of something happening too fast with too little communication among the impacted organizations and individuals. The City has always encouraged the good work of charitable organizations through the use of fee waivers, the Hanger 24 Air Fest was no exception. However, I think the entire event planning effort should have begun much earlier and involved many other participants. This proactive communication is essential to the success and acceptance of such events. I have long been a strong advocate for fee waivers as I believe the activities and events supported by such waivers are part of what makes our community unique.*

However, year to year, event to event, each of these requests must be evaluated before being given approval.

5) *Yes. If, as a City enterprise fund the airport generated the revenue required to hire an airport manager, I would support such a hire.*

6) *The proposed project was appropriate under the Compatibility Zone C of the Redlands Municipal Airport Land Use Compatibility Plan- the remainder of the land space is located in the B-2 Zone and residential is not permitted. These zones were adopted many years ago by the Council after significant public input. The developer/property owner having met the requirements of the zone was permitted to build on his property.*

Paul Foster, cont.

7) Communication among and between the City Council, staff, Airport Advisory Commission and those that call the airport "home." Recently, I spent two afternoons touring the airport and meeting many of the pilot/owners at the facility. This was a positive experience from which I gained much.

Retention of an Airport Manager with daily regular contact with all parties would go a long way in addressing communication needs. Regular visits by elected members of Council and the City Senior Staff would be beneficial as well. Our airport is a tremendously valuable, but frequently overlooked City asset. It would be in the highest interest of all parties if that did not continue.



JANE DREHER

1) After researching the City of Redlands website thoroughly, I could not find the Plan. I called the City Quality of Life office and inquired as to where it is located on the website. Staff member Robert checked with IT and found it has not yet been posted on their website and there is only one copy in Tim Sullivan's office. I contacted Mr. Sullivan to get more information, but have not heard back yet. Sorry, I cannot answer this question at this time. I did, however, enjoy reading about the history of the airport and the data about its usage on the city website. I admire the collaboration developed among the Redlands Airport Association (RAA) members. Your purpose and cause is noble in that you are educating our youth about aviation, which we must have to sustain the industry and emphasize the joys of flying and aeronautics in general.

2) Specialized businesses should receive special consideration, as not all businesses fall under a blanket policy for fees. In this case, it seems logical that the "oil disposal fee" would already be covered by the person or business that owns the aircraft she is renting for her flight instruction. This seems like "double taxation" and her business should have been exempt from that particular fee. Perhaps the Quality of Life Department, under which the airport falls, should take a closer look at their fee structure so businesses are not driven away, but rather encouraged to locate at the Redlands Airport.

3) This would need to be carefully thought through, as new businesses should generally not be given a financial incentive that was not given to previously-opened businesses. That would not be fair. However, if there is a group of restaurants considering locating in the airport area and some of the installation costs of water and sewer could be consolidated to save costs, then that would be a fair incentive.

4) I followed the City Council's decision to give fee waivers to Hangar 24 at this event. The Air Fest was clearly a for-profit business holding an event to promote their for-profit product. Therefore, they should not have received the fee waiver for police and fire as non-profit organizations often receive. Then, when Hangar 24 came to the city council stating they created a non-profit foundation for this event, the city council was suddenly in a dilemma. The city ordinance already states that fees can be waived for non-profit fundraising events. The Air Fest became questionable about whether it was truly being held as a non-profit fundraising event or for the profit and marketing of their product. In the end, approximately 50% of the fees were waived, due to the precarious wording of the city ordinance regarding fee waivers. If it was truly a non-profit event, all proceeds would need to go into that fund and there should have been some accountability for the money raised. There was no plan to monitor the flow of funds from the sale of alcoholic beverages, other products, and entry fees at the event. This definitely became a gray area. Before another such predicament occurs, the city council needs to more clearly define the procedures in the ordinance and have stipulations associated with the non-profit wording.

5) Yes, it seems logical that there should be a person with professional aviation and airport management experience designated as the airport manager. The airport has very specialized needs and functions. This person should work very closely with the tenants at the airport to ensure fuel, mechanical, and hangar rental tenants are all handled properly. A manager could do a lot more to market the airport and its services, to ensure air-related businesses are renting the hangar spaces, etc.

Dreher, cont.

6) I was the City of Redlands Public Information Officer at the time my husband and I purchased a home in a new development on Riverview Drive (originally called the extension of Sessums Drive to the west) in 1988. At that time, I checked the City's General Plan and talked to city staff about the airplane fly zones in the area. Staff told me then that there were restrictions regarding building homes near the airport. Our particular home was cleared and construction was approved. However, I vividly recall how the area south of the airport was restricted and no residential development would be allowed. I was very surprised when I drove by during the past year and saw a new housing development underway in that restricted space. Upon checking with the city, I was informed that it was approved pending the requirement of the developer to inform potential homeowners of the close proximity to the airport, the risks, and airplane/helicopter flight patterns. New home buyers are to be informed via disclosure statements in contracts, signage, and an airport map. But will this actually occur and will new homeowners be concerned later down the road. I fear that not until they are actually living there will they regret choosing this location by the airport. They and their neighbors may file complaints to the city eventually, and possibly even file a "Class Action Lawsuit" against the city and airport. This has the potential to greatly impact the city financially and impact the airport and its future usage.

7) Marketing the Redlands Airport as a destination to attract more small plane usage is a pressing issue at the airport. This airport is in an extremely beautiful location that is safely away from the flight pattern of larger planes. Much has been discussed about how downtown Redlands will become a destination following the addition of Redlands Rail and rehabilitation of the Redlands Mall, but I would like to see the airport area also be marketed as a destination for the small plane owners who fly into the airport seeking an enjoyable day of exploring Redlands. The brewery has been attracting people to that area already and the close proximity to small planes flying has made it a real attraction. People enjoy sitting out on the patio watching the planes. It seems logical to expand and add some restaurants and other shops to the area, as well. Providing transportation or frequent taxi service from the airport to downtown Redlands would be part of the economic development plan for the airport area. Additionally, the tenants at the airport must be treated with higher consideration when any special events are planned at the airport. In the end, it is the rental fees from the tenants at the airport that are necessary to sustain this as a viable small airport. Flying has become a very costly hobby, so to continue sparking the interest of the younger generation is critical for the airport's sustainability. The RAA is working closely with the Experimental Aircraft Association (EAA) and continues to host the "EAA Young Eagles" free flights and educational sessions at the airport. In a recent visit to the airport, I was impressed by this amazing program for youth.



RAA Pancake Breakfast Fundraiser/ EAA 845 Young Eagles Event

By Ted Gablin

As you all know the RAA organized and served a pancake breakfast to complement the EAA Chapter 845 Young Eagles Event at REI on 9-27-14. Good food, quality time with our friends, and watching kids get excited about airplanes was in order. Well it doesn't get much better than that! It was a great event. One of the goals of this event was to raise a few bucks for RAA. But it wasn't just about the money.

The event got people at the airport involved. We had many volunteers involved with the breakfast, and the EAA YE event. Three new pilots stepped forward to fly kids for the EAA. Bravo!!! Getting folks involved is key to growing an airport community or association. That effort will be a focus of RAA. As was mentioned in the previous newsletter, apathy is not the way to solve the issues we see at REI. We need an active airport community to be involved and work together to resolve our problems.

The event also called public attention to the airport. The Young Eagles program is a great community service and is designed to inspire the next generation of pilots. That is all good stuff and we want the public to know what goes on at REI. Speaking of the public, remember the residents that came to our 9-21 regular meeting to express their concern over the noise of an airplane that has been flying in the area? Well, they came to the pancake breakfast. The woman is a local teacher and she said she wanted to see what Young Eagles was all about. Awesome!!! That's what calling attention to the airport is all about.

Finally, with the elections drawing close we decided to invite the six candidates competing for the three Redlands council seats. We had three candidates take us up on the invitation. It was a great opportunity for them to campaign and learn something about the airport. Educating our local governmental officials about the value of the airport is something else that RAA will be focusing on.

Two of the three candidates that attended were incumbents. They are Jon Harrison and Paul Foster. They both shared that they did not have much involvement with the airport until the recent issues around Airfest. We basically heard that the airport seemed to be running smoothly and their time on council was being spent on bigger issues impacting the City of Redlands (remember the saying "the squeaky wheel gets the grease").

The third candidate, Jane Dreher, attended our meeting on 9-21. Jane is a long time Redlands resident, a businesswoman, and has had considerable exposure with public relations as part of her previous experience with SANBAG and the Redlands Community Hospital. She appears to have a good knowledge of local government.

All three candidates circulated amongst the attendees. Both Jim Hoyt and I spent time with all three. My personal impression of all three candidates were that they were genuine,

At this time of the year, all three candidates are busy campaigning. They all had overlapping appointments that morning. The fact that these three took some time to visit, learn, and chat with our community speaks reams about their character. Additionally, both Jim and I were told to contact councilmen Foster and Harrison directly on issues requiring their attention. RAA needs this type of relationship with Redlands City officials.

So can we endorse the three candidates that came to the event? Unfortunately, RAA cannot endorse political candidates. We are trying to organize as a 501 C3. That allows us to function as an educational and charitable organization that advances education and science, and helps to maintain a public facility. In order to maintain our tax exempt status, we cannot be an “action organization” that attempts to influence legislation as a substantial part of our activities. We can’t participate in any campaign activity for or against political candidates.

So, we will share the information we get from our interactions with the candidates to fulfill these requirements. Hopefully the information we provide in this newsletter can help our Redlands members make good choices on Election Day.

Check out these links!!

- ✈ <http://www.redlandsdailyfacts.com/government-and-politics/20141001/general-employees-association-of-redlands-endorses-foster-harrison-for-council/1>
- ✈ <http://www.redlandsdailyfacts.com/government-and-politics/20141001/redlands-economist-endorses-foster-harrison-for-redlands-city-council>
- ✈ <http://www.redlandsdailyfacts.com/government-and-politics/20141001/redlands-airport-association-meets-with-redlands-city-council-candidates>
- ✈ <http://www.redlandsdailyfacts.com/staff/99>





The Redlands Airport Association meets every 3rd Sunday at 1500 in the Redlands Terminal Building at 1745 Sessums Drive Redlands, CA 92374

Upcoming Dates and Events:

- 🌈 October 19th, General Meeting 1500
- 🌈 November 16th, General Meeting 1500
- 🌈 December 20th, EAA 845 Christmas Party 1800
- 🌈 December 21st, General Meeting 1500

“The purpose of the RAA shall be to address current and future issues of interest to the pilot and aviation community at the Redlands Municipal Airport.”

Redlands Airport Association

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Redlands.airport.association@gmail.com

Redlands City Council meets 1st and 3rd Tuesdays of the month. Agendas are posted 72 hours in advance for City Council meetings and Planning Commission meetings.

Link for agendas and videos of previous meetings:

<http://70.40.217.219/councilvideo>

Redlands Airport Advisory Board meets at 1700 on the 1st Wednesday of every even-numbered month at the Redlands City Council Chambers.

