



FINAL AIRPORT MASTER PLAN ENVIRONMENTAL IMPACT REPORT

SCH#2015121105
November 2018



Monterey Peninsula Airport District

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MONTEREY REGIONAL AIRPORT Monterey County, California

FINAL ENVIRONMENTAL IMPACT REPORT on the Proposed Airport Master Plan

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Chapter One
INTRODUCTION

Chapter One INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This Final Environmental Impact Report (EIR) document has been prepared in accordance with the *California Environmental Quality Act (CEQA) of 1970* (CEQA) (California Public Resources Code [PRC], Sections 21000 et seq.) as amended. Together with the Draft EIR and associated appendices (State Clearinghouse [SCH] #2015121105), it constitutes the EIR for the proposed Monterey Regional Airport Master Plan (Proposed AMP) (Proposed Project). This Final EIR includes all agency and public comments received on the Draft EIR during the agency/public comment period. The Draft EIR was available for agency and public comment beginning on September 17, 2018 and ending on November 9, 2018.

This Final EIR is organized as follows:

Chapter 1 – Introduction: This chapter identifies the contents of the Final EIR, briefly describes the project and alternatives under consideration, and summarizes the public participation and review process.

Chapter 2 – Errata of the Draft EIR: This chapter contains changes to the Draft EIR text, tables, and/or exhibits using strike outs, track changes, and exhibit notes, where applicable.

Chapter 3 – Comments and Responses: This chapter contains all comments received regarding the Draft EIR during the public and agency review period and provides written responses to those comments. During the public review period, the Monterey Peninsula Airport District (MPAD or District) received a total of 36 comment letters or emails from state and local agencies, organizations, and individuals on the Draft EIR. An additional four oral comments were received during the public meeting held on October 9, 2018. One additional comment (via email) was received after the public review period was closed. The public participation process is summarized in Section 1.5 of this chapter.

Chapter 4 – Mitigation, Monitoring, and Reporting Program (Alternative 1): As a result of the analysis completed in the Draft EIR, the Monterey Regional Airport's (Airport) preferred alternative is Alternative 1, the designated environmentally superior alternative (see Section 1.3). Therefore, this Final EIR includes a mitigation, monitoring, and reporting program (MMRP) based on the mitigation required for Alternative 1.

1.2 SUMMARY OF PROPOSED PROJECT

The Proposed Project objectives are summarized below and discussed in more detail in Section 2.5 of the Draft EIR.

- **Enhance Airport Safety** - Provide improvements that will enhance the Airport's safety by meeting Federal Aviation Administration (FAA) design standards to the maximum extent feasible;
- **Prepare for Future Aviation Demand** - Provide improvements to safely and adequately prepare for forecasted aviation operations and demand through the year 2033 consistent with new code requirements and passenger expectations for airport functionality;
- **Incorporate Airport Sustainability Goals** - Incorporate the Airport's goals, objectives, and performance targets for sustainability within proposed development projects; and
- **Increase Airport Self-Sufficiency** - Provide opportunities for additional revenue-producing uses of the Airport to enhance its economic viability and self-sufficiency.

The projects that are evaluated within this EIR include the projects recommended in the Proposed AMP's capital improvement program, as well as the Proposed AMP's overall on-airport land use plan (which could include non-aviation development and redevelopment on the airport property). Proposed short-term development projects (occurring within 10 years) are evaluated within the EIR at a project-specific level, while future long-term development projects (occurring within 20 years) are evaluated to the level of detail feasible based on available project information (i.e., at a programmatic level). Proposed long-term development projects would likely develop in phases over a long period of time, and future environmental analysis could be required prior to their approval and construction.

1.2.1 Proposed Project Short-Term Project Components

One of the primary components of the Proposed Project is a multi-project airport safety enhancement component. Due to the need for federal funding and approval, a federal environmental assessment (EA) is also being prepared for the safety enhancement components of the Proposed Project consistent with the requirements of the *National Environmental Policy Act of 1969* (NEPA) (United States Code [USC], Title 42, Sections 4321 et seq.) and its implementing regulations (i.e., the President's Council on Environmental Quality [CEQ] Regulations – Code of Federal Regulations [CFR], Title 40, Sections 1500-1508). The FAA is the Lead agency for the EA. This proposed safety enhancement project component of the Proposed Project would include the following and would be phased over approximately 10 years:

- Relocate 44 general aviation (GA) hangars and a fuel tank from the southeast side of the Airport to the north side of the Airport;
- Add up to seven new GA hangars on the north side of the Airport;
- Relocate the existing aircraft rescue and firefighting (ARFF) building (also requires the construction of a temporary ARFF and ARFF service road until a relocated permanent ARFF can be constructed);
- Relocate the commercial terminal and necessary apron pavement;

- Construct a terminal parking garage and associated terminal roadway improvements;
- Close Taxiway “K” at its connection with the new commercial terminal apron;
- Implement a 52.5-foot southerly shift of 1,850 linear feet (lf) of Taxiway “A” and associated lighting, signage, and markings;
- Re-mark hold lines on Taxiway “A” at Taxiway Connectors “G” and “J” to a 250-foot separation from the Runway 10L-28R centerline;
- Install taxiway “islands” at Taxiway Connectors “G” and “J”; and
- Construct replacement vehicular parking along Fred Kane Drive.

Other proposed short-term project components include:

- Acquire a 5.5-acre private parcel near the proposed relocated commercial terminal complex;
- Construct a Highway 68 frontage loop road; and
- Construct a new “north side” road, which would extend from Del Rey Gardens Drive in Del Rey Oaks (off Highway 218) to the northeast side of the Airport. Access to the north side of the Airport is currently provided via Airport Road, which runs through the Casanova Oak Knoll (CONA) neighborhood, located northwest of the Airport. The new “north side” road would provide additional access to the north side of the Airport and would discontinue access through the CONA neighborhood for areas east of Gate 22.

1.2.2 Proposed Project Long-Term Project Components

The long-term project components (programmatic) for the Proposed Project include:

- Construct 106 new GA hangars on the north side of the Airport;
- Redevelop the existing GA (small aircraft) hangar area (no increase in use intensity);
- Redevelop the existing airport industrial area (no increase in use intensity);
- Construct non-aviation uses on the north side of the Airport (north of Airport Road);
- Construct non-aviation uses on the south side of the Airport (north of Highway 68);
- Upgrade the perimeter fence;
- Construct a consolidated maintenance building;
- Acquire airport runway protection zone (RPZ) land (20 acres);
- Acquire RPZ aviation easement (14 acres); and
- Extend Taxiway “B” to the Runway 28L threshold and construct geometry improvements for Taxiways “G,” “K,” “L, and “M.”

1.3 SUMMARY OF ALTERNATIVE 1 (ENVIRONMENTALLY SUPERIOR)

Alternative 1 retains all the major project components of the Proposed Project. However, several components have been redesigned to reduce the environmental impacts identified for the Proposed Project. Detailed environmental analysis is contained in the Draft EIR and compared quantitatively to the environmental impacts of the Proposed Project in a commensurate level of detail. Alternative 1 meets all four Project Objectives. Changes from the Proposed Project are provided in *italics*.

1.3.1 Alternative 1 Short-Term Project Components

The proposed short-term safety enhancement project component of Alternative 1 would include the following and would be phased over approximately nine years:

- Construct a new “north side” road *in Phase 1 of the safety enhancement project component*, which would extend from Del Rey Gardens Drive in Del Rey Oaks (off Highway 218) to the northeast side of the Airport. Access to the north side of the Airport is currently provided via Airport Road, which runs through the CONA neighborhood, located northwest of the Airport. The new “north side” road would provide additional access to the north side of the Airport and would discontinue access through the CONA neighborhood for areas east of Gate 22;
- Relocate 44 GA hangars and a fuel tank from the southeast side of the Airport to the north side of the Airport;
- Add up to seven new GA hangars on the north side of the Airport;
- *Relocate the existing ARFF building permanently to the north side;*
- Relocate the commercial terminal and necessary apron pavement;
- *Construct a terminal parking lot* and associated terminal roadway improvements;
- Close Taxiway “K” at its connection with the new commercial terminal apron;
- Implement a 52.5-foot southerly shift of 1,850 lf of Taxiway “A” and associated lighting, signage, and markings;
- Re-mark hold lines on Taxiway “A” at Taxiway Connectors “G” and “J” to a 250-foot separation from the Runway 10L-28R centerline;
- Install taxiway “islands” at Taxiway Connectors “G” and “J”; and
- Construct replacement vehicular parking along Fred Kane Drive.

Other proposed short-term project components include:

- Acquire a 5.5-acre private parcel near the proposed relocated commercial terminal complex; and
- *Construct a Highway 68 frontage cul-de-sac road.*

1.3.2 Alternative 1 Long-Term Project Components

The long-term project components (programmatic) for Alternative 1 would be the same as the Proposed Project and would include:

- Construct 106 new GA hangars on the north side of the Airport;
- Redevelop the existing GA (small aircraft) hangar area (no increase in use intensity);
- Redevelop the existing airport industrial area (no increase in use intensity);
- Construct non-aviation uses on the north side of the Airport (north of Airport Road);
- Construct non-aviation uses on the south side of the Airport (north of Highway 68);
- Upgrade the perimeter fence;
- Construct a consolidated maintenance building;
- Acquire airport RPZ land (20 acres);

- Acquire RPZ aviation easement (14 acres); and
- Extend Taxiway “B” to the Runway 28L threshold and construct geometry improvements for Taxiways “G,” “K,” “L, and “M.”

1.4 SUMMARY OF OTHER PROJECT ALTERNATIVES

In addition to Alternative 1 described above, other alternatives were considered in the Draft EIR as follows:

- **Alternative 2 (No “North Side” Road).** This alternative retains all the project components of the Proposed Project, except for the construction of a new “north side” road. Instead, the Airport’s north side would continue to be accessed via Fremont Street and Airport Road in the City of Monterey (i.e., via CONA). Analysis of this alternative is compared qualitatively to the Proposed Project in the Draft EIR. This alternative could potentially meet all four Project Objectives.
- **Alternative 3 (No Project).** Under Alternative 3, no modifications to the Airport’s existing facilities would be made. Analysis of this alternative is compared qualitatively to the Proposed Project in the Draft EIR. This alternative does not meet the stated Project Objectives.

1.5 PUBLIC PARTICIPATION AND REVIEW

The public has been notified of the Proposed Project and its EIR through the local newspaper, by U.S. mail, and through email, as well as through the maintenance of a project-specific website. The State Clearinghouse was used to notify responsible and interested state or regional agencies.

Two public meetings have been held. The Airport notified interested agencies, groups, organizations, and individuals regarding the public meetings and the availability of the Draft EIR for review, as well as published legal and public notices in a local newspaper, as described below:

- An Initial Study was completed on the Proposed Project in December 2015. Subsequent to preparation of the Initial Study, a Notice of Preparation (NOP) for an EIR was published in the *Monterey Herald* on December 30, 2015. The NOP was distributed to 12 state or regional agencies through the State Clearinghouse on December 30, 2015. Three federal agencies; 57 local agencies, organizations, or individuals; 10 Native American tribes; and all property owners within five hundred feet of the perimeter of the Airport were sent the NOP via certified mail or hand delivery. The Proposed AMP Planning Advisory Committee (PAC)¹ and other interested stakeholders,

¹ PAC members included representatives from the following agencies, organizations, and airport interest groups: Aircraft Owners and Pilots Association (AOPA); American Eagle; Association of Monterey Bay Area Governments (AMBAG); California Department of Transportation (Caltrans) - Division of Aeronautics; Casanova Oak Knoll Neighborhood Association; City of Del Rey Oaks; City of Monterey; FAA air traffic control tower (ATCT) personnel; FAA San Francisco Airports District Office; Highway 68 Coalition; Mazda Raceway Laguna Seca; Monterey Bay Aviation Advisory Board; Monterey Chamber of Commerce; Monterey County Airport Land Use Commission (ALUC); Monterey County Business Council; Monterey County Hospitality Association; Monterey Jet Center; National Business Aviation Association (NBAA); Naval Support Activity (NSA) Monterey/Naval Weapons Station (NWS) Seal Beach; RCA Enterprises; and Transportation Agency for Monterey County (TAMC).

organizations, and individuals received the NOP via email on December 30, 2015. The NOP and Initial Study are posted at: <https://montereyairport.specialdistrict.org/planning-and-development>.

- The agency and public review period for the NOP/Initial Study began on December 30, 2015 and ended on March 15, 2016. An environmental scoping meeting was held on February 3, 2016, from 2:00 - 4:00 PM at the District Board meeting room, 200 Fred Kane Drive, Monterey, CA to facilitate agency and public review and comment on the Proposed Project.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on September 13, 2018. An official 45-day public review period for the Draft EIR from September 17, 2018 through October 31, 2018 was established, and a Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals and published in the *Monterey Herald* on September 17, 2018. The NOA was also posted in two locations at the Airport and on the environmental study website via a link on the District’s Planning and Development page at: <https://montereyairport.specialdistrict.org/planning-and-development>.
- The Draft EIR review period was subsequently extended by nine days for a total review period of 54 days. The State Clearinghouse was notified of the extension via email on October 24, 2018. The general public was notified of the extension through a public notice published in the *Monterey Herald* on October 24, 2018, posted in two locations at the Airport, and provided on the environmental study website via a link on the District’s Planning and Development page at: <https://montereyairport.specialdistrict.org/planning-and-development>.
- A public meeting was held on October 9, 2018 from 4:00 - 7:00 PM at the District Board meeting room, 200 Fred Kane Drive, Monterey, CA to provide information on the Proposed Project and to receive comments on the Draft EIR. The public meeting was advertised as follows: provided in the NOA, posted in two locations at the Airport, posted in three locations on the Airport website, and four paid print ads were purchased [twice in the *Monterey Herald* {September 23 and October 3, 2018}, once in the *Pine Cone* {September 27, 2018}, and once in the *Monterey County Weekly* {September 28, 2018}].
- Copies of the Draft EIR were available for review at the following locations:
 - Monterey Regional Airport Administrative Office, 200 Fred Kane Drive, Suite 200, Monterey, CA;
 - Monterey Public Library, 625 Pacific Street, Monterey, CA;
 - Seaside Public Library, 550 Harcourt Avenue, Seaside, CA; and
 - Online at: <https://montereyairport.specialdistrict.org/planning-and-development>.

Copies on thumb drives were also available for purchase at the Monterey Regional Airport Administrative Office.



Chapter Two

ERRATA OF DRAFT EIR

Chapter Two ERRATA OF DRAFT EIR

The following corrections to the Draft Environmental Impact Report (EIR) have been made in this Final EIR, as listed below:

2.1 CORRECTIONS TO DRAFT EIR TEXT

2.1.1 Section 4.4 - Biological Resources

Page 4.4-49, paragraph 1: BIO/mm-9: Yadon’s piperia located on the Airport in the vicinity of the Highway 68 frontage road loop and the adjacent 5.5-acre private property boundary shall be removed and implementation of BIO/mm-~~8-10~~ would be necessary in this location.

Page 4.4-58, 2nd bullet: BIO/mm-32:

- If a net loss of coast live oak woodlands would occur, the Project Sponsor shall conduct one or a combination of the following:
 - Preserve and rehabilitate, re-establish, or create additional coast live oak woodland at a 1.2:1 ratio. The preserved coast live oak woodland may be located on the existing airport property or offsite, as appropriate.
 - ~~Plant two~~ Replace each coast live oak trees ~~for each one coast live oak tree~~ removed at a 1.2:1 replacement ratio. Replacement trees may be planted on the existing airport property or offsite, as appropriate. Replacement trees should be grown from local (Monterey Peninsula, if available) stock.

Page 4.4-62, Threshold 4.4-4 subheading: 4.4.5.4 should be changed to 4.4.6.4.

2.1.2 Section 4.5 - Cultural Resources

Page 4.5-7, paragraph 4, 1st sentence: Qualified archaeologists conducted intensive-level pedestrian surveys of a ~~177197~~-acre study area (**Exhibit 4.5A**) on April 26-28, 2017 and March 17-18, 2018.

Page 4.5-8, first partial paragraph, 3rd and 4th sentences: Total survey coverage included ~~137-139~~ acres of the ~~177197~~-acre study area. Paved areas and those obscured by existing improvements were not subject to pedestrian survey (approximately ~~40-65~~ acres).

2.1.3 Section 4.8 - Greenhouse Gas Emissions

Page 4.8-23, GHG/mm-4: The Airport shall continue to provide and maintain electric vehicle (EV) charging stations in the relocated commercial terminal parking lot. The Airport will provide a minimum of 20 EV charging stations in the new parking lots for use by both airport employees and travelers, subject to the availability of existing or future air quality funding options described by MBARD.

Page 4.8-23, GHG/mm-5: In coordination with Monterey-Salinas Transit, the public transit agency serving Monterey County, the Airport will provide a transit bus stop to serve the relocated commercial terminal. The Airport will also provide contact information for MBARD funding programs to existing and future motel/hotel shuttle providers regarding the conversion of motel/hotel fleets to hybrid or electric shuttles.

2.1.4 Section 4.9 - Hazards and Hazardous Materials

Page 4.9-19, top partial sentence: "...on a scale from A to E, with A applicable to the smallest aircraft and E applicable to the largest aircraft (based on wingspanlength).

2.1.5 Section 4.10 - Hydrology and Water Quality

Page 4.10-33, paragraph 1, 4th sentence: Calculations were also made for the part of the proposed "north side" road that would drain east towards Del Rey Gardens Drive within the northwest-northeast drainage area (**Exhibit 4.10E**).

2.1.6 Section 4.12 - Noise

Page 4.12-29, Regulatory Requirements: ~~Remove NOI/rr-1: Per Policy b.5. of the City of Monterey General Plan, proposed project components with the city's jurisdiction will implement the city's land use standards for properties that are exposed to noise levels in excess of 60 CNEL (Table 8 in the city's general plan—see Table 4.12C in this EIR). (This requirement is not within the Airport District's authority to implement and does not reflect Federal Aviation Administration [FAA] noise regulations.)~~

Page 4.12-63, Regulatory Requirements: NOI/rr-~~21~~: Proposed projects on the south side along Highway 68 within the City of Monterey would be required to comply with the City of Monterey policies and ordinances regarding construction noise.

2.1.7 Section 4.14 - Public Services

Page 4.14-2, paragraph 3, 2nd sentence: (ARFF indexes are on a scale from A to E, with A applicable to the smallest aircraft based on wing span-length and E applicable to the largest aircraft.)

2.1.8 Section 4.10 - Transportation/Traffic

Page 4.16-39, paragraph 4, 3rd sentence: See Section 5.5.16 for projected cumulative impacts and recommended mitigation.

2.2 CORRECTIONS TO DRAFT EIR EXHIBITS

2.2.1 Section 4.5 - Cultural Resources

Exhibits 4.5A, 4.5B, and 4.5E: The cultural resources study area has been increased to include the paved areas of the proposed Taxiway “A” shift west of Taxiway “G” that would be remarked as part of the project. This change is minimal and does not affect the analysis contained in the Draft EIR.

2.3 CORRECTIONS TO DRAFT EIR TABLES

2.3.1 Section ES 10.0 - Summary of Significant Impacts and Mitigation (Table ES-4)

See track changes in attached revised Table ES-4. Table ES-4 was revised to reflect changes in mitigation wording as identified above in Section 2.1, to correct mitigation measure references and other minor wording, and to include Other Regulatory Requirements generally related to listed Impact Categories.

2.3.2 Section ES 10.0 - Summary of Significant Impacts and Mitigation (Table ES-5)

See track changes in attached revised Table ES-5. Table ES-5 was revised to reflect changes in mitigation wording as identified above in Section 2.1, to correct mitigation measure references and other minor wording, and to include Other Regulatory Requirements generally related to listed Impact Categories.

2.3.3 Section 4.10 - Land Use and Planning

Table 4.11B, page 4.11-29: Add in the same box, and after, Goal 12 -

Policy L-3. The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.

2.3.4 Section 4.16 - Transportation/Traffic

Table 4.16G, page 4.16-41: Change location for Phase 4 (2028) - Area of Airport from South to North

2.4 CORRECTIONS TO DRAFT EIR APPENDICES

2.4.1 Appendix F, Biological Resources Survey Report

The following change has been made to the Biological Resources Survey Report contained in **Appendix F** to correct a copy error in BIO-AMP4:

Page F-79, 2nd bullet:

- If a net loss of coast live oak woodlands would occur, the Project Sponsor shall conduct one or a combination of the following:
 - o ~~preserve~~ Preserve and rehabilitate, re-establish, or create additional coast live oak woodland at a 1.2:1 ratio. The preserved coast live oak woodland may be located on the existing airport property or off-site, as appropriate.
 - o ~~Plant two~~ Replace each coast live oak trees ~~for each one coast live oak tree~~ removed at a 1.2:1 ratio. Replacement trees may be planted on the existing airport property or offsite, as appropriate. Replacement trees should be grown from local (Monterey Peninsula, if available) stock.

2.4.2 Appendix G, Cultural Resources Survey Report and Historic Resources Assessment

The following revisions have been made to the Cultural Resources Survey Report contained in **Appendix G** of the Draft EIR - Changes to the acreage of the study and survey areas have been increased to include the paved areas of the Taxiway "A" shift west of Taxiway "G" as follows:

Page G-5, paragraph 3, 2nd sentence: For the purposes of this report, the study area comprises ~~182-197~~ acres and includes project-specific and programmatic development areas on the airport property.

Page G-5, paragraph 5, 4th and 5th sentences: Total survey coverage included ~~137-139~~ acres of the ~~182-197~~-acre study area. Paved areas and those obscured by existing improvements were not subject to pedestrian survey (approximately ~~45-60~~ acres of the overall ~~182-197~~-acre study area).

Page G-14, paragraph 1, 1st sentence: The project study area includes all short- and long-term MRY project components and comprises ~~182-197~~ acres.

Page G-14, paragraph 2, 4th sentence: The study area for this project includes ~~182-197~~ acres (see Figure 2).

Page G-19, paragraph 1, 2nd sentence: Of the ~~182-197~~-acre study area, approximately ~~45-60~~ acres are paved with existing runway and taxiways, buildings, and roads.

Page G-33, paragraph 4, 1st sentence: SWCA conducted an intensive-level pedestrian survey of the 182197-acre study area (Figure 5).

Page G-33, paragraph 4, 7th and 8th sentence: Total survey coverage included 137-139 acres of the 182197-acre study area (Figure 5). Paved areas and those obscured by existing improvements were not subject to pedestrian survey (approximately 45-60 acres of the overall 182197-acre study area).

Figures 2, 3, 5, 7, and B-1: The cultural resources study area has been increased to include the paved areas of the proposed Taxiway "A" shift west of Taxiway "G" that would be remarked as part of the project. This change is minimal and does not affect the analysis contained in the Draft EIR.

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- Airport Property Line
- Study Area
- Survey Coverage Area
- Not Surveyed

Final EIR exhibit revised to include paved areas of Taxiway "A" proposed for remarking within the study area.

0 250 500 1,000 Feet



1:8,500

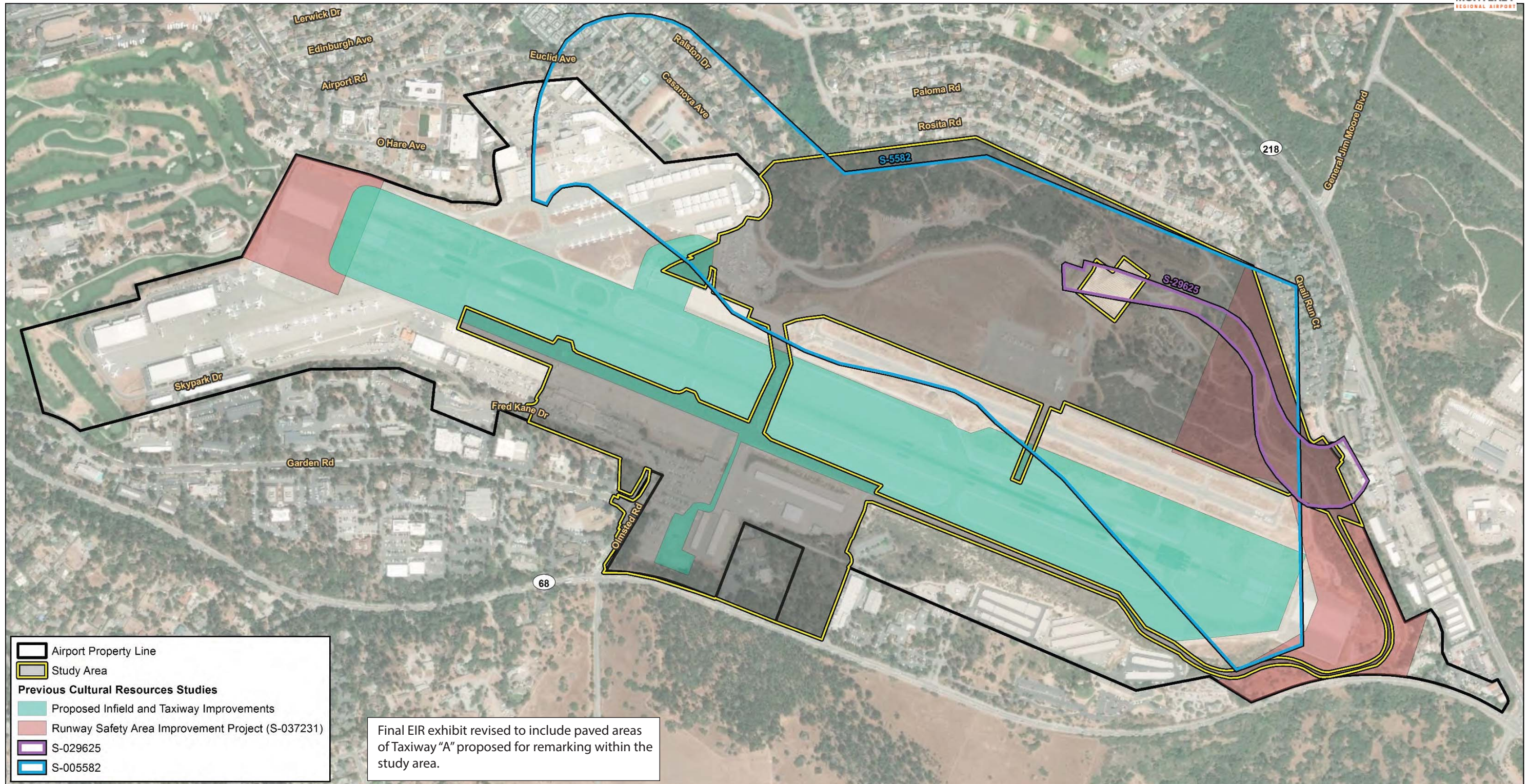
Basemap by ESRI, 2018.



Survey Coverage Map
Cultural Resources Survey Report
Monterey Regional Airport, Monterey County, Ca

Source: SWCA 2018a

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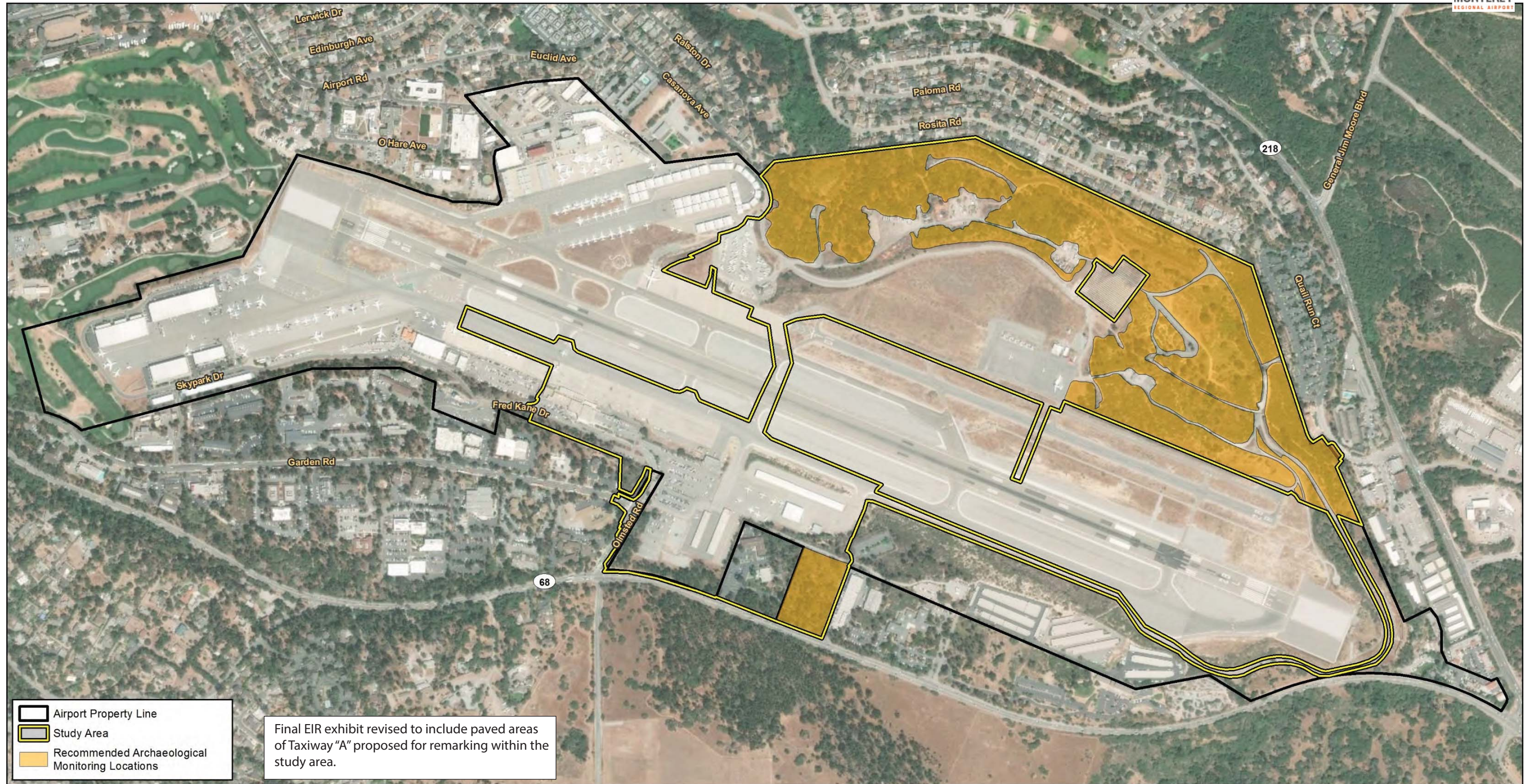
Final EIR exhibit revised to include paved areas of Taxiway "A" proposed for remarking within the study area.



Previous Cultural Resources Studies
 Cultural Resources Survey Report
 Monterey Regional Airport, Monterey County, Ca

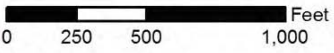
Basemap by ESRI, 2018.
 Source: SWCA 2018a

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- Airport Property Line
- Study Area
- Recommended Archaeological Monitoring Locations

Final EIR exhibit revised to include paved areas of Taxiway "A" proposed for remarking within the study area.



1:8,500



Recommended Archaeological Monitoring Locations

Cultural Resources Survey Report
Monterey Regional Airport, Monterey County, Ca

Basemap by ESRI, 2018.

Source: SWCA 2018a

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TABLE ES-4 Proposed Project - Potentially Significant Impacts and Mitigation (Project-Specific and Cumulative) Proposed Monterey Regional Airport Master Plan		
Impact	Mitigation Program	Level of Significance After Mitigation
AESTHETICS Threshold 4.1-2 - Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?		
<p>Impact AES-1: Potentially significant impacts to the scenic resources of Highway 68 could occur during temporary construction of both short- and long-term projects. These impacts would occur as a result of the Proposed Project’s grading and tree removal for the proposed Highway 68 frontage road, future non-aeronautical land uses along Highway 68, and stormwater improvements associated with south side development.</p>	<p>AES/mm-1 - Construction contract specifications for any phase of development where a construction laydown area/staging area will be used shall include security fencing with opaque screening around the construction sites and staging areas to block the ground-level views of the site. No removal of trees shall be allowed at the staging area. All trees removed within the 100-foot setback from Highway 68 due to construction shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.</p> <p>AES/rr-1 - Proposed buildings or structures in proximity to the Highway 68 scenic corridor must be placed outside a 100-foot setback from the highway right-of-way consistent with the City of Monterey General Plan, Urban Design Element Policy h-9. This setback is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.</p>	<p>Potentially Significant and Unavoidable (Temporary)</p>
<p>Impact AES-2: Potentially significant impacts to the scenic resources of Highway 68 could occur during operation of both short- and long-term projects. These impacts would occur as a result of the loss of mature trees under the Proposed Project for the proposed Highway 68 frontage road, future non-aeronautical land uses along Highway 68, and stormwater improvements associated with south side development.</p>	<p>AES/mm-2 - Detailed landscaping plans shall be required for all aspects of the proposed short- and long-term south side projects, including proposed stormwater improvements and the proposed Highway 68 frontage road, to ensure that adequate vegetative screening is provided to preserve the existing scenic quality of the associated segment of Highway 68. The landscaping plans shall include native species, protecting existing cypress, Monterey pine, and coast live oak trees to the extent possible, and use trees to screen parking, where appropriate.</p> <p>Detailed landscaping plans for development within or adjacent to the 100-foot setback from Highway 68 within the City of Monterey zoned areas shall include the following additional provision: All trees removed within the 100-foot setback from Highway 68 shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.</p> <p>AES/rr-1 - Proposed buildings or structures in proximity to the Highway 68 scenic corridor must be placed outside a 100-foot setback from the highway right-of-way consistent with the City of Monterey General Plan, Urban Design Element Policy h-9. This setback is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.</p>	<p>Less than Significant</p>

TABLE ES-4 (Continued)

Threshold 4.1-3 - Would the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?		
<p>Impact AES-3: The scale of the commercial terminal parking garage under the Proposed Project would be bigger than other existing buildings located a similar distance from Highway 68. Since the ability of future landscape plans along the highway to fully screen the proposed structure is not known at this time, impacts related to the proposed parking garage per Threshold 4.1-3 are Potentially Significant.</p>	<p>AES/mm-2 - Detailed landscaping plans shall be required for all aspects of the proposed short- and long-term south side projects, including proposed stormwater improvements and the proposed Highway 68 frontage road, to ensure that adequate vegetative screening is provided to preserve the existing scenic quality of the associated segment of Highway 68. The landscaping plans shall include native species, protecting existing cypress, Monterey pine, and coast live oak trees to the extent possible, and use trees to screen parking, where appropriate.</p> <p>Detailed landscaping plans for development within or adjacent to the 100-foot setback from Highway 68 within the City of Monterey zoned areas shall include the following additional provision: All trees removed within the 100-foot setback from Highway 68 shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.</p> <p>AES/mm-3 - For buildings and structures visible from the highway, architectural treatments and/or other building design features shall be incorporated so that the scenic values of the highway are not substantially damaged. Input from the California Department of Transportation and the City of Monterey regarding consistency with their scenic corridor policies shall be considered in the preparation of the landscape and site development plans. For development within the City of Monterey, the plans shall be provided to the City’s Architectural Review Board, along with any other required architectural renderings or site plans, for approval.</p> <p>AES/rr-2 - All development located within the City of Monterey’s D2 Development Control overlay district will require Architectural Review Committee approval. This design control is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.</p> <p>AES/rr-3 - All new light sources and potential glare sources would have to comply with Part 77 regulations, as enforced by FAA, including the installation of solar panels, types of lights and intensity of lighting and night/day lighting combinations. FAA also requires a glint and glare study on solar panels located within the line-of-sight of a runway approach or an ATCT, as well as for other projects on a case-by-case basis.</p> <p>AES/rr-4 - Prior to issuance of any building permit, the contractor shall file a Notice of Proposed Construction or Alternation (FAA Form 7460-1) with the FAA regional office that will show compliance with the Part 77 regulation, as it relates to building or structure heights, markings, lighting, or other standards. The FAA’s Determination of No Hazard shall be submitted to MPAD prior to the start of construction.</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-4 (Continued)		
Cumulative Impacts		
Potentially significant cumulative impacts to the scenic resources of Highway 68 could occur.	See AES/mm-1 through AES/mm-3 and AES/rr-1 and AES/rr-2 above for Impacts AES-1 through AES-3.	Potentially Significant and Unavoidable
AIR QUALITY		
Cumulative Impacts		
Additional criteria pollutants would be generated.	<p>AQ/rr-1 - The Airport shall implement a dust control plan that includes the following, as stipulated in FAA AC 150/5370-10G, <i>Standards for Specifying Construction of Airports</i>, Item P-156 (FAA 2014b) and the MBARD <i>CEQA Air Quality Guidelines</i> (MBARD 2008):</p> <ol style="list-style-type: none"> 1. Limit the area under construction at any one time. 2. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. 3. Cover all trucks hauling soil, sand, and other loose materials off property with tarpaulins or other effective covers. 4. Pave all roads on construction sites, if possible, and water all unpaved roads and construction haul routes to minimize dust during construction operations. 5. Limit traffic speeds along all unpaved haul routes to 15 miles per hour (mph). 6. Prohibit all grading activities during periods of high wind (over 15 mph). 7. Keep loader buckets low when transferring material to trucks. 8. Maintain at least 2 feet of freeboard on haul trucks. 9. Limit entering/exiting site to controlled areas to avoid track out. 10. Cover inactive storage piles. 11. Minimize the area of exposed erodible earth. 12. Apply temporary mulch or non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area with or without seeding, where applicable. 13. Plant vegetative ground cover in disturbed areas as soon as possible. 14. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). 15. Install wheel washers at the entrance to construction sites for all exiting trucks. 16. Sweep streets if visible soil material is carried out from the construction site. 17. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisance). 	Potentially Significant and Unavoidable

TABLE ES-4 (Continued)		
	<p>AQ/rr-2: In accordance with CARB’s In-Use Off Road Diesel Fueled Fleets Regulation (2016), the following measures for construction vehicles and/or equipment shall be implemented:</p> <ol style="list-style-type: none"> 1. Construction vehicles will use a CARB Tier 3 engine when available in the region; 2. Vehicle operators will limit idling to no more than five minutes; and, 3. All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off Road Online Reporting System. <p>See also TR/mm-6 and TR/mm-10 below under Impact TR-3 and TR-7, respectively.</p>	
BIOLOGICAL RESOURCES		
Threshold 4.4-1 - Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFW or the USFWS		
Construction Impacts		
<p>Impact BIO-1: Potential take of California legless lizard (SSC) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-1 - Within 30 days prior to site grading, an environmental monitor shall conduct surveys for California legless lizards and other reptiles. The surveyor shall utilize hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. If hand search methods are used, the surveys shall be completed immediately prior to and during grading activities. The surveyor shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area(s) and placed in suitable habitat on the airport property.</p>	Less than Significant
<p>Impact BIO-2: Potential impacts to nesting birds (protected under the MBTA and CFGC) under the Proposed Project are considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-2 - To the maximum extent possible, initial vegetation-clearing activities in the project areas shall be conducted between October and February, which is outside of the typical bird breeding season. If the project schedule does not provide for late season vegetation removal, a nesting bird survey shall be conducted by a qualified biologist no more than one week prior to the land clearing to determine presence/absence of nesting birds within the vegetated area. If active nests are observed, work activities shall be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones shall be established in areas where nests must be avoided. The Airport and the appropriate regulatory agency shall be contacted if any state or federally listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the MBTA and CFGC shall not be moved or disturbed until the young have fledged.</p>	Less than Significant

TABLE ES-4 (Continued)

Short-Term Project Impacts		
Impact BIO-3: The anticipated loss of 1,518 sandmat manzanita (CNPS Rank 1B.2) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-3 - The Project Sponsor shall propagate, plant, and maintain at least 3,036 sandmat manzanita container plants. The sandmat manzanita container plants may be installed in the temporary disturbance areas and/or landscaping of the Proposed Project “north side” road, onsite Conservation Area 4 (Exhibit 4.4D), or the offsite conservation lands (refer to BIO/mm-29 through BIO/mm-31 of Threshold 4.4-2 and Exhibit 4.4D) as appropriate. The sandmat manzanita container plants shall be monitored and maintained for seven years following their installation. In order for the sandmat manzanita replacement mitigation to be considered successful, at least 3,036 replacement sandmat manzanita plants must be self-sustaining by the end of the seven-year monitoring program.	Less than Significant
Impact BIO-4: The anticipated loss of 323 Monterey pine (CNPS Rank 1B.1) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-4 - Prior to construction of any Proposed Project component that would remove Monterey pine trees, the Airport shall establish 1.0 acre of Monterey pine forest conservation space on the north side of the airport property. The Airport shall plant up to 25 Monterey pine trees in the conservation space. The 1.0 acre of Monterey pine forest conservation space shall be managed under a HCEP as described in BIO/mm-26 (Threshold 4.4-2).	Potentially Significant and Unavoidable
Impact BIO-5: The anticipated loss of eight Eastwood’s goldenbush (CNPS Rank 1B.1) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-5 - Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Eastwood’s goldenbush seed from individuals on the airport property to propagate a minimum of 16 Eastwood’s goldenbush container plants. The propagated materials shall be planted and maintained in Conservation Area 4 (Exhibit 4.4D).	Less than Significant
Impact BIO-6: The anticipated loss of 18 Monterey ceanothus (CNPS Rank 4.2) under the Proposed Project is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.	BIO/mm-6 - Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Monterey ceanothus seed from individuals on the airport property to propagate a minimum of 36 Monterey ceanothus container plants. The propagated materials shall be planted and maintained in Conservation Area 4 (Exhibit 4.4D).	Less than Significant
Impact BIO-7: The anticipated loss of 49 small-leaved lomatium (CNPS Rank 4.2) under the Proposed Project is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.	<p>BIO/mm-7 - To minimize impacts to small-leaved lomatium and promote the continued existence of the species on the airport property, the Project Sponsor shall implement a soil and seed bank conservation program that will include small-leaved lomatium seed and top soil collection and distribution.</p> <p>Small-leaved lomatium shall be conserved in Conservation Area 4 by broadcast seeding and relocating the soil seed bank. Seed to be broadcast shall be collected from the project areas prior to start of construction. This species flowers from January through June; therefore, seed collection shall begin in May and continue through September, or when seed production ceases. To the extent feasible, all available seed shall be collected from plants located in the project disturbance areas.</p> <p>Soil from the project disturbance areas containing small-leaved lomatium seed shall be collected and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing small-leaved lomatium individuals shall be collected and redistributed prior to grading activities. Soil collection shall occur immediately following completion of seed collection and prior to the first rainfall. The collected soil shall be immediately distributed in the disturbance areas. The collected seed shall be broadcast over the relocated soil, and then the receptor site shall be lightly raked to cover the seed.</p>	Less than Significant

TABLE ES-4 (Continued)		
<p>Impact BIO-8: The anticipated loss of 539 Monterey spineflower (federally endangered and CNPS Rank 1B.2) and the attendant seed bank (i.e., occupied habitat) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-8 - To minimize Monterey spineflower impacts and promote the continued existence of the species on the airport property, the Project Sponsor shall implement a soil and seed bank conservation program that shall include Monterey spineflower seed and top soil collection and distribution.</p> <p>Monterey spineflower shall be conserved in the temporarily impacted portions of the Proposed Project disturbance areas by broadcast seeding and relocating the soil seed bank. Seed to be broadcast shall be collected from the project areas prior to the start of construction. All seed collection activities shall be conducted by a USFWS-approved biologist. This species flowers from April through June; therefore, seed collection shall begin in August and continue through September, or when seed production ceases. To the extent feasible, all available seed shall be collected from plants located in the project disturbance areas.</p> <p>Soil from the project disturbance areas containing Monterey spineflower seed shall be collected and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing Monterey spineflower individuals shall be collected and redistributed prior to grading activities. Soil collection shall occur immediately following completion of seed collection and prior to the first rainfall. The collected soil shall be immediately distributed in the disturbance areas that do not have existing Monterey spineflower occurrences. The collected seed shall be broadcast over the relocated soil, and then the receptor site shall be lightly raked to cover the seed.</p>	<p>Less than Significant</p>
<p>Impact BIO-9: The anticipated loss of 460 Yadon’s piperia (federally endangered and CNPS Rank 1B.1) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-9 - Yadon’s piperia located on the Airport in the vicinity of the Highway 68 frontage road loop and the adjacent 5.5-acre private property boundary shall be removed and implementation of BIO/mm-810 would be necessary in this location.</p> <p>The Highway 68 frontage road and terminal loop road shall be designed to be constructed on the existing asphalt to avoid impacts to the Yadon’s piperia that are located on the Airport and the adjacent 5.5-acre private property boundary. Prior to construction of the terminal parking garage and circulation road(s), the construction plans shall clearly show the placement of construction exclusion fence along the toe of slope on both the Airport and the adjacent 5.5-acre private property boundary. The intent of the fence is to exclude the Yadon’s piperia occurrences from accidental disturbance during construction. The fence shall be maintained in place throughout the construction period.</p> <p>BIO/mm-10 - To minimize the impacts to Yadon’s piperia, the Project Sponsor shall retain a qualified biologist to design and implement a five-year Yadon’s piperia seed and bulb collection and translocation program. The seed and bulb translocation program shall be prepared and approved for implementation by the Project Sponsor in the two years prior to construction of any Proposed Project component that would impact Yadon’s piperia, including but not limited to construction of the relocated terminal and associated aircraft ramp and the Highway 68 frontage road. The Yadon’s piperia seed and bulb collection and translocation program shall include the following:</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-4 (Continued)

	<ul style="list-style-type: none"> • Detailed methods and a schedule for the collection and distribution of Yadon’s piperia seed and the translocation of Yadon’s piperia bulbs of individuals that are in the construction area(s). <ul style="list-style-type: none"> – During the flowering/blooming period for Yadon’s piperia (anticipated to be May-July) and in the year prior to project construction, a qualified biologist shall mark with pin flags individual Yadon’s piperia plants that will be impacted by the project construction. – During the time that the marked Yadon’s piperia are setting seed (anticipated to be between August-September), the biologist shall collect seed from the marked individuals. The collected seed shall be redistributed in a predetermined seed and bulb receiver site that is located adjacent to but outside of the disturbance area. Due to mycorrhizal associations, the seed and bulb receiver site must be near existing Yadon’s piperia individuals. <ul style="list-style-type: none"> ▪ Prior to distributing the collected seed in the receiver site, the receiver site shall be cleared of non-native vegetation. ▪ Once the seed receiver site is prepared, the biologist shall hand broadcast the seed in the receiver site, gently rake the seed into the duff/soil surface and cover the seed with pine needle duff. ▪ The seed and bulb receiver site and nearby Yadon’s piperia occurrences shall be fenced during construction to exclude the area from accidental damages during construction activities. • Prior to construction and when plants are dormant (anticipated to be October-December), the biologist shall excavate and relocate bulbs of the marked plants to the seed and bulb receiver site. The bulbs shall be planted approximately six inches below the soil surface. • Following completion of the seed and bulb relocation efforts, the biologist shall monitor the receiver site for four consecutive years. The goal of the monitoring shall be to quantify and document the number of individuals that emerged in the receiver site, the presence of non-native vegetation, and overall success of the translocation efforts. <p>Non-native vegetation removal must be conducted during the monitoring program. Non-native vegetation removal may not utilize translocated herbicides due to root to tuber/bulb transfer.</p>	
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TABLE ES-4 (Continued)		
<p>Impact BIO-10: Although the Proposed Project has been designed to avoid known Seaside bird's beak (state endangered and CNPS Rank 1B.1), this plant is an annual species and its numbers and exact location can fluctuate. Thus, losses of the species could still occur. This is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-11 - To account for Seaside bird's beak seasonal population fluctuations and facilitate species avoidance, the Project Sponsor shall conduct annual surveys for Seaside bird's beak in the Airport-owned parcel located between two adjacent private properties along Highway 68. The annual Seaside bird's beak survey shall be conducted in June, July, or August of each year preceding the final design and development of the chosen Highway 68 frontage road alignment. The intent of the annual survey effort is to collect GPS data on the species' distribution and develop a multi-season assessment of the quantity and distribution of the Seaside bird's beak occurrences near the Highway 68 frontage road alignment. The annual survey GPS data shall be provided to the Airport so that the project design team can use the survey data during the development of the final design plans to align the proposed road in such a manner that avoids impacts to the Seaside bird's beak.</p> <p>If full avoidance of the Seaside bird's beak is feasible, the project contractors, under the direction of an environmental monitor, shall install construction exclusion fencing around the occurrences to exclude construction related disturbances from the area. If the design team determines that full avoidance of the species is not feasible, the Project Sponsor shall delay construction of the Highway 68 frontage road until they have coordinated with the CDFW to obtain a CESA 2081-Incidental Take Permit.</p>	<p>Less than Significant</p>
<p>Long-Term Project Impacts (Programmatic)</p>		
<p>Impact BIO-19: Any future loss of sandmat manzanita (CNPS Rank 1B.2) under either the Proposed Project is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-21 - Prior to approving any proposed long-term projects on undeveloped lands at the Airport, the Project Sponsor shall retain a qualified biologist to conduct floristic botanical surveys and wildlife surveys in future project area(s) and prepare a Biological Resources Survey Report (BRSR). The surveys and subsequent BRSR shall determine if special-status species occur in the development area(s) and if special-status species would be impacted by proposed long-term project(s). If impacts to special-status species would occur, the biologist and the Project Sponsor shall develop mitigation strategies to address the impacts.</p> <p>The following recommendations for mitigation ratios/strategies for some plants known to occur in the development areas may be applied to proposed long-term project(s):</p> <ul style="list-style-type: none"> • Seaside bird's beak. The Project Sponsor shall coordinate with CDFW to obtain a 2081-Incidental Take Permit under the CESA. Under the 2081-Incidental Take Permit, mitigation ratios for Seaside bird's beak may require purchasing replacement habitat that is occupied by the species and conducting rehabilitation efforts on the replacement land. • Yadon's piperia. For proposed long-term projects with a federal nexus, the Project Sponsor shall coordinate with FAA and USFWS during the FESA, Section 7 process. Mitigation may require the Project Sponsor to implement minimization and conservation measures that relocate the individuals to be impacted. If these efforts fail or are deemed insufficient by USFWS, purchasing replacement habitat that is occupied by the species and conducting rehabilitation efforts on the replacement land may be required. 	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
	<ul style="list-style-type: none"> – For projects that do not have a federal nexus, the Project Sponsor shall implement BIO/mm-10. • <u>Monterey spineflower</u>. For proposed long-term projects with a federal nexus, the Project Sponsor shall coordinate with the FAA and USFWS during the FESA, Section 7 process. Mitigation may require the Project Sponsor to implement minimization and conservation measures that involve seed and seed bank collection and redistribution on the airport property. – For projects that do not have a federal nexus, the Project Sponsor shall implement BIO/mm-8. • <u>CNPS Rare Plant Ranked 1, 2, and 3 species</u>. For each CNPS Rare Plant Ranked 1, 2, and 3 species (excluding Monterey pine) impacted by a proposed long-term project(s), the Project Sponsor shall plant two container plants of the same species for each one plant impacted (2:1). The replacement plantings shall be planted in any of the four onsite conservation areas or an established offsite conservation area. The replacement plantings shall be monitored and maintained for no less than five years. • <u>CNPS Rare Plant Ranked 4 species</u>. For each CNPS Rare Plant Ranked 4 species impacted by a proposed long-term project(s), the Project Sponsor shall: <ul style="list-style-type: none"> – For annual species, collect seed prior to project disturbance and redistribute the collected seed in suitable habitat in the project area following completion of disturbance. <p>For perennial species, propagate and plant one (1) container plant of the same species for each on plant impacted (1:1). The container plants shall be planted in any of the four onsite conservation areas or an established offsite conservation area. The replacement plantings shall be monitored and maintained for no less than three years.</p>	
Impact BIO-20: Any future loss of Monterey pine (CNPS Rank 1B.1) under either the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Potentially Significant and Unavoidable
Impact BIO-21: Any future loss of Eastwood’s goldenbush (CNPS Rank 1B.1) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-22: Any future loss of Monterey ceonothus (CNPS Rank 4.2) under the Proposed Project is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant

TABLE ES-4 (Continued)		
Impact BIO-23: Any future loss of small-leaved lomatium (CNPS Rank 4.2) under the Proposed Project is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-24: Any future loss of Monterey spineflower (federally endangered and CNPS Rank 1B.2) and its attendant seed bank (i.e., occupied habitat) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-25: Any future loss of Yadon’s piperia (federally endangered and CNPS Rank 1B.1) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Potentially Significant and Unavoidable
Impact BIO-26: Any future loss of Seaside bird’s beak (state endangered and CNPS Rank 1B.1) under the Proposed Project is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Threshold 4.4-2 - Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS		
Construction and Short-Term Project Impacts		
Impact BIO-27: A loss of 4.21 acres of sandmat manzanita chaparral under the Proposed Project is considered Potentially Significant per Threshold 4.4-2.	<p>BIO/mm-22 - Prior to ground disturbance, the Project Sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the EIR mitigation measures. The monitor shall be responsible for:</p> <ol style="list-style-type: none"> 1. Ensuring that procedures for verifying compliance with environmental mitigations are implemented; 2. Establishing lines of communication and reporting methods; 3. Conducting daily and weekly compliance reporting; 4. Conducting construction crew training regarding environmentally sensitive areas; 5. Maintaining authority to stop work; and 6. Outlining actions to be taken in the event of non-compliance. Monitoring shall be at a frequency and duration determined by the Project Sponsor and in consultation with the affected natural resource agencies (e.g., CDFW and USFWS). <p>BIO/mm-23 - All proposed grading plans shall clearly show the location of project delineation fencing that excludes adjacent sensitive communities from disturbance. The fencing shall consist of highly visible construction fence supported by steel T-stakes that are driven into the soil. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project and no work activities shall occur outside the delineated work area. The grading plans shall clearly show all staging areas, which shall be located within the construction area and outside the adjacent habitat areas.</p>	Less than Significant

TABLE ES-4 (Continued)

	<p>BIO/mm-24 - Prior to the commencement of site grading, an environmental monitor shall conduct environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include:</p> <ol style="list-style-type: none"> 1. Description of the species’ habitats; general provisions and protections afforded by the FESA and CEQA; 2. Measures implemented to protect special-status species; 3. Review of the project boundaries and special conditions; 4. The monitor’s role in project activities; 5. Lines of communication; and 6. Procedures to be implemented in the event a special-status species is observed in the work area. <p>BIO/mm-25 - The Project Sponsor shall prepare a detailed erosion control plan, which shall address both temporary and permanent measures to control erosion. Erosion and soil protection shall be provided on all cut and fill slopes and the soil deposition areas. The erosion control plan shall include revegetation measures including mulching, hydro-seeding, or planting methods as appropriate. All permanent erosion control measures shall be initiated as soon as possible after completion of grading, and prior to the onset of the rainy season (October 15). Permanent revegetation and landscaping shall emphasize native shrubs and trees to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development. Vegetation shall be watered regularly to ensure adequate root establishment.</p> <p>BIO/mm-26 - Prior to implementation of any Proposed Project project, the Project Sponsor shall prepare a HCEP that designates an 18.86-acre conservation area (Conservation Area 4) along the Airport’s northern property boundary as Open Space on the ALP. The HCEP shall provide for the conservation and management of approximately 11.92 acres of coast live oak woodland, 5.92 acres of sandmat manzanita chaparral, and 1.0 acre of Monterey pine forest habitats. Exhibit 4.4D shows the location of Conservation Area 4 and its associated habitat types.</p> <p>Future activities in Conservation Area 4 shall be limited to preserving and rehabilitating the coast live oak woodland, sandmat manzanita, Monterey pine forest, and special-status plant species that occur in the conservation area. Habitat rehabilitation activities shall focus on invasive species removal; planting native coast live oak woodland, sandmat manzanita chaparral, and Monterey pine forest associates; and augmenting the native rare plant species populations.</p> <p>The HCEP shall be prepared by a qualified biologist and/or botanist and shall detail the methods for managing the conservation area. At a minimum, the HCEP should include the following elements:</p>	
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TABLE ES-4 (Continued)

	<ol style="list-style-type: none"> 1. A brief narrative of the project location, description, and purpose; 2. Clearly identify the parties responsible for the conservation program and their contact information; 3. A map showing and quantifying all conservation areas; 4. Designation of a Monterey spineflower seed and soil receiver site; 5. Detailed discussion of the methods for implementing the HCEP including invasive species removal, sources of plant materials, and supplemental watering regimes; 6. Methods for the identification and removal of diseased or dead trees. 7. Detailed discussions of a special-status plant species propagation program. Special-status plant propagules shall be collected from the disturbance areas, grown, and reintroduced into the conservation areas; 8. Identification of locations, amounts, sizes, and types of plants to be planted, inclusive of at least 100 coast live oak trees, 2,000 sandmat manzanita container plants, and 25 Monterey pine trees. 9. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 10. A program schedule and established success criteria for a seven-year monitoring and reporting program that is structured to ensure the success of the HCEP. 11. Detailed discussions of the methods to be employed for implementing all additional habitat conservation requirements put forth by the USFWS and CDFW as appropriate. <p>BIO/mm-27 - The Project Sponsor shall retain a qualified biologist/botanist to supervise and monitor the implementation of the HCEP. The biologist/botanist shall supervise plant propagation, site preparation, implementation timing, species utilized, planting installation, maintenance, monitoring, and reporting of the habitat rehabilitation efforts. The biologist/botanist shall prepare and submit six annual reports and one final monitoring report to the Airport and other agencies as appropriate. The annual and final monitoring reports shall include discussions of the project activities, project photographs, and an assessment of the mitigation efforts' attainment of the success criteria.</p> <p>BIO/mm-28 - The Project Sponsor shall include in the Proposed Project design plans the installation of a water supply and irrigation system. The system will supply water for temporary irrigation that will be used to provide supplemental water to Conservation Area 4. The water supply and temporary irrigation system shall be installed as part of the short-term project development and prior to the installation of planting installation.</p>	
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TABLE ES-4 (Continued)

	<p>BIO/mm-29 - The Project Sponsor shall implement an offsite habitat conservation program that benefits local flora and fauna with emphasis on coast live oak woodland, maritime chaparral, and rare plant conservation. The conservation program shall be implemented on lands in the coastal Monterey area, preferably near the Airport. The Project Sponsor is currently pursuing conservation lands located just east of the Airport that supports approximately 1.04 acres of annual brome grasslands, 2.55 acres of coast live oak woodland, 4.01 acres of arroyo willow thicket, 3.41 acres of chamise chaparral, and 4.08 acres of woolly leaf manzanita chaparral. Exhibit 4.4D shows the location of the potential offsite conservation lands. The potential conservation lands are located adjacent to an existing Native Rare Plant Reserve that was established by USACE's <i>Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord</i> (1997). Should the acquisition of the potential conservation lands not be completed, the Project Sponsor shall pursue the acquisition of other lands that support or has the potential to support coast live oak woodland and maritime chaparral communities. Once the offsite conservation lands are secured, the Project Sponsor shall place the lands under a conservation easement in perpetuity.</p> <p>BIO/mm-30 - Upon acquisition of the offsite conservation lands, the Project Sponsor shall conduct a biological inventory of the conservation lands that includes floristic botanical surveys and wildlife surveys as appropriate. The intent of the biological inventory is to identify and quantify the resources present on the conserved lands and provide a baseline for the implementation of a resource-focused conservation program.</p> <p>BIO/mm-31 - The Project Sponsor shall prepare and implement a conservation program on the conserved lands. The conservation program shall utilize the biological inventory to develop management actions that focus on conserving, rehabilitating, and/or enhancing the biological resources present. At a minimum, the conservation program shall include:</p> <ol style="list-style-type: none"> 1. A brief narrative of the conservation lands' location, description, and purpose; 2. Clearly identify the parties responsible for the conservation program and their contact information; 3. Maps showing and quantifying all conservation areas, habitats, invasive species, native rare species, and suitable rehabilitation areas; 4. Identification of suitable habitat rehabilitation plant species including rare plants to be installed for mitigation for future projects proposed by the Project Sponsor. 5. Detailed discussion of the methods for implementing the conservation program including invasive species removal, installation and maintenance of plant materials, and supplemental watering regimes; 6. Methods for the identification and removal of diseased or dead trees, as needed. 7. Detailed discussions of a special-status plant species management; 8. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 9. A program schedule for a seven-year monitoring and reporting program that is structured to ensure the successful management of the conserved lands. 	
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TABLE ES-4 (Continued)		
<p>Impact BIO-28: A loss of 5.27 acres of Monterey pine forest under the Proposed Project is considered Potentially Significant per Threshold 4.4-2.</p>	<p>BIO/mm-22 through BIO/mm-31 - See above for Impact BIO-27.</p>	<p>Potentially Significant and Unavoidable</p>
<p>Impact BIO-29: A loss of 4.83 acres of coast live oak woodland (705 trees) under the Proposed Project is considered Potentially Significant per Threshold 4.4-2.</p>	<p>BIO/mm-22 through BIO/mm-31 - See above for Impact BIO-27.</p>	<p>Less than Significant</p>
<p>Construction and Long-Term Project Impacts (Programmatic)</p>		
<p>Impact BIO-33: Any future loss of sandmat manzanita chaparral under the Proposed Project is considered Potentially Significant per Threshold 4.4-2.</p>	<p>BIO/mm-32 - Prior to approving any proposed long-term project in the proposed non-aviation development areas or the upgraded perimeter fence alignment that would convert undeveloped lands to developed areas or otherwise remove vegetation, the Project Sponsor shall retain a qualified biologist to map and quantify the vegetative communities that are present in the project area and determine if the project would result in a net loss of sandmat manzanita chaparral, Monterey pine forest, and/or coast live oak woodland.</p> <ul style="list-style-type: none"> • If a net loss of sandmat manzanita chaparral would occur, the Project Sponsor shall preserve and rehabilitate, re-establish, or create additional sandmat manzanita chaparral at a 2:1 ratio. The preserved sandmat manzanita chaparral may be located on the existing airport property or offsite, as appropriate. • If a net loss of coast live oak woodlands would occur, the Project Sponsor shall conduct one or a combination of the following: <ul style="list-style-type: none"> – Preserve and rehabilitate, re-establish, or create additional coast live oak woodland at a <u>1.2:1</u> ratio. The preserved coast live oak woodland may be located on the existing airport property or offsite, as appropriate. – Plant two <u>Replace each</u> coast live oak trees for each one coast live oak tree removed <u>at a 1.2:1 replacement ratio</u>. Replacement trees may be planted on the existing airport property or offsite, as appropriate. Replacement trees should be grown from local (Monterey Peninsula, <u>if available</u>) stock. – Contribute \$1,000 to the Oak Woodlands Conservation Fund, as established under subdivision (a) of Section 1363 of the CFGC per each coast live oak tree removed for the project. The Project Sponsor shall coordinate with the CDFW and the State Wildlife Conservation Board (SWCB) to ensure that the contributed funds will be granted to the SWCB for the purpose of purchasing coast live oak woodland conservation easements. • If proposed long-term project(s) would impact Monterey pine forest, the Project Sponsor shall design the project(s) to minimize the impact to the greatest extent possible. If Monterey pine trees will be removed for proposed long-term project(s), the Project Sponsor shall incorporate Monterey Pine trees into the project design, in such a manner that does not conflict with safe flight operations at the Airport. 	<p>Less than Significant</p>

TABLE ES-4 (Continued)

	<ul style="list-style-type: none"> • For any proposed long-term project that results in a net loss of sandmat manzanita chaparral or coast live oak woodland that shall be mitigated through the preservation and rehabilitation, re-establishment, or creation of habitat, the Project Sponsor shall develop a project specific habitat mitigation and monitoring plan (HMMP). The HMMP shall: <ol style="list-style-type: none"> 1. Identify the project description and mitigation requirements; 2. Identify the responsible parties; 3. Map and quantify all preservation/mitigation areas; 4. Provide detailed discussions of the methods for implementing the mitigation program including invasive species removal, sources of plant materials, and supplemental watering regimes; 5. Identify the locations, amounts, sizes, and types of plants to be planted; 6. Identify necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 7. Provide a program schedule and established success criteria for a monitoring and reporting program that is structured to ensure the success of the mitigation. <p>BIO/mm-33 - For any proposed long-term project that has potential to impact a sensitive natural community or a special-status species, the Project Sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the CEQA measures. The monitor shall be responsible for:</p> <ol style="list-style-type: none"> 1. Ensuring that procedures for verifying compliance with environmental mitigations are implemented; 2. Establishing lines of communication and reporting methods; 3. Conducting compliance reporting; 4. Conducting construction crew training regarding environmentally sensitive areas; 5. Maintaining authority to stop work; and 6. Outlining actions to be taken in the event of non-compliance. <p>BIO/mm-34 - For any proposed long-term project that has potential to impact a sensitive natural community or will be conducted adjacent to a sensitive natural community, the Project Sponsor shall incorporate the use of construction delineation fencing to exclude construction-related impacts to the adjacent resources. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project, and no work activities shall occur outside the delineated work area.</p>	
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TABLE ES-4 (Continued)		
	<p>BIO/mm-35 - For any proposed long-term project that has potential to impact a sensitive natural community or a special-status species, an environmental monitor shall conduct environmental awareness training for all construction personnel prior to the commencement of ground-disturbing activities. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include:</p> <ol style="list-style-type: none"> 1. Description of the species' habitats; 2. General provisions and protections afforded by the FESA and CEQA; 3. Measures implemented to protect special-status species; 4. Review of the project boundaries and special conditions; 5. The monitor's role in project activities; 6. Lines of communication; and 7. Procedures to be implemented in the event a special-status species is observed in the work area. 	
Impact BIO-34: Any future loss of Monterey pine forest under the Proposed Project is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-32 through BIO/mm-35 - See above for Impact BIO-33.	Potentially Significant and Unavoidable
Impact BIO-35: Any future loss of coast live oak woodland under the Proposed Project is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-32 through BIO/mm-36 - See above for Impact BIO-33.	Less than Significant
Threshold 4.4-3 - Conflict with any local policies or ordinances protecting biological resources		
Construction and Short-Term Project Impacts		
Impact BIO-36: Construction and operation of proposed short-term projects within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Loop, and South Side Drainage Improvements subareas under the Proposed Project could be inconsistent with Chapter 37 of the City of Monterey City Code regarding tree removal, which is considered a Potentially Significant impact.	BIO/mm-36 - During the City of Monterey permitting process for the Highway 68 frontage road loop and associated terminal area parking and circulation components, the Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of 117 coast live trees, 179 Monterey pine trees, six Monterey cypress trees, and four golden wattle trees that would be removed. Per the City of Monterey Code 37-11(D), the in-lieu fee payment to the City of Monterey shall be equivalent to the value of the removed trees or the cost of the numbers of replacement trees as determined by City Council Resolution. The value of the trees shall be established and conform to standards adopted by City Council Resolution. The payment shall be used to plant additional trees offsite in a location approved by the City Forester.	Less than Significant
Impact BIO-37: Construction and operation of proposed short-term projects under the Proposed Project within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Loop, and South Side Drainage Improvements subareas could be inconsistent with City of Monterey biological resource policies of its Conservation Element, which is considered a Potentially Significant impact.	<p>BIO/mm-37 - The Project Sponsor shall incorporate California native plant species in the landscape designs of the Proposed Project "north side" road and Highway 68 frontage road designs.</p> <p>BIO/mm-38 - The Project Sponsor shall not utilize any plant species that are listed on the California Exotic Pest Plant Council lists in the landscape designs of any of the Proposed Project components.</p>	Less than Significant

TABLE ES-4 (Continued)

Construction and Long-Term Project Impacts		
<p>Impact BIO-40: Proposed construction and operation of long-term projects under the Proposed Project within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Loop or Highway Frontage Road Cul-de-sac, and South Side Drainage Improvements subareas could be inconsistent with Chapter 37 of the City of Monterey City Code regarding tree removal, which is considered a Potentially Significant impact.</p>	<p>BIO/mm-42 - The Project Sponsor shall incorporate California native plant species in the landscape designs of any proposed long-term project that is conducted in the City of Monterey jurisdiction.</p>	<p>Less than Significant</p>
<p>Impact BIO-41: Proposed construction and operation of long-term projects under the Proposed Project within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Loop or Highway Frontage Road Cul-de-sac, and South Side Drainage Improvements subareas could be inconsistent with City of Monterey biological resource policies of its Conservation Element, which is considered a Potentially Significant impact.</p>	<p>BIO/mm-43 - The Project Sponsor shall not utilize any plant species that are listed on the California Exotic Pest Plant Council lists in the landscape designs of any proposed long-term project that is conducted in the City of Monterey jurisdiction.</p> <p>BIO/mm-44 - For any proposed long-term project conducted in the City of Monterey jurisdiction that will result in the removal of coast live oak, Monterey pine, or Monterey cypress trees, the Project Sponsor shall conduct one of the following tree mitigation efforts:</p> <ul style="list-style-type: none"> • Per the City of Monterey City Code 37-11(C), the Project Sponsor shall replace any coast live oak, Monterey pine, or Monterey cypress tree(s) that are removed for proposed long-term projects that occur in the City of Monterey jurisdiction, as directed by the City Forester. The replacement trees should be planted onsite, if feasible, but may be planted offsite if project conditions prohibit onsite planting. The removed trees shall be replaced at a ratio of up to three trees for every one tree removed. • During the City of Monterey permitting process for proposed long-term projects that are conducted in the City of Monterey jurisdiction, the Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of coast live trees, Monterey pine trees, and/or Monterey cypress trees that would be removed for the project. Per the City of Monterey Code 37-11(D), the in-lieu fee payment to the City of Monterey shall be equivalent to the value of the removed trees or the cost of the numbers of replacement trees as determined by City Council Resolution. The value of the trees shall be established and conform to standards adopted by City Council Resolution. The payment shall be used to plant additional trees offsite in a location approved by the City Forester. 	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
Threshold 4.4-4 - Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan		
Construction and Short-Term Project Impacts		
<p>Impact BIO-42: The Proposed Project would remove 1.25 acres of previously established conservation areas for the RSA Project due to the construction and operation of the “north side” road and is considered a Potentially Significant impact under Threshold 4.4-4.</p>	<p>BIO/mm-45 - To replace the 0.79 acre of Conservation Area 1 (sandmat manzanita chaparral) that would be removed by the construction of the Proposed Project “north side” road, the Airport shall designate 1.1 acres of existing sandmat manzanita chaparral as open space on the ALP and manage the resource per the guidelines of the RSA Project HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 1 boundaries and extend the conservation area invasive species management for an additional two years. The 1.1 acres to be designated as open space is located immediately north of the Conservation Area 1 boundary and within the existing airport perimeter fence (refer to Conservation Area 1 Replacement in Exhibit 4.4D).</p> <p>BIO/mm-46 - To replace the 0.46 acre of Conservation Area 2 (coast live oak woodland) that would be removed by the construction of the Proposed Project “north side” road, the Airport shall designate 0.46 acre of existing coast live oak woodland as open space on the ALP and manage the resource per the guidelines of the HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 2 boundaries and extend the conservation area invasive species management for an additional two years. The 0.46 acre to be designated as open space is located at the northwest corner of the airport property near the existing detention basin (refer to Conservation Area 2 Replacement in Exhibit 4.4D).</p>	<p>Less than Significant</p>
Construction and Long-Term Project Impacts		
<p>Impact BIO-43: A proposed perimeter fence upgrade under the Proposed Project could directly impact the existing RSA Project Conservation Area 1, Conservation Area 2, and/or Conservation Area 1 Replacement areas and is considered a Potentially Significant impact.</p>	<p>BIO/mm-47 - To avoid direct impacts to the conservation areas on the airport property, the Project Sponsor shall design the upgraded perimeter fence alignment to avoid the conservation areas. If full avoidance of the conservation areas is not feasible, the Project Sponsor shall replace on a 1:1 basis all portions of the affected conservation area(s) that will fall within the upgraded perimeter fence. The replacement conservation areas shall support the same vegetative community type as the affected conservation area. Replacement conservation areas should be located on the airport property, if feasible. If establishing a replacement conservation area on the airport property is not feasible, the Project Sponsor may establish a replacement conservation area offsite, provided the replacement conservation area supports the same vegetative community type as the affected conservation area.</p>	<p>Less than Significant</p>
Cumulative Impacts		
<p>Yadon’s piperia, sandmat manzanita, Monterey spine-flower, coast live oak, and Monterey pine experience loss and ongoing pressure from cumulative development including, loss of habitat and habitat fragmentation, erosion/sedimentation, manmade intrusions such as light, noise and overall activity, and the introduction of nonnative invasive species.</p>	<p>See BIO/mm above for Impacts BIO-1 through BIO-10, BIO-19 through BIO-29, BIO-33 through BIO-37, and BIO-40 through BIO-43 <u>BIO-47 above.</u></p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-4 (Continued)		
CULTURAL RESOURCES		
Threshold 4.5-2 - Cause a substantial adverse change in the significance of an archaeological resource as defined in State CEQA Guidelines, Section 15064.5		
<p>Impact CUL-1: Unknown archaeological resources could be adversely impacted by proposed construction and/or operation under the Proposed Project for both short and long-term projects.</p>	<p>CUL/mm-1 - Prior to project implementation, a qualified archaeologist shall conduct a cultural resource awareness training for all construction personnel, which shall include the following:</p> <ul style="list-style-type: none"> • Review the types of prehistoric and historic resources that may be uncovered; • Provide examples of common prehistoric and historic archaeological artifacts to examine; • Review what makes an archaeological resource significant to archaeologists and local Native Americans; • Describe procedures for notifying involved or interested parties in case of a new discovery; • Describe reporting requirements and responsibilities of construction personnel; • Review procedures that shall be used to record, evaluate, and mitigate new discoveries; and • Describe procedures that would be followed in the case of discovery of disturbed as well as intact human burials and burial-associated artifacts. <p>CUL/mm-2 - In the event that cultural resources are exposed during project implementation, work shall stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards shall be retained to evaluate the find and recommend relevant mitigation measures.</p> <p>CUL/mm-3 - In areas of dense vegetation that have not been subject to extensive prior disturbance, an archaeological monitoring plan shall be developed prior to project implementation (Exhibit 4.5E). The archaeological monitoring plan shall include (but not be limited to) the following (see also Section 4.17.6):</p> <ul style="list-style-type: none"> • A list of personnel involved in the monitoring activities; • Description of how the monitoring shall occur; • Description of frequency of monitoring (e.g., full time, part time, spot checking); • Description of what resources are expected to be encountered; • Description of circumstances that would result in the halting of work at the project site; • Description of procedures for halting work on the site and notification procedures; • Description of monitoring reporting procedures; and • Provide specific, detailed protocols for what to do in the event of the discovery of human remains. 	<p>Less than Significant</p>
<p>Cumulative Impacts</p>		
<p>Impacts could occur to unknown cultural resources or human remains.</p>	<p>See CUL/mm-1 through CUL/mm-3 above for Impact CUL-1.</p>	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
GEOLOGY AND SOILS		
Threshold 4.7-2 – Result in substantial soil erosion or the loss of topsoil		
<p>Impact GEO-1: The Proposed Project could cause substantial soil erosion, including a loss of topsoil.</p>	<p>GEO/mm-1 - Final manufactured slopes shall not exceed the geotechnical investigation recommendations provided per GEO/mm-2 and all exposed surfaces shall be vegetated or otherwise protected from erosion as recommended in a site/project-specific erosion control plan.</p> <p>For projects disturbing one acre or more, a SWPPP shall be prepared subject to approval by the Central Coast Regional Water Quality Control Board (see also GEO/rr-5). The erosion control plan or SWPPP shall include BMPs, as well as measures to address site/project-specific concerns. At a minimum, all slopes shall be vegetated by hydroseeding or other landscape ground cover.</p> <p>GEO/rr-5 - Individual projects that have a potential for one acre or more of ground disturbance are required to obtain NPDES coverage under the state’s Construction General Permit Order 2009-2009-DWQ (Construction General Permit) and incorporate BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP.</p>	<p>Less than Significant</p>
Threshold 4.7-3 – Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse		
<p>Impact GEO-2: The Proposed Project could expose persons and structures to unacceptable factors of safety with respect to static slope movement and other slope instability issues due to the presence of geologic and soil instability hazards present at locations of proposed short-term projects.</p>	<p>GEO/mm-2 - Prior to submittal on the building plans and calculations for any buildings, including parking structures, to the appropriate reviewing engineer or Building Department for plan check review, a qualified geotechnical consultant shall prepare a design-level geotechnical investigation report performed in accordance with the current California Building Code, and related Code requirements, which are in effect at the time the project is being designed (see also GEO/rr-1). The investigation shall include field exploration, laboratory testing, engineering analysis and geotechnical recommendations for earthwork and foundations. The project plans and calculations shall incorporate the geotechnical recommendations from the geotechnical consultant.</p> <p>GEO/mm-3 - Prior to plan check approval, the geotechnical consultant shall perform a geotechnical review of the project plans and specifications to confirm the geotechnical recommendations have been incorporated into the project construction documents. A plan review letter from the geotechnical consultant shall be submitted to the reviewing engineer or Building Department for review and approval.</p> <p>GEO/mm-4 - The geotechnical consultant shall be retained to perform geotechnical observation and testing for the project during construction. At the completion of construction and at intervals specified by the reviewing engineer or Building Department, the geotechnical consultant shall prepare summary letters documenting that the soil conditions encountered were compatible with the proposed foundation, slab-on-grades for the parking structures, and other buildings and that the geotechnical recommendations have been implemented by the contractor as required in the project plans and specifications.</p>	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
	<p>GEO/rr-1 - Chapter 18, Soils and Foundations, of the CBSC requires that geotechnical evaluation be conducted that include, among other requirements, a record of the soil profile, evaluation of active faults in the area, and recommendations for foundation type and design criteria that address issues as applicable such as (but not limited to) bearing capacity of soils, provision to address expansive soils and liquefaction, settlement and varying soil strength.</p> <p>GEO/rr-2 - The Seismic Hazards Mapping Act, along with related standards in the Seismic Hazards Mapping Regulations (CCR, Title 14, Division 2, Chapter 8, Article 10, Section 3270 et seq.), directs local governments to require the completion and review of appropriate geotechnical studies prior to approving development projects.</p> <p>GEO/rr-3 - For those project components located within the City of Monterey, the following Safety Element policy is applicable:</p> <p style="padding-left: 40px;">Policy a2. Engineering and geologic investigations should be undertaken for proposed projects within high and moderate seismic hazard zones before approval is given by the City. The entire City is currently within seismic hazard zone IV and these studies are required for almost all new construction except for very minor additions.</p> <p>GEO/rr-4 - In accordance with California law, project design and construction would be required to comply with provisions of the CBSC. The MPAD Board has adopted all applicable building codes per MPAD Ordinance No. 921.</p>	
GREENHOUSE GAS EMISSIONS		
Threshold 4.8-1 - Result in a net increase in GHG emissions by 2035 compared to existing 2015 conditions		
<p>Impact GHG-1: Since projected future GHG emissions associated with the Proposed Project would increase above estimated 2015 levels, impacts of the Proposed Project related to GHG emissions are Potentially Significant under Threshold 4.8-1.</p>	<p>GHG/mm-1 - The following measures for construction vehicles and/or equipment shall be implemented:</p> <ol style="list-style-type: none"> 1. All off-road, diesel-powered construction equipment greater than 50 horsepower shall be equipped with U.S. EPA Tier 3 (or greater) engines; 2. Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than three minutes; 3. All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off-Road Online Reporting System; 4. The contractor shall use “clean air” alternate fuel vehicles when available; 5. The contractor shall reduce electrical generator usage wherever possible; and 6. The contractor shall use an MBARD-approved low carbon fuel for construction equipment when available. 	<p>Significant and Unavoidable</p>

TABLE ES-4 (Continued)		
	<p>GHG/mm-2 - The following measures for construction administration shall be implemented:</p> <ol style="list-style-type: none"> 1. The contractor shall encourage carpools for construction worker commutes; and 2. The contractor shall reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and demonstrating the efficiency of heating and cooling units. <p>GHG/mm-3 - The Airport shall provide language in future tenant lease agreements to require the use of high-efficiency equipment, including EnergyStar certified appliances and LED or equivalent interior and exterior lighting, where applicable.</p> <p>GHG/mm-4 - The Airport shall continue to provide and maintain electric vehicle (EV) charging stations in the relocated commercial terminal parking lot. <u>The Airport will provide a minimum of 20 EV charging stations in the new parking lots for use by both airport employees and travelers, subject to availability of existing or future air quality funding options described by MBARD.</u></p> <p>GHG/mm-5 - In coordination with Monterey-Salinas Transit, the public transit agency serving Monterey County, the Airport will provide a transit bus stop to serve the relocated commercial terminal. <u>The Airport will also provide contact information for MBARD funding programs to existing and future motel/hotel shuttle providers regarding the conversion of motel/hotel fleets to hybrid or electric shuttles.</u></p>	
Cumulative Impacts		
Additional GHG emissions would be generated.	See GHG/mm-1 through GHG/mm-3 above for Impact GHG-1. See also TR/mm-6 and TR/mm-10 below under Impact TR-3 and TR-7, respectively.	Potentially Significant and Unavoidable
HAZARDS AND HAZARDOUS MATERIALS		
Threshold 4.9-1 - Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials		
Impact HAZ-1: Since the construction of the Proposed Project proposed projects would require ground disturbance, there is a possibility that unknown hazardous sites or materials could be disturbed. This is a Potentially Significant impact per Threshold 4.9-1.	HAZ/mm-1 - Phase 1 (site inspection) and, if recommended based on the results of the Phase 1 report, Phase 2 (sampling and/or modeling) environmental site assessments shall be performed prior to construction for all ground disturbance activities for Proposed Project projects. Recommendations regarding the need to remediate any contaminants shall be implemented, as necessary.	Less than Significant
Threshold 4.9-4 - For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area		
Impact HAZ-2: Proposed long-term non-aeronautical projects on the southern 3.6-acre parcel within proposed Safety Zone 5 could allow for a greater concentration of people than what is recommended in the Handbook (2011).	HAZ/mm-2 - The northern part of the 3.6-acre southern parcel within Safety Zone 5 shall remain as undeveloped open space.	Less than Significant
Impact HAZ-3: Proposed long-term non-aeronautical projects in the 4.3-acre area within proposed Safety Zone 3 on the north side of the Airport could allow for a greater concentration of people than what is recommended in the Handbook (2011).	HAZ/mm-3 - Proposed non-aeronautical projects in the 4.3-acre area on the north side of the Airport within Safety Zone 3 shall not exceed the non-residential intensity maximums described in the 2011 Handbook for Safety Zone 3.	Less than Significant

TABLE ES-4 (Continued)		
<p>Impact HAZ-4: Proposed long-term non-aeronautical projects in two areas on the north side (approximately 5.5 acres and approximately 3.5 acres) within proposed Safety Zone 2 could exceed the nonresidential intensities specified by the Handbook (2011).</p>	<p>HAZ/mm-4 - The 9.0 acres of land in the north side within Safety Zone 2 shall only be developed with light industrial uses and/or be preserved as open space consistent with the recommendations described in the 2011 Handbook for Safety Zone 2.</p>	<p>Less than Significant</p>
<p>Threshold 4.9-5 - Impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan</p>		
<p>Impact HAZ-5: In the short term, without another “north side” access road, there would be a decline in off-airport emergency response times as long as the temporary ARFF building is in use on the north side of the Airport (see also Significant Impact PS-1, Section 4.14.5).</p>	<p>None available.</p>	<p>Significant and Unavoidable</p>
<p style="text-align: center;"><u>Additional Regulatory Requirements</u></p>		
	<p><u>HAZ/rr-1 - All fuel operators at the Airport shall be required to follow the Airport’s Hazardous Materials Business Response Plan (2017). In addition, individual businesses shall be required to register all hazardous materials with the U.S. EPA as well as state and local regulatory agencies.</u></p> <p><u>HAZ/rr-2 - MBARD Rule 424 (NESHAP) shall be implemented, as applicable, to the demolition of the ARFF building and commercial terminal building, as well as the northwest industrial area and some hangars. Rule 424 contains the investigation and reporting requirements for asbestos as well as rules regarding HAPs.</u></p> <p><u>HAZ/rr-3 - Any fuel spill that occurs at the proposed fuel farm shall be subject to the regulations and policies of the Airport’s Hazardous Materials Business Response Plan and the Airport’s current SPCC plan. Any future proposed development and tenants shall be required to comply with all applicable regulatory requirements regarding spills of hazardous materials both by law and by the terms of their lease with the Airport. In addition, physical modifications to the fueling facilities may require a technical amendment to a SPCC plan. Said amendment, if necessary, shall be prepared in compliance with the requirements of the U.S. EPA as provided for in CFR, Title 40, Section 112.</u></p> <p><u>HAZ/rr-4 - Contractors shall be held responsible for reporting any discharges of hazardous materials or other substances; BMPs shall be used and required NPDES General Construction Permits shall enforced.</u></p> <p><u>HAZ/rr-5: Any future proposed projects and tenants shall be required to comply with all applicable regulatory requirements regarding use of hazardous materials both by law and by the terms of their lease with the Airport.</u></p> <p><u>HAZ/rr-5 - Any future proposed projects and tenants shall be required to comply with all applicable regulatory requirements regarding use of hazardous materials both by law and by the terms of their lease with the Airport.</u></p>	

TABLE ES-4 (Continued)

	<p><u>HAZ/rr-6 - A construction safety and phasing plan (CSPP) and safety plan compliance document (SPCD) shall be developed for each on-airfield construction project to ensure the safety of all construction workers and airport users. The Airport is required by FAA to adhere to these construction safety regulations, and, thus, these requirements shall be implemented prior to and during construction of all projects associated with the Proposed Project and Alternative 1.</u></p> <p><u>HAZ/rr-7 - The Airport’s emergency response/contingency plan shall be updated to ensure that the new routes available for emergency response, as well as the new airfield and landside development, are accurately reflected in the Airport’s emergency response procedures.</u></p> <p><u>HAZ/rr-8 - Prior to the start of demolition or construction at the facilities, an asbestos abatement work plan shall be prepared in compliance with federal, state, and local regulations for any necessary removal and disposal of such materials (including, but not limited to, CFR Title 40, Part 61, Subpart M and CCR, Title 8, Section 1529) and shall include:</u></p> <ol style="list-style-type: none"> <u>1. Demolition plans and specifications for incorporating any necessary abatement measures for the removal of materials containing asbestos or assumed to contain asbestos in compliance with federal, state, and local regulations;</u> <u>2. A licensed Cal/OSHA contractor, certified by the Contractors State License Board (CSLB) and registered with Cal/OSHA, shall perform all “asbestos-related work” that disturbs asbestos-containing materials or asbestos-containing construction materials at the facilities;</u> <u>3. All persons who may come into contact with any asbestos-containing material during demolition, construction, and maintenance at the facilities shall be notified in writing to avoid removal or disturbance of the asbestos-containing material;</u> <u>4. Any suspect material not identified but assumed to contain asbestos disturbed during the course of demolition shall require a cease work order and examination by a California Department of Industrial Relations Division of Occupational Safety and Health certified asbestos consultant;</u> <u>5. All known asbestos containing material or asbestos-containing construction material, to the extent that the asbestos-containing material or asbestos-containing construction material becomes friable, must be removed prior to demolition; and</u> <u>6. Asbestos-containing waste material that is generated during demolition at the facilities shall be properly handled and disposed of in compliance with applicable federal, state, and local regulations.</u> 	
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TABLE ES-4 (Continued)		
	<p><u>HAZ/rr-9 - Prior to the start of any construction/demolition at the facilities, a lead-based paint/lead containing paint abatement work practice plan shall be prepared in compliance with federal, state, and local regulations (including, but not limited to CCR, Title 17, Sections 37000-37100) for any necessary removal and disposal of such materials. This plan must include the following (CCR, Title 8, Section 1532.1[e], Lead - Methods of Compliance):</u></p> <ol style="list-style-type: none"> <u>1. Protective work clothing and equipment;</u> <u>2. Housekeeping practices;</u> <u>3. Hygiene facilities, practices, and regulated areas; and</u> <u>4. Applicable good work practices</u> <p><u>HAZ/rr-10 - All transportation of hazardous materials at the facilities is regulated at the federal and state levels and requires compliance with all federal, state, and local regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of materials, after transport to the Airport, is minimal. All hazardous materials shall be handled in full compliance with applicable requirements, and the necessary permits maintained by the Airport. Carriers responsible for the transportation of hazardous materials are required to have a hazardous materials transportation license, issued by the California Highway Patrol (CHP). All fuel deliveries from suppliers within California will comply with all applicable requirements of the CHP's biennial inspection of terminals (BIT) program.</u></p>	
HYDROLOGY AND WATER QUALITY		
Threshold 4.10-2 - Substantially deplete groundwater supplies or substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table		
<p>Impact HYD-1: Proposed long-term projects under the Proposed Project could use an increase of approximately 1.18 AF per year of groundwater (worst case). As this amount of water use exceeds the Airport's existing groundwater entitlement, significant adverse impacts on groundwater supplies could occur if future development were to proceed as described.</p>	<p>HYD/mm-1 - Proposed long-term projects shall not proceed without a guaranteed water source that has been approved by the MPWMD and that shows that adverse groundwater impacts to constrained basins would not occur. Securing such a water source would involve mitigation recommended in the Utilities section of this EIR (UTIL/mm-1 through UTIL/mm-3).</p> <p>HYD/rr-4 - MPWMD is charged with allocating water within the Monterey Peninsula region, permitting the use of water credits for each jurisdiction/district, and regulating some aspects of water production and distribution by private purveyors (i.e., CalAm). One of the responsibilities of MPWMD is to balance water supply and demand through the MPWMD Water Allocation Program and to carefully track how much of the allotted water has been used by member jurisdictions. MPWMD evaluates a project's water demand and issues a water permit for the project as depicted on the final construction plans.</p>	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
	Additional Regulatory Requirements	
	<p><u>HYD/rr-1 - Individual projects that have a potential for one acre or more of ground disturbance are required to obtain NPDES coverage under the state's Construction General Permit Order 2009-2009-DWQ (Construction General Permit). Permit conditions typically related to use of the NPDES Construction General Permit include BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP.</u></p> <p><u>HYD/rr-2 - The installation of new impervious surface requires a SWMP per Resolution R3-2013-0032 of the Central Coast RWQCB to prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data, which for Monterey is 0.82 inches and is encompassed by the five-year storm event. Compliance must be achieved by optimizing infiltration with retention of the remaining volume achieved via storage, rainwater harvesting, and/or evapotranspiration.</u></p> <p><u>HYD/rr-3 - The Airport operates under an Industrial General Stormwater Permit (Order NPDES No. CAS000001), which requires it to: (1) eliminate unauthorized non-stormwater discharge; (2) develop and implement a SWPPP; and (3) monitor stormwater discharge to ensure that state water quality standards are being maintained in accordance with the Airport's approved SWPPP.</u></p>	
Cumulative Impacts		
Impacts to groundwater quality and demand could occur.	See HDY/mm-1 and <u>HYD/rr-1 through</u> HYD/rr-4 above under Impact HYD-1.	Less than Significant
LAND USE AND PLANNING		
Threshold 4.11-3 - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for avoiding or mitigating an environmental effect		
Impact LU-1: The Proposed Project is inconsistent with City of Del Rey Oaks Policy C-3 and Policy C-13 of its general plan related to traffic impacts of the Proposed Project and Alternative 1. The Airport will participate in its fair share of mitigation for impacted intersection of bicycle route improvements, to the extent possible and consistent with FAA regulations and requirements relating to the use of airport revenue. However, since proposed traffic mitigation measures may not be feasible, these policy inconsistencies are considered Potentially Significant per Threshold 4.11.5.3.	None available	Potentially Significant and Unavoidable
TABLE ES-4 (Continued)		
Impact LU-2: The Proposed Project is inconsistent with City of Del Rey Oaks Policy C-17 of its general plan related to the proposed "north side" road. Until such time that a general plan amendment is approved, this policy inconsistency is considered Potentially Significant per Threshold 4.11.5.3.	LU/mm-1 - The Airport shall work with the City of Del Rey Oaks to implement a general plan amendment to the <i>General Plan Update for the City of Del Rey Oaks</i> to remove Policy C-17 to allow the construction of the proposed "north side" road.	Potentially Significant and Unavoidable

TABLE ES-4 (Continued)		
<p>Impact LU-3: The Proposed Project is inconsistent with City of Monterey Policy b.4 of its Noise Element, which states, “Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.” Although the potential consistency exists due to federal preemption of the use of airports, this impact is considered Potentially Significant per Threshold 4.11-3.</p>	None available	Significant and Unavoidable
<p>Impact LU-4: The Proposed Project is inconsistent with City of Monterey Goal j, Policy j.2, and Programs j.1.1 and j.2.3 of its Circulation Element, which establish LOS D as an acceptable automobile LOS standard for roadway segments that are not within a multi-modal corridor and require a traffic analysis to determine appropriate mitigation and the funding of a pro-rata share toward improvements.</p>	None available	Potentially Significant and Unavoidable
<p>Impact LU-5: The Proposed Project (short-term projects) is inconsistent with the CONA Neighborhood Plan goals and policies related to restricting the use of Airport Road for airport-related uses (Public Works Policies 15 and 16 and Airport Noise Policy 29 and Program 34b). These inconsistencies are considered Potentially Significant per Threshold 4.11-3. However, the following is important to understand in the context of this inconsistency determination: 1) streets and intersections within the CONA neighborhood currently operate at acceptable levels of service and will experience minimal increased traffic due to the Proposed Project’s short-term development; 2) the Proposed Project includes a proposed “north side” road to Highway 218 in the long term; and 3) CONA neighborhood roads are public roads and must allow public usage within the established regulations and codes.</p>	None available	Significant and Unavoidable
<p>Impact LU-6: The Proposed Project is inconsistent with CONA Neighborhood Plan Airport Noise Policy 34, which states that the neighborhood is opposed to the use of neighborhood residential streets by automobile and truck traffic going to and from the Airport and businesses on the Airport property as Airport Road would remain in use for existing or replacement airport land uses located west of Gate V22. This inconsistency is considered Potentially Significant per Threshold 4.11-3. However, it is important to understand in the context of this inconsistency determination that CONA neighborhood roads are public roads and must allow public usage within the established regulations and codes.</p>	None available	Significant and Unavoidable

TABLE ES-4 (Continued)		
Impact LU-7: Based on the Airport’s operational growth forecasts for 2025 and 2035, inconsistencies would occur with CONA Neighborhood Plan Noise Goals 2, 3 and 4 per Threshold 4.11-3. The Airport’s future 65 CNEL noise contours could impact the exterior noise levels of one additional residence by 2025 and four additional residences by 2035 within the CONA neighborhood (see Exhibits 4.12A - 4.12C). (These units have already been sound insulated to provide acceptable interior noise levels.) This is a Potentially Significant impact of the Proposed Project.	None available	Potentially Significant and Unavoidable
Impact LU-8: Similar to the existing condition, the Proposed Project is not consistent with the current CLUP. Therefore, impacts related to consistency with the CLUP are Potentially Significant per Threshold 4.11-3.	LU/mm-2 - Per state law (PUC, Section 21676[c]), the MPAD shall refer the Proposed AMP to the county ALUC. The ALUC is required to modify the CLUP to maintain consistency with the Proposed AMP.	Significant and Unavoidable
<u>Additional Regulatory Requirements</u>		
	<u>LU/rr-1- Buildings proposed under either the Proposed Project or Alternative 1 that are in proximity to the Part 77 transitional surface associated with the Runway 10R-28L centerline shall be reviewed by FAA through its OE/AAA program review. If approved, the buildings would receive “Form 7460” clearances.</u>	
Cumulative Impacts		
Policy inconsistencies with the cities of Del Rey Oaks and Monterey regarding traffic levels of service and non-vehicular modes of transportation	See CUM TR/mm-1 through CUM TR/mm-9 below under Impact TR-2 and Impact TR-7.	Potentially Significant and Unavoidable
Policy inconsistencies with the City of Monterey and CONA regarding restricting future aircraft growth	None available due to federal preemption of airports	Potentially Significant and Unavoidable
AIRCRAFT NOISE		
Impact Criteria 4.10-1: Increase noise levels at noise-sensitive land uses to 65 CNEL or above as compared to the existing condition? (Thresholds 4.12.1-1 and 4.12.5-5)		
Impact NOI-1: Future 2025 noise contours based on operational forecasts prepared for the Proposed AMP identify one additional residence within the 65-70 CNEL noise contour from existing (2015) conditions to 2025 conditions. This residence has been sound attenuated but the exterior noise impacts would be Potentially Significant per Thresholds 4.12.1-1 and 4.12.1-5.	None available	Significant and Unavoidable

TABLE ES-4 (Continued)		
<p>Impact NOI-2: Future 2035 noise contours based on operational forecasts prepared for the Proposed AMP identify four additional residences within the 65-70 CNEL noise contour from existing (2015) conditions to 2035 conditions. These residences have been sound attenuated but the exterior noise impacts would be Potentially Significant per Thresholds 4.12.1-1 and 4.12.1-5.</p>	<p>None available</p>	<p>Significant and Unavoidable</p>
<p>Impact NOI-3: Proposed long-term projects on the north side of the Airport under the Proposed Project could expose people working at the Airport to excessive noise levels if commercial offices are located within the existing or future 65 CNEL and adequate interior noise insulation is not incorporated into building design. Potential noise impacts would be Potentially Significant per Thresholds 4.12.1-1 and 4.12.1-5.</p>	<p>NOI/mm-1 - An interior acoustical noise study shall be required for any future commercial offices located within the existing or future 65 CNEL and recommended measures incorporated to ensure that the interior building noise levels remain 45 dB or less. This mitigation is consistent with the conditions provided for in the CLUP.</p>	<p>Less than Significant</p>
<p>Cumulative Impacts</p>		
<p>See Impact NOI-2 above. Exterior noise levels that would be above the acceptable noise standards for four residences by 2035 based on anticipated increases in aircraft operations</p>	<p>None available</p>	<p>Potentially Significant and Unavoidable</p>
<p>LAND-BASED NOISE</p>		
<p>Threshold 4.12.1-4 - Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies)</p>		
<p>Impact NOI-4: Some construction activities (Phase 2 of proposed short-term projects) under the Proposed Project are expected to occur during nighttime hours when nearby residents would be more sensitive to noise. With at least some of the expected construction activity occurring during nighttime hours, construction operations are considered a Potentially Significant temporary noise impact.</p>	<p>NOI/mm-2 - To address potential impacts of nighttime noise-generating construction activities, the following mitigation measures shall be incorporated into the short-term projects:</p> <ol style="list-style-type: none"> 1. Construction truck hauling operations may proceed through the CONA neighborhood only in the time period from 7:00 AM to 7:00 PM. Outside these hours, construction hauling activity shall use a route that does not proceed through the CONA neighborhood. (<u>Proposed Project only</u>) 2. For construction activity occurring within approximately 500 feet of residences, portable noise barriers shall be installed near nighttime construction areas. The locations of the barriers should break the line-of-sight from the construction area(s) to any residential locations visible from the construction area. This may include erection of temporary plywood barriers to create a break in the line-of-sight, or erection of a tent employing sound blanket walls around the stationary noise source(s). 3. Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5-minute limit is required by the state airborne toxics control measure (CCR, Title 13, Sections 2449(d)(3) and 2485); 	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
	<p>4. Adjacent property owners shall be notified of the construction schedule.</p> <p>5. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.</p> <p>6. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.</p> <p>NOI/mm-3 - Proposed north side project component daytime construction activity shall comply with the City of Del Rey Oaks’ noise ordinance of 7:00 AM to 7:00 PM.</p>	
	<u>Additional Regulatory Requirements</u>	
	<u>NOI/rr-1 - Proposed projects on the south side along Highway 68 within the City of Monterey jurisdiction would be required to comply with the City of Monterey policies and ordinances regarding construction noise.</u>	
PUBLIC SERVICES		
Threshold 4.14-1 - Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: fire protection and police protection		
Impact PS-1: Under the Proposed Project, ARFF response times to areas off-airport would be reduced below the recommended five-minute response time until the ARFF facility is permanently relocated on the south side or until the proposed “north side” road is constructed. Thus, the impacts would be considered Unavoidable and Significant for construction impacts per Threshold 4.14-1.	None available	Significant and Unavoidable (during construction)

TABLE ES-4 (Continued)

	Additional Regulatory Requirements	
	<p><u>PS/rr-1 - A FAA-required CSPP shall be implemented for all Proposed Project and Alternative 1 construction activities. The CSPP would be developed in the following manner:</u></p> <ul style="list-style-type: none"> • <u>Identify the geographic areas on the Airport that would be affected by each construction project;</u> • <u>Identify the normal airport operations in each affected area for each phase of the project;</u> • <u>In consultation with airport users, ARFF personnel, and FAA Air Traffic Organization personnel, identify and prioritize the Airport’s most important operations and plan construction to accommodate these operations;</u> • <u>Determine the measures required to safely conduct the planned operations during construction; and</u> • <u>Prepare a safety risk assessment if deemed necessary by FAA.</u> <p><u>PS/rr-2 - All temporary access routes shall comply with applicable federal and state fire codes and emergency access regulations. All proposed construction activities resulting in temporary access restrictions to areas under construction shall be kept clear and unobstructed at all times in accordance with applicable FAA, State Fire Marshal, and fire code regulations.</u></p> <p><u>PS/rr-3 - The construction of new or replacement structures shall conform to all applicable building and fire codes per MPAD Ordinance No. 921, which adopted by reference the 2016 California Building Standards Code and the 2016 California Fire Code, among others. All new structures and development areas shall include adequate fire hydrants, fire suppression flow rates, fire prevention and warning systems, and fire equipment access.</u></p> <p><u>PS/rr-4 - The Airport’s emergency response/contingency plan shall be updated to ensure that the new routes available for emergency response, as well as the new airfield and landside development, are accurately reflected in the Airport’s emergency response procedures.</u></p>	

TABLE ES-4 (Continued)		
TRANSPORTATION/TRAFFIC		
Threshold 4.16-1 - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit		
<p>Impact TR-1: Based on the Caltrans impact criteria, the addition of a single project trip at an intersection that is operating deficiently can be considered an impact. Thus, the Proposed Project would have a Potentially Significant impact at the following intersections that are operating deficiently under existing conditions in the short term per Threshold 4.16-1:</p> <ul style="list-style-type: none"> - #6: Del Monte Boulevard/Highway 218 (two PM peak hour trips) - #7: Highway 218/N. Fremont Boulevard (nine PM peak hour trips) - #14: York Road/Highway 68 (one PM peak hour trip) - #17: Corral De Tierra Road/Highway 68 (one PM peak hour trip) - #19: Torero Drive/Highway 68 (one PM peak hour trip) 	<p>TR/mm-1 - Intersection #6: Del Monte Boulevard/Highway 218 – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, add a second northbound Del Monte Boulevard left turn lane.</p> <p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Further, the proposed mitigation measure may be only feasible if allowed by federal law; federal law states that airport revenues and FAA grant funds may not be used for purposes other than the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator that are directly and substantially related to the air transportation of passengers and property. These restrictions impact the Airport’s ability to fund and implement off-airport mitigation measures. Now that the Airport has identified specific mitigation measures for Proposed Project impacts, it will make specific requests to the FAA, where appropriate, for it to allow funding of off-airport mitigation measures. Because the Airport does not currently have a determination from the FAA that funding for any off-airport mitigation improvements will be allowed, however, the mitigation measures are considered infeasible. Detailed information about the law and regulations prohibiting diversion of airport revenues and FAA grants is found in Appendix N to this Draft EIR.</i></p> <p>TR/mm-2 - Intersection #7: Highway 218/Fremont Boulevard – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, add a second northbound Highway 218 left turn lane.</p> <p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Proposed Mitigation Measure TR/mm-2 is not considered feasible because the FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>TR/mm-3 - Intersection #14: York Road/Highway 68 - Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, convert this intersection to a roundabout, as proposed in TAMC’s SR 68 Scenic Highway Plan study. Per the TAMC website, Measure X sales tax funds have been dedicated for this improvement. Federal and state funding from SB 1 programs may also be available.</p>	<p>Significant and Unavoidable</p>

TABLE ES-4 (Continued)

	<p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Proposed Mitigation Measure TR/mm-3 is not considered feasible because the FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>TR/mm-4 - Intersection #17: Corral De Tierra Road/Highway 68 – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, convert intersection to a roundabout, as proposed in TAMC’s <i>SR 68 Scenic Highway Plan</i> study. Per the TAMC website, Measure X sales tax funds have been dedicated for this improvement. Federal and state funding from SB 1 programs may also be available.</p> <p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Proposed Mitigation Measure TR/mm-4 is not considered feasible because the FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>TR/mm-5 - Intersection #19: Torero Drive/Highway 68 – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, convert intersection to a roundabout, as proposed in TAMC’s <i>SR 68 Scenic Highway Plan</i> study. Per the TAMC website, Measure X sales tax funds have been dedicated for this improvement. Federal and state funding from SB 1 programs may also be available.</p> <p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Further, proposed Mitigation Measure TR/mm-5 is not considered feasible because the FAA may not authorize the use of any FAA grant funds or Airport revenue to be used to construct or fund any off-Airport improvements or mitigation measure.</i></p>	
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TABLE ES-4 (Continued)		
<p>Impact TR-2: Proposed Project long-term projects would generate additional project-related vehicular trips that would impact existing and future congested intersections and Highway 68 segments within the project study area. Proposed Project long-term traffic impacts are considered Potentially Significant per Threshold 4.16-1.</p>	<p>CUM TR/mm-1 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, the following improvements to Intersection #6: Del Monte Boulevard/Highway 218 shall be in place:</p> <ol style="list-style-type: none"> 1. Add 2nd Northbound Del Monte Blvd Left-Turn Lane; 2. Add Northbound Del Monte Blvd Right-Turn Overlap Phasing; and 3. Add Southbound Del Monte Blvd Right-Turn Overlap Phasing <p><i>Proposed Mitigation Measure CUM TR/mm-1 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-2 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, the following improvement to Intersection #7: Highway 218/Fremont Boulevard shall be in place:</p> <ol style="list-style-type: none"> 1. Add 2nd Northbound Del Monte Blvd Left-Turn Lane <p><i>Proposed Mitigation Measure CUM TR/mm-2 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-3 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, the following improvements to Intersection #9: Highway 218/Del Rey Gardens Drive shall be in place:</p> <ol style="list-style-type: none"> 1. Signalize Intersection; 2. Add 2nd Northbound Highway 218 Through Lane; and 3. Add 2nd Southbound Highway 218 Through Lane <p><i>Proposed Mitigation Measure CUM TR/mm-3 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-4 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, Intersection #14: York Road/Highway 68 shall be converted to a roundabout.</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-4 (Continued)

	<p><i>Proposed CUM TR/mm-4 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-5 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, Intersection #16: Laureles Grade Road/Highway 68 shall be converted to a roundabout.</p> <p><i>Proposed CUM TR/mm-5 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-6 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, Intersection #17: Corral De Tierra/Highway 68 shall be converted to a roundabout.</p> <p><i>Proposed CUM TR/mm-6 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-7 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, Intersection #18: San Benancio/Highway 68 shall be converted to a roundabout.</p> <p><i>Proposed CUM TR/mm-7 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-8 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of the Proposed Project, Intersection #19: Torero Drive/Highway 68 shall be converted to a roundabout.</p> <p><i>Proposed CUM TR/mm-8 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-9 - Implementing agencies shall evaluate VMT as part of project-specific review and discretionary approval decisions for land use projects consistent with then applicable regulatory requirements under CEQA. Where project-level significant impacts are identified, implementing agencies (including the Airport as applicable) shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit-oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.</p>	
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TABLE ES-4 (Continued)		
Impact TR-3: Project-related short- and long-term construction trips would be added to intersections and road segments that have been identified as operating deficiently during the peak commute hours under existing conditions or are anticipated to operate deficiently under future conditions. As a result, Proposed Project construction traffic impacts would be Potentially Significant, albeit temporary, per Threshold 4.16-1.	TR/mm-6 - Offsite truck hauling operations for either short- or long-term construction projects shall not occur during the hours of 7:00 AM through 9:00 AM or 4:00 PM through 6:00 PM, Monday through Friday, to avoid peak hour traffic conditions.	Less than Significant
Threshold 4.16-5: Increase VMT when compared to existing conditions within Monterey County due to proposed land use development		
Impact TR-7: Since the location and commute patterns of future users of additional hangars and future employees or clients of proposed long-term non-aviation projects are unknown and speculative, impacts of the Proposed Project in terms of VMT are Potentially Significant per Threshold 4.16-5.	TR/mm-10 - Implementing agencies shall evaluate VMT as part of project-specific review and discretionary approval decisions for land use projects under the Proposed Project. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit-oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.	Potentially Significant and Unavoidable
Cumulative Impacts		
The level of potential short-term and long-term cumulative development that could occur by 2025 and by 2035, respectively, would require major improvements to the local and regional road network	See CUM TR/mm-1 through CUM TR/mm-9 above under Impact TR-2.	Potentially Significant and Unavoidable
TRIBAL CULTURAL RESOURCES		
Threshold 4.17-1 - Cause a substantial adverse change in the significance of a tribal cultural resource ...		
Impact TRIB-1: Unknown tribal cultural resources could be adversely impacted by proposed construction or operation of proposed short- and long-term projects under the Proposed Project.	TRIB/mm-1 - The Airport shall continue to consult with OCEN regarding projects requiring ground-disturbing activities within the project study area. The Airport shall also provide OCEN with copies of cultural resource reports that include tribal cultural resources. In addition, the Airport shall provide OCEN with a copy of the Proposed AMP for review. TRIB/mm-2 - If previously undocumented tribal cultural resources are discovered (e.g., inadvertent discovery), the Airport shall consult with OCEN regarding proper treatment and disposition of the finds. This could include the repatriation of items of cultural patrimony, OCEN participation in the development of treatment plans, use of an approved OCEN Native American monitor, and review of treatment plan documents and reports.	Less than Significant
Cumulative Impacts		
Impacts could occur to unknown tribal cultural resources or human remains.	See CUL/mm-1 through CUL/mm-3 and TRIB/mm-1 through TRIB/mm- 32 above for Impact TRIB-1.	Less than Significant

TABLE ES-4 (Continued)

UTILITIES - WATER SUPPLY AND SERVICE

Threshold 4.18.1-1 – Have insufficient water supplies available to serve the Proposed Project from existing entitlements and resources or require new or expanded entitlements

<p>Impact UTIL-1: Future long-term buildout of the Proposed Project could demand water in excess of what the Airport currently has remaining in its allocation.</p>	<p>UTIL/mm-1 - All proposed long-term projects shall reduce water demand in new construction through indoor and outdoor water conservation measures that result in onsite water credits that allow the Airport to stay within its available CalAm entitlements.</p> <p>UTIL/mm-2 - To the extent feasible, the pumping and distribution abilities of the wells in the Old North Side Industrial Area shall be increased to supplement the Airport’s water allocation. Specifically, the existing wells shall be used to provide water for proposed landscaping and biological mitigation located on the north side of the Airport.</p> <p>UTIL/mm-3 - The conditions of the applicable MPWMD permit shall be incorporated into each proposed long-term project requiring an additional permit (see Section 2.9 for public agency approvals required).</p> <p>UTIL/rr-1 - In compliance with SB 610, proposed long-term projects meeting one of the definitions of a project in Water Code, Section 10912(a) shall include a water assessment in conjunction with required future CEQA review.</p> <p>UTIL/rr-2 - In conjunction with the development of the Proposed Project, building plans and site improvement plans shall demonstrate compliance with applicable non-residential mandatory measures in the <i>California Green Building Standards Code</i> (CalGreen).</p> <p>UTIL/rr-3 - In conjunction with the development of the Proposed Project, new or modified water service to the site shall comply with the District’s rules and regulations, including design and construction of connections and water facilities, payments for service, conditions for service, and compliance with its permanent and emergency water conservation programs that outline escalating water restrictions under water supply shortage conditions and other general provisions.</p>	<p>Less than Significant</p>
<p>Cumulative Impacts</p>		
<p>Future water resources within the Monterey Peninsula region have not been secured.</p>	<p>See UTIL/mm-1 through UTIL/mm-3 and and UTIL/rr-1 through UTIL/rr-3 above under Impact UTIL-1.</p>	<p>Less than Significant</p>

TABLE ES-4 (Continued)		
UTILITIES - WASTEWATER (SEWER) SERVICE/TREATMENT		
Threshold 4.18.2-3 – Require an expansion of City of Monterey sewer infrastructure, the construction of which could cause significant environmental effect		
Impact UTIL-2: South side demand shift could cause sewer capacity issues in the short term.	<p>UTIL/mm-4 - The Airport shall initiate coordination with the City of Monterey prior to any development on the north or south sides of the Airport to determine if the Proposed Project would exceed the capacity of the city’s sewer system.</p> <p>UTIL/mm-5 - The Airport shall pay a reasonable “fair share” cost of project impacts pursuant to the City of Monterey’s capital improvement program for any needed sewer upgrades.</p> <p>UTIL/rr-4 - In conjunction with the development of the Proposed Project, building plans and site improvement plans shall show compliance with pertinent regulations related to sewer system connections, installation of on-site facilities for industrial dischargers and food service establishments (e.g., pretreatment equipment, pollution control facilities, spill containment facilities, accidental slug control plans, and monitoring/metering facilities), as well as obtain the necessary discharge permits and comply with the discharge limits, prohibitions, monitoring and reporting, inspection and sampling, and other provisions of the permit.</p>	Less than Significant
Impact UTIL-3: In the long term, proposed airport projects could exceed existing City of Monterey sewer infrastructure on either side of the Airport.	See UTIL/mm-4, UTIL/mm-5, and UTIL/rr-4 for Impact UTIL-2 above.	Less than Significant
UTILITIES - SOLID WASTE DISPOSAL		
Threshold 4.18.3-2 – Comply with federal, state, and local statutes and regulations related to solid waste		
Impact UTIL-4: Demolition of the existing commercial terminal and ARFF buildings, as well as the Old North Side Industrial Area and select hangars, would be likely to require special handling and disposal protocols to ensure the waste is accepted at the appropriate facility.	<p>UTIL/mm-6 - The Airport shall require its contractor to follow all protocols for hazardous waste that could be accepted at the MPL (i.e., non-friable asbestos, non-friable waste, chromium-contaminated soils), including:</p> <ul style="list-style-type: none"> • Receiving pre-approval from MRWMD staff for non-friable asbestos; • Double-wrapping and sealing in six-millimeter plastic, or completely covering the truck bed with a tightly secured tarp to ensure non-friable waste fibers cannot escape; • Completing the Generator Waste Profile manifest form for each shipment; • Scheduling each load at least 72 hours prior to arrival; and • Determining the level of STLC testing required to ensure chromium levels are acceptable. 	Less than Significant
<u>Additional Regulatory Requirements</u>		
	<p><u>UTIL/rr-5: - All proposed projects at the Airport shall meet the requirements per AB 341 Solid Waste: diversion, which states that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020.</u></p> <p><u>UTIL/rr-6 - All proposed projects at the Airport shall meet the requirements CalGreen (CCR, Title 24, Part 11), which includes mandatory measures for nonresidential development in a variety of categories.</u></p>	

TABLE ES-5 Alternative 1 - Potentially Significant Impacts and Mitigation (Project-Specific and Cumulative) Proposed Monterey Regional Airport Master Plan		
Impact	Mitigation Program	Level of Significance After Mitigation
AESTHETICS Threshold 4.1-2 - Would Alternative 1 substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?		
<p>Impact AES-1: Potentially significant impacts to the scenic resources of Highway 68 could occur during temporary construction of both short- and long-term projects. These impacts would occur as a result of Alternative 1’s grading and tree removal for the proposed Highway 68 frontage road, future non-aeronautical land uses along Highway 68, and stormwater improvements associated with south side development.</p>	<p>AES/mm-1 - Construction contract specifications for any phase of development where a construction laydown area/staging area will be used shall include security fencing with opaque screening around the construction sites and staging areas to block the ground-level views of the site. No removal of trees shall be allowed at the staging area. All trees removed within the 100-foot setback from Highway 68 due to construction shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.</p> <p>AES/rr-1 - Proposed buildings or structures in proximity to the Highway 68 scenic corridor must be placed outside a 100-foot setback from the highway right-of-way consistent with the City of Monterey General Plan, Urban Design Element Policy h-9. This setback is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.</p>	<p>Potentially Significant and Unavoidable (Temporary)</p>
<p>Impact AES-2: Potentially significant impacts to the scenic resources of Highway 68 could occur during operation of both short- and long-term projects. These impacts would occur as a result of the loss of mature trees under Alternative 1 for the proposed Highway 68 frontage road, future non-aeronautical land uses along Highway 68, and stormwater improvements associated with south side development.</p>	<p>AES/mm-2 - Detailed landscaping plans shall be required for all aspects of the proposed short- and long-term south side projects, including proposed stormwater improvements and the proposed Highway 68 frontage road, to ensure that adequate vegetative screening is provided to preserve the existing scenic quality of the associated segment of Highway 68. The landscaping plans shall include native species, protecting existing cypress, Monterey pine, and coast live oak trees to the extent possible, and use trees to screen parking, where appropriate.</p> <p>Detailed landscaping plans for development within or adjacent to the 100-foot setback from Highway 68 within the City of Monterey zoned areas shall include the following additional provision: All trees removed within the 100-foot setback from Highway 68 shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.</p> <p>AES/rr-1 - Proposed buildings or structures in proximity to the Highway 68 scenic corridor must be placed outside a 100-foot setback from the highway right-of-way consistent with the City of Monterey General Plan, Urban Design Element Policy h-9. This setback is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
	<u>Additional Regulatory Requirements</u>	
	<p><u>AES/rr-2 - All development located within the City of Monterey’s D2 Development Control overlay district will require Architectural Review Committee approval. This design control is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.</u></p> <p><u>AES/rr-3 - All new light sources and potential glare sources would have to comply with Part 77 regulations, as enforced by FAA, including the installation of solar panels, types of lights and intensity of lighting and night/day lighting combinations. FAA also requires a glint and glare study on solar panels located within the line-of-sight of a runway approach or an ATCT, as well as for other projects on a case-by-case basis.</u></p> <p><u>AES/rr-4 - Prior to issuance of any building permit, the contractor shall file a Notice of Proposed Construction or Alternation (FAA Form 7460-1) with the FAA regional office that will show compliance with the Part 77 regulation, as it relates to building or structure heights, markings, lighting, or other standards. The FAA’s Determination of No Hazard shall be submitted to MPAD prior to the start of construction.</u></p>	
Cumulative Impacts		
Potentially significant cumulative impacts to the scenic resources of Highway 68 could occur.	<p>See AES/mm-1 through AES/mm-32 and AES/rr-1 above for Impacts AES-1 and AES-2.</p> <p><u>AES/mm-3 - For buildings and structures visible from the highway, architectural treatments and/or other building design features shall be incorporated so that the scenic values of the highway are not substantially damaged. Input from the California Department of Transportation and the City of Monterey regarding consistency with their scenic corridor policies shall be considered in the preparation of the landscape and site development plans. For development within the City of Monterey, the plans shall be provided to the City’s Architectural Review Board, along with any other required architectural renderings or site plans, for approval.</u></p>	Potentially Significant and Unavoidable

TABLE ES-5 (Continued)		
AIR QUALITY		
Cumulative Impacts		
<p>Additional criteria pollutants would be generated.</p>	<p>AQ/rr-1 - The Airport shall implement a dust control plan that includes the following, as stipulated in FAA AC 150/5370-10G, <i>Standards for Specifying Construction of Airports</i>, Item P-156 (FAA 2014b) and the MBARD <i>CEQA Air Quality Guidelines</i> (MBARD 2008):</p> <ol style="list-style-type: none"> 1. Limit the area under construction at any one time. 2. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. 3. Cover all trucks hauling soil, sand, and other loose materials off property with tarpaulins or other effective covers. 4. Pave all roads on construction sites, if possible, and water all unpaved roads and construction haul routes to minimize dust during construction operations. 5. Limit traffic speeds along all unpaved haul routes to 15 miles per hour (mph). 6. Prohibit all grading activities during periods of high wind (over 15 mph). 7. Keep loader buckets low when transferring material to trucks. 8. Maintain at least 2 feet of freeboard on haul trucks. 9. Limit entering/exiting site to controlled areas to avoid track out. 10. Cover inactive storage piles. 11. Minimize the area of exposed erodible earth. 12. Apply temporary mulch or non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area with or without seeding, where applicable. 13. Plant vegetative ground cover in disturbed areas as soon as possible. 14. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). 15. Install wheel washers at the entrance to construction sites for all exiting trucks. 16. Sweep streets if visible soil material is carried out from the construction site. 17. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisance). <p>AQ/rr-2 - In accordance with CARB’s In-Use Off Road Diesel Fueled Fleets Regulation (2016), the following measures for construction vehicles and/or equipment shall be implemented:</p> <ol style="list-style-type: none"> 1. Construction vehicles will use a CARB Tier 3 engine when available in the region; 2. Vehicle operators will limit idling to no more than five minutes; and, 3. All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off Road Online Reporting System. <p>See also TR/mm-9 and TR/mm-10 below under Impact TR-6 and TR-7, respectively.</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-5 (Continued)		
BIOLOGICAL RESOURCES		
Threshold 4.4-1 - Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFW or the USFWS		
Construction Impacts		
Impact BIO-1: Potential take of California legless lizard (SSC) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-1 - Within 30 days prior to site grading, an environmental monitor shall conduct surveys for California legless lizards and other reptiles. The surveyor shall utilize hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. If hand search methods are used, the surveys shall be completed immediately prior to and during grading activities. The surveyor shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area(s) and placed in suitable habitat on the airport property.	Less than Significant
Impact BIO-2: Potential impacts to nesting birds (protected under the MBTA and CFGC) under Alternative 1 are considered Potentially Significant per Threshold 4.4-1.	BIO/mm-2 - To the maximum extent possible, initial vegetation-clearing activities in the project areas shall be conducted between October and February, which is outside of the typical bird breeding season. If the project schedule does not provide for late season vegetation removal, a nesting bird survey shall be conducted by a qualified biologist no more than one week prior to the land clearing to determine presence/absence of nesting birds within the vegetated area. If active nests are observed, work activities shall be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones shall be established in areas where nests must be avoided. The Airport and the appropriate regulatory agency shall be contacted if any state or federally listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the MBTA and CFGC shall not be moved or disturbed until the young have fledged.	Less than Significant
Short-Term Project Impacts		
Impact BIO-11: The anticipated loss of 1,450 sandmat manzanita (CNPS Rank 1B.2) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-12 - The Project Sponsor shall propagate, plant, and maintain at least 2,900 sandmat manzanita container plants. The sandmat manzanita container plants may be installed in the temporary disturbance areas and/or landscaping of the Alternative 1 “north side” road, onsite Conservation Area 4 (Exhibit 4.4D), or the offsite conservation lands (refer to BIO/mm-29 through BIO/mm-31 of Threshold 4.4-2 and Exhibit 4.4D) as appropriate. The sandmat manzanita container plants shall be monitored and maintained for seven years following their installation. To consider the sandmat manzanita replacement mitigation successful, at least 2,900 replacement sandmat manzanita plants must be self-sustaining by the end of the seven-year monitoring program.	Less than Significant
Impact BIO-12: The anticipated loss of 305 Monterey pine trees (CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-13 - Prior to construction of any Alternative 1 component that would remove Monterey pine trees, the Airport shall establish 1.0 acre of Monterey pine forest conservation space on the north side of the airport property. The Airport shall plant up to 25 Monterey pine trees in the conservation space. The 1.0 acre of Monterey pine forest conservation space shall be managed under a HCEP as described in BIO/mm-26 (Threshold 4.4-2).	Potentially Significant and Unavoidable

TABLE ES-5 (Continued)		
<p>Impact BIO-13: The anticipated loss of eight Eastwood’s goldenbush (CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-14 - Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Eastwood’s goldenbush seed from individuals on the airport property to propagate a minimum of 16 Eastwood’s goldenbush container plants. The propagated materials shall be planted and maintained in Conservation Area 4 (Exhibit 4.4D).</p>	<p>Less than Significant</p>
<p>Impact BIO-14: The anticipated loss of 18 Monterey ceanothus (CNPS Rank 4.2) under Alternative 1 is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.</p>	<p>BIO/mm-15 - Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Monterey ceanothus seed from individuals on the airport property to propagate a minimum of 36 Monterey ceanothus container plants. The propagated materials shall be planted and maintained in Conservation Area 4 (Exhibit 4.4D).</p>	<p>Less than Significant</p>
<p>Impact BIO-15: The anticipated loss of 49 small-leaved lomatium (CNPS Rank 4.2) under Alternative 1 is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.</p>	<p>BIO/mm-16 - To minimize impacts to small-leaved lomatium and promote the continued existence of the species on the airport property, the Project Sponsor shall implement a soil and seed bank conservation program that will include small-leaved lomatium seed and top soil collection and distribution.</p> <p>Small-leaved lomatium shall be conserved in Conservation Area 4 by broadcast seeding and re-locating the soil seed bank. Seed to be broadcast shall be collected from the project areas prior to start of construction. This species flowers from January through June; therefore, seed collection shall begin in May and continue through September, or when seed production ceases. To the extent feasible, all available seed shall be collected from plants located in the project disturbance areas.</p> <p>Soil from the project disturbance areas containing small-leaved lomatium seed shall be collected and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing small-leaved lomatium individuals shall be collected and redistributed prior to grading activities. Soil collection shall occur immediately following completion of seed collection and prior to the first rainfall. The collected soil shall be immediately distributed in the disturbance areas. The collected seed shall be broadcast over the relocated soil, and then the receptor site shall be lightly raked to cover the seed.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
<p>Impact BIO-16: The anticipated loss of 502 Monterey spineflower (federally endangered and CNPS Rank 1B.2) and the attendant seed bank (i.e., occupied habitat) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-17 - To minimize Monterey spineflower impacts and promote the continued existence of the species on the airport property, the Project Sponsor shall implement a soil and seed bank conservation program that shall include Monterey spineflower seed and top soil collection and distribution.</p> <p>Monterey spineflower shall be conserved in the temporarily impacted portions of the Alternative 1 disturbance areas by broadcast seeding and relocating the soil seed bank. Seed to be broadcast shall be collected from the project areas prior to the start of construction. All seed collection activities shall be conducted by a USFWS-approved biologist. This species flowers from April through June; therefore, seed collection shall begin in August and continue through September, or when seed production ceases. To the extent feasible, all available seed shall be collected from plants located in the project disturbance areas.</p> <p>Soil from the project disturbance areas containing Monterey spineflower seed shall be collected and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing Monterey spineflower individuals shall be collected and redistributed prior to grading activities. Soil collection shall occur immediately following completion of seed collection and prior to the first rainfall. The collected soil shall be immediately distributed in the disturbance areas that do not have existing Monterey spineflower occurrences. The collected seed shall be broadcast over the relocated soil, and then the receptor site shall be lightly raked to cover the seed.</p>	<p>Less than Significant</p>
<p>Impact BIO-17: The anticipated loss of 156 Yadon’s piperia (federally endangered and CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-18 - Yadon’s piperia located on the Airport in the vicinity of the Highway 68 frontage road loop and the adjacent 5.5-acre private property boundary shall be removed and implementation of BIO/mm-8-19 would be necessary in this location.</p> <p>The Highway 68 frontage road and terminal loop road shall be designed to be constructed on the existing asphalt to avoid impacts to the Yadon’s piperia that are located on the Airport and the adjacent 5.5-acre private property boundary. Prior to construction of the terminal parking garage area and circulation road(s), the construction plans shall clearly show the placement of construction exclusion fence along the toe of slope on both the Airport and the adjacent 5.5-acre private property boundary. The intent of the fence is to exclude the Yadon’s piperia occurrences from accidental disturbance during construction. The fence shall be maintained in place throughout the construction period.</p> <p>BIO/mm-19 - To minimize the impacts to Yadon’s piperia, the Project Sponsor shall retain a qualified biologist to design and implement a five-year Yadon’s piperia seed and bulb collection and translocation program. The seed and bulb translocation program shall be prepared and approved for implementation by the Project Sponsor in the two years prior to construction of any Alternative 1 component that would impact Yadon’s piperia, including but not limited to construction of the relocated terminal and associated aircraft ramp and the Highway 68 frontage road. The Yadon’s piperia seed and bulb collection and translocation program shall include the following:</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-5 (Continued)

	<ul style="list-style-type: none"> • Detailed methods and a schedule for the collection and distribution of Yadon’s piperia seed and the translocation of Yadon’s piperia bulbs of individuals that are in the construction area(s). <ul style="list-style-type: none"> – During the flowering/blooming period for Yadon’s piperia (anticipated to be May-July) and in the year prior to project construction, a qualified biologist shall mark with pin flags individual Yadon’s piperia plants that will be impacted by the project construction. – During the time that the marked Yadon’s piperia are setting seed (anticipated to be between August-September), the biologist shall collect seed from the marked individuals. The collected seed shall be redistributed in a predetermined seed and bulb receiver site that is located adjacent to but outside of the disturbance area. Due to mycorrhizal associations, the seed and bulb receiver site must be near existing Yadon’s piperia individuals. <ul style="list-style-type: none"> ▪ Prior to distributing the collected seed in the receiver site, the receiver site shall be cleared of non-native vegetation. ▪ Once the seed receiver site is prepared, the biologist shall hand broadcast the seed in the receiver site, gently rake the seed into the duff/soil surface and cover the seed with pine needle duff. ▪ The seed and bulb receiver site and nearby Yadon’s piperia occurrences shall be fenced during construction to exclude the area from accidental damages during construction activities. • Prior to construction and when plants are dormant (anticipated to be October-December), the biologist shall excavate and relocate bulbs of the marked plants to the seed and bulb receiver site. The bulbs shall be planted approximately six inches below the soil surface. • Following completion of the seed and bulb relocation efforts, the biologist shall monitor the receiver site for four consecutive years. The goal of the monitoring shall be to quantify and document the number of individuals that emerged in the receiver site, the presence of non-native vegetation, and overall success of the translocation efforts. <p>Non-native vegetation removal must be conducted during the monitoring program. Non-native vegetation removal may not utilize translocated herbicides due to root to tuber/bulb transfer.</p>	
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TABLE ES-5 (Continued)		
<p>Impact BIO-18: Although Alternative 1 has been designed to avoid known Seaside bird’s beak (state endangered and CNPS Rank 1B.1), this plant is an annual species and its numbers and exact location can fluctuate. Thus, losses of the species could still occur. This is considered Potentially Significant per Threshold 4.4-1 per Threshold 4.4-1.</p>	<p>BIO/mm-20 - To account for Seaside bird’s beak seasonal population fluctuations and facilitate species avoidance, the Project Sponsor shall conduct annual surveys for Seaside bird’s beak in the Airport-owned parcel located between two adjacent private properties along Highway 68. The annual Seaside bird’s beak survey shall be conducted in June, July, or August of each year preceding the final design and development of the chosen Highway 68 frontage road alignment. The intent of the annual survey effort is to collect GPS data on the species’ distribution and develop a multi-season assessment of the quantity and distribution of the Seaside bird’s beak occurrences near the Highway 68 frontage road alignment. The annual survey GPS data shall be provided to the Airport so that the project design team can use the survey data during the development of the final design plans to align the proposed road in such a manner that avoids impacts to the Seaside bird’s beak.</p> <p>If full avoidance of the Seaside bird’s beak is feasible, the project contractors, under the direction of an environmental monitor, shall install construction exclusion fencing around the occurrences to exclude construction related disturbances from the area. If the design team determines that full avoidance of the species is not feasible, the Project Sponsor shall delay construction of the Highway 68 frontage road until they have coordinated with the CDFW to obtain a CESA 2081-Incidental Take Permit.</p>	<p>Less than Significant</p>
<p>Long-Term Project Impacts (Programmatic)</p>		
<p>Impact BIO-19: Any future loss of sandmat manzanita (CNPS Rank 1B.2) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.</p>	<p>BIO/mm-21 - Prior to approving any proposed long-term projects on undeveloped lands at the Airport, the Project Sponsor shall retain a qualified biologist to conduct floristic botanical surveys and wildlife surveys in future project area(s) and prepare a Biological Resources Survey Report (BRSR). The surveys and subsequent BRSR shall determine if special-status species occur in the development area(s) and if special-status species would be impacted by proposed long-term project(s). If impacts to special-status species would occur, the biologist and the Project Sponsor shall develop mitigation strategies to address the impacts.</p> <p>The following recommendations for mitigation ratios/strategies for some plants known to occur in the development areas may be applied to proposed long-term project(s):</p> <ul style="list-style-type: none"> • <u>Seaside bird's beak</u>. The Project Sponsor shall coordinate with CDFW to obtain a 2081-Incidental Take Permit under the CESA. Under the 2081-Incidental Take Permit, mitigation ratios for Seaside bird's beak may require purchasing replacement habitat that is occupied by the species and conducting rehabilitation efforts on the replacement land. 	<p>Less than Significant</p>

TABLE ES-5 (Continued)

	<ul style="list-style-type: none"> • <u>Yadon's piperia</u>. For proposed long-term projects with a federal nexus, the Project Sponsor shall coordinate with FAA and USFWS during the FESA, Section 7 process. Mitigation may require the Project Sponsor to implement minimization and conservation measures that relocate the individuals to be impacted. If these efforts fail or are deemed insufficient by USFWS, purchasing replacement habitat that is occupied by the species and conducting rehabilitation efforts on the replacement land may be required. <ul style="list-style-type: none"> – For projects that do not have a federal nexus, the Project Sponsor shall implement BIO/mm-1019. • <u>Monterey spineflower</u>. For proposed long-term projects with a federal nexus, the Project Sponsor shall coordinate with the FAA and USFWS during the FESA, Section 7 process. Mitigation may require the Project Sponsor to implement minimization and conservation measures that involve seed and seed bank collection and redistribution on the airport property. <ul style="list-style-type: none"> – For projects that do not have a federal nexus, the Project Sponsor shall implement BIO/mm-817. • <u>CNPS Rare Plant Ranked 1, 2, and 3 species</u>. For each CNPS Rare Plant Ranked 1, 2, and 3 species (excluding Monterey pine) impacted by a proposed long-term project(s), the Project Sponsor shall plant two container plants of the same species for each one plant impacted (2:1). The replacement plantings shall be planted in any of the four onsite conservation areas or an established offsite conservation area. The replacement plantings shall be monitored and maintained for no less than five years. • <u>CNPS Rare Plant Ranked 4 species</u>. For each CNPS Rare Plant Ranked 4 species impacted by a proposed long-term project(s), the Project Sponsor shall: <ul style="list-style-type: none"> – For annual species, collect seed prior to project disturbance and redistribute the collected seed in suitable habitat in the project area following completion of disturbance. <p>For perennial species, propagate and plant one (1) container plant of the same species for each on plant impacted (1:1). The container plants shall be planted in any of the four onsite conservation areas or an established offsite conservation area. The replacement plantings shall be monitored and maintained for no less than three years.</p> 	
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TABLE ES-5 (Continued)		
Impact BIO-20: Any future loss of Monterey pine (CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Potentially Significant and Unavoidable
Impact BIO-21: Any future loss of Eastwood’s goldenbush (CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-22: Any future loss of Monterey ceonothus (CNPS Rank 4.2) under Alternative 1 is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-23: Any future loss of small-leaved lomatium (CNPS Rank 4.2) under Alternative 1 is considered Potentially Significant based on CNPS recommendations per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-24: Any future loss of Monterey spineflower (federally endangered and CNPS Rank 1B.2) and its attendant seed bank (i.e., occupied habitat) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Impact BIO-25: Any future loss of Yadon’s piperia (federally endangered and CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Potentially Significant and Unavoidable
Impact BIO-26: Any future loss of Seaside bird’s beak (state endangered and CNPS Rank 1B.1) under Alternative 1 is considered Potentially Significant per Threshold 4.4-1.	BIO/mm-21 - See above for Impact BIO-19.	Less than Significant
Threshold 4.4-2 - Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS		
Construction and Short-Term Project Impacts		
Impact BIO-30: A loss of 4.16 acres of sandmat manzanita chaparral under Alternative 1 is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-22 - Prior to ground disturbance, the Project Sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the EIR mitigation measures. The monitor shall be responsible for: <ol style="list-style-type: none"> 1. Ensuring that procedures for verifying compliance with environmental mitigations are implemented; 2. Establishing lines of communication and reporting methods; 3. Conducting daily and weekly compliance reporting; 4. Conducting construction crew training regarding environmentally sensitive areas; 5. Maintaining authority to stop work; and 6. Outlining actions to be taken in the event of non-compliance. Monitoring shall be at a frequency and duration determined by the Project Sponsor and in consultation with the affected natural resource agencies (e.g., CDFW and USFWS). 	Less than Significant

TABLE ES-5 (Continued)

	<p>BIO/mm-23 - All proposed grading plans shall clearly show the location of project delineation fencing that excludes adjacent sensitive communities from disturbance. The fencing shall consist of highly visible construction fence supported by steel T-stakes that are driven into the soil. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project and no work activities shall occur outside the delineated work area. The grading plans shall clearly show all staging areas, which shall be located within the construction area and outside the adjacent habitat areas.</p> <p>BIO/mm-24 - Prior to the commencement of site grading, an environmental monitor shall conduct environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include:</p> <ol style="list-style-type: none"> 1. Description of the species’ habitats; general provisions and protections afforded by the FESA and CEQA; 2. Measures implemented to protect special-status species; 3. Review of the project boundaries and special conditions; 4. The monitor’s role in project activities; 5. Lines of communication; and 6. Procedures to be implemented in the event a special-status species is observed in the work area. <p>BIO/mm-25 - The Project Sponsor shall prepare a detailed erosion control plan, which shall address both temporary and permanent measures to control erosion. Erosion and soil protection shall be provided on all cut and fill slopes and the soil deposition areas. The erosion control plan shall include revegetation measures including mulching, hydro-seeding, or planting methods as appropriate. All permanent erosion control measures shall be initiated as soon as possible after completion of grading, and prior to the onset of the rainy season (October 15). Permanent revegetation and landscaping shall emphasize native shrubs and trees to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development. Vegetation shall be watered regularly to ensure adequate root establishment.</p> <p>BIO/mm-26 - Prior to implementation of any Alternative 1 project, the Project Sponsor shall prepare a HCEP that designates an 18.86-acre conservation area (Conservation Area 4) along the Airport’s northern property boundary as Open Space on the ALP. The HCEP shall provide for the conservation and management of approximately 11.92 acres of coast live oak woodland, 5.92 acres of sandmat manzanita chaparral, and 1.0 acre of Monterey pine forest habitats. Exhibit 4.4D shows the location of Conservation Area 4 and its associated habitat types.</p>	
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TABLE ES-5 (Continued)

	<p>Future activities in Conservation Area 4 shall be limited to preserving and rehabilitating the coast live oak woodland, sandmat manzanita, Monterey pine forest, and special-status plant species that occur in the conservation area. Habitat rehabilitation activities shall focus on invasive species removal; planting native coast live oak woodland, sandmat manzanita chaparral, and Monterey pine forest associates; and augmenting the native rare plant species populations.</p> <p>The HCEP shall be prepared by a qualified biologist and/or botanist and shall detail the methods for managing the conservation area. At a minimum, the HCEP should include the following elements:</p> <ol style="list-style-type: none"> 1. A brief narrative of the project location, description, and purpose; 2. Clearly identify the parties responsible for the conservation program and their contact information; 3. A map showing and quantifying all conservation areas; 4. Designation of a Monterey spineflower seed and soil receiver site; 5. Detailed discussion of the methods for implementing the HCEP including invasive species removal, sources of plant materials, and supplemental watering regimes; 6. Methods for the identification and removal of diseased or dead trees. 7. Detailed discussions of a special-status plant species propagation program. Special-status plant propagules shall be collected from the disturbance areas, grown, and reintroduced into the conservation areas; 8. Identification of locations, amounts, sizes, and types of plants to be planted, inclusive of at least 100 coast live oak trees, 2,000 sandmat manzanita container plants, and 25 Monterey pine trees. 9. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 10. A program schedule and established success criteria for a seven-year monitoring and reporting program that is structured to ensure the success of the HCEP. 11. Detailed discussions of the methods to be employed for implementing all additional habitat conservation requirements put forth by the USFWS and CDFW as appropriate. <p>BIO/mm-27 - The Project Sponsor shall retain a qualified biologist/botanist to supervise and monitor the implementation of the HCEP. The biologist/botanist shall supervise plant propagation, site preparation, implementation timing, species utilized, planting installation, maintenance, monitoring, and reporting of the habitat rehabilitation efforts. The biologist/botanist shall prepare and submit six annual reports and one final monitoring report to the Airport and other agencies as appropriate. The annual and final monitoring reports shall include discussions of the project activities, project photographs, and an assessment of the mitigation efforts' attainment of the success criteria.</p>	
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TABLE ES-5 (Continued)

	<p>BIO/mm-28 - The Project Sponsor shall include in the Alternative 1 design plans the installation of a water supply and irrigation system. The system will supply water for temporary irrigation that will be used to provide supplemental water to Conservation Area 4. The water supply and temporary irrigation system shall be installed as part of the short-term project development and prior to the installation of planting installation.</p> <p>BIO/mm-29 - The Project Sponsor shall implement an offsite habitat conservation program that benefits local flora and fauna with emphasis on coast live oak woodland, maritime chaparral, and rare plant conservation. The conservation program shall be implemented on lands in the coastal Monterey area, preferably near the Airport. The Project Sponsor is currently pursuing conservation lands located just east of the Airport that supports approximately 1.04 acres of annual brome grasslands, 2.55 acres of coast live oak woodland, 4.01 acres of arroyo willow thicket, 3.41 acres of chamise chaparral, and 4.08 acres of woolly leaf manzanita chaparral. Exhibit 4.4D shows the location of the potential offsite conservation lands. The potential conservation lands are located adjacent to an existing Native Rare Plant Reserve that was established by USACE's <i>Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord</i> (1997). Should the acquisition of the potential conservation lands not be completed, the Project Sponsor shall pursue the acquisition of other lands that support or has the potential to support coast live oak woodland and maritime chaparral communities. Once the offsite conservation lands are secured, the Project Sponsor shall place the lands under a conservation easement in perpetuity.</p> <p>BIO/mm-30 - Upon acquisition of the offsite conservation lands, the Project Sponsor shall conduct a biological inventory of the conservation lands that includes floristic botanical surveys and wildlife surveys as appropriate. The intent of the biological inventory is to identify and quantify the resources present on the conserved lands and provide a baseline for the implementation of a resource-focused conservation program.</p> <p>BIO/mm-31 - The Project Sponsor shall prepare and implement a conservation program on the conserved lands. The conservation program shall utilize the biological inventory to develop management actions that focus on conserving, rehabilitating, and/or enhancing the biological resources present. At a minimum, the conservation program shall include:</p> <ol style="list-style-type: none"> 1. A brief narrative of the conservation lands' location, description, and purpose; 2. Clearly identify the parties responsible for the conservation program and their contact information; 3. Maps showing and quantifying all conservation areas, habitats, invasive species, native rare species, and suitable rehabilitation areas; 4. Identification of suitable habitat rehabilitation plant species including rare plants to be installed for mitigation for future projects proposed by the Project Sponsor. 	
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TABLE ES-5 (Continued)		
	5. Detailed discussion of the methods for implementing the conservation program including invasive species removal, installation and maintenance of plant materials, and supplemental watering regimes; 6. Methods for the identification and removal of diseased or dead trees, as needed. 7. Detailed discussions of a special-status plant species management; 8. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 9. A program schedule for a seven-year monitoring and reporting program that is structured to ensure the successful management of the conserved lands.	
Impact BIO-31: A loss of 4.54 acres of Monterey pine forest under Alternative 1 is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-22 through BIO/mm-31 - See above for Impact BIO-30.	Potentially Significant and Unavoidable
Impact BIO-32: A loss of 4.83 acres of coast live oak woodland (657 trees) under Alternative 1 is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-22 through BIO/mm-31 - See above for Impact BIO-30.	Less than Significant
Construction and Long-Term Project Impacts (Programmatic)		
Impact BIO-33: Any future loss of sandmat manzanita chaparral under Alternative 1 is considered Potentially Significant per Threshold 4.4-2.	<p>BIO/mm-32 - Prior to approving any proposed long-term project in the proposed non-aviation development areas or the upgraded perimeter fence alignment that would convert undeveloped lands to developed areas or otherwise remove vegetation, the Project Sponsor shall retain a qualified biologist to map and quantify the vegetative communities that are present in the project area and determine if the project would result in a net loss of sandmat manzanita chaparral, Monterey pine forest, and/or coast live oak woodland.</p> <ul style="list-style-type: none"> • If a net loss of sandmat manzanita chaparral would occur, the Project Sponsor shall preserve and rehabilitate, re-establish, or create additional sandmat manzanita chaparral at a 2:1 ratio. The preserved sandmat manzanita chaparral may be located on the existing airport property or offsite, as appropriate. • If a net loss of coast live oak woodlands would occur, the Project Sponsor shall conduct one or a combination of the following: <ul style="list-style-type: none"> – Preserve and rehabilitate, re-establish, or create additional coast live oak woodland at a <u>1:2:1</u> ratio. The preserved coast live oak woodland may be located on the existing airport property or offsite, as appropriate. – Plant two<u>Replace each</u> coast live oak trees for each one coast live oak tree removed <u>at a 1.2:1 ratio</u>. Replacement trees may be planted on the existing airport property or offsite, as appropriate. Replacement trees should be grown from local (Monterey Peninsula, <u>if available</u>) stock. 	Less than Significant

TABLE ES-5 (Continued)

	<ul style="list-style-type: none"> – Contribute \$1,000 to the Oak Woodlands Conservation Fund, as established under subdivision (a) of Section 1363 of the CFGC per each coast live oak tree removed for the project. The Project Sponsor shall coordinate with the CDFW and the State Wildlife Conservation Board (SWCB) to ensure that the contributed funds will be granted to the SWCB for the purpose of purchasing coast live oak woodland conservation easements. • If proposed long-term project(s) would impact Monterey pine forest, the Project Sponsor shall design the project(s) to minimize the impact to the greatest extent possible. If Monterey pine trees will be removed for proposed long-term project(s), the Project Sponsor shall incorporate Monterey Pine trees into the project design, in such a manner that does not conflict with safe flight operations at the Airport. • For any proposed long-term project that results in a net loss of sandmat manzanita chaparral or coast live oak woodland that shall be mitigated through the preservation and rehabilitation, re-establishment, or creation of habitat, the Project Sponsor shall develop a project specific habitat mitigation and monitoring plan (HMMP). The HMMP shall: <ol style="list-style-type: none"> 1. Identify the project description and mitigation requirements; 2. Identify the responsible parties; 3. Map and quantify all preservation/mitigation areas; 4. Provide detailed discussions of the methods for implementing the mitigation program including invasive species removal, sources of plant materials, and supplemental watering regimes; 5. Identify the locations, amounts, sizes, and types of plants to be planted; 6. Identify necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 7. Provide a program schedule and established success criteria for a monitoring and reporting program that is structured to ensure the success of the mitigation. <p>BIO/mm-33 - For any proposed long-term project that has potential to impact a sensitive natural community or a special-status species, the Project Sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the CEQA measures. The monitor shall be responsible for:</p> <ol style="list-style-type: none"> 1. Ensuring that procedures for verifying compliance with environmental mitigations are implemented; 2. Establishing lines of communication and reporting methods; 3. Conducting compliance reporting; 4. Conducting construction crew training regarding environmentally sensitive areas; 5. Maintaining authority to stop work; and 6. Outlining actions to be taken in the event of non-compliance. 	
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TABLE ES-5 (Continued)		
	<p>BIO/mm-34 - For any proposed long-term project that has potential to impact a sensitive natural community or will be conducted adjacent to a sensitive natural community, the Project Sponsor shall incorporate the use of construction delineation fencing to exclude construction-related impacts to the adjacent resources. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project, and no work activities shall occur outside the delineated work area.</p> <p>BIO/mm-35 - For any proposed long-term project that has potential to impact a sensitive natural community or a special-status species, an environmental monitor shall conduct environmental awareness training for all construction personnel prior to the commencement of ground-disturbing activities. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include:</p> <ol style="list-style-type: none"> 1. Description of the species' habitats; 2. General provisions and protections afforded by the FESA and CEQA; 3. Measures implemented to protect special-status species; 4. Review of the project boundaries and special conditions; 5. The monitor's role in project activities; 6. Lines of communication; and 7. Procedures to be implemented in the event a special-status species is observed in the work area. 	
Impact BIO-34: Any future loss of Monterey pine forest under Alternative 1 is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-32 through BIO/mm-35 - See above for Impact BIO-33.	Potentially Significant and Unavoidable
Impact BIO-35: Any future loss of coast live oak woodland under Alternative 1 is considered Potentially Significant per Threshold 4.4-2.	BIO/mm-32 through BIO/mm-36 - See above for Impact BIO-33.	Less than Significant

TABLE ES-5 (Continued)

Threshold 4.4-3 - Conflict with any local policies or ordinances protecting biological resources

Construction and Short-Term Project Impacts

<p>Impact BIO-38: Construction and operation of proposed short-term projects under Alternative 1 within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Cul-de-sac, and South Side Drainage Improvements subareas could be inconsistent with Chapter 37 of the City of Monterey City Code regarding tree removal, which is considered a Potentially Significant impact.</p>	<p>BIO/mm-39 - During the City of Monterey permitting process for the Highway 68 frontage road cul-de-sac and associated terminal area parking and circulation components, the Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of 67 coast live trees, 164 Monterey pine trees, 17 Monterey cypress trees, and four golden wattle trees that would be removed. Per the City of Monterey Code 37-11(D), the in-lieu fee payment to the City of Monterey shall be equivalent to the value of the removed trees or the cost of the numbers of replacement trees as determined by City Council Resolution. The value of the trees shall be established and conform to standards adopted by City Council Resolution. The payment shall be used to plant additional trees offsite in a location approved by the City Forester.</p>	<p>Less than Significant</p>
<p>Impact BIO-39: Construction and operation of proposed short-term projects under Alternative 1 within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Cul-de-sac, and South Side Drainage Improvements subareas could be inconsistent with City of Monterey biological resource policies of its Conservation Element, which is considered a Potentially Significant impact.</p>	<p>BIO/mm-40 - The Project Sponsor shall incorporate California native plant species in the landscape designs of the proposed “north side” road and Highway 68 frontage road designs.</p> <p>BIO/mm-41 - The Project Sponsor shall not utilize any plant species that are listed on the California Exotic Pest Plant Council lists in the landscape designs of any of the Alternative 1 components.</p>	<p>Less than Significant</p>
<p>Construction and Long-Term Project Impacts</p>		
<p>Impact BIO-40: Proposed construction and operation of long-term projects under Alternative 1 within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Loop or Highway Frontage Road Cul-de-sac, and South Side Drainage Improvements subareas could be inconsistent with Chapter 37 of the City of Monterey City Code regarding tree removal, which is considered a Potentially Significant impact.</p>	<p>BIO/mm-42 - The Project Sponsor shall incorporate California native plant species in the landscape designs of any proposed long-term project that is conducted in the City of Monterey jurisdiction.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
<p>Impact BIO-41: Proposed construction and operation of long-term projects under Alternative 1 within the Terminal Area Parking and Circulation Area, Highway 68 Frontage Road Loop or Highway Frontage Road Cul-de-sac, and South Side Drainage Improvements subareas could be inconsistent with City of Monterey biological resource policies of its Conservation Element, which is considered a Potentially Significant impact.</p>	<p>BIO/mm-43 - The Project Sponsor shall not utilize any plant species that are listed on the California Exotic Pest Plant Council lists in the landscape designs of any proposed long-term project that is conducted in the City of Monterey jurisdiction.</p> <p>BIO/mm-44 - For any proposed long-term project conducted in the City of Monterey jurisdiction that will result in the removal of coast live oak, Monterey pine, or Monterey cypress trees, the Project Sponsor shall conduct one of the following tree mitigation efforts:</p> <ul style="list-style-type: none"> Per the City of Monterey City Code 37-11(C), the Project Sponsor shall replace any coast live oak, Monterey pine, or Monterey cypress tree(s) that are removed for proposed long-term projects that occur in the City of Monterey jurisdiction, as directed by the City Forester. The replacement trees should be planted onsite, if feasible, but may be planted offsite if project conditions prohibit onsite planting. The removed trees shall be replaced at a ratio of up to three trees for every one tree removed. <p>During the City of Monterey permitting process for proposed long-term projects that are conducted in the City of Monterey jurisdiction, the Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of coast live trees, Monterey pine trees, and/or Monterey cypress trees that would be removed for the project. Per the City of Monterey Code 37-11(D), the in-lieu fee payment to the City of Monterey shall be equivalent to the value of the removed trees or the cost of the numbers of replacement trees as determined by City Council Resolution. The value of the trees shall be established and conform to standards adopted by City Council Resolution. The payment shall be used to plant additional trees offsite in a location approved by the City Forester.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)

Threshold 4.4-4 - Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan

Construction and Short-Term Project Impacts

<p>Impact BIO-42: Alternative 1 would remove 1.25 acres of previously established conservation areas for the RSA Project due to the construction and operation of the “north side” road and is considered a Potentially Significant impact under Threshold 4.4-4.</p>	<p>BIO/mm-45 - To replace the 0.79 acre of Conservation Area 1 (sandmat manzanita chaparral) that would be removed by the construction of the Alternative 1 “north side” road, the Airport shall designate 1.1 acres of existing sandmat manzanita chaparral as open space on the ALP and manage the resource per the guidelines of the RSA Project HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 1 boundaries and extend the conservation area invasive species management for an additional two years. The 1.1 acres to be designated as open space is located immediately north of the Conservation Area 1 boundary and within the existing airport perimeter fence (refer to Conservation Area 1 Replacement in Exhibit 4.4D).</p>	<p>Less than Significant</p>
<p>BIO/mm-46 - To replace the 0.46 acre of Conservation Area 2 (coast live oak woodland) that would be removed by the construction of the Alternative 1 “north side” road, the Airport shall designate 0.46 acre of existing coast live oak woodland as open space on the ALP and manage the resource per the guidelines of the HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 2 boundaries and extend the conservation area invasive species management for an additional two years. The 0.46 acre to be designated as open space is located at the northwest corner of the airport property near the existing detention basin (refer to Conservation Area 2 Replacement in Exhibit 4.4D).</p>		

Construction and Long-Term Project Impacts

<p>Impact BIO-43: A proposed perimeter fence upgrade under Alternative 1 could directly impact the existing RSA Project Conservation Area 1, Conservation Area 2, and/or Conservation Area 1 Replacement areas and is considered a Potentially Significant impact.</p>	<p>BIO/mm-47 - To avoid direct impacts to the conservation areas on the airport property, the Project Sponsor shall design the upgraded perimeter fence alignment to avoid the conservation areas. If full avoidance of the conservation areas is not feasible, the Project Sponsor shall replace on a 1:1 basis all portions of the affected conservation area(s) that will fall within the upgraded perimeter fence. The replacement conservation areas shall support the same vegetative community type as the affected conservation area. Replacement conservation areas should be located on the airport property, if feasible. If establishing a replacement conservation area on the airport property is not feasible, the Project Sponsor may establish a replacement conservation area offsite, provided the replacement conservation area supports the same vegetative community type as the affected conservation area.</p>	<p>Less than Significant</p>
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Cumulative Impacts

<p>Yadon’s piperia, sandmat manzanita, Monterey spineflower, coast live oak, and Monterey pine experience loss and ongoing pressure from cumulative development including, loss of habitat and habitat fragmentation, erosion/sedimentation, manmade intrusions such as light, noise and overall activity, and the introduction of nonnative invasive species.</p>	<p>See BIO/mm above for Impacts BIO-1, BIO-2, BIO-11 through BIO-26, BIO-30 through BIO-35, and BIO-38 through Bio-43 BIO-47 above.</p>	<p>Potentially Significant and Unavoidable</p>
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TABLE ES-5 (Continued)		
CULTURAL RESOURCES		
Threshold 4.5-2 - Cause a substantial adverse change in the significance of an archaeological resource as defined in State CEQA Guidelines, Section 15064.5		
<p>Impact CUL-1: Unknown archaeological resources could be adversely impacted by proposed construction and/or operation under Alternative 1 for both short and long-term projects.</p>	<p>CUL/mm-1 - Prior to project implementation, a qualified archaeologist shall conduct a cultural resource awareness training for all construction personnel, which shall include the following:</p> <ul style="list-style-type: none"> • Review the types of prehistoric and historic resources that may be uncovered; • Provide examples of common prehistoric and historic archaeological artifacts to examine; • Review what makes an archaeological resource significant to archaeologists and local Native Americans; • Describe procedures for notifying involved or interested parties in case of a new discovery; • Describe reporting requirements and responsibilities of construction personnel; • Review procedures that shall be used to record, evaluate, and mitigate new discoveries; and • Describe procedures that would be followed in the case of discovery of disturbed as well as intact human burials and burial-associated artifacts. <p>CUL/mm-2 - In the event that cultural resources are exposed during project implementation, work shall stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards shall be retained to evaluate the find and recommend relevant mitigation measures.</p> <p>CUL/mm-3 - In areas of dense vegetation that have not been subject to extensive prior disturbance, an archaeological monitoring plan shall be developed prior to project implementation (Exhibit 4.5E). The archaeological monitoring plan shall include (but not be limited to) the following (see also Section 4.17.6):</p> <ul style="list-style-type: none"> • A list of personnel involved in the monitoring activities; • Description of how the monitoring shall occur; • Description of frequency of monitoring (e.g., full time, part time, spot checking); • Description of what resources are expected to be encountered; • Description of circumstances that would result in the halting of work at the project site; • Description of procedures for halting work on the site and notification procedures; • Description of monitoring reporting procedures; and • Provide specific, detailed protocols for what to do in the event of the discovery of human remains 	<p>Less than Significant</p>
Cumulative Impacts		
<p>Impacts could occur to unknown cultural resources or human remains.</p>	<p>See CUL/mm-1 through CUL/mm-3 above for Impact CUL-1.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
GEOLOGY AND SOILS		
Threshold 4.7-2 – Result in substantial soil erosion or the loss of topsoil		
<p>Impact GEO-1: Alternative 1 could cause substantial soil erosion, including a loss of topsoil.</p>	<p>GEO/mm-1 - Final manufactured slopes shall not exceed the geotechnical investigation recommendations provided per GEO/mm-2 and all exposed surfaces shall be vegetated or otherwise protected from erosion as recommended in a site/project-specific erosion control plan.</p> <p>For projects disturbing one acre or more, a SWPPP shall be prepared subject to approval by the Central Coast Regional Water Quality Control Board (see also GEO/rr-5). The erosion control plan or SWPPP shall include BMPs, as well as measures to address site/project-specific concerns. At a minimum, all slopes shall be vegetated by hydroseeding or other landscape ground cover.</p> <p>GEO/rr-5 - Individual projects that have a potential for one acre or more of ground disturbance are required to obtain NPDES coverage under the state’s Construction General Permit Order 2009-2009-DWQ (Construction General Permit) and incorporate BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP.</p>	<p>Less than Significant</p>
Threshold 4.7-3 – Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse		
<p>Impact GEO-2: Alternative 1 could expose persons and structures to unacceptable factors of safety with respect to static slope movement and other slope instability issues due to the presence of geologic and soil instability hazards present at locations of proposed short-term projects.</p>	<p>GEO/mm-2 - Prior to submittal on the building plans and calculations for any buildings, including parking structures, to the appropriate reviewing engineer or Building Department for plan check review, a qualified geotechnical consultant shall prepare a design-level geotechnical investigation report performed in accordance with the current California Building Code, and related Code requirements, which are in effect at the time the project is being designed (see also GEO/rr-1). The investigation shall include field exploration, laboratory testing, engineering analysis and geotechnical recommendations for earthwork and foundations. The project plans and calculations shall incorporate the geotechnical recommendations from the geotechnical consultant.</p> <p>GEO/mm-3 - Prior to plan check approval, the geotechnical consultant shall perform a geotechnical review of the project plans and specifications to confirm the geotechnical recommendations have been incorporated into the project construction documents. A plan review letter from the geotechnical consultant shall be submitted to the reviewing engineer or Building Department for review and approval.</p> <p>GEO/mm-4 - The geotechnical consultant shall be retained to perform geotechnical observation and testing for the project during construction. At the completion of construction and at intervals specified by the reviewing engineer or Building Department, the geotechnical consultant shall prepare summary letters documenting that the soil conditions encountered were compatible with the proposed foundation, slab-on-grades for the parking structures, and other buildings and that the geotechnical recommendations have been implemented by the contractor as required in the project plans and specifications.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
	<p>GEO/rr-1 - Chapter 18, Soils and Foundations, of the CBSC requires that geotechnical evaluation be conducted that include, among other requirements, a record of the soil profile, evaluation of active faults in the area, and recommendations for foundation type and design criteria that address issues as applicable such as (but not limited to) bearing capacity of soils, provision to address expansive soils and liquefaction, settlement and varying soil strength.</p> <p>GEO/rr-2 - The Seismic Hazards Mapping Act, along with related standards in the Seismic Hazards Mapping Regulations (CCR, Title 14, Division 2, Chapter 8, Article 10, Section 3270 et seq.), directs local governments to require the completion and review of appropriate geotechnical studies prior to approving development projects.</p> <p>GEO/rr-3 - For those project components located within the City of Monterey, the following Safety Element policy is applicable:</p> <p style="padding-left: 40px;">Policy a2. Engineering and geologic investigations should be undertaken for proposed projects within high and moderate seismic hazard zones before approval is given by the City. The entire City is currently within seismic hazard zone IV and these studies are required for almost all new construction except for very minor additions.</p> <p>GEO/rr-4 - In accordance with California law, project design and construction would be required to comply with provisions of the CBSC. The MPAD Board has adopted all applicable building codes per MPAD Ordinance No. 921.</p>	
GREENHOUSE GAS EMISSIONS		
Threshold 4.8-1 - Result in a net increase in GHG emissions by 2035 compared to existing 2015 conditions		
<p>Impact GHG-2: Since projected future GHG emissions associated with Alternative 1 would increase above estimated 2015 levels, impacts of Alternative 1 related to GHG emissions are Potentially Significant under Threshold 4.8-1.</p>	<p>GHG/mm-1 - The following measures for construction vehicles and/or equipment shall be implemented:</p> <ol style="list-style-type: none"> 1. All off-road, diesel-powered construction equipment greater than 50 horsepower shall be equipped with U.S. EPA Tier 3 (or greater) engines; 2. Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than three minutes; 3. All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off-Road Online Reporting System; 4. The contractor shall use “clean air” alternate fuel vehicles when available; 5. The contractor shall reduce electrical generator usage wherever possible; and 6. The contractor shall use an MBARD-approved low carbon fuel for construction equipment when available. 	<p>Significant and Unavoidable</p>

TABLE ES-5 (Continued)		
	<p>GHG/mm-2 - The following measures for construction administration shall be implemented:</p> <ol style="list-style-type: none"> 1. The contractor shall encourage carpools for construction worker commutes; and 2. The contractor shall reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and demonstrating the efficiency of heating and cooling units. <p>GHG/mm-3 - The Airport shall provide language in future tenant lease agreements to require the use of high-efficiency equipment, including EnergyStar certified appliances and LED or equivalent interior and exterior lighting, where applicable.</p> <p>GHG/mm-4 - The Airport shall continue to provide and maintain electric vehicle (EV) charging stations in the relocated commercial terminal parking lot. <u>The Airport will provide a minimum of 20 EV charging stations in the new parking lots for use by both airport employees and travelers, subject to availability of existing or future air quality funding options described by MBARD.</u></p> <p>GHG/mm-5 - In coordination with Monterey-Salinas Transit, the public transit agency serving Monterey County, the Airport will provide a transit bus stop to serve the relocated commercial terminal. <u>The Airport will also provide contact information for MBARD funding programs to existing and future motel/hotel shuttle providers regarding the conversion of motel/hotel fleets to hybrid or electric shuttles.</u></p>	
Cumulative Impacts		
Additional GHG emissions would be generated.	See GHG/mm-1 through GHG/mm-3 above for Impact GHG-1. See also TR/mm-9 and TR/mm-10 below under Impact TR-6 and TR-7, respectively.	Potentially Significant and Unavoidable
HAZARDS AND HAZARDOUS MATERIALS		
Threshold 4.9-1 - Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials		
Impact HAZ-1: Since the construction of Alternative 1 proposed projects would require ground disturbance, there is a possibility that unknown hazardous sites or materials could be disturbed. This is a Potentially Significant impact per Threshold 4.9-1.	HAZ/mm-1 - Phase 1 (site inspection) and, if recommended based on the results of the Phase 1 report, Phase 2 (sampling and/or modeling) environmental site assessments shall be performed prior to construction for all ground disturbance activities for Alternative 1 projects. Recommendations regarding the need to remediate any contaminants shall be implemented, as necessary.	Less than Significant
Threshold 4.9-4 - For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area		
Impact HAZ-2: Proposed long-term non-aeronautical projects on the southern 3.6-acre parcel within proposed Safety Zone 5 could allow for a greater concentration of people than what is recommended in the Handbook (2011).	HAZ/mm-2 - The northern part of the 3.6-acre southern parcel within Safety Zone 5 shall remain as undeveloped open space.	Less than Significant

TABLE ES-5 (Continued)		
<p>Impact HAZ-3: Proposed long-term non-aeronautical projects in the 4.3-acre area within proposed Safety Zone 3 on the north side of the Airport could allow for a greater concentration of people than what is recommended in the Handbook (2011).</p>	<p>HAZ/mm-3 - Proposed non-aeronautical projects in the 4.3-acre area on the north side of the Airport within Safety Zone 3 shall not exceed the non-residential intensity maximums described in the 2011 Handbook for Safety Zone 3.</p>	<p>Less than Significant</p>
<p>Impact HAZ-4: Proposed long-term non-aeronautical projects in two areas on the north side (approximately 5.5 acres and approximately 3.5 acres) within proposed Safety Zone 2 could exceed the nonresidential intensities specified by the Handbook (2011).</p>	<p>HAZ/mm-4 - The 9.0 acres of land in the north side within Safety Zone 2 shall only be developed with light industrial uses and/or be preserved as open space consistent with the recommendations described in the 2011 Handbook for Safety Zone 2.</p>	<p>Less than Significant</p>
<p>Additional Regulatory Requirements</p>		
	<p><u>HAZ/rr-1 - All fuel operators at the Airport shall be required to follow the Airport's Hazardous Materials Business Response Plan (2017). In addition, individual businesses shall be required to register all hazardous materials with the U.S. EPA as well as state and local regulatory agencies.</u></p> <p><u>HAZ/rr-2 - MBARD Rule 424 (NESHAP) shall be implemented, as applicable, to the demolition of the ARFF building and commercial terminal building, as well as the northwest industrial area and some hangars. Rule 424 contains the investigation and reporting requirements for asbestos as well as rules regarding HAPs.</u></p> <p><u>HAZ/rr-3 - Any fuel spill that occurs at the proposed fuel farm shall be subject to the regulations and policies of the Airport's Hazardous Materials Business Response Plan and the Airport's current SPCC plan. Any future proposed development and tenants shall be required to comply with all applicable regulatory requirements regarding spills of hazardous materials both by law and by the terms of their lease with the Airport. In addition, physical modifications to the fueling facilities may require a technical amendment to a SPCC plan. Said amendment, if necessary, shall be prepared in compliance with the requirements of the U.S. EPA as provided for in CFR, Title 40, Section 112.</u></p> <p><u>HAZ/rr-4 - Contractors shall be held responsible for reporting any discharges of hazardous materials or other substances; BMPs shall be used and required NPDES General Construction Permits shall enforced.</u></p> <p><u>HAZ/rr-5: Any future proposed projects and tenants shall be required to comply with all applicable regulatory requirements regarding use of hazardous materials both by law and by the terms of their lease with the Airport.</u></p> <p><u>HAZ/rr-6 - A construction safety and phasing plan (CSPP) and safety plan compliance document (SPCD) shall be developed for each on-airfield construction project to ensure the safety of all construction workers and airport users. The Airport is required by FAA to adhere to these construction safety regulations, and, thus, these requirements shall be implemented prior to and during construction of all projects associated with the Proposed Project and Alternative 1.</u></p>	

TABLE ES-5 (Continued)

	<p><u>HAZ/rr-7 - The Airport’s emergency response/contingency plan shall be updated to ensure that the new routes available for emergency response, as well as the new airfield and landside development, are accurately reflected in the Airport’s emergency response procedures.</u></p> <p><u>HAZ/rr-8 - Prior to the start of demolition or construction at the facilities, an asbestos abatement work plan shall be prepared in compliance with federal, state, and local regulations for any necessary removal and disposal of such materials (including, but not limited to, CFR Title 40, Part 61, Subpart M and CCR, Title 8, Section 1529) and shall include:</u></p> <ol style="list-style-type: none"> <u>1. Demolition plans and specifications for incorporating any necessary abatement measures for the removal of materials containing asbestos or assumed to contain asbestos in compliance with federal, state, and local regulations;</u> <u>2. A licensed Cal/OSHA contractor, certified by the Contractors State License Board (CSLB) and registered with Cal/OSHA, shall perform all “asbestos-related work” that disturbs asbestos-containing materials or asbestos-containing construction materials at the facilities;</u> <u>3. All persons who may come into contact with any asbestos-containing material during demolition, construction, and maintenance at the facilities shall be notified in writing to avoid removal or disturbance of the asbestos-containing material;</u> <u>4. Any suspect material not identified but assumed to contain asbestos disturbed during the course of demolition shall require a cease work order and examination by a California Department of Industrial Relations Division of Occupational Safety and Health certified asbestos consultant;</u> <u>5. All known asbestos containing material or asbestos-containing construction material, to the extent that the asbestos-containing material or asbestos-containing construction material becomes friable, must be removed prior to demolition; and</u> <u>6. Asbestos-containing waste material that is generated during demolition at the facilities shall be properly handled and disposed of in compliance with applicable federal, state, and local regulations.</u> <p><u>HAZ/rr-9 - Prior to the start of any construction/demolition at the facilities, a lead-based paint/lead containing paint abatement work practice plan shall be prepared in compliance with federal, state, and local regulations (including, but not limited to CCR, Title 17, Sections 37000-37100) for any necessary removal and disposal of such materials. This plan must include the following (CCR, Title 8, Section 1532.1[e], Lead - Methods of Compliance):</u></p>	
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TABLE ES-5 (Continued)

	<p><u>1. Protective work clothing and equipment;</u></p> <p><u>2. Housekeeping practices;</u></p> <p><u>3. Hygiene facilities, practices, and regulated areas; and</u></p> <p><u>4. Applicable good work practices</u></p> <p><u>HAZ/rr-10 - All transportation of hazardous materials at the facilities is regulated at the federal and state levels and requires compliance with all federal, state, and local regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of materials, after transport to the Airport, is minimal. All hazardous materials shall be handled in full compliance with applicable requirements, and the necessary permits maintained by the Airport. Carriers responsible for the transportation of hazardous materials are required to have a hazardous materials transportation license, issued by the California Highway Patrol (CHP). All fuel deliveries from suppliers within California will comply with all applicable requirements of the CHP's biennial inspection of terminals (BIT) program.</u></p>	
<p>HYDROLOGY AND WATER QUALITY</p>		
<p>Threshold 4.10-2 - Substantially deplete groundwater supplies or substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table</p>		
<p>Impact HYD-1: Proposed long-term projects under Alternative 1 could use an increase of approximately 1.18 AF per year of groundwater (worst case). As this amount of water use exceeds the Airport's existing groundwater entitlement, significant adverse impacts on groundwater supplies could occur if future development were to proceed as described.</p>	<p>HYD/mm-1 - Proposed long-term projects shall not proceed without a guaranteed water source that has been approved by the MPWMD and that shows that adverse groundwater impacts to constrained basins would not occur. Securing such a water source would involve mitigation recommended in the Utilities section of this EIR (UTIL/mm-1 through UTIL/mm-3).</p> <p>HYD/rr-4 - MPWMD is charged with allocating water within the Monterey Peninsula region, permitting the use of water credits for each jurisdiction/district, and regulating some aspects of water production and distribution by private purveyors (i.e., CalAm). One of the responsibilities of MPWMD is to balance water supply and demand through the MPWMD Water Allocation Program and to carefully track how much of the allotted water has been used by member jurisdictions. MPWMD evaluates a project's water demand and issues a water permit for the project as depicted on the final construction plans.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
	<u>Additional Regulatory Requirements</u>	
	<p><u>HYD/rr-1 - Individual projects that have a potential for one acre or more of ground disturbance are required to obtain NPDES coverage under the state's Construction General Permit Order 2009-2009-DWQ (Construction General Permit). Permit conditions typically related to use of the NPDES Construction General Permit include BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP.</u></p> <p><u>HYD/rr-2 - The installation of new impervious surface requires a SWMP per Resolution R3-2013-0032 of the Central Coast RWQCB to prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data, which for Monterey is 0.82 inches and is encompassed by the five-year storm event. Compliance must be achieved by optimizing infiltration with retention of the remaining volume achieved via storage, rainwater harvesting, and/or evapotranspiration.</u></p> <p><u>HYD/rr-3 - The Airport operates under an Industrial General Stormwater Permit (Order NPDES No. CAS000001), which requires it to: (1) eliminate unauthorized non-stormwater discharge; (2) develop and implement a SWPPP; and (3) monitor stormwater discharge to ensure that state water quality standards are being maintained in accordance with the Airport's approved SWPPP.</u></p>	
Cumulative Impacts		
Impacts to groundwater quality and demand could occur.	See HDY/mm-1 and <u>HYD/rr-1 through HYD/rr-4</u> HYD/rr-4 above under Impact HYD-1.	Less than Significant
LAND USE AND PLANNING		
Threshold 4.11-3 - Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for avoiding or mitigating an environmental effect		
Impact LU-1: Alternative 1 is inconsistent with City of Del Rey Oaks Policy C-3 and Policy C-13 of its general plan related to traffic impacts of the Proposed Project and Alternative 1. The Airport will participate in its fair share of mitigation for impacted intersection of bicycle route improvements, to the extent possible and consistent with FAA regulations and requirements relating to the use of airport revenue. However, since proposed traffic mitigation measures may not be feasible, these policy inconsistencies are considered Potentially Significant per Threshold 4.11.5.3.	None available	Potentially Significant and Unavoidable

TABLE ES-5 (Continued)		
<p>Impact LU-2: Alternative 1 is inconsistent with City of Del Rey Oaks Policy C-17 of its general plan related to the proposed “north side” road. Until such time that a general plan amendment is approved, this policy inconsistency is considered Potentially Significant per Threshold 4.11.5.3.</p>	<p>LU/mm-1 - The Airport shall work with the City of Del Rey Oaks to implement a general plan amendment to the <i>General Plan Update for the City of Del Rey Oaks</i> to remove Policy C-17 to allow the construction of the proposed “north side” road.</p>	<p>Potentially Significant and Unavoidable</p>
<p>Impact LU-3: Alternative 1 is inconsistent with City of Monterey Policy b.4 of its Noise Element, which states, “Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.” Although the potential consistency exists due to federal preemption of the use of airports, this impact is considered Potentially Significant per Threshold 4.11-3.</p>	<p>None available</p>	<p>Significant and Unavoidable</p>
<p>Impact LU-4: Alternative 1 is inconsistent with City of Monterey Goal j, Policy j.2, and Programs j.1.1 and j.2.3 of its Circulation Element, which establish LOS D as an acceptable automobile LOS standard for roadway segments that are not within a multi-modal corridor and require a traffic analysis to determine appropriate mitigation and the funding of a pro-rata share toward improvements.</p>	<p>None available</p>	<p>Potentially Significant and Unavoidable</p>
<p>Impact LU-6: Alternative 1 is inconsistent with CONA Neighborhood Plan Airport Noise Policy 34, which states that the neighborhood is opposed to the use of neighborhood residential streets by automobile and truck traffic going to and from the Airport and businesses on the Airport property as Airport Road would remain in use for existing or replacement airport land uses located west of Gate V22. This inconsistency is considered Potentially Significant per Threshold 4.11-3. However, it is important to understand in the context of this inconsistency determination that CONA neighborhood roads are public roads and must allow public usage within the established regulations and codes.</p>	<p>None available</p>	<p>Significant and Unavoidable</p>
<p>Impact LU-7: Based on the Airport’s operational growth forecasts for 2025 and 2035, inconsistencies would occur with CONA Neighborhood Plan Noise Goals 2, 3 and 4 per Threshold 4.11-3. The Airport’s future 65 CNEL noise contours could impact the exterior noise levels of one additional residence by 2025 and four additional residences by 2035 within the CONA neighborhood (see Exhibits 4.12A - 4.12C). (These units have already been sound insulated to provide acceptable interior noise levels.) This is a Potentially Significant impact of Alternative 1.</p>	<p>None available</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-5 (Continued)		
Impact LU-8: Similar to the existing condition, Alternative 1 is not consistent with the current CLUP. Therefore, impacts related to consistency with the CLUP are Potentially Significant per Threshold 4.11-3.	LU/mm-2 - Per state law (PUC, Section 21676[c]), the MPAD shall refer the Proposed AMP to the county ALUC. The ALUC is required to modify the CLUP to maintain consistency with the Proposed AMP.	Significant and Unavoidable
Additional Regulatory Requirements		
	<u>LU/rr-1- Buildings proposed under either the Proposed Project or Alternative 1 that are in proximity to the Part 77 transitional surface associated with the Runway 10R-28L centerline shall be reviewed by FAA through its OE/AAA program review. If approved, the buildings would receive "Form 7460" clearances.</u>	
Cumulative Impacts		
Policy inconsistencies with the cities of Del Rey Oaks and Monterey regarding traffic levels of service and non-vehicular modes of transportation	See CUM TR/mm-10 through CUM TR/mm-13 below under Impact TR-2 and Impact TR-7.	Potentially Significant and Unavoidable
Policy inconsistencies with the City of Monterey and CONA regarding restricting future aircraft growth	None available due to federal preemption of airports	Potentially Significant and Unavoidable
AIRCRAFT NOISE		
Impact Criteria 4.10-1: Increase noise levels at noise-sensitive land uses to 65 CNEL or above as compared to the existing condition? (Thresholds 4.12.1-1 and 4.12.5-5)		
Impact NOI-1: Future 2025 noise contours based on operational forecasts prepared for the Proposed AMP identify one additional residence within the 65-70 CNEL noise contour from existing (2015) conditions to 2025 conditions. This residence has been sound attenuated but the exterior noise impacts would be Potentially Significant per Thresholds 4.12.1-1 and 4.12.1-5.	None available	Significant and Unavoidable
Impact NOI-2: Future 2035 noise contours based on operational forecasts prepared for the Proposed AMP identify four additional residences within the 65-70 CNEL noise contour from existing (2015) conditions to 2035 conditions. These residences have been sound attenuated but the exterior noise impacts would be Potentially Significant per Thresholds 4.12.1-1 and 4.12.1-5.	None available	Significant and Unavoidable
Impact NOI-3: Proposed long-term projects on the north side of the Airport under Alternative 1 could expose people working at the Airport to excessive noise levels if commercial offices are located within the existing or future 65 CNEL and adequate interior noise insulation is not incorporated into building design. Potential noise impacts would be Potentially Significant per Thresholds 4.12.1-1 and 4.12.1-5.	NOI/mm-1 - An interior acoustical noise study shall be required for any future commercial offices located within the existing or future 65 CNEL and recommended measures incorporated to ensure that the interior building noise levels remain 45 dB or less. This mitigation is consistent with the conditions provided for in the CLUP.	Less than Significant

TABLE ES-5 (Continued)		
Cumulative Impacts		
See Impact NOI-2 above. Exterior noise levels that would be above the acceptable noise standards for four residences by 2035 based on anticipated increases in aircraft operations	None available	Potentially Significant and Unavoidable
LAND-BASED NOISE		
Threshold 4.12.1-4 - Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies)		
Impact NOI-4: Some construction activities (Phase 2 of proposed short-term projects) under Alternative 1 are expected to occur during nighttime hours when nearby residents would be more sensitive to noise. With at least some of the expected construction activity occurring during nighttime hours, construction operations are considered a Potentially Significant temporary noise impact.	<p>NOI/mm-2 - To address potential impacts of nighttime noise-generating construction activities, the following mitigation measures shall be incorporated into the short-term projects:</p> <ol style="list-style-type: none"> 1. For construction activity occurring within approximately 500 feet of residences, portable noise barriers shall be installed near nighttime construction areas. The locations of the barriers should break the line-of-sight from the construction area(s) to any residential locations visible from the construction area. This may include erection of temporary plywood barriers to create a break in the line-of-sight, or erection of a tent employing sound blanket walls around the stationary noise source(s). 2. Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5-minute limit is required by the state airborne toxics control measure (CCR, Title 13, Sections 2449(d)(3) and 2485); 3. Adjacent property owners shall be notified of the construction schedule. 4. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. 5. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. <p>NOI/mm-3 - Proposed north side project component daytime construction activity shall comply with the City of Del Rey Oaks’ noise ordinance of 7:00 AM to 7:00 PM.</p>	Less than Significant
	Additional Regulatory Requirements	
	<u>NOI/rr-1 - Proposed projects on the south side along Highway 68 within the City of Monterey jurisdiction would be required to comply with the City of Monterey policies and ordinances regarding construction noise.</u>	

TABLE ES-5 (Continued)		
TRANSPORTATION/TRAFFIC		
Threshold 4.16-1 - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit		
<p>Impact TR-4: Based on the Caltrans impact criteria, the addition of a single project trip at an intersection that is operating deficiently can be considered an impact. Thus, Alternative 1 would have a Potentially Significant impact at the following intersections that are operating deficiently under existing conditions in the short term per Threshold 4.16-1:</p> <ul style="list-style-type: none"> - #6: Del Monte Boulevard/Highway 218 (four PM peak hour trips) - #7: Highway 218/N. Fremont Boulevard (four PM peak hour trips) 	<p>TR/mm-7 - Intersection #6: Del Monte Boulevard / Highway 218 – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, add a second northbound Del Monte Boulevard left turn lane.</p> <p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Further, proposed Mitigation Measure TR/mm-7 is not considered feasible because the FAA may not authorize the use of any FAA grant funds or Airport revenue to be used to construct or fund any off-Airport improvements or mitigation measure.</i></p> <p>TR/mm-8 - Intersection # 7: Highway 218 / Fremont Boulevard – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, add a second northbound Highway 218 left turn lane.</p> <p><i>Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured.</i></p> <p><i>Further, proposed Mitigation Measure TR/mm-8 is not considered feasible because the FAA may not authorize the use of any FAA grant funds or Airport revenue to be used to construct or fund any off-Airport improvements or mitigation measure.</i></p>	<p>Significant and Unavoidable</p>

TABLE ES-5 (Continued)		
<p>Impact TR-5: Alternative 1 long-term projects would generate additional project-related vehicular trips that would impact existing and future congested intersections and Highway 68 segments within the project study area. Alternative 1 long-term traffic impacts are considered Potentially Significant per Threshold 4.16-1.</p>	<p>CUM TR/mm-10 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of Alternative 1, the following improvements to Intersection #6: Del Monte Boulevard/Highway 218 shall be in place:</p> <ol style="list-style-type: none"> 1. Add 2nd Northbound Del Monte Blvd Left-Turn Lane; 2. Add Northbound Del Monte Blvd Right-Turn Overlap Phasing; and 3. Add Southbound Del Monte Blvd Right-Turn Overlap Phasing <p><i>Proposed CUM TR/mm-10 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-11 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of Alternative 1, the following improvement to Intersection #7: Highway 218/Fremont Boulevard shall be in place:</p> <ol style="list-style-type: none"> 1. Add 2nd Northbound Del Monte Blvd Left-Turn Lane <p><i>Proposed CUM TR/mm-11 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-12 - Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of Alternative 1, the following improvements to Intersection #9: Highway 218/Del Rey Gardens Drive shall be in place:</p> <ol style="list-style-type: none"> 1. Signalize Intersection; 2. Add 2nd Northbound Highway 218 Through Lane; and 3. Add 2nd Southbound Highway 218 Through Lane <p><i>Proposed Mitigation Measure CUM TR/mm-12 is not considered feasible because the mitigation project is within Caltrans' jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.</i></p> <p>CUM TR/mm-13 - Implementing agencies shall evaluate VMT as part of project-specific review and discretionary approval decisions for land use projects consistent with then applicable regulatory requirements under CEQA. Where project-level significant impacts are identified, implementing agencies (including the Airport as applicable) shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit-oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.</p>	<p>Potentially Significant and Unavoidable</p>

TABLE ES-5 (Continued)		
Impact TR-6: Project-related short- and long-term construction trips would be added to intersections and road segments that have been identified as operating deficiently during the peak commute hours under existing conditions or are anticipated to operate deficiently under future conditions. As a result, Alternative 1 construction traffic impacts would be Potentially Significant, albeit temporary, per Threshold 4.16-1.	TR/mm-9 - Offsite truck hauling operations for either short- or long-term construction projects shall not occur during the hours of 7:00 AM through 9:00 AM or 4:00 PM through 6:00 PM, Monday through Friday, to avoid peak hour traffic conditions.	Less than Significant
Threshold 4.16-5: Increase VMT when compared to existing conditions within Monterey County due to proposed land use development		
Impact TR-7: Since the location and commute patterns of future users of additional hangars and future employees or clients of proposed long-term non-aviation projects are unknown and speculative, impacts of Alternative 1 in terms of VMT are Potentially Significant per Threshold 4.16-5.	TR/mm-10 - Implementing agencies shall evaluate VMT as part of project-specific review and discretionary approval decisions for land use projects under Alternative 1. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit-oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.	Potentially Significant and Unavoidable
Cumulative Impacts		
The level of potential short-term and long-term cumulative development that could occur by 2025 and by 2035, respectively, would require major improvements to the local and regional road network	See CUM TR/mm-10 through CUM TR/mm-13 above under Impact TR-5.	Potentially Significant and Unavoidable
TRIBAL CULTURAL RESOURCES		
Threshold 4.17-1 - Cause a substantial adverse change in the significance of a tribal cultural resource ...		
Impact TRIB-1: Unknown tribal cultural resources could be adversely impacted by proposed construction or operation of proposed short- and long-term projects under Alternative 1.	TRIB/mm-1 - The Airport shall continue to consult with OCEN regarding projects requiring ground-disturbing activities within the project study area. The Airport shall also provide OCEN with copies of cultural resource reports that include tribal cultural resources. In addition, the Airport shall provide OCEN with a copy of the Proposed AMP for review. TRIB/mm-2 - If previously undocumented tribal cultural resources are discovered (e.g., inadvertent discovery), the Airport shall consult with OCEN regarding proper treatment and disposition of the finds. This could include the repatriation of items of cultural patrimony, OCEN participation in the development of treatment plans, use of an approved OCEN Native American monitor, and review of treatment plan documents and reports.	Less than Significant
Cumulative Impacts		
Impacts could occur to unknown tribal cultural resources or human remains.	See CUL/mm-1 through CUL/mm-3 and TRIB/mm-1 through TRIB/mm-32 above for Impact TRIB-1.	Less than Significant

TABLE ES-5 (Continued)		
UTILITIES - WATER SUPPLY AND SERVICE		
Threshold 4.18.1-1 – Have insufficient water supplies available to serve the Proposed Project from existing entitlements and resources or require new or expanded entitlements		
<p>Impact UTIL-1: Future long-term buildout of Alternative 1 could demand water in excess of what the Airport currently has remaining in its allocation.</p>	<p>UTIL/mm-1 - All proposed long-term projects shall reduce water demand in new construction through indoor and outdoor water conservation measures that result in onsite water credits that allow the Airport to stay within its available CalAm entitlements.</p> <p>UTIL/mm-2 - To the extent feasible, the pumping and distribution abilities of the wells in the Old North Side Industrial Area shall be increased to supplement the Airport’s water allocation. Specifically, the existing wells shall be used to provide water for proposed landscaping and biological mitigation located on the north side of the Airport.</p> <p>UTIL/mm-3 - The conditions of the applicable MPWMD permit shall be incorporated into each proposed long-term project requiring an additional permit (see Section 2.9 for public agency approvals required).</p> <p>UTIL/rr-1 - In compliance with SB 610, proposed long-term projects meeting one of the definitions of a project in Water Code, Section 10912(a) shall include a water assessment in conjunction with required future CEQA review.</p> <p>UTIL/rr-2 - In conjunction with the development of the Proposed Project<u>Alternative 1</u>, building plans and site improvement plans shall demonstrate compliance with applicable non-residential mandatory measures in the <i>California Green Building Standards Code</i> (CalGreen).</p> <p>UTIL/rr-3 - In conjunction with the development of the Proposed Project<u>Alternative 1</u>, new or modified water service to the site shall comply with the District’s rules and regulations, including design and construction of connections and water facilities, payments for service, conditions for service, and compliance with its permanent and emergency water conservation programs that outline escalating water restrictions under water supply shortage conditions and other general provisions.</p>	<p>Less than Significant</p>
Cumulative Impacts		
<p>Future water resources within the Monterey Peninsula region have not been secured.</p>	<p>See UTIL/mm-1 through UTIL/mm-3 and and UTIL/rr-1 through UTIL/rr-3 above under Impact UTIL-1.</p>	<p>Less than Significant</p>

TABLE ES-5 (Continued)		
UTILITIES - WASTEWATER (SEWER) SERVICE/TREATMENT		
Threshold 4.18.2-3 – Require an expansion of City of Monterey sewer infrastructure, the construction of which could cause significant environmental effect		
<p>Impact UTIL-2: On the south side of the Airport near the commercial terminal, the Airport’s sewer lines enter the city system at different access points. The city system would need to be further evaluated regarding the demand shift from the western line to the eastern line to identify and address potential localized capacity issues for the short-term projects.</p>	<p>UTIL/mm-4 - The Airport shall initiate coordination with the City of Monterey prior to any development on the north or south sides of the Airport to determine if the Proposed Project<u>Alternative 1</u> would exceed the capacity of the city’s sewer system.</p> <p>UTIL/mm-5 - The Airport shall pay a reasonable “fair share” cost of project impacts pursuant to the City of Monterey’s capital improvement program for any needed sewer upgrades.</p> <p>UTIL/rr-4 - In conjunction with the development of the Proposed Project<u>Alternative 1</u>, building plans and site improvement plans shall show compliance with pertinent regulations related to sewer system connections, installation of on-site facilities for industrial dischargers and food service establishments (e.g., pretreatment equipment, pollution control facilities, spill containment facilities, accidental slug control plans, and monitoring/metering facilities), as well as obtain the necessary discharge permits and comply with the discharge limits, prohibitions, monitoring and reporting, inspection and sampling, and other provisions of the permit.</p>	<p>Less than Significant</p>
<p>Impact UTIL-3: In the long term, projects under Alternative 1 for both the south and north sides of the Airport may exceed the capacity of the available city sewer infrastructure, potentially requiring an upsizing of the city’s sewer lines.</p>	<p>See UTIL/mm-4, UTIL/mm-5, and UTIL/rr-4 above for Impact UTIL-2 above.</p>	<p>Less than Significant</p>
SOLID WASTE DISPOSAL		
Threshold 4.18.3-2 – Comply with federal, state, and local statutes and regulations related to solid waste		
<p>Impact UTIL-4: Demolition of the existing commercial terminal and ARFF buildings, as well as the Old North Side Industrial Area and select hangars, would be likely to require special handling and disposal protocols to ensure the waste is accepted at the appropriate facility.</p>	<p>UTIL/mm-6 - The Airport shall require its contractor to follow all protocols for hazardous waste that could be accepted at the MPL (i.e., non-friable asbestos, non-friable waste, chromium-contaminated soils), including:</p> <ul style="list-style-type: none"> • Receiving pre-approval from MRWMD staff for non-friable asbestos; • Double-wrapping and sealing in six-millimeter plastic, or completely covering the truck bed with a tightly secured tarp to ensure non-friable waste fibers cannot escape; • Completing the Generator Waste Profile manifest form for each shipment; • Scheduling each load at least 72 hours prior to arrival; and <p>Determining the level of STLC testing required to ensure chromium levels are acceptable.</p>	<p>Less than Significant</p>
<u>Additional Regulatory Requirements</u>		
	<p><u>UTIL/rr-5: - All proposed projects at the Airport shall meet the requirements per AB 341 Solid Waste: diversion, which states that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020.</u></p> <p><u>UTIL/rr-6 - All proposed projects at the Airport shall meet the requirements CalGreen (CCR, Title 24, Part 11), which includes mandatory measures for nonresidential development in a variety of categories.</u></p>	

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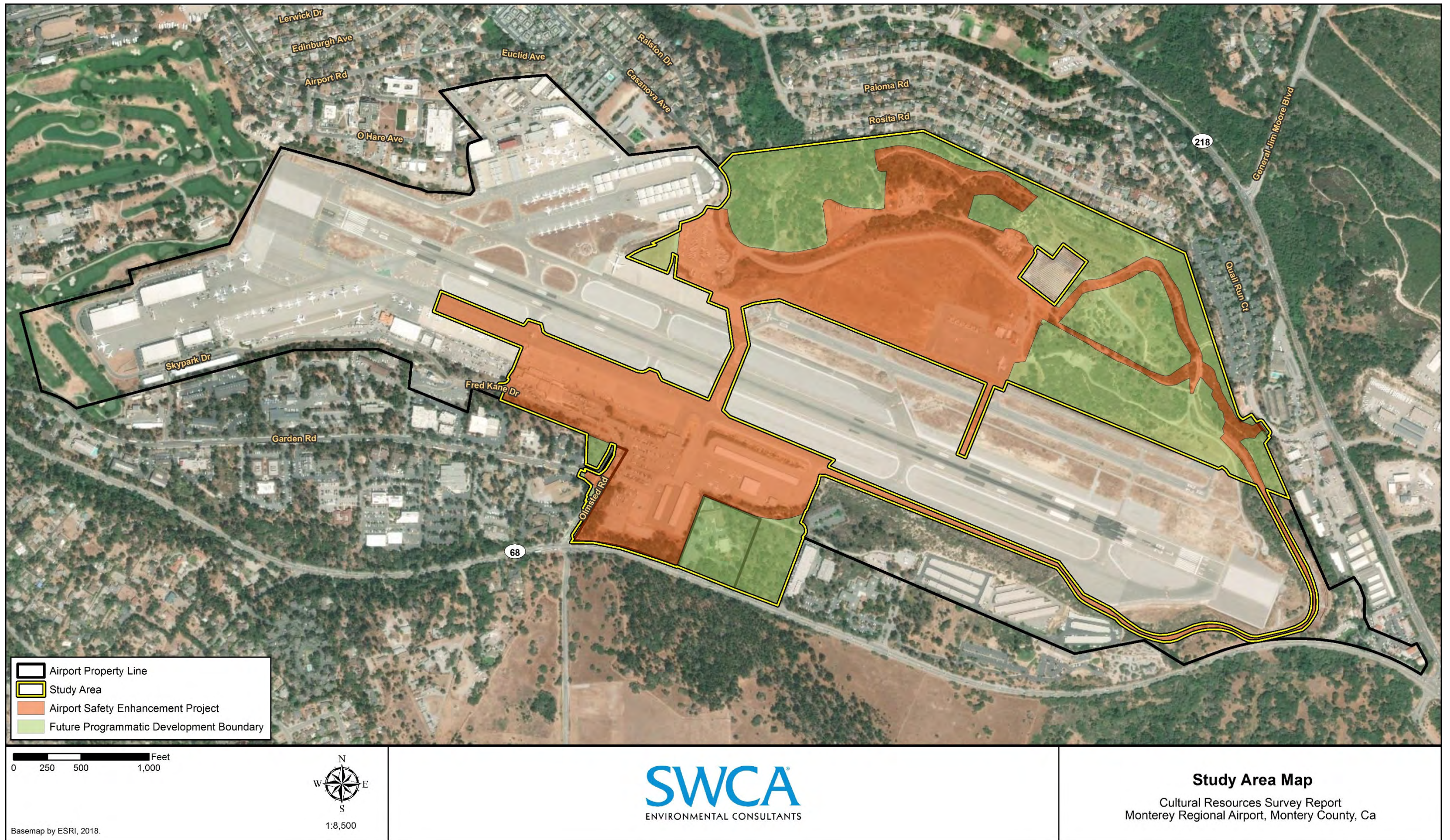


Figure 2. Study area map.

**Project boundary revised.*

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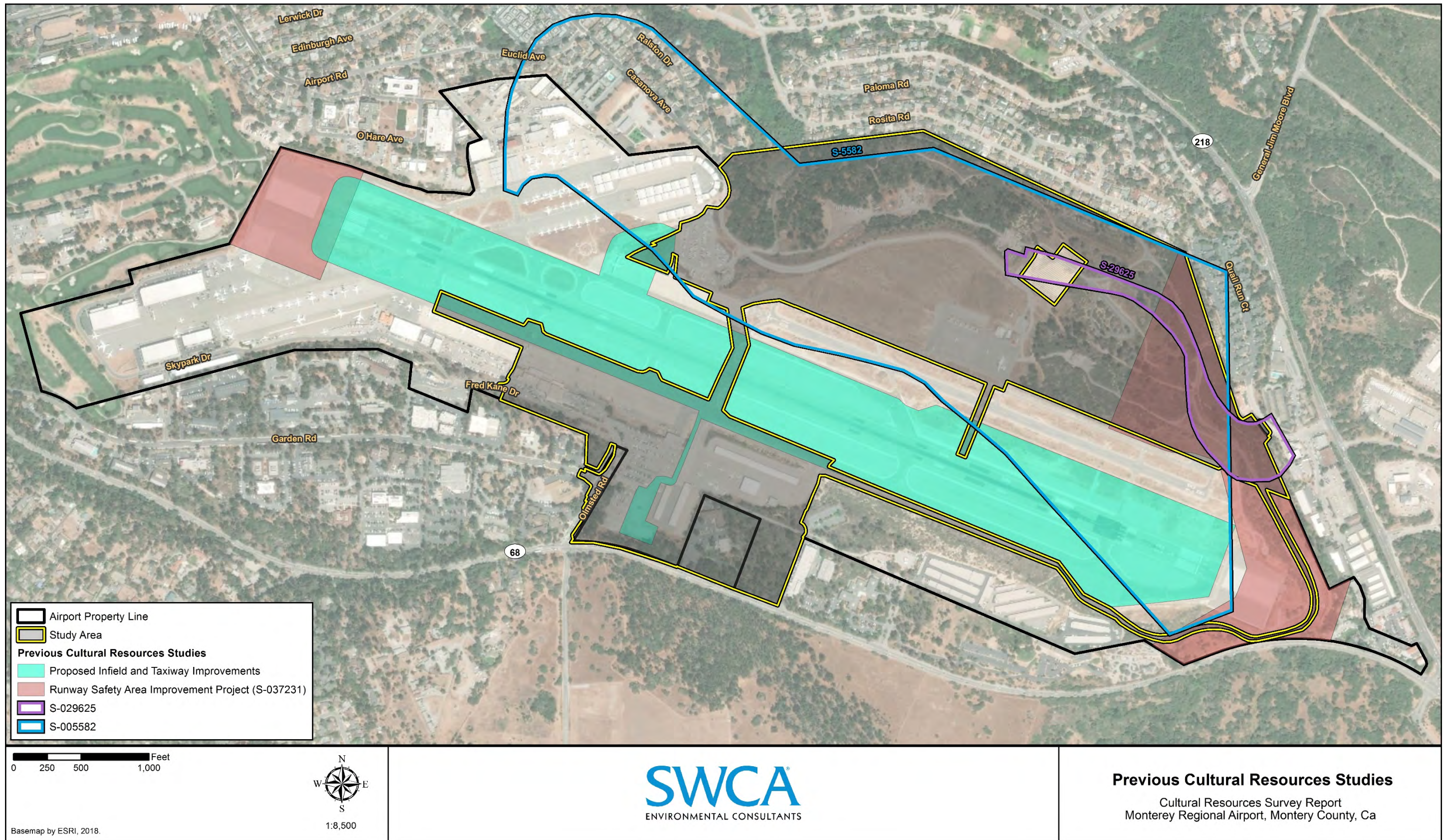


Figure 3. Previous cultural resources studies map.

**Project boundary revised.*

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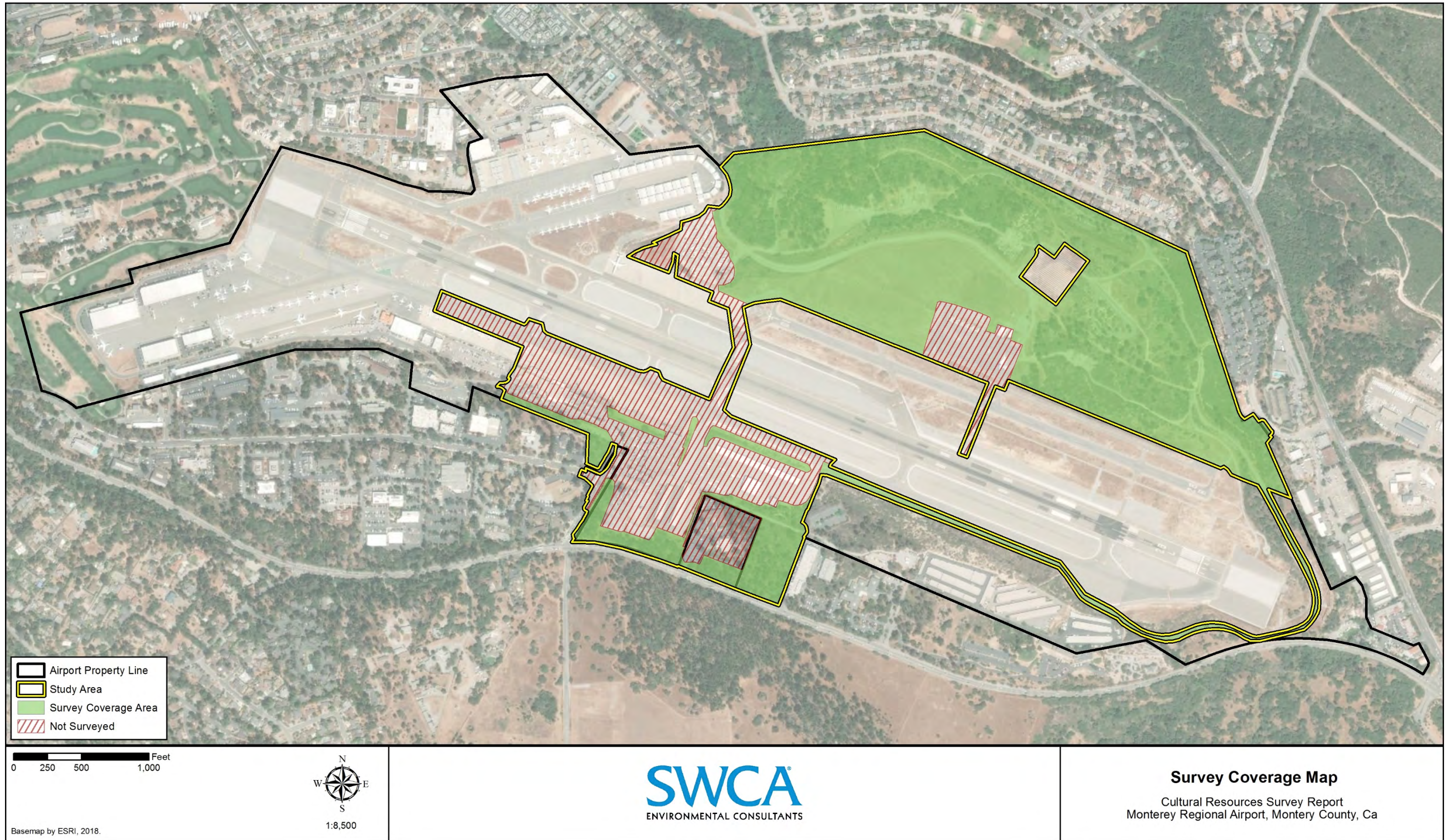


Figure 5. Survey coverage map.

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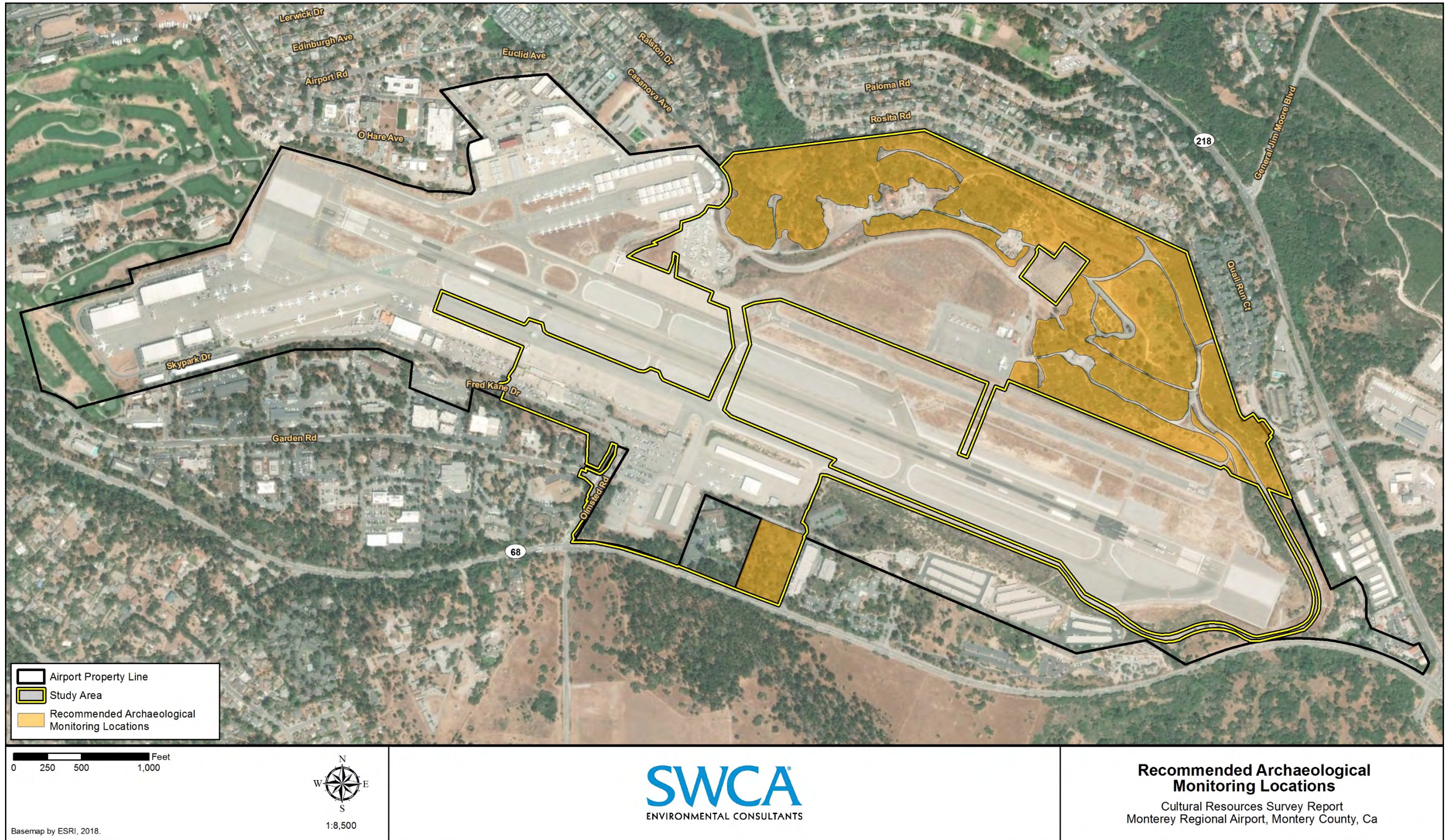


Figure 7. Recommended archaeological monitoring locations.

**Project boundary revised.*

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Figure B-1. Photograph locations map.

*Project boundary revised.

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Chapter Three

COMMENTS AND RESPONSES

Chapter Three

COMMENTS AND RESPONSES

3.1 INTRODUCTION

The Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] #2015121105) public review period for the Airport Master Plan Project began on September 17, 2018 and ended on November 9, 2018. During the public review period, the Monterey Peninsula Airport District (MPAD) received a total of 36 comment letters or emails from state and local agencies, organizations, and individuals on the Draft EIR. An additional four oral comments were received during the public meeting held on October 9, 2018. One additional comment (email) was received after the public review period was closed.

Consistent with Section 15088 of the *State California Environmental Quality Act (CEQA) Guidelines*, the MPAD's responses to comments received are provided below. The comments in each letter are bracketed and numbered. The responses, which are provided following the comment letter, are numbered to match the bracketing on the letter. Comment letters received are categorized by type of agency (federal, state, or local), organizations, or individuals. Within each category, the comment letters are organized in the order received. In addition, a transcript of oral comments received at the public meeting is provided. The responses to comments in the transcripts are also provided in the order received.

A number of comments received during the public review process addressed the same topical issue, i.e., potential impacts associated with future long-term development. To avoid repetitiveness in the responses to these comments, two "Topical Responses" have been prepared to address these common concerns. See Topical Responses below. Where applicable, the individual responses provide references to the appropriate topical response.

The letters and responses are organized in the following manner. In Section 3.2, topical responses are provided to address common questions. In Section 3.3, individual letters are then organized with letters and responses from agencies first, followed by businesses and organizations, and then residents and/or the general public. Following individual comments and letters, a transcript of comments received during the public meeting held on October 9, 2018 are provided. The comment letter received after the close of the CEQA public comment period is then provided. All comments and responses are listed in the order received by group, as previously indicated.

3.2 TOPICAL RESPONSES

Topical Response #1: “Project-specific” analysis versus “programmatic” analysis

The Draft EIR, Section 1.3, page 1-4 states the following: “All Proposed Project components are addressed and analyzed at one of two levels within this EIR:

1) Development projects anticipated to be implemented within the next 10-11 years that have project funding identified, and for which basic project details are available and adequate to analyze the potential environmental impacts, are evaluated at a project-specific level and are considered short-term projects for purposes of this EIR and encompass both short and intermediate-term projects listed in the Proposed AMP for the first 10 years of implementation; and

2) Development projects for which project funding is unknown or for which project details are not known at a sufficient level of detail to be evaluated at a project-specific level are addressed at a more programmatic level of detail (i.e., based on their general land use) and are considered long-term projects for purposes of this EIR. The projects evaluated at the programmatic level may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis.”

Long-term project components are evaluated to determine the maximum build out of the properties given the available acreage, while taking into account any infrastructure necessary to support that potential maximum construction/development envelope. The method used in the environmental analysis evaluates a “worst case” development scenario using the highest traffic and property footprint option combined, as provided by the general land use designation in that area. The analysis does not address the feasibility of those potential land use scenarios as it relates to market availability nor does it provide a cost benefit analysis. This type of analysis would be speculative and is not required at this stage of the environmental review process. If, and when, a development proposal(s) are considered by the Airport District, further analysis will be performed, including environmental review and analysis, to the extent required and as appropriate consistent with the requirements of CEQA.

Both the Proposed Project and Alternative 1 would reserve land for future, long-term, non-aviation development (i.e., non-aeronautical development) in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer, as well areas for future aeronautical development (i.e., hangars). The following buildout assumptions were used in the Draft EIR for purposes of completing a programmatic analysis to provide a “worst-case” evaluation for purposes of CEQA only. These assumptions *do not* represent development proposals for the Airport, or in the case of the Old North Side Industrial Area, redevelopment proposals.

- A vegetated open space buffer would be provided along the north and northeastern airport property line. This buffer would incorporate the proposed habitat conservation areas shown in Exhibit 4.4D of the Draft EIR.

- Future hangar development could include 106 additional hangars north of the airfield, as well as the replacement of two existing conventional hangars and eight box hangars on the northwest ramp with three new hangars. (Draft EIR, Sections 2.6.2.2 and 2.6.2.6, pages 2-37 and -38).
- Redevelopment of the Old North Side Industrial Area “would not be developed with land uses that would increase the amount of traffic in terms of passenger car equivalents over what currently occurs from the area.” (Draft EIR, Section 2.6.2.7, pages 2-41 and 2-42).
- Areas on the northeast side of the airfield not identified for aviation development are reserved for future non-aviation development by the Proposed Project and Alternative 1. The Airport has approximately 92.4 acres of undeveloped land in this area, some of which could accommodate light industrial, office, or flex space,¹ as well as less intense land uses. Preliminary land use and marketing analyses have identified possible site plans for an approximate 25-acre area located between the north side GA area and an existing berm, which include office, light industrial, or flex space in one- or two-story buildings. Access could occur via the proposed “north side” road to Highway 218. Based on the preliminary “worst case” land use analysis, this EIR considers a maximum of 400,000 square feet (sf) of light industrial and 325,000 sf of office development for purposes of analyzing future traffic, air quality, greenhouse gases, and vehicular noise. (Draft EIR, Section 2.6.2.7, page 2-42).
- Two areas of non-aviation development along the planned frontage road to Highway 68 are evaluated (Draft EIR, **Exhibit 2L**). The first is 3.2 acres on the northeastern corner of Highway 68 and Olmsted Road. This area would be accessed by the proposed Highway 68 frontage road. For purposes of the Draft EIR analysis, it was assumed that the area could be developed, based on the applicable City of Monterey zoning,² with a one-story building(s) covering approximately 40 percent of the site (i.e., approximately 1.25 acres). Based on this assumption, approximately 55,000 sf of development (as identified in the City of Monterey zoning code for its I-R, Industrial, Administration, and Research District) could occur. A 100-foot setback from Highway 68 would be required for any buildings consistent with the City of Monterey development criteria for the Highway 68 corridor.

The second area is the 3.6-acre airport parcel located north of Highway 68. Approximately 30 percent of the site (i.e., 1.1 acre) could be developed with a two-story office building(s) based on the applicable City of Monterey zoning. Based on this assumption, approximately 94,000 sf of I-R development could occur. The Airport would place the building(s) on the southerly half of the parcel; the northerly half of the parcel would be left undisturbed, except for construction of the frontage road, to minimize visual impacts and impacts to sensitive plant species. Again, a 100-foot setback from Highway 68 would be required for any buildings consistent with the City of Monterey development criteria for the Highway 68 corridor. (Draft EIR, Section 2.6.2.7, page 2-41).

¹ Flex space refers to industrial space that allows other types of compatible uses.

² The proposed development areas along the north side of Highway 68 were purchased by MPAD after the California legislature established the Airport boundaries and remain under the land use jurisdiction of the City of Monterey. These areas are zoned I-R-130-D2 (Industrial, Administration, Research District – 130,000 sf minimum – Development Control Overlay District) (City of Monterey 2017).

No long-term, site-specific, development plans, land uses, densities, or intensities have been proposed for the long-term project phase, and site-specific development information for the proposed long-term programmatic projects is infeasible and speculative. Further environmental review and analysis will be performed, consistent with the requirements and as appropriate under CEQA, if or when more definitive long-term development plans are proposed.

Topical Response #2: Comparison of the Proposed Project versus Alternative 1

As a result of the analysis in this Draft EIR, Alternative 1 is considered the “environmentally superior” alternative. It includes several short-term project components that are different than the Proposed Project. These modifications have been made in an effort to lessen and reduce the environmental impacts, as well as due to other concerns (Draft EIR, ES 9.0, pages ES-19 and 20). These proposed components of Alternative 1 are listed below along with the rationale for the modifications:

- Relocation of the existing aircraft rescue and firefight (ARFF) building to the north side GA area permanently. The ARFF location identified in the Proposed Project would require that a relocated ARFF building be constructed after the relocated terminal building is operational and the existing terminal building is demolished. This would necessitate the construction of a temporary ARFF building since the existing ARFF building would need to be removed prior to construction of the relocated terminal apron.

It is environmentally preferable, as well as more cost-effective, to construct just one permanent ARFF building rather than constructing first a temporary building and then a permanent building in another location. Operationally, moving the ARFF to the north side would remove its emergency activity away from the commercial terminal and fixed base operator (FBO) areas, which would reduce the amount of congestion on the south side of the airfield. In addition, the ARFF location on the south side (Proposed Project) presents potential penetrations to the transitional Part 77 surface of Runway 10R-28L. The north side location would eliminate this environmental, operational and potential safety impact and concern.

The permanent ARFF location on the north side under Alternative 1 meets FAA standards for response times on a Code of Federal Regulations (CFR), Title, 14, Part 139-certificated airport. Existing water and electric service is available, including a connection to the on-airport solar farm which would reduce the Airport’s off-airport energy requirements.

- Prioritization of a “north side” road. Alternative 1 proposes to construct a “north side” road in the first phase of implementation of the project components, rather than as a separate project component during the second phase of implementation, as provided in the Proposed Project.

The relocation of the ARFF building to the north side of the Airport is an important reason for this proposed change under Alternative 1. If a north side ARFF facility was to respond to a call east of the Airport without a new “north side” road (as is planned under the Proposed Project with a temporary ARFF building), the responding vehicle would have to first travel west on Airport Road to Fremont Street to ultimately reach regional highways, such as Highways 68 or 218, to get back east. The resulting response time would be longer (more than five minutes) than the response

time from the existing ARFF building. Conversely, if a north side ARFF facility was to respond to a call east of the Airport via the proposed “north side” road, response times are estimated to be approximately eight minutes faster than the response time from the existing ARFF building. In addition, the ARFF facility could respond to calls within Del Rey Oaks, through the Airport’s mutual aid agreement, faster than the response time from the existing ARFF location.

- Changes to vehicular parking associated with the relocated commercial terminal complex. During initial terminal complex construction under Alternative 1, an estimated 923 new vehicular parking spaces would replace 602 existing spaces for a net increase of 321 vehicular parking spaces. This would fully meet the anticipated intermediate-term shortfall in commercial terminal parking (248 spaces) and most of the anticipated long-term shortfall (376 spaces).
- Construction of the Highway 68 frontage road as a cul-de-sac road. The loop frontage road in the Proposed Project would be changed to a cul-de-sac frontage road ending in the northeastern corner of the 3.6-acre airport parcel to avoid sensitive plants along the northern and western parts of the loop. The Proposed Project tie-in to the former Talbott property, adjacent to the east near its entrance with Highway 68, would also not be constructed. This avoids impacts to sensitive plants located in the southeastern corner of the Airport parcel and removes the need to alter the former Talbott property’s driveway or entrance to Highway 68.

All other short-term project components, as well as all long-term project components under Alternative 1 are the same as the Proposed Project.

While Alternative 1 would not reduce every Potentially Significant impact to a Less than Significant level, it would reduce several of the Potentially Significant and Unavoidable impacts of the Proposed Project, as discussed below. It would also reduce the amount of mitigation needed for several of the Proposed Project’s biological impacts, where the impact is stated as “Less, but still Potentially Significant.”

Alternative 1 would reduce the Proposed Project’s Potentially Significant and Unavoidable impacts in the following manner:

- **Highway 68 visual impacts** - The scale of the commercial terminal parking garage under the Proposed Project would be bigger than other existing buildings located a similar distance from Highway 68. Additionally, the ability of future landscape plans along the highway to fully screen the proposed structure is not known at this time and remains significant and unavoidable. Under Alternative 1, this proposed parking structure would be converted to a surface parking lot, reducing potential visual impacts to the Highway 68 scenic corridor.
- **Impacts to Yadon’s piperia, a federal endangered plant** - While the Proposed Project would impact as many as 460 individuals in the short term, Alternative 1 would impact 156 individuals; thus, over 300 individuals would be protected.
- **Impacts to Monterey pine trees, a California Native Plant Society (CNPS) Rank 1B.1 plant, and Monterey pine forest, a Sensitive Natural Community** - While the Proposed Project would impact as many as 323 trees and 5.27 acres of forest in the short term, Alternative 1 would impact 305 trees

and 4.54 acres; thus there would be a reduction of 18 trees and 0.73 acres of forest that would be impacted under Alternative 1 when compared to the Proposed Project.

- **Increases in greenhouse gases above 2015 levels** - The Proposed Project would provide approximately 1,271 parking spaces within the proposed relocated commercial terminal complex within two parking garages and four surface level parking lots. This represents a substantial commitment of resources to personal vehicular travel. In contrast, Alternative 1 would provide approximately 923 parking spaces in three surface level parking lots. As California continues to move towards meeting its 2030 and 2050 greenhouse gas (GHG) goals, Alternative 1 allows the Airport to be more flexible in responding to future trends in personal mobility choices.
- **Loss of trees** - The Proposed Project would remove an estimated 404 trees in the southside terminal and Highway 68 frontage road area; Alternative 1 would remove approximately 354 trees in the same area. Thus, Alternative 1 would reduce the potential impact to trees by 50 trees in this area. This not only reduces the amount of GHG created by a loss of carbon sequestration when compared to the Proposed Project, but would also reduce visual impacts along the highway when compared to the Proposed Project.
- **Off-airport emergency response times in the short term (i.e., until a new “north side” road is constructed)** - The Proposed Project would not construct a new “north side” road until Phase 5 of the proposed short-term development, resulting in a decline in off-airport emergency response times until the temporary ARFF building is no longer necessary. Alternative 1 would construct the new “north side” road in Phase 1 (short term) and thus would avoid a short-term decline in emergency response time for off-airport emergencies.
- **Casanova Oak Knoll (CONA) Neighborhood Plan policy inconsistencies** - Alternative 1 proposed to construct a “north side” road in the first phase (short-term) during the implementation of other safety enhancement projects, rather than as a separate project in Phase 5 as planned in the Proposed Project, to remove the need for additional traffic to use Airport Road, even in the short term. This would eliminate policy inconsistencies with the City of Monterey’s CONA Neighborhood Plan regarding traffic and related impacts through the CONA neighborhood (Public Works Policies 15 and 16 and Airport Noise Policy 29 and Program 34b).
- **Project-related peak hour trips to intersections currently operating at unacceptable levels of service** - While the Proposed Project would contribute peak hour trips to five intersections along Highways 68 or 218 currently operating at unacceptable levels of service, Alternative 1 would only contribute peak hour trips to two such intersections.

3.3 INDIVIDUAL COMMENTS AND RESPONSES

A list of the commenters in the order presented in this chapter is as follows:

Comment Identifier	Agency/Organization	Name	Date	Page
A. Agency Comments:				
A1	California Department of Transportation, District 5	Christopher A. Bjornstad, Transportation Planner	October 5, 2018	3A-1
A2	Monterey Regional Waste Management District	David I. Ramirez, P.E., Senior Engineer	October 16, 2018	3A-4
A3	Dept. of the Navy, Naval Support Activity Monterey	Captain Rich A. Wiley, C.O.	October 30, 2018	3A-6
A4	Transportation Agency for Monterey County	Debra L. Hale, Executive Director	November 8, 2018	3A-14
A5	Monterey County Resource Management Agency	Shelley Glennon, Senior Planner	November 9, 2018	3A-16
A6	City of Monterey	Clyde Roberson, Mayor	October 16, 2018; received November 9, 2018	3A-18
A7	City of Del Rey Oaks	Jerry Edelen, Mayor	November 8, 2018; received November 9, 2018	3A-29
A8	Monterey Bay Air Resources District	Hanna Muegge, Air Quality Planner	November 9, 2018	3A-33
B. Business and Organization Comments:				
B1	SR Management	Sky A. Rappoport	September 19, 2018	3B-1
B2	Casanova Oak Knoll Association	Richard Ruccello, President	October 7, 2018	3B-3
B3	Landwatch	Michael DeLapa, Executive Director	October 22, 2018	3B-13
B4	Monterey Jet Center	Matthew Wright, Vice President, General Manager	November 9, 2018	3B-21
B5	Highway 68 Coalition	Mike Weaver, Chair	November 9, 2018	3B-24
C. Residents and General Public Comments:				
C1		Karen Harris	September 18, 2018	3C-1
C2		David Rojas	October 9, 2018	3C-3
C3		Robert Yoha	October 9, 2018	3C-5
C4		Katie Kreeger	October 10, 2018	3C-7
C5		Thomas Craig	October 16, 2018	3C-9
C6		Bob Smith	October 19, 2018	3C-12
C7		Lynne Siqueiros	October 22, 2018	3C-14
C8		Cynthia Hickey	October 23, 2018	3C-16
C9		Gus Leonard	October 26, 2018	3C-20
C10		Kim Shirley	October 26, 2018	3C-24
C11		Veronique Durham	October 28, 2018	3C-27
C12		Carol Kaplan	October 28, 2018	3C-30
C13		Paul Keene	October 28, 2018	3C-33
C14		Patrice Vecchione	October 29, 2018	3C-36
C15		Gerry Orton	October 29, 2018	3C-38
C16		Dennis Allion	October 31, 2018	3C-40
C17		Alison Kerr	October 31, 2018	3C-45
C18		Alice Angell Green	November 1, 2018	3C-48
C19		Miguel Gonzales	November 4, 2018	3C-52
C20		Ronald J. (Jay) Roland, PhD	November 7, 2018	3C-54
C21		Jose Santos, PhD	November 7, 2018	3C-57
C22		Sonia Perchaud	November 7, 2018	3C-61
C23		Elizabeth Stacey, W. P. Marien	November 7, 2018	3C-63
D. Oral Comments:				
D1		Robert Yoha	October 9, 2018	3D-1
D2		Katie Kreeger	October 9, 2018	3D-2
D3		Terry Seeders	October 9, 2018	3D-2
D4		Helaine Tregenza	October 9, 2018	3D-3
E. Late Comment:				
E1		Carla Palmer	November 9, 2018	3E-1

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A. Agency Comments

COMMENT A1

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Serious drought
Help save water!*

October 5, 2018

MON-68-5.57
SCH#2015121105

Chris Morello
Monterey Peninsula Airport District
200 Fred Kane Drive Suite 200
Monterey, CA 93940

Dear Mr. Morello:

COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) – MONTEREY REGIONAL AIRPORT MASTER PLAN, MONTEREY, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Monterey Regional Airport Master Plan. Caltrans offers the following comments in response to the ND:

1. Regarding the traffic impact study's proposal to add a signal at the SR 218 and Del Rey Gardens Drive intersection, Caltrans has not made a decision if that would ultimately be allowed. Further analysis is needed using the Intersection Control Evaluation (ICE) protocols to further this discussion.] 1
2. The Transportation Agency for Monterey County (TAMC) collects development impact fees to help fund transportation projects of regional significance to address project long-range traffic impacts. Caltrans supports payment of the adopted TAMC development impact fees as required to mitigate any cumulative impacts for future development projects.] 2
3. Please be aware that if any work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>.] 3

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3157 or email christopher.bjornstad@dot.ca.gov.

Chris Morello
October 5, 2018
Page 2

Sincerely,

A handwritten signature in cursive script that reads "Chris Bjornstad".

Christopher A. Bjornstad
Transportation Planner
District 5 Development Review

Cc: Grant Leonard (TAMC)
Dino Pick (City of Del Rey Oaks)

COMMENT A1 - California Department Of Transportation (Caltrans), District 5

Responses

A1-1: The Airport acknowledges and appreciates this comment. As stated in both the traffic study and the EIR section dealing with cumulative traffic impacts, a traffic signal at the intersection of Highway 218 and Del Rey Gardens Drive, “would be to a Caltrans facility, and would have to be approved by Caltrans before implementation” (Draft EIR, Appendix M, page M-101) and “would be subject to Caltrans timing.” (Draft EIR, Section 5.5.16, page 5-42).

A1-2: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. As discussed in the Draft EIR with respect to roadway improvements within the study area, “A fair-share contribution may not be feasible if disallowed by federal law; federal law states that airport revenues and FAA grant funds may not be used for purposes other than the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator that are directly and substantially related to the air transportation of passengers and property. These restrictions impact the Airport’s ability to fund and implement off-airport mitigation measures.” (Draft EIR, Section 5.5.16, page 5-42).

A1-3: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT A2

Judi Krauss

From: David Ramirez <dramirez@mrwmd.org>
Sent: Tuesday, October 16, 2018 4:20 PM
To: Planning
Subject: Draft EIR

Where can I download the Draft EIR (DEIR) SCH#2015121105?

Thank you,
David I. Ramirez, P.E.
Senior Engineer
Monterey Regional Waste Management District
14201 Del Monte Blvd. | P.O. Box 1670 | Monterey County, CA 93933-1670
C: 831.261.2153

1

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From: dramirez@mrwmd.org

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Low (90): **Pass**

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COMMENT A2 - Monterey Regional Waste Management District (MRWMD)

Responses

A2-1: The Draft EIR is downloadable from the study website via a link from the Monterey Airport Peninsula District (MPAD or District) Planning and Development website page. This link was provided to the MRWMD on October 16, 2018 in response to this comment via an email from Chris Morello, Deputy Director Strategy Development, Monterey Regional Airport.

COMMENT A3



DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY MONTEREY
271 STONE ROAD
MONTEREY CA 93943-5189

11000
Ser N4/159
October 30, 2018

Mr. Michael La Pier, A.A.E.
Executive Director
Monterey Regional Airport
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

Dear Mr. La Pier:

**SUBJECT: RESPONSE TO MONTEREY PENINSULA AIRPORT DISTRICT MASTER PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

Encl: (1) Development Notification Request Area
(2) Noise Contours 2015 and 2035

Thank you for providing Naval Support Activity Monterey (NSAM, The Navy) an opportunity to provide comment regarding the Draft Environmental Impact Report (DEIR) associated with the proposed Monterey Peninsula Airport Master Plan. Upon review, the Master Plan and associated DEIR are generally compatible with Navy operations with a few noted exceptions.

Non-Aviation Development

The non-aviation development designation in the northwest portion of the airport could represent potential challenges to NSAM tenant operations. At a programmatic level, the "non-aviation development" in all alternatives presented is not addressed in a manner in which the Navy can provide specific comment. NSAM, however, requests notification as early in the process as possible, when specific projects are proposed in the northwest, non-aviation designation in order to provide feedback relating to design impacts. Design considerations of future non-aviation should include: building height, identification of constriction lay down areas, drainage and storm water run-off impacts, as well as any potential conflicts with underground infrastructure.

For example, any development, including specific types of landscape design, in the area adjacent to the Navy Annex, pictured in Enclosure 1 and marked by blue arrows, is requested to remain at least 20 feet or more from the Navy's property line as identified in the Department of Defense Unified Facilities Criteria O.10.5, parts 1,3, and 4:

"O.10.5 Clear Zones

1. Unobstructed areas or clear zones [open areas] shall be maintained on both sides of the restricted area fences. Correspondingly, where exterior walls of buildings form part of restricted area barriers, an unobstructed area or clear zone shall be maintained on the exterior side of the building wall. Vegetation or topographical features that must be retained in clear zones for erosion control or for legal reasons shall be trimmed or pruned...Additionally, the vegetation should not be more than 8 inches in height....

3. *The outside clear zone shall be 20 feet or greater between the perimeter barrier and any exterior structures or obstruction to visibility.*

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cont'

4. *Obstacles may exist within exterior and interior clear zones if they offer no aid to circumvention of the perimeter barrier and do not provide concealment...*”

Noise

Though the Master Plan is a facilities focused document, the Navy has concerns about future noise caused from anticipated increased operations. Appendix K, page K-19 indicates an increase in 65dB noise levels over Navy research facilities, though the Navy’s property is indicated as a “Public” land use (see Enclosure 2).

4

These noise contour increases indicate minimal additional residence impacts, however, there is an immitigable external noise impact on the Navy Annex area. Additionally:

- The Navy’s Annex area is an educational and research facility and should be addressed as such to be consistent with “Existing and Consolidated” operations maps found in Appendix K.
- Appendix K, page K-5 states “A majority of the departure tracks lead to the northwest and northeast. Runway 28L departure tracks turn to the northwest, following the airport’s departure procedure.” Moreover, Exhibits K-1 and K-2 of said Appendix indicate arrival and departure patterns directly over Navy property. Increased operations and thus an increase in Single Event Noise Exposure Levels (SEL) are a concern for the academic and research mission at NSAM.
- NSAM and its tenants routinely perform outdoor ceremonies, the majority ceremonial in nature, on the campus grounds. Anticipated increases in service to and from the airport, and thus directly over Navy property may prove to be disruptive and may require coordination in the future to establish and anticipate “quiet hours” if an increase in external noise goes unmitigated.

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The North Side Road

As evaluated in the DEIR Proposed Project, the North Side Road is not associated with a future construction date or associated funding. Additionally, with the relocation of General Aviation hangars to the north side of the Airport, significant and unavoidable impacts could occur with traffic. To avoid negative traffic impacts from future construction at the Airport, NSAM supports prioritization to develop a “north side” road connection to SR-218 as a priority to avoid unmitigated traffic impacts near both the research and educational facilities aboard the installation as well as impacts to the Cassanova Oak Knoll Neighborhood residential area.

7

Cumulative Impacts

My staff recently had an opportunity to review a site plan for a notional storage facility on the airport’s west side near existing storage facilities and directly adjacent to a long-term easement used for the Navy’s Monterey Pines Golf Club. This facility is not addressed on a programmatic nor a project level in the DEIR and should be taken into consideration as a *reasonably foreseeable*, probable future project.

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Partnering Opportunities

The Department of Defense’s Readiness and Environmental Protection Integration (REPI) Program is a key tool for protecting military missions by helping remove or avoid land-use conflicts near installations and addressing regulatory restrictions that inhibit military activities. The REPI Program is

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administered by the Office of the Secretary of Defense (OSD) and is authorized by Congress through 10 U.S.C. § 2684a. NSAM is actively seeking partnership opportunities to preserve compatible land uses and natural habitats near its properties and encourages the Airport District to explore REPI to offset or absorb special status species habitat loss. For more information on partnerships, please refer to www.repi.mil.

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cont

NSAM values the positive relationship between NSAM and the Monterey Peninsula Airport District and looks forward to continuing to work together toward a compatible future. If you have questions or require additional information, please contact my Community Planning Liaison Officer, Ms. Marlana Brown, at marlana.brown@navy.mil.

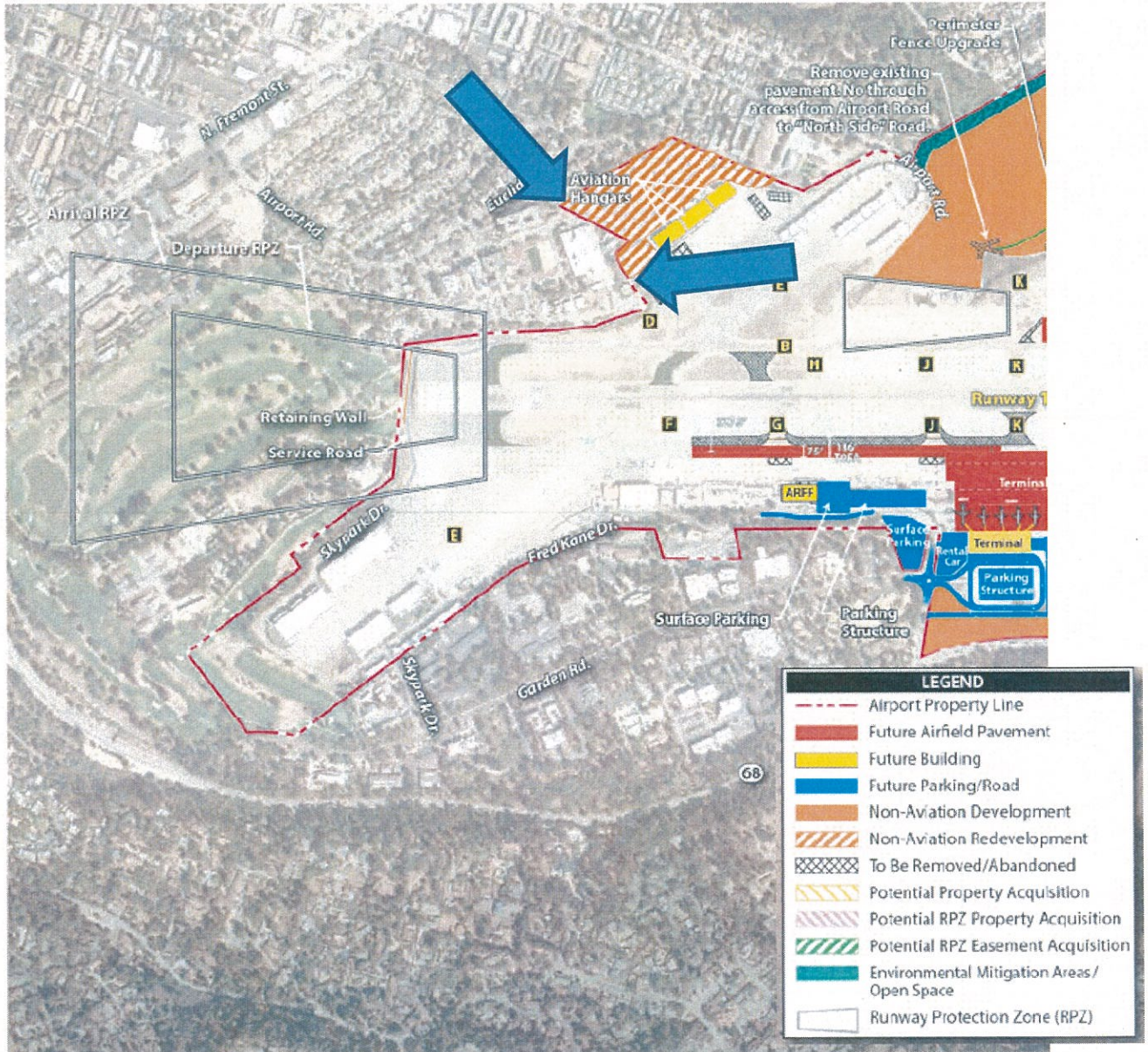
10

Sincerely,



R. A. WILEY

Enclosure 1:
Development Notification Request Area



COMMENT A3 - United States (U.S.) Department Of The Navy - Naval Support Activity Monterey (NASM)

Responses

A3-1: The Airport acknowledges and appreciates the comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment provides introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A3-2: The Airport is in agreement with this comment and will notify the Department of the Navy whenever specific projects located in the northwestern part of the Airport are under consideration.

A3-3: The Airport will take these requests into consideration when specific development proposals for the northwestern part of the Airport are under review.

A3-4: It is the Airport's understanding that the property referenced in the comment above includes the Fleet Numerical Meteorology and Oceanography Center, Naval Research Laboratory, and National Weather Service. According to the website for the Fleet Numerical Meteorology and Oceanography Center, the mission is to provide the highest quality, most relevant and timely worldwide Meteorology and Oceanography support to U.S. and coalition forces. According to the website for the Naval Research Laboratory, the Laboratory is collocated with the Fleet Numerical Meteorology and Oceanography Center (FNMOC) to support development and upgrades of numerical atmospheric forecast systems and related user products. According to the National Weather Service website, the mission is to provide weather, water, and climate data, forecasts and warnings for the protection of life and property and enhancement of the national economy. While there may be some educational component associated with these organizations, their primary function does not appear to be a school but rather laboratory/research. Based on this information, this area was categorized as "public" land uses.

https://www.public.navy.mil/fltfor/cnmoc/Pages/fnmoc_home.aspx

<https://www.nrl.navy.mil/field-sites/monterey/>

<https://www.weather.gov/about/>

Further, as explained in Draft EIR Section 4.12.1.5, any increase from 2015 existing conditions in the 65 Community Noise Equivalent Level (CNEL) or greater noise contour in 2035 would occur even if the Proposed Project or Alternative 1 is not implemented, as indicated in Tables 4.12F and 4.12G when comparing the conditions in 2035 with the Proposed Project and Alternative 1 to the conditions in 2035 with No Project alternative.

In addition, as explained in Draft EIR Section 4.12.1.5 and Exhibits 4.12.C and 4.12.D, airport operations under the Proposed Project, Alternative 1, and No Project in 2025 would not cause – near the area of the NSAM facility – a 1.5 dB or more increase resulting in noise-sensitive areas being exposed to 65 CNEL or greater as compared to the existing (2015 baseline) conditions, or a 3.0 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL, as compared to the existing (2015 baseline) condition. Accordingly, potential noise impacts would be a Less than Significant.

A3-5: A majority of the direct overflights of the Fleet Numerical Meteorology and Oceanography Center, Naval Research Laboratory, and National Weather Service facilities are from Runway 10L-28R. Parallel Runway 10R-28L extends abeam of these facilities and only aircraft making early right turns departing Runway 28L would result in direct overflights. Due to noise-sensitive land uses in the City of Monterey and Del Rey Oaks, early right turns are discouraged.

Runway 10L-28R is only 3,513 feet long and is primarily used by smaller single engine piston aircraft. Runway 10L-28R is used approximately five percent of the time for arrivals and departures and 80 percent for local pilot training operations (touch-and-go operations). According to the Federal Aviation Administration-approved forecasts, local training operations are going to decrease by over 27 percent over the next 20 years at Monterey Regional Airport.

A3-6: Direct overflights are not anticipated to increase over the Fleet Numerical Meteorology and Oceanography Center, Naval Research Laboratory, and National Weather Service facilities due to the forecasted decline in local operations. Please see Responses A3-4 and A3-5.

A3-7: The Airport is not in agreement with the statements in this comment regarding significant and unavoidable traffic impacts to the Casanova Oak Knoll area. Under Alternative 1, “the proposed “north side” road would be constructed during the first phase of implementation of the project components relating to safety enhancement” (Draft EIR, Section ES9.0, page ES-20). However, even under the short-term Proposed Project, which would not construct the proposed “north side” road until after the relocation of general aviation hangars to the north side, significant traffic impacts would not occur within the Casanova Oak Knoll Association (CONA) neighborhood. Levels of service (LOS) on the roadways would remain at LOS A or B (Draft EIR, Table 4.16E, page 4.16-36), and no noticeable change in the character of the residential streets would occur (Draft EIR, Table 4.16R, page 4.16-60).

A3-8: The Airport does not consider the referenced project to have been fully vetted and may not be feasible as proposed. The Navy was asked to be a part of this vetting process; however, it is not yet a “reasonably foreseeable or probable” project. The referenced proposal was a preliminary concept plan, and no formal application for a development project that contains detailed project plans has been submitted.

In addition, potential redevelopment of the northwest portion of the Airport is also not specified at this time and is addressed only at the most general “programmatic” level within the Draft EIR. See also Topical Response #1.

A3-9: The Airport acknowledges and appreciates the comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A3-10: The Airport acknowledges and appreciates the comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment provides a conclusion with regard to the comments provided above and does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.



55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: www.tamcmonterey.org

November 8, 2018

Chris Morello
Monterey Regional Airport
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

SUBJECT: Comments on the Draft Environmental Impact Report for the Monterey Regional Airport Master Plan

Dear Ms. Morello:

The Transportation Agency for Monterey County is the Regional Transportation Planning and Congestion Management Agency for Monterey County. Agency staff has reviewed the Draft Environmental Impact Report for the Monterey Regional Airport Master Plan and offers the following comments:

- 1. The Agency appreciates the early collaboration efforts by the Airport through the planning process to address potential impacts to the regional transportation system from the updated Master Plan.
- 2. As noted in the DEIR, the Agency is currently working with Caltrans and local jurisdictions on improvements to both State Route 68 and State Route 218/Canyon Del Rey Boulevard. Improvements to SR 68 are currently in the environmental phase, while improvements to SR 218 are currently in the planning process. The Agency looks forward to collaborating with the Airport on both projects.
- 3. The DEIR lists several potential transportation measures as significant and unavoidable because they are outside the jurisdiction of the Airport and FAA funding may not be available to implement the mitigations. The Agency supports mitigating transportation impacts when possible and looks forward to working with the Airport to identify feasible mitigation strategies, such as payment of regional development impact fees.

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact Grant Leonard of my staff at 831-775-0903.

Sincerely,

Debra L. Hale
Executive Director

COMMENT A4 - Transportation Agency For Monterey County (TAMC)

Responses

A4-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides general introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A4-2: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A4-3: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides factual information taken from the Draft EIR and does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY

Carl P. Holm, AICP, Director



LAND USE & COMMUNITY DEVELOPMENT | PUBLIC WORKS & FACILITIES | PARKS
1441 Schilling Place, South 2nd Floor (831)755-4800
Salinas, California 93901-4527 www.co.monterey.ca.us/rma

November 9, 2018

Delivered via email at:
Planning@montereyairport.com

Monterey Regional Airport
Planning Department
200 Fred Kane Drive
Suite 200
Monterey, CA 93940

Subject: MRY Airport Master Plan: County review of the Draft EIR

Monterey Regional Airport:

The Draft Environmental Impact Report (EIR) for the Monterey Regional Airport – Airport Master Plan project has been routed for review to the following County departments and/or agencies:

- Environmental Health Bureau
- Parks Department
- Resource Management Agency (RMA) – Environmental Services
- RMA – Planning
- RMA - Public Works
- Water Resources Agency

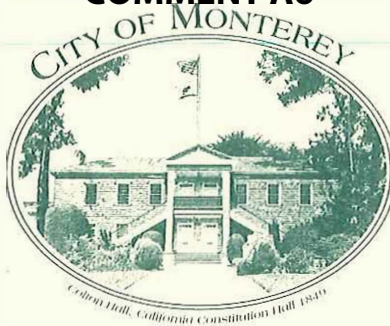
No comments have been provided. Should you have any questions, please feel free to contact me at (831) 755-5173.

Sincerely,

Shelley Glennon, Senior Planner
Resource Management Agency – Planning
cc: File No. REF180042

COMMENT A5 - Monterey County Resource Management Agency

A5-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.



October 16, 2018

Mr. Michael La Pier, AAE
 Executive Director
 Monterey Regional Airport
 200 Fred Kane Drive, Suite 200
 Monterey, CA 93940

Subject: Draft Environmental Impact Report for Proposed Airport Master Plan

Dear Mr. La Pier:

The City of Monterey appreciates the opportunity to provide comments to the Draft Environmental Impact Report (DEIR) associated with the proposed Airport Master Plan. The City of Monterey (City) understands and supports the Airport's efforts to implement improvements that will enable Monterey Regional Airport to accommodate safe air travel responsive to future demand with resiliency. However, the City of Monterey does not support the Project as proposed (Proposed Project).

Instead, the City supports the Environmentally Superior Alternative 1 Project (with some amendments) because it is more consistent with Monterey General Plan and Casanova/Oak Knoll Neighborhood Plan goals and policies. The DEIR concludes that the Alternative 1 Project approach to the Airport Master Plan reduces environmental impacts, retains all the major projects of the Proposed Project, and meets all four Project Objectives:

- Enhance Airport Safety
- Prepare for Future Aviation Demand
- Incorporate Airport Sustainability Goals
- Increase Airport Self-Sufficiency.

Little to no argument can be found within the DEIR that would support the Proposed Project as preferable to the Alternative 1 Project approach.

Monterey residents in the Casanova Oak Knoll (CONA) neighborhood have expressed concern about how the Airport District has adhered to CEQA noticing requirements found within Guideline §15087. Please provide evidence that the Airport has followed CEQA procedures for notifying the public that the DEIR has been available for public comment. The City of Monterey respectfully submits the following comments as it relates to the proposed improvements in conjunction with the Airport Master Plan Project:

1

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1. Responsible Agency

The City of Monterey should be recognized as a Responsible Agency because it is a public agency with discretionary approval power over the project. Three parcels within the City are included within the proposed Master Plan: 013321009000, 013221015000, and 013222008000. The proposed primary use for the first two parcels cited is vehicular parking (either lot or structure), which is not consistent with allowed or conditional uses in the Industrial zone (I-R). The project may trigger amendments to the City's regulations in order to proceed as planned.

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2. "North Side" Road

The City of Monterey supports the Alternative 1 Project prioritization to develop the "north side" road connection to Del Rey Oaks.

The City requests that the "north side" road be the first project constructed so construction traffic can be eliminated through the Casanova Oak Knoll (CONA) neighborhood. Otherwise, there are significant unavoidable impacts of construction traffic through a single family a residential neighborhood. By constructing the "north side" road as part of the initial project, all construction vehicles and new trips to the redeveloped north side of the Airport will approach the Airport via State Highway 218 instead of through residential roads in the CONA neighborhood.

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In contrast, the City does not support the Proposed Project approach because it would add construction-related vehicular trips, as well as trips to the redeveloped north side of the Airport, to intersections and road segments that have been identified as operating deficiently during the peak commute hours under existing conditions. The DEIR is also deficient in the following respects:

- The Proposed Project approach relegates construction of the "north side" road to an unanticipated date following all other improvements.
- Construction traffic impact. As a result, project-construction traffic impacts would be significant and unavoidable. Proposed mitigation related to the Proposed Project is focused on a reduction of allowed operation for truck hauling to not occur during the hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m., Monday through Friday. Implementation and enforcement of such mitigation is problematic and not likely to be ameliorative.
- General Aviation Hanger traffic impact. Airport improvements include relocating 44 General Aviation Hangers to the north side of the airport. Without building the "north side" road first, this would result in a significant increase in vehicular traffic in the CONA neighborhood to the detriment of the residents and is inconsistent with the City of Monterey General Plan and CONA Neighborhood Plan.

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3. Internally Inconsistent

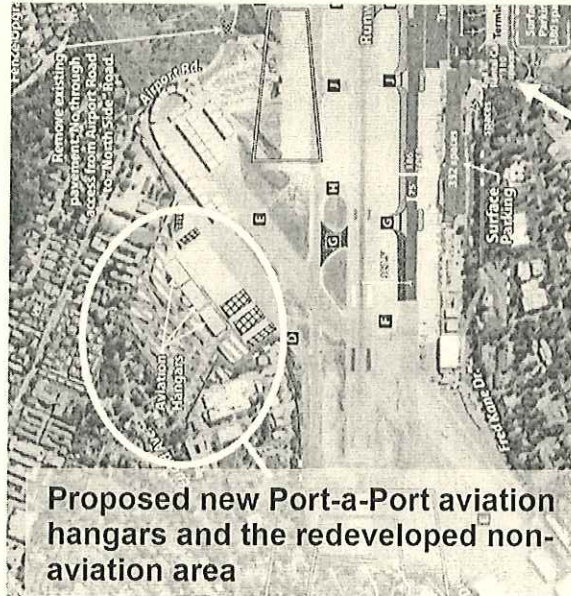
It is unclear how the Traffic Analysis Report can be correct that traffic related to the proposed Port-a-Port aviation hangars and the northwest redeveloped non-aviation uses can access the "north side" road beyond the "no-through access" double dead-end break in roadway.

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If access to "north side" road is not available to the proposed Port-a-Port aviation hangars and the northwest redeveloped non-aviation uses, then the following DEIR excerpted assessment does not reflect this and the City would not support it because it would be inconsistent with stated City goals and policies that are listed below. Additional information is necessary before the City can confidently comment on the Traffic Analysis Report regarding the northwest corner of the Airport Master Plan.

Following is excerpted from the DEIR Traffic Analysis Report:

Alternative 1: The 7 new Port-a-Port T-Hangars and the Navy Flying Club Hangar are already located on the north side of the Airport. Under this alternative, they would be relocated from their current location but would still be on the north side of the Airport. However, the construction of the North Side Road would mean traffic generated by the Port-a-Port T-Hangars and the Navy Flying Club would be redistributed to the north side of the Airport via the North Side Road from Highway 218 and Del Rey Gardens Drive instead of Airport Road through the CONA neighborhood.



Full image can be found on the last page of this letter.

Any plan that allows for Airport traffic through the CONA neighborhood via Airport Road is inconsistent with the Monterey General Plan and CONA Neighborhood Plan. Any Alternative of the Master Plan that would have this effect is not supported by the City of Monterey.

Following are excerpts of the City of Monterey policies:

Monterey General Plan Circulation Element

- Policy b-5. Do not support non-aviation uses within the Monterey Peninsula Airport District that create unnecessary traffic impacts in adjacent residential neighborhoods.
- Policy c.8. Minimize truck traffic in residential neighborhoods by routing truck and through traffic onto highways and arterial streets, even where such routing is not the shortest distance between two points.
- Policy i.7. Direct vehicular traffic generated by airport land uses to arterial streets and highways and away from residential neighborhoods.

- Program i.7.1. Work with the Airport District to implement alternatives to the use of Airport Road as an access road for non-aviation uses on the Airport grounds.

CONA Neighborhood Plan

- Policy 29: Airport Road should not be used as an access road for further development of the area at the north side of the Airport.
- Policy 34: Oppose the use of neighborhood residential street by automobile and truck traffic going to and from the Airport and businesses on the Airport property.
 - Program 34c: Oppose the use of Airport Road and Casanova Avenue by construction traffic during development of the north side of the Airport and by business traffic after development is completed.

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con't

4. Aircraft Rescue and Firefighting Force and Facility (ARFF)

In the case of an emergency, vehicle access to and from the north side of the airport is currently limited to Airport Road and will remain so until the "north side" road is constructed. The City of Monterey supports Alternative 1 approach because the "north side" road would be built in the first phase of development.

- Alternative 1. As reported within the DEIR, if a north side ARFF facility was to respond to a call east of the Airport via the proposed "north side" road, response times are estimated to be approximately eight minutes faster than the response time from the existing ARFF building.
- Proposed Project. A permanent ARFF building would be built where the terminal currently exists, only after a temporary ARFF building would be located north of the airfield. A new service road would be constructed for the temporary building, which would connect to Airport Road west to North Fremont Street. This would increase traffic on Airport Road through the adjacent residential neighborhood for at least 10 years. This would have unavoidable and significant impacts that are inconsistent with City of Monterey General Plan and CONA Neighborhood Plan.

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5. Fuel depot

The City requested environmental investigation regarding locating a new large fuel depot on the north side of the airport with a prior comment letter. Environmental analysis of the following questions raised during the earlier comment period does not appear to be included with the DEIR: What will be the fuel delivery route to the tanks? What are the increased hazards to the adjacent Casanova/Oak Knoll neighborhood?

12

6. Frontage Road

The City supports Alternative 1 cul-de-sac, which has removed the Proposed Project loop road within the Highway 68 frontage and has replaced proposed terminal parking garage with a surface parking lot, because it would reduce vegetation removal and reduce environmental impacts to the scenic highway.

13

7. Vegetation Removal Impacts

The DEIR states that with Alternative 1 approach, the "Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of 67 coast live trees, 164 Monterey pine trees, 17 Monterey cypress trees, and four golden wattle trees that would be removed as such mitigation will be required with the City of

14

Monterey permitting process for the Highway 68 frontage road cul-de-sac and associated terminal area parking and circulation components." In lieu fees for tree re-planting mitigation is an option only available at the discretion of the City Urban Forester and is typically not the preferred mitigation option. Therefore, the City requests further study into alternative mitigation opportunities for canopy replacement. Typically, tree replacement would occur on-site.

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cont

The Alternative 1 approach to project goals is responsive to several of the comments and concerns that the City of Monterey has communicated with Airport staff through their process of developing the Draft Master Plan. The City values participation with this process and strongly recommends moving forward with the Environmentally Superior Alternative 1 with a few amendments addressed above.

15

Sincerely,



Clyde Roberson, Mayor

C: City of Monterey City Council Members
Hans Uslar, City Manager
Bonnie Gawf, Interim Assistant City Manager
Chrissy Davi, City Attorney
Kim Cole, Community Development Director
Ande Flower, Principal Planner
Richard Rucello, Casanova Oak Knoll Neighborhood Assoc. President

COMMENT A6 - City of Monterey

Responses

A6-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general opposition to the Proposed Project and general support for Alternative 1. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A6-2: CEQA Section 15087 requires that public Notice of Availability (NOA) of a Draft EIR must be provided at the same time as a Notice of Completion is sent to the Office of Planning and Research (OPR). The Notice of Completion for this Draft EIR was received by OPR on September 13, 2018 for processing by September 17, 2018. At the same time, a Notice of Availability (NOA) was distributed to interested groups, organizations, airport tenants and individuals (including a mailing to property owners contiguous to the airport property line), published in the *Monterey Herald* on September 17, 2018, and posted on both the Airport District and EIR study websites. This meets the requirements of CEQA Section 15087, which requires that at least one of the following methods of notice are followed:

- (1) Publication at least one time by public agency in a newspaper of general circulation in the area affected by the proposed project.
- (2) Posting of the notice by the public agency on and off the site in the area where the project is to be located.
- (3) Direct mailing to the owners and occupants of property contiguous to the parcel of parcels on which the project is located.

In addition, the Airport provided a Public Workshop that was noticed in the NOA as well as posted in two locations at the Airport, posted in three locations on the Airport website, and purchased four paid print ads [two in the *Monterey Herald*, one in the *Pine Cone*, and one in the *Monterey County Weekly*].

The notice of extension of the public review period was also published in the *Monterey Herald* legal section on October 24, 2018, provided to the Office of Planning and Research, posted on the Airport website and posted in two locations at the Airport.

A6-3: The Airport disagrees with this comment with respect to the proposed primary use of three parcels located within the Proposed Project area (013321009000, 013221015000, and 013222008000) and the City of Monterey's role in the proposed Airport Master Plan approval (Proposed Project) as a Responsible Agency.

Parcel 013321009000 is proposed to be used for vehicular parking under the Proposed Project but would be kept in undeveloped open space under Alternative 1. Alternative 1 is the Airport's preferred alternative. In this case, no city discretionary action would be required. Parcel 013222008000 is proposed for long-term non-aeronautical development under either the Proposed Project or Alternative subject to the City of Monterey zoning requirements (Draft EIR, Section 2.6.2.7) as is Parcel 013222008000. A private, on-airport frontage road is also proposed. While any future building permits for these parcels would require approval from the City of Monterey, discretionary action on the part of the City Council may or may not be required depending on the future development proposals. At this time, the Draft EIR addresses these future land uses as a programmatic level only and no City of Monterey discretionary action is required to approve the project.

A6-4: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. It should be noted, however, that the Airport consistently seeks to minimize airport-related construction traffic through the CONA neighborhood by routing such traffic via Olmsted Road and on-airport service roads or other paved areas to the greatest extent possible. Therefore, the Airport disagrees that significant unavoidable impacts of construction traffic through the CONA neighborhood would occur as stated in this comment. As stated in Draft EIR, Table 4.16J, approximately 26 -34 passenger car equivalent ADT could occur through the CONA neighborhood via Airport Road during construction on the north side of the Airport under the Proposed Project, which is less than 1.5 percent of the existing ADT. Although these trips would ultimately wind up on the regional road network and could go through deficient intersections or roadway segments, none of these are located within the CONA neighborhood (Draft EIR, Table 4.16A). All study intersections within the CONA neighborhood currently operate at LOS A or B during the peak hours. In addition, mitigation measures TR/mm-6 (Proposed Project) or TR/mm-9 (Alternative 1) ensure that construction truck hauling operations would avoid the AM and PM peak hours, thus mitigating the regional traffic impacts to a Less than Significant level (Draft EIR, Section 4.16.6.1, pages 4.16-64 and -65, and Section 4.16.7, Table 4.16S).

A6-5: The Airport acknowledges and appreciates this comment. As stated in the Draft EIR, Table 3C, if Alternative 1, which is the Airport's preferred alternative, is selected, the "north side" road is proposed to be constructed in Phase 1 of the project. Otherwise, it would be constructed at a future date (during Phase 5) not yet determined (Draft EIR, Section 2.6.1.4, page 2-34).

A6-6: See Response A6-4. The Airport does not agree that the Proposed Project would result in significant unavoidable construction traffic impacts. Mitigation measures TR/mm-6 (Proposed Project) or TR/mm-9 (Alternative 1) ensure that construction truck hauling operations would avoid the AM and PM peak hours and would be part of the project's mitigation, monitoring and reporting program (see Chapter Four of this Final EIR).

A6-7: The Airport does not agree with the statement that relocating 44 general aviation hangars to the north side of the Airport without construction of a "north side" road would result in

significant traffic impacts within the CONA neighborhood. As discussed previously in Response A6-4, all study intersections within the CONA neighborhood currently operate at LOS A or B during the peak hours. The short-term proposed relocation of 44 hangars and the construction of seven additional hangars on the north side of the Airport would generate approximately 72 ADT (Draft EIR, Table 4.16D) and would not result in a reduction of LOS within the CONA neighborhood (Draft EIR, Table 4.16E).

The Draft EIR does acknowledge, however, that any additional traffic through CONA is inconsistent with the *Casanova Oak Knoll Neighborhood Area Plan* Public Works Policies 15 and 16, which “oppose the use of Casanova Avenue and Airport Road for any additional airport-related traffic” and state an intention to “improve the traffic flow and safety along Airport Road.” (Draft EIR, Table 4.11D).

A6-8: The proposed relocation of existing Port-a-Port hangars are currently located on the apron associated with the Navy Flying Club (north apron) and these will be relocated in the same area but moved to the western edge of the north apron expansion proposed to accommodate the relocated 44 hangars. Thus, the relocation area for the Port-a-Port hangars included in this comment is inaccurate. The Traffic report is correct that once the proposed “north side” road is constructed, all traffic associated with the north apron, including the relocated Port-a-Port hangars, would no longer be able to use Airport Road going west through CONA due to the proposed cul-de-sac “no-through access” break on Airport Road, which would be located between the north ramp and the northwest area of the Airport.

Conversely, the Proposed AMP does include the replacement of two existing conventional hangars and eight box hangars on the northwest ramp with three new hangars (Draft EIR, Section 2.6.2.6, page 2-38). Associated trips from this area would continue to use Airport Road west. This is the area depicted in the image included in this comment. The traffic related to this hangar replacement is included in the baseline condition of the Traffic report since the overall number of hangars on the northwest ramp in this future long-term scenario would decrease.

A6-9: The Airport agrees with this comment. See Draft EIR, Tables 4.11 C and 4.11D for a policy consistency analysis with the *City of Monterey General Plan* and the *Casanova Oak Knoll Neighborhood Area Plan*. Once the proposed “north side” road is constructed, the Proposed Project or Alternative 1 would be consistent with the stated *City of Monterey General Plan* policies. Both the Proposed Project and Alternative 1 would be inconsistent with the stated *Casanova Oak Knoll Neighborhood Area Plan* policies to the extent that Airport Road is used to accommodate airport-related traffic. However, this is also true of the No Project alternative.

A6-10: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides factual information taken from the Draft EIR and does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A6-11: The Airport disagrees with parts of this comment. Although it is true that a temporary ARFF building located on the north apron would create traffic on Airport Road through the CONA neighborhood in the event of an off-airport emergency until the proposed “north side” road is constructed, the proposed new service road would only connect the temporary ARFF location with the primary runway, as required for on-airport response times. (Draft EIR, Exhibit 2D, Phase 1). See Response A6-4 for the Airport’s response to the statement that traffic impacts through CONA would be significant and unavoidable. The Airport disagrees with that conclusion as well.

See also Response A6-7. Once the proposed “north side” road is constructed, the Proposed Project or Alternative 1 would be consistent with the stated *City of Monterey General Plan* policies. Both the Proposed Project and Alternative 1 would be inconsistent with the stated *Casanova Oak Knoll Neighborhood Area Plan* policies to the extent that Airport Road is used to accommodate airport-related traffic. However, this is also true of the No Project alternative.

A6-12: The Airport disagrees with this comment and its characterization of the proposed fuel storage relocation on the north apron. This project component would not be a “new large fuel depot.” As described in Draft EIR, Section 4.9.5.2, page 4.9-24, “the relocation of two existing fuel tanks, one 8,000-gallon AvGas tank from the southeast area and one 12,000-gallon tank on the north GA apron, would not increase the amount of hazardous materials at the Airport, but rather relocate them within airport property. Currently fuel delivery to the north GA area is escorted by FBO personnel from the south side of the Airport starting at one of the FBOs to the fuel tank at the north GA apron. This procedure would not change with the proposed relocated tanks. The Airport’s current SPCC plan would be expanded to ensure proper protections are in place for the new north side fuel farm to prevent the discharge of gasoline, oil, and diesel into any nearby water bodies.” Therefore, there are no increased hazards to the CONA neighborhood.

A6-13: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general support for one project component of Alternative 1. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A6-14: Monterey pine and other tall tree species are problematic to safe aircraft operations at airports. Tall trees in the approach/departure flight path or adjacent to the runways often impede pilot’s sight barriers. The FAA has established sight line restrictions on public use airports to reduce sight impediments (FAR Part 77, Obstructions to Navigation). These restrictions require the Airport and other airport operators to remove trees and other objects that impede pilot’s view of the airfield. Because of these restrictions, the Airport’s ability to mitigate impacts to Monterey pine or other trees by planting more trees onsite is greatly limited. (Draft EIR, Appendix F, Section 7.1.3, page F-65). At the time that a landscaping plan is developed for project areas within the City of Monterey’s jurisdiction, additional attention can be given to feasible onsite tree replacement. The Draft EIR provides that these decisions will be

made in coordination with the City Forester per City of Monterey Code 37-11(D). See BIO/mm-36 (Proposed Project) and BIO/mm-39 (Alternative 1).

A6-15: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general support for Alternative 1. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.



COMMENT A7

CITY OF DEL REY OAKS

650 CANYON DEL REY RD. · DEL REY OAKS, CALIFORNIA 93940
PHONE (831) 394-8511 · FAX (831) 394-6421

November 8, 2018

Mr. Michael La Pier,
AAE Executive
Director Monterey
Regional Airport
200 Fred Kane Drive, Suite
200
Monterey, CA
93940

RECEIVED

NOV 09 2018

MONTEREY PENINSULA
AIRPORT DISTRICT

Subject: City of Del Rey Oaks Comments on Draft Environmental Impact Report for Proposed Airport Master Plan

Dear Mr. La Pier:

The City of Del Rey Oaks ("City") appreciates the opportunity to provide comments to the Draft Environmental Impact Report (DEIR) associated with the proposed Airport Master Plan. The City understands and supports the Airport's efforts to implement improvements that will enable Monterey Regional Airport to accommodate safe air travel responsive to projected future demand (the "Project"). However, the City does not support the Project as proposed (Proposed Project).

Instead, the City supports the Project as described under Alternative 2 (No "North Side Road") with access via Fremont Street and Airport Road in the City of Monterey, which does not come through the City and is therefore consistent with the City's General Plan. Moreover, Alternative 2 reduces environmental impacts, retains all the major projects of the Proposed Project, and meets all four Project Objectives:

- Enhance Airport Safety
- Prepare for Future Aviation Demand
- Incorporate Airport Sustainability Goals
- Increase Airport Self-Sufficiency.

The City disagrees Alternative 2 would be inconsistent with the City's Open Space/Conservation Element goal (Goal 2) to protect the Canyon Del Rey drainage system water quality, runoff, and flow. The DEIR states that a new "north side" road would increase impervious surface compared to the Proposed Project and Alternative 1. As a result, the amount of uncontrolled runoff would increase without appropriate avoidance and minimization measures incorporated into the design of the new road. If uncontrolled runoff from the airport property above Del Rey Gardens Drive continues to flow downhill, onto Del Rey Gardens Drive, and into the drainage as stated in the DEIR, the Monterey Regional Airport and/or future project proponents in the non-aviation development area are required to resolve this issue in compliance with the Clean Water Act's National Pollutant Discharge Elimination System Stormwater Program, in addition to compliance with other environmental regulations.

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Del Rey Oaks residents have expressed concern about the potential of a North Side access road through the City, its related impacts on traffic congestion in the City, and increased noise pollution associated with development on the North side. The City of Del Rey Oaks respectfully submits the following comments as it relates to the proposed improvements in conjunction with the Airport Master Plan Project:

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1. "North Side" Road

The City does not support a North Side access road through Del Rey Oaks. Any plan allowing for Airport traffic through a Del Rey Oaks access road is inconsistent with the City's General Plan. Any Alternative of the Master Plan that would have such effect is not supported by the City.

The Proposed Project and Alternative 1 recommend a proposed "north side" road that would require a connection to Del Rey Gardens Drive. The City's General Plan Policy C-17 states, "[t]he City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access through the City of Del Rey Oaks." Should the Airport submit an application for a General Plan amendment in the future, such a process would require public outreach in the event that the Airport Board approves this component of the Proposed Project or Alternative 1. Compliance with the California Environmental Quality Act will be required for any General Plan amendment to consider impacts related to the proposed "north side" road.

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The City supports Alternative 2, which would access the North Side through the City of Monterey.

2. Traffic Impacts

Should the Airport adopt the EIR and submit an application for a General Plan amendment, the application would also need to consider City circulation policies. Policy C-13 requires that new non-residential land uses that generate significant adverse impacts shall dedicate an easement or make a monetary contribution toward completion of adopted bicycle routes. The Proposed Project and Alternative 1 are inconsistent with Policy C-13. Further, Policy C-3 states City intersection levels of service (LOS) shall remain at LOS C or above (or at LOS levels from 1995 when the policies were adopted, if lower). As stated in the DEIR, an in-depth traffic analysis of Alternative 2 with the distribution of long-term traffic from the north side of the airport through the Casanova Oak Knoll neighborhood would be required to fully determine the extent and significance of the impacts to intersections and highway segments that are projected to operate deficiently under future conditions. In addition, without a specific plan for the proposed long-term development on the north side of the Airport, construction traffic impacts are unknown. Therefore, further traffic studies would be required when more project-specific information is known for the non-aviation development area in order to determine the significance of long-term and short-term construction traffic impacts under the Proposed Project or Alternative 1 and whether they are consistent with Policy C-3.

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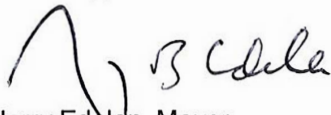
6

3. Noise Impacts

The City has adopted open space/conservation and noise policies. There is insufficient data to effectively analyze the impacts on City Policies because there is no specific plan for the proposed long-term north side development at the Airport. Therefore, further environmental analysis would be required when more specific long-term projects are implemented. A vehicular noise study was completed as part of the EIR to analyze potential noise impacts related to the proposed "north side" road. A consistency analysis will be made by the City if it considers a General Plan amendment for the proposed "north side" road.

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Sincerely,



Jerry Edelen, Mayor

COMMENT A7 - City of Del Rey Oaks

Responses

A7-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, this comment provides introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

A7-2: The Airport disagrees with this comment. As stated in the Draft EIR (and illustrated on Exhibit 4.10J, page 4.10-35), "Drainage from the "north side" road flowing east towards Del Rey Gardens Drive would be intercepted by two proposed catch basins (Exhibit 4.10J). One would be positioned at the midpoint of the proposed "S" curve to capture runoff at that point and redirect it west to the Airport's onsite detention pond (northeast POC). A second catch basin would be located at the edge of pavement where the new "north side" road would connect to Del Rey Gardens Drive. This catch basin would direct the stormwater into an underground storage vault. This facility would be sized to hold runoff from the existing 10-year flows (pre-construction) to the future 100-year (post-construction) flows. According to the project engineer, the existing runoff from a 10-year storm for the portion of the new "north side" road between the two proposed catch basins would be approximately 0.38 cfs, while the future 100-year storm would be approximately 1.78 cfs (Appendix I).

Based on this difference of 1.4 cfs, the underground storage vault would need to hold between 168 and 180 cubic feet of stormwater. Eventually, the stormwater would be released to Del Rey Gardens Drive, which discharges to Canyon Del Rey Creek. The Airport's stormwater from this discharge area currently flows down the natural slope to the Del Rey Gardens Drive pavement and on to Canyon Del Rey Creek. Thus, the proposed "north side" road drainage infrastructure would reduce the potential for flooding of areas downstream along Del Rey Gardens Drive by containing drainage up to the 100-year storm and releasing it gradually. This would also be consistent with the City of Del Rey Oaks Open Space/Conservation Element goals and policies to protect the Canyon Del Rey drainage system water quality, runoff, and flow (Section 4.10.1)." (Draft EIR, Section 4.10.5.3, page 4.10-34).

A7-3: As of close of public comment on November 9, 2018, the Airport has received 18 written comments and 3 oral comments from residents of the City of Del Rey Oaks (and 1 late comment). Of the 22 comments received from Del Rey Oaks residents, 15 of the commenters expressed concern or opposition to the proposed "north side" road connection to Del Rey Oaks and/or future potential north side development.

A7-4: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, "The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City

of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

A7-5: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. The Draft EIR addresses consistency with the city’s Circulation Policy C-13 and explains the following: “If appropriate, the Airport will participate in its fair share of mitigation for adopted bicycle routes to the extent possible (TR/mm-10) and consistent with FAA regulations and requirements relating to the use of airport revenue. However, since proposed traffic mitigation measures may not be feasible, this policy consistency determination remains Inconsistent. (Draft EIR, Table 4.11B, page 4.11-30). Findings for this potential policy consistency will be provided for consideration by the Lead agency in support of a Statement of Overriding Considerations.

A7-6: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. The Draft EIR addresses consistency with the city’s Circulation Policy C-3 and explains the following: “Mitigation identified for intersections on Highway 218 (at Del Monte Boulevard and Fremont Boulevard) would meet the city’s LOS “C” standard (refer to Table 4.16E and TR/mm-1 and TR/mm-2). The Airport will participate in its fair share of mitigation for impacted intersection or bicycle route improvements to the extent possible and consistent with FAA regulations and requirements relating to the use of airport revenue. However, since proposed traffic mitigation measures may not be feasible, this policy consistency determination remains Inconsistent.” (Draft EIR, Table 4.11B, page 4.11-30). Findings for this potential policy consistency will be provided for consideration by the Lead agency in support of a Statement of Overriding Considerations.

A7-7: See Topical Response #1 for discussion of the programmatic analysis completed in the Draft EIR. As noted in this comment, long-term noise impacts are discussed in the Draft EIR at a programmatic level. If, and when, a development proposal(s) is considered by the Airport District, further analysis will be performed, including environmental review and analysis as required, and consistent with the requirements under CEQA.

November 9, 2018

Michael La Pier
Monterey Regional Airport
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

Email: planning@montereyairport.com

SUBJECT: DEIR Proposed Monterey Regional Airport Master Plan (SCH# 2015121105)

Dear Mr. Michael La Pier,

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the above-referenced document.

The Air District has reviewed the document and has the following comments:

Tree Removal:

- The proposed Hwy 68 frontage road and south side drainage basin would result in the removal of as many as 200 existing trees. In case the trees are disposed of via wood chipping, please make sure to contact the Air District's Engineering Division at (831) 647-9411 to discuss if a Portable Registration is necessary for the wood chipper being utilized for this project. 1

4.3 Air Quality

- **AQ/rr-1:** The Air District appreciates the inclusion of a dust control plan to reduce fugitive dust.
 - In order to minimize potential public nuisance issues from fugitive dust and to maintain compliance with Air District Rule 402 (Nuisance), please provide the Air District with contact information for the responsible staff that can immediately address any citizen complaints as well as provide access to any air monitoring data collected on site. 2
- **AQ/rr-2:** Given the nearby proximity of sensitive receptors, the Air District recommends using cleaner than required construction and tree remover equipment that conforms to ARB's Tier 3 or Tier 4 emission standards. As also addressed in GHG/mm-1, we further recommend that whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel. This would have the added benefit of reducing diesel exhaust emissions. 3
- **HAZ/rr-8: Building Demolition/Renovation and Trenching Activities:** For proposed demolition during phases II and III of the project, both Rule 424 and 439 may apply since it has been determined that existing structures contain asbestos. Please note that notification to the Air District is required at least ten days prior to renovation or demolition activities. If old underground piping or other asbestos containing construction materials are encountered during trenching activities, Rule 424 could also apply. Rules 424 and 439 can be found online at <https://www.arb.ca.gov/drdb/mbu/cur.htm>. 4

4.8 Greenhouse Gases

- The Air District strongly supports the proposed roundabout at Olmsted Road / Garden Road. 5
- Due to the **significant and unavoidable** expected short- and long-term GHG emission, the Air District has several other onsite mitigation recommendations drawn from the SFO Airport Climate Action Plan. 6

1. Implement a comprehensive airport fleet vehicle replacement program to zero emission vehicles over the next 15 years. 6
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2. Provide public electric vehicle charging stations to accommodate at least 50% of staff and have designated visitor charging stations. Please contact the Air District for potential electric charging infrastructure funding opportunities. 7
3. Work with all local motels and hotels with shuttle services to replace their conventionally fueled vehicles with hybrid or electric shuttles. Please contact the Air District for potential funding opportunities for electric shuttles. 8
4. Consider implementing an Electric Car Rental Incentive Program that would a) provide financial incentives to rental companies to increase the number of plug-in hybrid/all-electric rental cars in their inventory; and b) provide a discount to customers who rented a electric car. 9
5. Incentivize local shuttle/ taxi/ limosine businesses, as well as local Lyft and Uber drivers to go electric. 10

We prefer that emissions from mobile sources be mitigated at the project level; however, since mitigation measures cannot reduce the emissions below significance thresholds the Air District requests that the Monterey Regional Airport cooperate with the Air District to develop off-site mitigation measures. Please contact David Frisbey at the Air District office at (831) 647-9411 or dfrisbey@mbard.org for assistance in developing these measures. 11

I appreciate the opportunity to comment on the DEIR for the Proposed Regional Airport Master Plan and look forward to working with you to further reduce emissions of criteria pollutants and greenhouse gases. Please let me know if you have any questions. I can be reached at (831) 718-8021 or hmuegge@mbard.org.

Best Regards,

Hanna Muegge
Air Quality Planner

cc: David Frisbey, Planning & Air Monitoring Manager
Richard A. Stedman, Air Pollution Control Officer

COMMENT A8 - Monterey Bay Air Resources District (MBARD)

Responses

A8-1: The Airport acknowledges and appreciates this comment, which provides information regarding the potential need to register portable wood chipping equipment with MBARD if such equipment is used to remove existing trees. The Airport will reach out to MBARD's Engineering Division during the site preparation phase of the construction period, if wood chipping equipment is used, to determine the need for equipment registration with MBARD. The comment does not raise any issue concerning the adequacy of the Draft EIR; for that reason, no further response is required. However, the comment will be included as part of the Final EIR, which will be considered by the decision makers.

A8-2: The Airport acknowledges and appreciates this comment, which discusses the Airport's future compliance with MBARD Rule 402 (Nuisance) during the construction period. The Airport will comply with Rule 402, to the extent legally required, and will provide MBARD with contact information for staff responsible for overseeing project-related construction activities if the project is approved and as construction activities commence. At this point in time, the identity of that staff person(s) is not known; however, the information will be provided when it is known. The comment does not raise any issue concerning the adequacy of the Draft EIR; for that reason, no further response is required. However, the comment will be included as part of the Final EIR, which will be considered by the decision makers.

A8-3: The Airport acknowledges and appreciates this comment, which recommends that construction-related equipment conform to the California Air Resources Board's Tier 3 or Tier 4 emission standards. The comment also recommends the use of alternative fuels in construction equipment, wherever feasible. In response, please see AQ/rr-2, which provides that "[c]onstruction vehicles will use a CARB Tier 3 engine when available in the region." (Draft EIR, p. 4.3-23.) The Airport also notes that, as provided in EIR Tables 4.3E and 4.3H, the construction-related emissions of the Proposed Project and Alternative 1 would be below the applicable thresholds in each year of estimated construction activity and, therefore, less than significant. As such, there is no CEQA requirement to adopt mitigation mandating the use of alternatively-fueled construction equipment. That being said, the use of such equipment will not be precluded. This comment will be included as part of the Final EIR, which will be considered by the decision makers.

A8-4: The Airport acknowledges and appreciates this comment, which requests that MBARD be notified at least 10 days prior to renovation or demolition activities in furtherance of Rules 424 and 439, as the demolition may involve structures containing asbestos. The Airport will comply with Rules 424 and 439, to the extent legally required. And, application of Rule 424 is discussed specifically in Section 4.9 of the Draft EIR; see, e.g., HAZ/rr-2. The comment does not raise any issue concerning the adequacy of the Draft EIR; for that reason, no further response is required. However, the comment will be included as part of the Final EIR, which will be considered by the decision makers.

A8-5: The Airport acknowledges and appreciates this comment, which expresses strong support for the proposed roundabout at Olmsted Road/Garden Road. The comment does not raise any issue concerning the adequacy of the Draft EIR; for that reason, no further response is required. However, the comment will be included as part of the Final EIR, which will be considered by the decision makers.

A8-6: In response to MBARD's recommended list of onsite GHG mitigation recommendations, the Airport begins by noting that the Proposed Airport Master Plan (AMP) includes a Sustainability Plan (Draft Final AMP, Appendix D), which contains 24 itemized sustainability initiatives and corresponding Key Performance Indicators (KPIs) in Table D12. Many of the items contained in Table D12 are similar to the recommendations in this and subsequent comments from the MBARD, which were drawn from the MBARD's review of the SFO Airport Climate Action Plan. The Airport notes that many measures specific to a large, commercial service airport such as SFO cannot be readily applied to a smaller airport such as Monterey Regional Airport due to economic constraints, issues of scale, and other factors. As such, the Airport developed Draft Final AMP, Appendix D as an airport-specific customization of sustainability objectives. The Airport is committed to implementing the Sustainability Plan portion of the Proposed Airport Master Plan and to tracking its progress via the identified KPIs.

Specifically, the recommendation in this comment calls for a comprehensive airport fleet vehicle replacement program, which converts the fleet to zero emission vehicles over the next 15 years. This recommendation is similar to sustainability initiative #22 of Table D12 (Draft Final AMP, Appendix D), which states, "Transition to alternatively fueled ground support equipment (GSE), generators, shuttle buses, and taxis to the extent reasonable and feasible." This initiative will be revised to include reference to the airport-owned and operated vehicle fleet, which as described below, presently includes 10 vehicles. This refined commitment will be incorporated into Table D12 of the Sustainability Plan following the discretionary action on the Proposed Airport Master Plan.

The Airport currently has a fleet of 10 light-duty and medium-duty vehicles under its direct ownership and control. Three of the 10 vehicles currently are electric vehicles (EVs). Consistent with sustainability initiative #22 of the Sustainability Plan, the Airport will gradually transition the remaining seven maintenance/utility vehicles to alternatively-fueled vehicles as funding and technology opportunities present themselves.

As to other components of the airport-related vehicle fleet, currently, the airlines utilize GSE that support aircraft while on the apron in front of the terminal. GSE is used to service the aircraft between flights. The role of this equipment generally involves ground power operations, aircraft mobility, and cargo/passenger loading operations and includes ground power units, pushback tugs, and dollies for baggage movement. Approximately 55 percent of the total number of GSE currently used at the Airport, combined by all airlines, are powered by electricity. Once the proposed relocated terminal is in place, additional in-power sources would be available for their use. The Airport will continue to work with the airlines to increase the

number of GSE powered by electricity to 90 percent. This refined commitment will be incorporated into Table D12 of the Sustainability Plan following the discretionary action on the Proposed Airport Master Plan.

Additionally, auxiliary power units (APUs) are used to power aircraft while on the apron in front of the terminal. Currently, there is no electrical support for APUs. Once the proposed relocated terminal is in place, additional in-ground power sources would be available for their use. If this project is approved, the Airport will work with the airlines to increase ground power for APUs to 100 percent. This refined commitment will be incorporated into Table D12 of the Sustainability Plan following the discretionary action on the Proposed Airport Master Plan.

A8-7: In this comment, MBARD recommends that the Airport provide EV charging stations to accommodate at least 50 percent of staff and have designated visitor EV charging stations. In response, the Airport currently has three EV charging stations and anticipates providing additional EV charging stations in the parking areas of the proposed relocated commercial terminal. While the Airport agrees that enough EV stations to accommodate 50 percent of its staff sounds like a worthy goal, it does not agree that it would be an effective mitigation measure for greenhouse gas (GHG) emissions given that the Airport cannot control the personal vehicle choices of either the public or its staff. However, the Airport will provide a minimum of 20 EV charging stations in the new parking lots for use by both airport employees and travelers, subject to the availability of existing or future air quality funding options described by MBARD. Please see revised GHG/mm-4 in the Final EIR.

The Airport also notes that Table D12 of the Draft Final AMP, Appendix D includes the following related sustainability initiatives:

- #7 - Provide incentives, such as rebates and/or preferred parking, for staff vanpools/carpools and alternatively fueled vehicles.
- #22 - Transition to alternatively fueled ground support equipment (GSE), generators, shuttle buses, and taxis to the extent reasonable and feasible.
- #23 - Install on on-site alternative fuel (CNG, biofuel, EV, hydrogen) vehicle refueling station.

A8-8: The MBARD recommends that the Airport work with all local motels and hotels providing shuttle service to the Airport in order to convert the motel/hotel fleets to hybrid or electric shuttles. In response, the Airport has no authority over local motels/hotels or their shuttle service. Additionally, there currently are a limited number of motels/hotels that offer shuttle service to the Airport. However, the Airport will provide contact information for the MBARD funding programs to existing and future motel/hotel shuttle providers in response to this comment. Please see revised GHG/mm-5 in the Final EIR.

A8-9: In this comment, the MBARD recommends that the Airport implement an Electric Car Rental Incentive Program. This recommendation requires further study to determine its feasibility from an economic standpoint as the Airport continues to grow. CEQA (Pub. Res. Code, Div. 13, Section 21000 et seq.) defines feasible as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (CEQA, Section 21061.1). At this point in time, it is not known whether the Airport can feasibly implement such a program on its own.

The Airport relatedly notes that, in a letter dated August 1, 2018, Governor Brown directed the Chair (Mary Nichols) of the California Air Resources Board to “assess the viability of new regulations to increase zero emission vehicle adoption in fleets across the state. This assessment should consider fleet categories such as **rental cars**, large employers, delivery vehicles, as well as transportation service fleets.” (**Bold** added; the referenced letter is available at:

https://www.arb.ca.gov/msprog/zero_emission_fleet_letter_080118.pdf?utm_medium=email&utm_source=govdelivery.) From policy and administration/implementation perspectives, the Airport finds it more desirable for the State of California to establish uniform legal requirements in this arena, which are developed following extensive rulemaking and outreach, in order to ensure that the Airport does not unilaterally impose unfair economic burden on the Monterey region.

The Airport also notes that Table D12 of the Draft Final AMP, Appendix D includes the following related sustainability initiative:

- #14 - Integrate sustainability language and requirements into future airport lease agreements, amendments and/or renewals.

A8-10: The MBARD recommends that the Airport incentivize local shuttle, taxi and limousine businesses, as well as Lyft and Uber drivers, to operate electric vehicles. Transportation network companies, such as Lyft or Uber, and the rental car companies have lease agreements with the Airport. As these lease agreements become eligible for renegotiation, the Airport will explore opportunities to provide for incentives to those companies that employ the use of alternatively-fueled vehicles. Although the taxis are regulated by the Regional Taxi Authority, the Airport also will explore opportunities to provide for incentives to those operators that employ the use of alternatively-fueled vehicles. Notably, however, this recommendation is beyond the jurisdiction of the Airport to implement and is, therefore, not considered a feasible measure. Please also see Response A8-8, which discusses how the California Air Resources Board has been directed to evaluate the regulation of transportation network companies in further of statewide GHG reduction goals.

A8-11: The MBARD requests that the Airport cooperate with it to develop offsite mitigation measures for the reduction of GHG emissions. In response to this comment, the Airport and its

consultants reached out to the Air District on November 14, 2018.⁵ Currently, offsite mitigation opportunities within the MBARD consist of retrofitting off-site sources of VOC or NOx (MBUAPCD 2008, p.8-3). The Airport will continue to coordinate with the MBARD to identify and discuss additional opportunities.

Importantly, federal law presently prohibits airport revenues and FAA grant funds from being used for purposes other than the capital or operating costs of the Airport, the local airport system, or other local facilities owned or operated by the airport owner or operator that are directly and substantially related to the air transportation of passengers and property. These restrictions impact the Airport's ability to fund and implement off-airport mitigation measures, such as those described by MBARD.

⁵ A voice mail was left for David Frisby of MBARD at (831) 647-9411. (Personal communication, Judi Krauss, Coffman Associates, November 14, 2018).

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B. Business and Organization Comments

COMMENT B1

Judi Krauss

From: SkyRapp@aol.com
Sent: Wednesday, September 19, 2018 11:09 AM
To: Planning
Subject: Draft EIR

Good Afternoon.,

I would like to get a printed copy of the Draft EIR for the Master Plan.
Can you please let me know the cost and how much lead time you require.

Thank You,

Sky

Sky A Rappoport
SR Management
v. 831-915-7635
f. 831-372-1982
SkyRapp@aol.com

1

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COMMENT B1 - SR Management

Responses

B1-1: The cost to print all six volumes of the Draft EIR is \$1,153.26, and depending on the shipping method, the cost to deliver would range from \$10.00 to \$25.00. Alternatively, a flash drive containing the entire document is available for purchase for \$10.00. Directions for downloading the document and the website link were also provided. In addition, it was communicated in the response that in the event they would like printed copies of specific chapters/appendices, a quote based on which sections would be provided. This information was provided to SR Management on September 20, 2018 via an email from Daniel Johanson, Project Manager, Monterey Regional Airport.

COMMENT B2

October 7, 2018

Chris Morello, Monterey Airport Planning
Kim Cole, City of Monterey Planning
Andrea Renny, City of Monterey Traffic Engineer
CONA Board of Directors
Monterey Airport District Board of Directors
City of Monterey City Council

This is the Casanova Oak Knoll response to the Airport EIR on Airport Northside development. The EIR is a very long technical document (almost 1,500 pages) that non-professionals have a difficult time understanding. Certain key points stand out. We appreciate the Airport staff's recommendation for Alternate 1. There are some issues that bear closer scrutiny.

1. The New Northside Road is a key to reducing impact to our residential neighborhood. It is in the first phase of the new development. It is slated at one to three years away from first start. We request that it be installed first and used for all new construction traffic.
 - a. That road addition is prohibited under the Del Rey Oaks General Plan. It was so important to their residents they put it in their General Plan and at that adoption; their residents vehemently opposed this new access road into their community. We can find no letters from the Airport District requesting a change to the DRO General Plan. No where do we see any documentation from their City Council stating they will allow this new use and plan to put it on their agendas; there is no timeline on this key approval process.
 - b. The EIR states that the engineering and construction of this Road will be difficult and very expensive. A second major obstacle to implementation.
 - c. CONA requests that all new construction traffic use this Road exclusively to construct new hangers, and buildings.
 - d. Due to a lack of information and mitigations on the new Road this EIR has a major flaw in conclusions.

2. Ground Water Use- the EIR states that onsite groundwater will be used for irrigation. We cannot find reference to the two chemical plumes that originate on Airport property, the USACE 14 year cleanup that cost \$18 million dollars. The questions arise concerning the use of the plume cleanup wells to pump groundwater for irrigation use, and how does that affect the remaining plume movement, is there current testing of that groundwater, and how that affects downstream residential homes? No mention of the California Water Resources Board opinion on this reuse of contaminated ground water. Please supply any documentation.

3. Ground water drainage, is there a comprehensive drainage plan? Does it address the types of new uses? The changes in water flow from all the new buildings, parking areas, and non permeable surfaces? Additional uses such as the proposed wash area, and fluids from planes and vehicles. A plan for these various hazardous materials and how the District plans to contain them

on their property. Do your plans conform to present CEQA requirements on storm water drainage?

9

4. CONA has documented large vehicles bound for the Airport on all our residential streets, with particular emphasis on Stuart Ave. We received so many complaints that the city closed the street and made it a Cul de Sac. The problems continue with Semi's, Car Haulers, and just last week a tanker truck was stuck in a closed street. There are two "Not a through Street" and two "Road Closed" signs, which are still ignored. Please describe the District's plan to control their generated traffic, i.e. tenant instructions, notifying freight companies and construction companies.

#"

5. We request better guidelines on the planned replacement of old structures on the Northside. Will there be building height restrictions, equipment noise restrictions, restrictions on the blocking of residents sunlight. Will there be a better description if these uses are to be light industrial, aviation related or commercial enterprises?

##

6. There is no mention of the new RV storage lot, now a new large paved area. Please describe which access point will be used in the future for this facility.

#\$

With the City of Del Rey Oaks now providing police security and emergency response, there is now an even more compelling reason for a completing the second access point before any further expansion.

##%

Traffic

All traffic impacts should be consolidated and addressed as a whole; and, not fragmented nor argued away in an attempt to defray negative impacts to surrounding areas.

##&

Hazardous Materials

Land use and commercial expansion, aviation storage and aircraft operations need to locate and manage hazardous materials and emissions to safeguard and minimize impacts to adjoining residential areas.

#

Any increase in onsite storage of aviation fuel should not be permitted until the second access road is completed, with regards to public safety and traffic concerns.

#(

Truck transport of hazardous materials such as gasoline tankers, etc. should be managed and overseen by the Airport -- so that transit of hazardous material follows approved truck routes and avoids transiting through residential neighborhoods.

#)

Land Use

Land use development, building site and design, and commercial operations adjacent to residential areas should incorporate setbacks and design standards; to address impacts from offsite drainage, noise, fumes, night time lighting, commercial operations and to also provide a safety buffer from hazardous material.] 18

Night time lighting should be kept on site and not impact adjoining residential areas.] 19

Sound control and diversion should be incorporated into building design, and operations.] 20

As land use is changed to increase impermeable surfaces, offsite drainage needs to be controlled to mitigate offsite drainage -- before it becomes a problem.] 21

Drainage

Drainage system improvements and control of offsite drainage must be in place before any new construction or impervious surface changes.] 22

There needs to be a comprehensive drainage study and plan for total impact of build-out -- which also incorporates and makes up for present inadequacies.]

Present offside drainage control is insufficient and impacting adjoining residential areas. Residential properties on Euclid Avenue and down slope from the airport towards Fremont Street experience airport caused flooding during times of heavy rainfall.] 23

Building design needs to be a "good neighbor" approach, so that windows, open areas such as parking lots, balconies, etc. do not invade the privacy of adjoining residential housing.] 24

Sincerely,

Richard Ruccello. CONA president

COMMENT B2 - Casanova Oak Knoll Neighborhood Association (CONA)

Responses

B2-1: The Airport acknowledges and appreciates the comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment provides introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

B2-2: As discussed in Topical Response #2, Alternative 1 is the Airport's preferred alternative. As described on Page 3-25 of the Draft EIR, "Alternative 1 would construct a "north side" road in the first phase of the safety enhancement component, rather than as a separate project as planned in the Proposed Project, to remove the need for additional traffic to use Airport Road, even in the short term." (Draft EIR, Section 3.5.1, page 3-25). Exhibit 4.12H of the Draft EIR (Section 4.12.2.5, page 4.12-60) shows the construction routes for short-term project components under Alternative 1. Under Alternative 1, all short-term construction traffic would use the new "north side" road or access the Airport from the south via Olmsted Road.

No long-term site-specific development plans, land uses, densities, or intensities have been proposed for the long-term project phase, and site-specific development information for the proposed long-term projects under Alternative 1 is infeasible and speculative. Further environmental review and analysis would be performed, as appropriate under CEQA, when more definitive long-term development plans are proposed. Construction haul routes for areas of redevelopment on the northeast side of the Airport, and any associated environmental impacts, would be evaluated at that time.

B2-3: Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, "The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks," the Draft EIR, Section 4.11.5.3, Table 4.11B, states "Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*." (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city's general plan with respect to the Airport, including Land Use Goal 10, "Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks," and Land Use Policy L-3, "The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport's proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City." Both the Proposed Project and Alternative 1 include such a buffer.

B2-4: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment is

paraphrasing information taken from the Draft EIR and does not raise any issue concerning the adequacy of the Draft EIR. The Airport disagrees that the Draft EIR states that “construction of this Road will be difficult and very expensive.” It does state that “Steep terrain will require a significant level of design and engineering for the new road.” (Draft EIR, Section 2.6.14, page 2-34). This statement is accurate and typical of development projects throughout the region. For that reason, the Airport provides no further response to this comment.

B2-5: As discussed in Topical Response #2, Alternative 1 is the Airport’s preferred alternative. Under Alternative 1, all construction traffic for short-term northeast project components would use the new “north side” road or access the Airport from the south via Olmsted Road. See also Response B2 -2.

No long-term site-specific development plans, land uses, densities, or intensities have been proposed for the long-term project phase, and site-specific development information for the proposed long-term projects under Alternative 1 is infeasible and speculative. Further environmental review and analysis would be performed, as appropriate under CEQA, when more definitive long-term development plans are proposed. Construction haul routes for areas of redevelopment on the north side of the Airport, and any associated environmental impacts, would be evaluated at that time.

B2-6: Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, “The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

The Airport disagrees that due to “a lack of information and mitigations on the new Road this EIR has a major flaw in conclusions.” The following regulatory requirements and mitigation measures are applicable to potential impacts of the proposed “north side” road: AQ/rr-1 and -2; all biological mitigation related to resources impacted by road construction; CUL/mm-1 through -3; GEO/mm-1 through -3; GEO/rr-1 and -2; GHG/mm-1; HAZ/mm-1; LU/mm-1; NOI/mm-3; TR/mm-9; and TRIB/mm-1 and -2. (Draft EIR, Section ES 10.0, Tables ES-4 and ES-5).

B2-7: Please see **Appendix P** (Final EIR) for copies of two letters from the California Water Boards, Central Coast Regional Water Quality Board (RWQCB) regarding this issue. The Central

Coast RWQCB reviewed the U.S. Army Corps of Engineer report entitled, "Feasibility Study - Trichloroethene and Petroleum Plumes, Naval Auxiliary Air Station Monterey, Formerly Used Defense Site, Monterey, CA (DERP-FUDS No. J09CA15002)" (USACE 2013). In Comment 3 of the Central Coast RWQCB's December 19, 2013 letter, they state, "The Airport will take over ownership and responsibility of several TCE source area extraction and monitoring wells. (The monitoring wells may be converted into extraction wells.) The Water Board has no objection to the Airport's taking over these wells as water from these wells meets drinking water standards. The Airport will also have the standard responsibility of proper wells security, maintenance, and, if necessary, destruction."

In addition, the Draft EIR refers to these wells under the heading of *Site Investigations* within the Hazards and Hazardous Materials chapter as follows, "The Airport was a former military base and there are five former U.S. Army Corps of Engineer (USACE) wells (2002) located on the northwestern area of the Airport. These wells have been remediated and are being investigated by the Airport as a viable source of non-potable water to serve the Airport and/or other users (Allterra 2015)." The Draft EIR also states the following, "There are no Superfund or brownfield sites in proximity to the Airport; the closest such site is at the former U.S. Army post, Fort Ord (U.S. EPA website 2018)." (Draft EIR, Section 4.9.3, page 4.9-16).

B2-8: As stated in the Draft EIR "There are three primary drainage areas that collect and discharge stormwater runoff from the Airport's developed areas (Exhibit 4.10E). Also stated in the Draft EIR, "The existing drainage system at the Airport includes pipe culverts under the taxiways and runways that have been designed for a five-year storm event per Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5320-5D, *Airport Drainage Design*, Section 2-2.4.2 (FAA 2013). An analysis of existing storm drain deficiencies using a five-year, 24-hour storm event was completed and is shown in Exhibit 4.10F. Several of the main storm drains within the infield are currently operating above capacity (i.e., are deficient) during a five-year storm event. The Airport is currently addressing the issue on a project-by-project basis, as construction projects at the Airport affecting the drainage system occur." (Draft EIR, Section 4.10.3.1, pages 4.10-11 and 4.10-17). As discussed in the impact analysis (Section 4.10.5), the Proposed Project and Alternative 1 development areas would not contribute significant additional runoff to these deficient storm drains.

The Draft EIR evaluates changes in water flow from proposed new impervious surfaces and associated surface pollutants, including potential additional uses such as the proposed wash area and fluids from planes and vehicles, in Section 4.10.5, pages 4.10-21 through 4.10-30. The discussion concludes that potential impacts are less than significant as follows, "*The Airport's current operational SWPPP (in addition to mandated construction SWPPPs) would provide adequate BMPs to treat future project-related stormwater as indicated by the low levels of pollutants identified through its stormwater monitoring program. Impacts related to water quality standards for the Proposed Project and Alternative 1 during both the operational and construction stages are Less than Significant per Threshold 4.10-1.*" (Draft EIR, Section 4.10.5.1, pages 4.10-30 and 4.10-31).

B2-9: The CEQA Guidelines checklist (Section IX a) ask if a project would “Violate any water quality standards or waste discharge requirements?” At the Airport, these standards are regulated by the Central Coast Regional Water Quality Control Board. The Airport conforms to the requirements of its storm water permits issued by the Central Coast Regional Water Quality Control Board, as described in Draft EIR as follows, “The Airport operates under an Industrial General Stormwater Permit (Order NPDES No. CAS000001), which requires it to: (1) eliminate unauthorized non-stormwater discharge; (2) develop and implement a SWPPP; and (3) monitor stormwater discharge to ensure that state water quality standards are being maintained in accordance with the Airport’s approved SWPPP.” (Draft EIR, Section 4.10.1, page 4.10-7).

B2-10: Draft EIR, Section 4.12.2.5 (pages 4.12-51 to 4.12-64) discusses potential impacts of land-based noise impacts, including in the CONA neighborhood, for the short-term Proposed Project and Alternative 1. Draft EIR, Exhibit 4.12G shows proposed construction vehicle haul routes. Construction vehicles are proposed to travel along Airport Road through the CONA neighborhood to reach N. Fremont Street. However, as shown in Table 4.12V, no construction traffic would use Airport Road or N. Fremont Street during the proposed nighttime construction. During Phases 2 through 4, all construction trips occurring at night would access the south side of the Airport through Olmsted Road via Highway 68. Earth moved from south to the north side of the Airport during Phase 2 would use on-airport haul routes. Mitigation measure NOI/mm-2(1) addresses the construction truck hauling routes and times for the Proposed Project. Construction traffic is expected to increase the existing average daily traffic trips (ADTs) by less than two percent in all short- term construction phases. With less than a two percent increase in ADT due to construction traffic, the traffic noise increase due to the proposed short-term project construction traffic is expected to be less than three dBA.

Draft EIR, Exhibit 4.12H shows proposed construction vehicle haul routes for Alternative 1, which will be along Del Rey Gardens Drive instead of Airport Road. As shown in Table 4.12X, construction traffic is expected to increase the ADT by less than four percent in all proposed short-term project construction phases. With less than a four percent increase in ADT due to construction traffic, the traffic noise increase due to the proposed short-term project construction traffic is expected to be less than three dB.

Regarding long-term construction vehicular noise, because no long-term site-specific development plans, land uses, densities, or intensities have been proposed for the long-term project components for both the Proposed Project and Alternative 1, site-specific development information for the proposed long-term project components is infeasible and speculative. However, to increase traffic noise levels by three dBA, a doubling of existing ADT would be required to generate a significant construction traffic noise impact.

Draft EIR, Section 4.16.5.1 (pages 4.16-31 to 4.16-53) discusses potential traffic impacts for the Proposed Project and for Alternative 1. Short-term Proposed Project operations would add no more than 16 peak hour ADTs to intersections of Airport Road as shown in in Draft EIR, Table 4.16E. The LOS at those intersections would be the same before and after the short-term Proposed Project. As shown in Draft EIR, Table 4.16J, short-term Proposed Project construction

activity would generate no more than 34 (adjusted to passenger car equivalents) total ADTs on Airport Road through the CONA neighborhood, which is about 1.4% of the existing ADTs on Airport Road.

Short-term Alternative 1 operations would reduce the Airport's average daily peak hour traffic trips at intersections of Airport Road as shown in in Draft EIR, Table 4.16L. Further, as shown in Draft EIR, Tables 4.16O and 4.16P, short-term Alternative 1 construction activity would generate no more than 38 (adjusted to passenger car equivalents) total ADTs on the north side, and those trips would access the Airport by Del Rey Gardens Drive, not through the CONA neighborhood.

B2-11: The Draft EIR explains that redevelopment of the Old North Side Industrial Area is addressed at a programmatic level only (Draft EIR, Section 2.6.2.7, page 2-41), which is defined as follows: "Development projects for which project funding is unknown or for which project details are not known at a sufficient level of detail to be evaluated at a project-specific level are addressed at a more programmatic level of detail (i.e., based on their general land use) and are considered long-term projects for purposes of this EIR. The projects evaluated at the programmatic level may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis." (Draft EIR, Section 1.3, page 1-4). At the time that redevelopment of the Old North Side Industrial Area is actually proposed, the answers to the questions in this comment, as well as other project-specific details, will be available.

B2-12: The Draft EIR explains improvements for the proposed "north side" road at Draft EIR, Section 2.6.1.4. In addition, improvements to the "north side" road at the location of the existing RV storage area and access point are shown at Draft EIR, Exhibit 2K. Further, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, no further response to this comment is required.

B2-13: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, the no further response to this comment is required.

B2-14: The Draft EIR includes a detailed traffic study (Appendix M), which includes a discussion of existing conditions on CONA neighborhood streets, as well as an analysis of project-specific impacts to the CONA neighborhood streets (Appendix M, Sections 2.6, 4.1.7, and 4.2.7). Short-term construction impacts are also discussed (Appendix M, Sections 4.1.9 and 4.2.9), as well as short-term and long-term cumulative conditions within the overall traffic impact study area. The specifics related to this comment are unclear.

B2-15: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does

not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, the no further response to this comment is required.

B2-16: See Topical Response #2, Alternative 1 is the Airport's preferred alternative. As described on Page 3-25 of the Draft EIR, "Alternative 1 would construct a "north side" road in the first phase of the safety enhancement component, rather than as a separate project as planned in the Proposed Project, to remove the need for additional traffic to use Airport Road, even in the short term." (Draft EIR, Section 3.5.1, page 3-25).

B2-17: As described in the Draft EIR, "The potential for the Proposed Project or Alternative 1 to create or result in increased risk of exposing surrounding populations or the environment to hazardous materials due to operation of the Proposed Project or Alternative 1 was assessed in light of the following: (1) the existing fuel management programs in place at the Airport; and (2) the spill prevention and response protocols. This information was obtained through review of existing documentation, existing lease agreements with airport tenants, and consultations with airport staff." (Draft EIR, Section 4.9.2, page 4.9-12). Fuel storage to the aircraft on the north side of the Airport [except for the members of the Navy Flying Club] is provided by on airport delivery trucks that are stored on the south side of the Airport and traverses on Airport service roads and do not go through residential neighborhoods. The Draft EIR, states, "Currently, fuel delivery to the north GA area is escorted by FBO personnel from the south side of the Airport starting at one of the FBOs to the fuel tank at the north GA apron. The fuel truck is met by Navy Flying Club personnel at the vehicle gate and escorted to fuel the tank. Based on historical data and usage, the fuel tank is filled via fuel delivery tanker approximately six times a year averaging about 8,600 gallons per load." (Draft EIR, Section 4.9.3, page 4.9-14).

B2-18: See Response B2-11 for a discussion of future redevelopment of the Old North Side Industrial Area. The Proposed Project (and Alternative 1) provide a vegetated open space buffer between the Airport and residential areas adjacent to the Airport's north and northeast property lines (see Draft EIR, Exhibits 2C, 2L, and 3E). Additional buffers would be provided as part of biological mitigation to provide additional habitat conservation areas (Draft EIR, Exhibit 4.4D).

B2-19: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. See Response B2-11 for a discussion of future redevelopment of the Old North Side Industrial Area.

B2-20: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. See Response B2-11 for a discussion of future redevelopment of the Old North Side Industrial Area.

B2-21: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. See Response B2-11 for a discussion of future redevelopment of the Old North Side Industrial Area.

B2-22: Section 4.10.3.1 of the Draft EIR discusses the existing conditions related to drainage at the Airport. Exhibit 4.10E shows the portion of the Airport (Northwest Drainage Area) that ultimately discharges to a “point of confluence” within the CONA neighborhood. No changes to the amount of impervious surfaces would occur as a result of the Proposed Project (or Alternative 1) within this part of the Airport. (NOTE - Draft EIR, Section 4.10.5.3, page 4.10-33, incorrectly states the following: “Calculations were also made for the part of the proposed “north side” road that would drain east towards Del Rey Gardens Drive within the northwest drainage area (Exhibit 4.10E).” This should say “... within the northeast drainage area (Exhibit 4.10E).” This correction has been made in the Errata contained in Chapter Two of this Final EIR.)

B2-23: See Response B2-8. The Draft EIR evaluates changes in water flow from proposed new impervious surfaces and associated surface pollutants in Section 4.10.5, pages 4.10-21 through 4.10-30. More specifically with respect to CONA, no changes to the amount of impervious surfaces would occur as a result of the Proposed Project (or Alternative 1) within the northwest drainage area.

B2-24: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. See Response B2-11 for a discussion of future redevelopment of the Old North Side Industrial Area.



October 22, 2018

Monterey Regional Airport's Planning Department
 200 Fred Kane Drive, Suite 200
 Monterey, California 93940
 e-mail to planning@montereyairport.com

SUBJECT: Monterey Peninsula Airport Master Plan Draft EIR

Dear Staff:

The purpose of the Proposed Airport Master Plan is to address Federal Aviation Administration (FAA) airport standards and to plan for projected aviation demand within a 20-year planning period, while considering safety, cost-effectiveness, and potential environmental and socioeconomic issues. The DEIR evaluates plans to meet FAA standards, airport improvements and non-aviation developments. LandWatch's comments focus on proposed non-aviation development.

1

Economic Demand Projects for Non-Aviation Development

The DEIR proposes development of a total of 939,000 square feet of office, commercial, research and industrial uses in areas identified as South Non-Aviation, Old Industrial and North Side as follows.

2

- South Side — 55,000 and 94,000 sq. ft.
- Old Industrial — 64,804 sq. ft.
- North Side — 400,000 and 325,000 sq. ft.
- Total — 938,804 sq. ft. (chapter 2, pp. 2-41 to 2-43)

Please justify the demand for this development in the context of the 1) already approved developments in Monterey County (see chart below from March 2016) and 2) areas that are currently zoned for office, commercial, research or industrial uses in surrounding areas.

3

Approved and Unconstructed Non-Residential Developments 15-Mar-16

Jurisdiction	Development	Commercial	Industrial	Ag Industrial	Office	Total	
County	East Garison	75,000				75,000	
	Ro San Juan	90,000				90,000	
	Coral de Tierra Shopping	99,000				99,000	
Marina	The Dunes on Monterey Bay				7,600	7,600	
	Marina Station	60,000	632,000		144,000	836,000	
	Airport Busines Park		175,000			175,000	
	FOR A Business Park		43,381			43,381	
	Marina Golf Course-Hotel					0	
Salinas				6,438,168		6,438,168	
Monterey	Monterey Hotel	4,611				4,611	
	Regency Theater	3,832				3,832	
	Ocean View Plaza	125,770				125,770	
	2 Upper Ragsdale Dr				66,173	66,173	
Seaside	Seaside Resort					0	
	Main Gate	500,000				500,000	
		958,213	850,381	6,438,168	217,773	8,464,535	square feet

3
cont

This does not include areas that are currently zoned for office, commercial, research or industrial development nor does it include such developments that have been approved since March 2016.

Traffic and Circulation. The DEIR finds the Proposed Project and Alternative 1 would have significant and unavoidable impacts at intersections and highway segments (Impacts TR-4 and TR-5). Impacts on future VMT are also found to be potentially significant and unavoidable. Based on the following data, the impacts are primarily due to vehicle emissions related to proposed non-aviation uses.

4

Net new daily 10,991 trips total (Table 4.16F). Proposed non-aviation uses total 10,832 daily trips or 98% of total trips. Daily VMT for the proposed project is an increase of 53,035 miles for the Proposed Project and Alternative 1 (Table 4.16Q). Proposed non-aviation uses total 51,763 miles or 98% of total VMT.

Greenhouse Gas Emissions (GHG). The DEIR finds the proposed project would generate 11,549.4 metric tons/year of CO₂e¹ which would create a significant and unavoidable impact (Table 4.8F). Mobile source emissions are 81% of total emissions. These emissions are primarily associated with the non-aviation uses. No mitigation measures are proposed to reduce GHG emissions from mobile sources. An Alternative that reduces total square footage for non-aviation uses should be identified. See Alternative discussion below.

5

Cumulative Impacts. The DEIR defines “probable future projects” as projects with approved or pending development applications (i.e., proposed). (p. 5-3) CEQA Guidelines Section 15065(a)(3) has a broader definition which includes projects identified in General Plans.

(1) Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. **Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions.** A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency. **(Emphasis added).**

6

A total of 1,000,000 square feet of office, research and industrial uses is designated in the FORA Base Reuse Plan. It is unclear how much square footage of similar uses is accounted for in Table 5B, Cumulative Development Projects. The addition of 930,000 square feet of non-aviation uses combined with similar development on the former Fort Ord would add significantly to cumulative traffic impacts that are identified as significant and unavoidable in the DEIR.

7

Hazardous Conditions. Portions of all three non-aviation sites would allow for a greater concentration of people than what is recommended by FAA. These concentrations are identified as Significant Hazardous Impacts (HAZ 2 to 4). Alternative 1 proposes the following mitigation measures:

- The northern part of the 3.6 acre southern parcel within Safety Zone 5 shall remain as undeveloped open space.
- Proposed non-aeronautical projects in the 4.3-acre area on the north side of the Airport within Safety Zone 3 shall not exceed the non-residential intensity maximums described in the 2011 Handbook for Safety Zone 3.
- The 9.0 acres of land in the north side within Safety Zone 2 shall only be developed with light industrial uses and/or be preserved as open space consistent with the recommendations described in the 2011 Handbook for Safety Zone 2.

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These mitigation measures should be adopted regardless of what Alternative is evaluated.

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Alternatives: The Alternatives identified in the DEIR do not meet the following CEQA requirements:

§ 21002. APPROVAL OF PROJECTS; FEASIBLE ALTERNATIVE OR MITIGATION MEASURES The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects...

9

15126.6. CONSIDERATION AND DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT. (a) Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. ...

(b) Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be costlier.

(c) Selection of a range of reasonable alternatives. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects...

An Alternative that reduces square footage of the non-aviation uses would reduce traffic and GHG emission impacts significantly. As noted above, mobile source emissions of GHG are 81% of the total emissions. Proposed non-aviation uses total 98% of total trips and 98% of total VMT. A revised DEIR should address whether or not proposed buildout in the next 20 years of non-aviation uses is realistic under a cumulative impact scenario that shows an additional 1,000,000 square feet of similar uses on the Former Fort Ord. Such an Alternative would meet the project's objectives while significantly reducing traffic and climate change impacts.

Thank you for the opportunity to comment on the document.

Sincerely,

Michael DeLapa
Executive Director

COMMENT B3 - Landwatch

Responses

B3-1: The Airport acknowledges and appreciates the comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides general introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

B3-2: See Topical Response #1. The Draft EIR Section 1.3 page 1-4 states the following: “All Proposed Project components are addressed and analyzed at one of two levels within this EIR:

1) Development projects anticipated to be implemented within the next 10-11 years that have project funding identified, and for which basic project details are available and adequate to analyze the potential environmental impacts, are evaluated at a project-specific level and are considered short-term projects for purposes of this EIR and encompass both short and intermediate-term projects listed in the Proposed AMP for the first 10 years of implementation; and

2) Development projects for which project funding is unknown or for which project details are not known at a sufficient level of detail to be evaluated at a project-specific level are addressed at a more programmatic level of detail (i.e., based on their general land use) and are considered long-term projects for purposes of this EIR. The projects evaluated at the programmatic level may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis.”

The Proposed Project does not include any non-aviation development in the short-term project-specific analysis. The non-aviation development in the Proposed Project (and Alternative 1) are addressed at a programmatic level which reserve land for future, long-term non-aviation development (aka, non-aeronautical development) in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer. One requirement of an airport master plan is to address the facility requirements of an airport. Under Section 812 of FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, as amended (FAA 2015), FAA states, “Many airports have significant acreage devoted to non-aeronautical uses, such as industrial parks, recreational uses, agricultural or grazing leases, or retail businesses. Some uses are considered temporary, to remain only until a higher aviation use materializes, while others are expected to remain as surplus to anticipated aviation needs. In either case, the revenue from these activities provides supplemental revenue to the airport and improve the airport’s overall financial position. The planner should review the infrastructure needs of such activities and identify improvements that preserve the revenue-generating performance of a valuable asset.”

The Draft EIR explains this concept as follows, “A fourth objective of the Proposed Project is to plan for additional revenue-producing opportunities so the Airport can continue to provide its share of matching funds for its federal- and state-provided grants. As discussed in Section 1.6, the Airport has federal grant assurances that must be met as a condition of the acceptance of federal monies for maintenance and development projects. The federal grant assurances include Grant Assurance 3, Sponsor Fund Availability. This grant assurance requires that the airport sponsor have “sufficient funds available for that portion of the project costs which are not to be paid by the United States.” It also requires that the sponsor have “sufficient funds to assure operation and maintenance of items funded under this grant agreement which it will own or control. The Proposed AMP’s on-airport land use plan includes areas of the Airport not needed for aviation purposes that can be developed or redeveloped for revenue-generating purposes (Sections 2.6.1.2, 2.6.1.3, and 2.6.2.7).” (Draft EIR, Section 2.5.4, pages 2-11 and 2-12).

The amounts of non-aeronautical development listed in this comment was assumed in the Draft EIR for the Proposed Project (and Alternative 1) to provide a “worst-case” analysis for purposes of CEQA only. They do not represent development proposals for the Airport, or in the case of the Old North Side Industrial Area, redevelopment proposals. Rather, the Draft EIR explains that future non-aeronautical development at the Airport has been addressed at a programmatic level only (Draft EIR, Section 2.6.2.7, pages 2-41 and -42).

B3-3: As explained in Response B3-2, the purpose of designating non-aeronautical land use on the Airport is not to balance land uses within the region, as suggested in this comment, but to provide opportunities for future sources of revenue at the Airport. The Draft EIR assumes that, where applicable, such development would occur consistent with existing zoning and already adopted General Plans. See Topical Response #1.

B3-4: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides factual background information taken from the Draft EIR and does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

B3-5: See Response B3-9 with respect to an alternative that reduces the square footage of the non-aviation uses. The Draft EIR includes the following mitigation measures to help reduce greenhouse gas emissions for vehicle sources associated with the Proposed Project (and Alternative 1): GHG/mm-1, -2, -4, and -5; and TR/mm-6, -9, and -10 (Draft EIR, Tables ES-4 and -5).

B3-6: The Airport used a combined approach when developing an appropriate cumulative analysis. As stated in the Draft EIR, “The cumulative impacts analysis presented in this chapter is a hybrid approach that considers not only local development projects, but regional and airport-related growth projections. Specifically, with respect to cumulative traffic conditions, the 2014 Association of Monterey Bay Area Governments (AMBAG) regional travel demand

model has been used to project future traffic volumes along the Highway 68 corridor. In addition, the Federal Aviation Administration (FAA)-approved growth forecasts, prepared as part of the Proposed AMP for future operations and enplanements at the Airport (Appendix B), have been included in the cumulative impact analysis, as discussed in Section 5.3 below.” (Draft EIR, Section 5.1, page 5-1).

B3-7: The former Fort Ord military training base was closed in 1992, and the Fort Ord Reuse Plan was prepared in 1994. Its implementation is under the oversight of the Fort Ord Reuse Authority (FORA website 2018, <https://www.fora.org/>). Since that time, affected jurisdictions within the former boundaries of Fort Ord have prepared or amended their general plans to incorporate the build out of Fort Ord lands within their respective jurisdictions. All cumulative projects listed within Table 5B of the Draft EIR that are within jurisdictions located within the former Fort Ord must be accounted for in the Fort Ord Reuse Plan as FORA is required to approve consistency findings to that affect for all such projects. In addition, local general plans are used by AMBAG to establish its regional growth projections. The 2014 AMBAG regional travel demand model, which incorporates its regional growth projections, was used to identify potential cumulative traffic impacts along Highway 68. Anticipated trips from planned and proposed development projects that could reasonably be operational within the 20-year planning scenario of the Proposed AMP and generate traffic that would affect the study area were also included within the cumulative traffic impact analysis.

B3-8: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. As shown in Table 4.9D on page 4.9-41 of the Draft EIR, as well as in Tables ES-4 and -5, HAZ/mm-2 through -4 would be required for either the Proposed Project or Alternative 1.

B3-9: As discussed in Response B3-2, the Proposed Project does not “propose” any non-aviation development at this time. Rather, the Proposed Project (and Alternative 1) reserve land for future, long-term non-aviation development (aka, non-aeronautical development) in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer. The amounts of non-aeronautical development listed in this comment was assumed in the Draft EIR for the Proposed Project (and Alternative 1) to provide a “worst-case” analysis for purposes of CEQA only. They do not represent development proposals for the Airport, or in the case of the Old North Side Industrial Area, redevelopment proposals. Further, given the programmatic level of review of the areas reserved for potential long-term non-aviation development, no project-specific transportation demand management (TDM) program was identified related to this worst-case impact analysis. Any possible future long-term non-aviation development that may occur at the Airport would likely implement a TDM program, which would reduce potential greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).

In addition, no reduced non-aviation development alternative is required to be studied. As discussed in the Draft EIR, Section 2.5, a key objective of the Project is to increase Airport self-sufficiency by providing opportunities for additional revenue-producing uses of the Airport to

enhance its economic viability and self-sufficiency. Also, as discussed in Draft EIR Section 2.5.4 and Response B3-2, the Airport's financial viability requires the ability to generate sufficient revenue to meet its share of matching funds for federal and state-provided grants, and to meet grant assurance obligations. Portions of the Airport are reserved under the Project for future long-term non-aviation uses to achieve that Project objective. Any substantial reduction in the acreage reserved for possible future non-aviation land uses at the Airport, as suggested to substantially reduce GHG emissions and VMT, would prevent the Airport from achieving this key Project objective and would be incompatible with a fundamental purpose of the Project. Moreover, an alternative that studied a reduction of the areas reserved for future long-term non-aviation uses sufficient either to avoid or to substantially reduce (see CEQA Guidelines §15126.6(a)) significant GHG emissions and VMT would be very similar in nature to the No Project Alternative. The No Project Alternative was analyzed in Draft EIR, Section 3.5.3.



November 9, 2018

Mr. Michael La Pier
Executive Director
Monterey Regional Airport
200 Fred Kane Drive
Suite 200
Monterey, CA 93940

RE: Support of proposed Airport Master Plan and Draft Environmental Impact Report

Director La Pier;

As the largest tenant of the Monterey Regional Airport and a vested and active stakeholder on the field for over two decades, the Monterey Fuel Company, LLC supports and represents the interests of many general and business aviation users of the Airport. Our operation takes pride in the quality of service and dedication to safe operations delivered to our customers and tenants every day. Our business, and our ability to provide exceptional service and safe operations, is in large part dependent upon the Airport's stewardship of both on-airport facilities and off-airport community impacts. Therefore, the proposed Airport Master Plan is of particular importance to us, to the general aviation community that either base their aircraft on the field or visit, and to the business aviation users that depend and expect quality and safe facilities for the conduct of their business activities in and around our community.

It is our opinion that the proposed Airport Master Plan (AMP) and the associated Draft Environmental Impact Report (DEIR) do a good job of defining the current Airport landscape, planning for future growth and needs on airport, and balancing and minimizing the environmental consequences of proposed change. We are generally supportive of the environmentally superior Alternative 1 of the proposed project alternatives contained in the DEIR.

Specifically, we appreciate and support the proposed improved vehicular access to the north side of the airport, which should make aeronautical and non-aeronautical uses much more attractive to existing and future leaseholds and would be a necessary prerequisite for the proposed construction of additional aircraft storage hangars.

We appreciate that the ALP contemplates land being set aside for possible future development of non-aeronautical business, which we support when the land is not viable for aeronautical use, as it makes good business sense by keeping current tenants' business costs more affordable, helps to maintain and enhance a vibrant and diverse business community surrounding the airport, and likely results in the growth and strengthening of aeronautical businesses on airport as well.

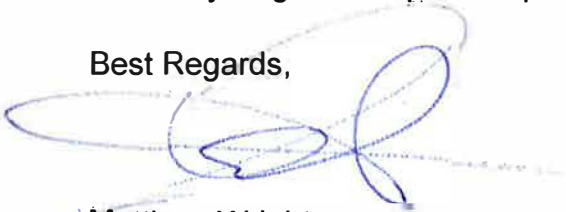
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We agree that a modernized airport terminal benefits the commercial users of the airport, and believe that the proposed location for the terminal, which results in the displacement and relocation of many current based general aviation users and the only self-service Avgas fuel option to the north side, is viable, but should be advanced with due consideration to minimize and avoid the displacement of and impacts to existing tenants without alternative arrangements in place.

3

As a committed partner of the Airport, we are excited about the opportunities and vision presented in the proposed Master Plan and will look to play an integral role in assisting the Airport in accomplishing their goals moving forward as well as representing and promoting the interests of general and business aviation users to enhance Monterey Regional Airport's reputation as one of the best in the nation.

Best Regards,



Matthew Wright
Vice President / General Manager

COMMENT B4 - Monterey Jet Center

Responses

B4-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general support for the Proposed AMP, and in particular, Alternative 1. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

B4-2: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses support for the proposed “north side” road and non-aeronautical reserve. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

B4-3: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. In order to minimize and avoid the displacement of, and impacts to, existing tenants, Chapter Six of the Draft Airport Master Plan developed a phasing plan that would provide for the development of new and/or relocated infrastructure and facilities prior to relocating or displacing existing tenants. The Airport District intends on working with individual tenants to minimize issues associated with relocation and disruptions to their businesses. The Airport is committed to minimizing disruption of existing airport tenants to the extent possible.

COMMENT B5

Monterey Regional Airport
% Daniel Johanson, C.M
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and Chris Morello
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[Re: Draft EIR, SCH#2015121105](#)

November 9, 2018

Dear Mr. Johanson and Ms. Morello,

The Highway 68 Coalition has had the opportunity to review the referenced DEIR for the proposed Airport Master Plan and has the following comments, concerns and questions;

1) Where can we find the EA being prepared by the FAA?

2) On page ES-14 we read;

“The following environmental effects of the Proposed Project have been found to be Less than Significant based on the analysis contained in Chapters Four and Five of the Draft EIR”. This then goes on to list issues regarding the following:

Aesthetics

Air Quality

Cultural Resources

Energy

Geology and Soils

Greenhouse Gas Emissions

Hazards and Hazardous Materials

Hydrology and Water Quality

Land Use and Planning

Aircraft Noise

Land based Noise

Population and Housing

Public Services (Fire Protection, Emergency Services, and Police Protection)

Recreation

Transportation/Traffic

Utilities and Service Systems

Cumulative Impacts

The Highway 68 Coalition’s understanding is that Draft EIR’s are supposed to be informational documents, to allow decision makers, agencies, departments, and members of the public, a basis of understanding, and to consider what impacts may (or will likely) occur as a result of the proposed project being studied.

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When we read early in your DEIR Executive Summary that this long list of issues has already all been determined to be “Less than Significant”, we question the validity of your DEIR, its thoroughness, and its objectivity. It is presumptive. Just saying these are all less than significant does not make it so. Don’t you agree? If not, why not?

3) Highway 68 is a State of California designated Scenic Highway. If the 498-acre Airport District does not have specific policies regarding it’s property frontage on State Highway 68, you can use the Scenic Highway guidelines that CalTrans uses. However, the referenced DEIR dismisses impacts and the issue claiming they cannot do much about it, (and as we understand it), then you won’t. There is no study or any real analysis.

3

The Highway 68 Coalition recommends Staking and Flagging, so that decision makers and members of the public can visualize what an Airport Terminal, and parking lot areas, and other new proposed construction additions may look like to the passing public. The possibility of substantial lights and glare at night for motorists needs analysis.

4

Recall the Highway 68 Coalition’s concerns with the walls going up on the eastern end of the runway a few years ago. Visual concerns were dismissed by MRA staff because a mitigation measure was trees and hanging vines were to be planted in the broad steps to soften and hide the multi-tiered walls. As you know, any planting that may have been done has essentially died as all that is visible from Highway 68 heading west are some dead weeds atop some of the tiers. Many of the nearby newly planted oak trees appear to be dead or dying. The MRA District did not follow through on the mitigation measure.

5

Questions:

Will you follow CalTrans Guidelines and recommendations regarding Scenic Highways?

Do you have a lighting plan?

Will you stake and flag proposed construction areas?

6

4) Previous development on MRA District property includes both airport related development, in addition to the District allowing construction by leaseholders building commercial buildings. Much of this combined development has been located on environmentally sensitive areas. These areas were inhabited by various endangered and threatened species, both plants and animals. In return for allowing building on environmentally sensitive habitat, previous Airport Boards set aside other areas of the

7

Airport property as mitigation. These new mitigation areas were to be set aside and preserved in perpetuity for benefit of re-located flora and fauna. The Highway 68 Coalition finds a rather troubling tone in the referenced DEIR regarding these property set-asides as mitigation.

7
con't

Questions:

- Where are specific maps and descriptions of previous property set asides used as mitigation? Acreages and specific locations?
- How might (or will) these set-aside mitigation areas be impacted by a new Monterey Airport Master Plan?
- What previous species were displaced? On how much area?
- Where were they relocated to? On how much area?
- What are the current conditions of these mitigated areas?

5) The DEIR states that the FAA approved the Aviation Forecasts at MRA. During meetings regarding a new Airport Master Plan, questions were asked of the paid consultant(s) as to what science or methodology was used in predicting MRA use? This was asked in light of a recognized decline in use at the MRA. For example, were MRA forecasts related to Monterey County population forecasts?

8

Questions:

- Was the number 2% annual growth used as the MRA's AMP number?
- Again, what specific criteria was the estimated annual growth based on?

9

6) On page ES-13 it states that the Monterey Peninsula Airport District is to determine if environmental documents review are required in the future.

10

Question:

- Wouldn't it be more appropriate to say further environmental review and documents may be required in the future?
- Also, please specify which portions of the DEIR are "programmed " portions. Can they be put in one location in the DEIR for better clarity?

11

7) Regarding traffic impacts on Highway 68, the DEIR seems to be saying there is nothing the District can do about it, so won't be doing much.

12

Question: Doesn't this DEIR need more traffic analysis as an informational document? Highway 68 was designated as having a Level of Service "F" over twenty years ago by the Transportation Agency for Monterey County. It's worsened since. Isn't this important information?

13

Eliminating a driveway entrance or two on Highway 68 may improve traffic conditions. It is unclear who would pay for this frontage road next to Highway 68.

14

Questions: Would a frontage road be funded (and built) upfront?
Would it be an unfunded mitigation measure?

14
con't

8) With predicted MRA increased use, there will be increases in noise. The MRA helped facilitate a program of better insulating area homes several years ago. This included new windows. Grant money was received to insulate area homes for noise.

15

Questions:

Will this home insulation program come back?

Will MRA assist in better insulating neighboring homes for the increases in noise intensity and frequency?

What is the cumulative impact of MRA predicted noise increases with the noise regularly produced at nearby Laguna Seca Raceway?

16

9) Regarding sources of water at MRA;

Questions:

How many private wells are on MRA property? Are they metered?

How much water does each pump annually?

How are these individual wells currently being used?

What are the sustained pumping capacities of these private wells?

Who does the testing for water quality in these private wells?

What contaminants are these wells being tested for? What are the results?

Does the CalAm water serving the MRA come from the adjudicated Seaside Groundwater Basin?

How much Cal Am sourced water has the MRA used on an annual basis for the past ten years?

What is the predicted annual water use? Based on what?

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10) Regarding water quality at MRA and neighboring areas, the DEIR is deficient.

Several years ago the neighboring residential Oak Knolls neighborhood was undergoing a crises in that groundwater below the neighborhood(s) was discovered as being heavily contaminated. It was a very serious health issue and lots of Federal money arrived to help clean it up to standards of the time. Federal and State regulatory agencies were involved as was the MRA.

More recently Fire Departments on airports have been discovered as being possible sources for PFAS. Reference the following links:

A)

<https://www.newsweek.com/2016/09/16/firefighting-chemicals-contaminating-water-165-million-people-496229.html>

B)

https://www.faa.gov/airports/airport_safety/aircraft_rescue_fire_fighting/

22

23

Question: Do the firemen posted to MRA still use AFFF foam or has MRA has switched to the GenX foam (which is also under investigation)?

C)

https://rapidcityjournal.com/news/local/firefighting-foam-contaminates-millions-of-gallons-of-sioux-falls-water/article_fa8ca607-662d-5b2b-9a7f-75816870396e.html

23
con't

Photos are a must see in this article . Regarding Monterey Regional Airport's planning for an expansion (along with its firefighting dept.)

Question: What about the increased potential for PFAS contamination?

Question: Have MRA onsite wells and offsite neighboring wells been tested for PFAS? When were they tested? Who did the testing? What were the results?

24

Question: Why doesn't the DEIR identify the MRA locationally, as sitting at the edge of the underground Seaside groundwater basin?

25

Question: What impacts might the Seaside Groundwater Basin experience, including PFAS impacts, with growth at the MRA?

11) Regarding the DEIR's listed Alternatives, or lack of them.

Recognizing that the MRA began about 70 years ago, and sits atop a knoll now surrounded by other use development, a suggestion was made to the MRA's AMP consultant, and the head of the area's FAA, that consideration be given to broadening the Monterey District to include both the nearby Marina Airport and possibly the Salinas Airport.

A question asked of the FAA was, Do other Airport Districts have more than one airport? The answer was, YES, some have as many as five airports in them.

26

By utilizing the airport the Army created at Marina (Fritsche Airport), many of the environmental issues that would result from expanding the MRA as outlined would be eliminated. The Marina Airport is not constrained by sitting atop a knoll. Marina is flat, as is the area surrounding it. And, it is in a different Water District (MWD).

Further the MRA is currently considering updates to its representative districts 1 to 5 within the MRA. How about considering expanding the MRA District to include Marina?

Mike Weaver will send a follow up copy of the letter submitted the the MRA AMP consultant and the FAA via email. Please include it as an attachment/part of the Highway 68 Coalition submittal of responses to the referenced DEIR.

27

Thank you for the opportunity to comment.

Respectfully,

Mike Weaver - Chair, the Highway 68 Coalition
831-484-6659

COMMENT B5.ATTACHMENT

Monterey Regional Airport District
C/o Jim Harris, Coffman Associates, Airport Master Plan consultants
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254
Via email: jmharris@coffmanassociates.com

Federal Aviation Administration
C/o Jim Lomen, Manager, San Francisco Airports District Office
1000 Marina Blvd., Suite 220
Brisbane, CA 94005
Via email: Jim.Lomen@faa.gov
and by U.S. Mail

Re: Monterey Regional Airport, Proposed 2015 Airport Master Plan.
Highway 68 Coalition comments to Draft Final Airport Master Plan

July 20, 2015

Dear Mr. Harris and Mr. Lomen,

The Highway 68 Coalition is a non-profit, unincorporated group of residents living primarily along California State Scenic Highway 68 in Monterey County. We share mutual concerns of traffic, safety, water quantity and quality, noise, wildlife, native plants, and some development issues that can impact the traffic, safety water quantity and quality, noise, wildlife and native plants.

Further, the Coalition promotes the preservation of the Scenic Highway status granted State Highway 68. It is up to local elected bodies of government, not Cal Trans, to preserve the Scenic Highway status officially granted to Highway 68 by Lady Bird Johnson and former State Senator Fred Farr. Once gone, it is gone forever.

BACKGROUND

The Monterey Peninsula Airport served a fairly stable population base on and near the Monterey Peninsula for many years. This airport district is bounded by the Pacific Ocean to the West, the Big Sur Coast Highway, Federal and State properties to the South. Immediate neighbors are the City of Monterey, the small City of Del Rey Oaks, and a portion of unincorporated Monterey County surrounding the approximately 500-acre airport district property. The airport is accessed on the ground primarily by a heavily congested two-lane State Route 68, which is a designated State Scenic Highway on its southeast side. State Highway 218 provides the boundary on the District's northwest side. The City of Monterey roads provide access from its western area.

The Airport District Board has attempted to expand the airports use and importance

and recently received approval from the FAA to rename the airport the Monterey Regional Airport (MRA).

28
con't

A Runway Safety Area (RSA) project has just been completed at the Monterey Regional Airport with a reported price tag of \$53 Million Dollars of Federal funds. Following the settlement of a CEQA lawsuit, brought by The Highway 68 Coalition, a generally ten-foot wide road, built for emergency safety access off of SR68 was included in this project. It goes around the eastern end of the elevated knoll the airport sits on, to the north side of the airport. The north side of the airport district property is over 100-acres in size, is largely vacant, has some rare and endangered plant species and elevation constraints. During the planning for the recent Runway Safety Project a 50-foot wide valley of a roadbed near Tarpy's was on the drawing boards, for safety access to the north side of the airport. Airport staff stated it was not an access road for development purposes of the north side. However, it would have required another new intersection on a segment of Highway 68 that was determined to be Level of Service "F" in 1997 by the Transportation Agency for Monterey County. Whereas now, this same entrance is being studied for access to the north side FOR development.

29

The existing Monterey Airport Master Plan is from 1992. This letter is in response to the effort that is underway to create a new updated Airport Master Plan. Toward this effort the FAA awarded a no-bid Grant of \$985,000 to the Monterey Regional Airport for purposes of creating a new Airport Master Plan. Coffman & Associates of Phoenix, Arizona received this money for the project. Coffman & Associates is familiar with the airport as they received the contract for the preparation of the CEQA Environmental Impact Report document for the Runway Safety Project. This was the document that was challenged in Monterey County Superior Court.

30

The District selected 25 members for an Airport Master Plan advisory committee. These were not subject to interviews. Nor was it advertised as a request for volunteers. The total membership was capped. The consultants picked the days and times of meetings, provided the written materials, and presented these materials in an instructional format style that closely followed the written materials provided by the consultants.

HIGHWAY 68 COALITION - SOME CONCERNS AND COMMENTS ABOUT THE 2015 DRAFT FINAL AIRPORT MASTER PLAN, VOLUMES 1 AND 2:

1) A large concern is the change from "no plans to develop the north side", to plans to develop the north side and consideration of the same location next to Tarpy's for possible access to this proposed commercial area. This, again, would necessitate another new intersection on congested Highway 68.

31

Regarding Airport Terminal Relocation

2) Page 6-8 of Volume #1 of the 2015 Airport Master Plan justifies eliminating the old Terminal and building a new one because, " The current terminal building is showing its age as portions are over 60 years old...."

This seems to be a poor reason for the total demolition of a building. Most of the buildings in nearby historic Monterey are well over 60 years old, as are structures in Pacific Grove, Carmel, and residences in Del Rey Oaks. It is one of the many reasons people find the Monterey Peninsula charming, and like to visit.

3) Volume #1 of the Draft Final Airport Master Plan on page 6-8 under Terminal Relocation Recommendation states one reason for construction of a new terminal building is: * Desire to advance the position of the Airport as a regional driver of economic growth."

When the Master Plan consultant was asked how is the District Board going to finance a new Terminal and many other proposed changes, the answer given was that the FAA will fund up to 90.66% of the costs. It is on an application basis and applying does not necessarily mean one gets the money, or all of it. The District needs to raise but 15% of the costs. Not explained was 15% and 90.66% add up to over 100%.

The 2015 Airport Master Plan is growth inducing and will require an EIR. We ask for it.

4) The selected Terminal relocation area is immediately adjacent to Scenic Highway 68. The proposal calls for two paved parking lots plus a three or four-story parking garage. The area now contains a forest of pine trees and is a beautiful entryway into the Monterey Peninsula. The current airport buildings are set back and shielded from view by these trees. The visual impact of this location selected by the consultant would be a significant visual impact. What to do about this?

5) The new Airport Master Plan selected by the consultant and airport staff, calls for a new main entrance on State Highway 68, and suggests closing the existing main entrance on the four-legged existing intersection at Olmstead Road and Hwy 68.

This would likely require another signal light in the area. When asked about this at the July 7, 2015 Advisory Group meeting, the consultant stated he didn't think it would require a new signal light, however talks were still going on with existing businesses close by. Will it or will it not require a new signal light on the State Highway 68?

6) Page 6-16 and Exhibit 6D show us a new terminal building that is 100,000 sq. ft in size. The existing terminal building is 69,000 sq. ft. in size. We understand that the Airport District is free to forecast whatever growth estimates they wish for the next 20 years. They chose 2% growth per year. This estimates justification seemed to be that they needed to pick some number so they picked one a bit higher.

However, when asked, we learned the scheduled daily flights used to be 110. They are now down to 31 per day.

37
con't

The need for a 100,000 sq. ft. new terminal building in a new location doesn't seem justified. How to justify the cost? What is the source of funds? If the current capture rate is 40%, what explains the drop in demand for daily flights at this Monterey Regional Airport?

The consultant was asked at the Advisory Committee meeting if the Airport District Board might want to examine it's overall business practices in trying to win customers back to the Monterey Regional Airport. Although some blame can be placed on the airlines for cancelled flights, not all of it can be attributed to this.

7) Page 6-26 and Exhibit 6E - Airspace

Surrounding (wider) areas are not shown. We know there is 65 CNL. However, the inbound flight path was recently changed by the FAA. This has presented problems with much increased noise over areas previously not very noisy. Land use planning and individuals selecting where to live has now been altered with noise due to a change in the flight path. Equally disturbing are the safety issues associated with the changed flight path, in that residential properties below the new flight path now face the potential for dangers from above.

38

8) Where is the extra length of the runway coming from? The main runway was shortened from 7,600 feet to 7,000 feet with the construction of the RSA project. It is unclear as to the proposed runway length in the new Airport Master Plan. One person read it as 7,125 feet. Is this so?

39

TRANSPORTATION DEMAND

9) Page D-22

Where did the traffic Level of Service (LOS) "C" rating come from for morning and evening peak hour traffic? Again, Highway 68 has been rated LOS F since 1997. Yes, some band-aids have been installed. But, what traffic methodology was used in coming up with LOS "C"? Was it an intersection LOS methodology? The Highway 68 Coalition requests an EIR. Please retain the services of a California registered and licensed traffic engineer to do all the traffic analysis.

40

10) Page D-23 Draft Final Airport Master Plan relies on faulty assumptions.

Faulty assumptions are made regarding two projects the Draft Final seems to think are fully planned and funded. These projects are the intersection at Corral de Tierra and the four-laning of Highway 68 westbound to Corral de Tierra.

41

There are multiple issues still undergoing study. Funding may be secured for Corral de Tierra depending on design. However four-laning west to Corral de Tierra is not funded, nor have design plans been produced. Environmental review is still being done on both.

41
cont

WATER USE

11) During the recent RSA project, the District water source was referred to as a couple wells owned by the airport district. This Master Plan Draft Final identifies the water source as the California American Water Company. This water company is under CPUC orders to stop pumping from the Carmel River and create a new water source. The totality of the ambitious building plans in the 20-year 2015 Airport Master Plan don't seem based on reality of limited water on the Monterey Peninsula. This is another reason for an EIR
By the way, the Fritsche Airport in nearby Marina is in a different water district.

42

NOISE

12) How much will expanded airport uses increase noise to surrounding residential neighborhoods?

43

13) Page FA-8 and Exhibit FA-1 regarding consolidated arrival tracks
How much will noise increase beneath and near with proposed consolidation?

44

14) The Highway 68 Coalition suggested an alternative location be studied for large scale aircraft. That airport is the existing Fritsche Field Airport nearby Marina, California. Built and paid for by the U.S. Army for their military aircraft, it is now underutilized.

Advantages for using this airport for most of the anticipated airline embarkment growth are many. Some of the advantages are:

Relative fewer constraints regarding water and traffic, compared to Monterey, and the Army did not build it atop a hilly knoll.

Two cities and lots of residential housing do not surround it.

It is not next to a shopping center (Stonecreek shopping center in Del Rey Oaks).

The City of Marina might welcome the economic boost as the airport is near the new Fort Ord National Monument. This is hundreds of acres of open space. This may be a boon for the tourism the Monterey Regional Airport District champions.

45

We understand that the County of L.A. has five airports, the City of San Diego has two airports. Santa Clara operates two airports. South Nevada has five airports.

The point here is the Monterey Regional Airport District boundaries could be expanded to include the Fritsche Airport in Marina. Marina could handle the bigger scheduled flights. Monterey could specialize in the private and corporate jets and planes. It seems this may help facilitate the increase in total embarkments desired by the District.

45
con't

Why hasn't this alternative been studied in conjunction with a new Monterey Airport Master Plan?

Can this be studied in a NEPA document?

46

15) Page H-1 and Sheet 10 of 18

The approach patterns and steepness. Please explain, what is this now?

47

AIRPORT LAND USE PLAN

We understand the north side of the airport property has biological constraints including Yadon's Piperia and Monterey Spineflower. Additionally areas have been set aside as mitigation from previous development.

48

Where are the details on this? Can these details please be analyzed in both NEPA and CEQA documents?

Thank you for the opportunity to comment on the Draft Final 2015 Monterey Regional Airport Master Plan.

Mike Weaver
Chair, Highway 68 Coalition
Office: 831-484-6659
Email: michaelrweaver@mac.com

COMMENT B5 - The Highway 68 Coalition

B5-1: An Environmental Assessment (EA) under the *National Environmental Policy Act* is currently being prepared on one of the short-term project components recommended by the proposed Airport Master Plan (AMP). This federal Proposed Action is known as the “Proposed Airfield Safety Enhancement Project for Taxiway “A” Relocation and Associated Building Relocations.” The EA is still being completed and will be reviewed internally by FAA before being released for public review. When it is available for public review, a Notice of Availability will be issued and it will be available on the District planning website (<https://montereyairport.specialdistrict.org/planning-and-development>), as well as at the FAA San Francisco Airports District Office, the Airport Administrative Office, and specified public libraries in the area.

B5-2: The Airport disagrees with this comment. The Executive Summary of the Draft EIR is intended to provide an overview of the detailed information and analysis contained in the remaining six volumes of the Draft EIR and its appendices. It is not feasible to provide all of this detailed information in the summary of such a lengthy document.

B5-3: The Airport disagrees with this comment. The Draft EIR provides as detailed an analysis of potential impacts to the Highway 68 scenic corridor as is possible given the level of detail available at this time for project components in proximity to the highway. Some project components are long-term projects that can only be addressed at a programmatic level. See Topical Response #1.

The California Department of Transportation (Caltrans) delegates the implementation of policies to protect a designated scenic corridor to the local jurisdictions. Since the portions of the highway corridor that are adjacent to the Airport are within the jurisdiction of the City of Monterey, the Draft EIR correctly evaluated project consistency with the City of Monterey scenic highway policies. See Draft EIR, Section 4.1.1, page 4.1-2 which states, “The status of a state scenic highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway (Caltrans website 2018).”

Proposed short-term project components incorporate the City of Monterey’s 100-foot setback from the highway in keeping with the city’s scenic highway policies (City of Monterey, Urban Design Element, Policy h-9). See Draft EIR, Section 4.1.5.2, page 4.1-13 and Section 4.11.5.3, Table 4.11C. The Draft EIR also indicates that the proposed terminal parking garage, even though it would be outside of the 100-foot setback, may still pose unavoidable impacts to the scenic corridor due to its proposed bulk and scale, and provides an alternative to this aspect of the project (i.e., Alternative 1, which contains a terminal surface parking lot rather than a parking structure).

B5-4: At this time, the Airport's Highway 68 frontage in the area of the proposed terminal complex are heavily screened from the highway by mature trees (Draft EIR, Exhibit 4.1A). Staking and flagging of future project construction areas would not be visible to passing motorists nor would it be safe for such travelers to attempt to view the future project construction areas while driving by the Airport. In addition, the areas in question are currently paved and used by the Airport for vehicle parking, hangars, and aircraft ramp.

B5-5: In the RSA project mentioned in this comment, the Airport District (MPAD) agreed to, and is in the process of, implementing a multi-faceted Habitat Conservation and Enhancement Plan that includes three conservation areas. A portion of Conservation Area 3 is in the lower three tiers of the RSA project retaining walls at the end of the runway plateau. In addition, the MPAD agreed to, and is implementing, a Monterey Pine and Coast Live oak tree replacement program. The replacement trees are located in the tiered cut walls and surrounding areas. Both the Conservation Area 3 plantings and the replacement tree plantings were installed at the completion of the RSA project and the MPAD has retained an environmental consultant team to monitor and maintain the plantings. The maintenance and monitoring program is currently in the fourth year of implementation. During construction of the RSA Project, MPAD's contractors installed 327 coast live oak trees (321 15-gallon and six 48-inch box) and 25 Monterey pine trees in the Vehicle Service Road retaining wall tiers and temporarily impacted areas in the Project area. All the plantings have been maintained monthly and monitored quarterly since they were installed. The monitoring biologist assessed the health and vigor of the coast live oak and Monterey pine tree plantings in September and December 2017 and June 2018. Ten coast live oak plantings and one Monterey Pine died during the monitoring year (Year 3). The loss of the trees appeared to be a result of increased ground squirrel and gopher activity in the site. Based on the monitoring biologist's recommendation, MPAD has increased small mammal removal efforts in the planting areas.

The restoration team has also been monitoring and maintaining the rare shrub plantings in the area. Originally, MPAD had planted 1,150 sandmat manzanita, 10 toro manzanita, 50 monterey ceanothus, and 25 Eastwood's golden bush. Due to the problematic nature of propagating manzanita plants, the sandmat manzanitas have suffered some losses. However, the MPAD propagates and plants an additional approximately 200 sandmat manzanita plants annually in the mitigation areas. In December of this year, MPAD's contractors will be installing an additional 225 manzanitas and other species to augment the plantings in the tiered walls. The combination of the original shrub plantings and the replacement plantings has kept the MPAD mitigation efforts in compliance with the rare plant and tree replacement mitigation requirements in the first four years of the program implementation.

As far as landscaping in the top four tiers of the RSA project retaining walls, which is intended to provide additional aesthetic mitigation, the Airport is continues to take steps to ensure a successful mitigation outcome in compliance with the RSA's mitigation monitoring and reporting program (MMRP).

B5-6: See previous Responses B5-3 and B5-4, which answer the first and third questions in this comment. The Airport does not yet have a lighting plan for the proposed terminal complex as the project cannot move past 30 percent design unless both CEQA and the FAA-approved NEPA compliance documentation is complete. In addition, the areas in question are currently paved and contain lighting. The areas are currently used by the Airport for vehicle parking, hangars, and aircraft ramp.

B5-7: A discussion of the Airport's previously approved biological mitigation areas is included in Appendix B, Environmental Inventory (pages B1-21, B1-22, and Exhibit B11) of the *Draft Final Airport Master Plan for Monterey Regional Airport, Monterey, California*. The *Draft Final Airport Master Plan for Monterey Regional Airport, Monterey, California* (2015) is incorporated by reference in the Draft EIR (Draft EIR, Section 1.8, page 1-22) and can be downloaded from the Airport District website at: <https://montereyairport.specialdistrict.org/planning-and-development>. The discussion is as follows:

“ONSITE HABITAT RESTORATION/ CONSERVATION AREAS

Several mitigation areas have been established on the Airport as a result of prior projects (**Exhibit B11**). These areas are identified as such in each project's mitigation program and/or Biological Opinion (BO) from the USFWS as discussed below:

- Runway Safety Area (RSA) Project, Conservation Areas 1, 2 and 3 - The RSA Conservation Areas were established to mitigate impacts to sensitive biological resources that were associated with the RSA improvements. Per Bio/mm-6 of the certified Environmental Impact Report, these conservation areas are to be designated as open space on the Airport Layout Plan (ALP) and remain as open space in perpetuity. Active management of these areas is expected to continue through 2022 and is detailed in the RSA's Habitat Conservation and Enhancement Plan (SWCA 2014c).
- Flightway Self-Storage, Habitat Restoration Areas 1, 2, 3, and 4 - The Self-Storage Habitat Restoration Areas were established to mitigate biological impacts associated with the Flightway Storage Facility. Management of the habitat restoration areas is detailed in the *Habitat Restoration Plan for the Flightway Self-storage Off-site Habitat Restoration Area and Flightway Self-storage Phase II On-site Habitat Restoration Area* and the federal BO 1-8-08-F-5. The restoration and monitoring activities were anticipated to be complete as of December 31, 2014, but have recently been extended to 2017. These habitat restoration areas are also tied to the RSA project to mitigate impacts to Yadon's rein orchid. Per the federal BO 8-8-10-F-7 (RSA improvements), MPAD has agreed to conduct habitat management activities in these restoration areas through 2016.
- Design Professional Insurance Company (DPIC) Parking Lot Habitat Restoration Area – This area was established in 2001 to mitigate for the loss of maritime chaparral related to the DPIC parking lot project and involved a habitat set aside/restoration area of approximately 2.85 acres (Rana Creek Habitat Restoration 1999). Non-native landscape

plants were removed and native maritime chaparral were planted in addition to the implementation of erosion control measures. The mitigation program also incorporated California legless lizard surveys and a protocol for relocating any lizards from the construction site into the habitat restoration area. The five-year monitoring program concluded in 2003.

- Skypark Self-Storage Habitat Restoration Area - The Skypark Habitat Restoration Area was developed to mitigate impacts to Yadon's rein orchid that resulted from the Skypark Self-Storage project and has since been tied to the Flightway Self-Storage Habitat Restoration Areas and the RSA Conservation Areas. Per the federal BO 1-8-08-F-5 (Flightway Self-Storage) and federal BO 8-8-10-F-7 (RSA improvements), MPAD has agreed to conduct habitat management activities in this restoration area through 2016."

The RSA mitigation is addressed in response B5-5. All other approved mitigation areas have successfully completed the required monitoring program and continue to be protected areas on Airport property.

Section 4.4.5.4 (Threshold 4.4-4, pages 4.4-41 and -42, and Exhibit 4.4D) of the Draft EIR discusses the Proposed Project's potential for impact to these previously approved mitigation areas. Only the RSA Project Conservation Areas 1 and 2 would be affected (due to the proposed "north side" road). The Draft EIR includes compensatory mitigation areas on the north side of the Airport that would fully mitigate impacts to these areas below a level of significance (Draft EIR, Section 4.4.6.4, pages 4.4-62, 4.4-63, and Exhibit 4.4D).

B5-8: As part of the preparation of the Draft Airport Master Plan, aviation activity forecasts for the Monterey Regional Airport (MRY) through the year 2033 were prepared as part of Chapter Two (Forecasts). These aviation forecasts were submitted to the FAA for their review and approval. FAA approved the aviation activity forecasts on September 24, 2014. As part of their approval letter, the FAA stated the following (Draft EIR, Appendix B:

"The San Francisco Airports District Office (SFO-ADO) has completed the review of the updated Aviation Activity Forecast document titled "Chapter Two- Forecasts" for the Monterey Regional Airport (MRY) dated May 2014. The SFO-ADO review determination is as follows:

- Concur with the aviation activity forecast methodology. The forecast assumptions presented are considered reasonable and well supported.
- Concur with the total forecasted aircraft operations and based aircraft presented in Exhibit 2R – *Aviation Demand Forecast Summary* for the five-year and ten-year forecast. Recommend updating the Airport IQ 5010 data to reflect based aircraft at the airport. Acknowledge the discrepancy between the Terminal Area Forecast (TAF) based aircraft and the document provided.

- The SFO ADO finds the subject growth rates acceptable from a planning standpoint. Accordingly, the SFO-ADO has determined that the aviation activity forecasts are consistent with the TAF. The aviation activity forecast provides adequate justification for near-term airport planning and development of the subject airport facility.”

As explained during the Planning Advisory Committee (PAC) meetings, as well as in Chapter Two (Forecasts) of the Draft Airport Master Plan, guidance and methodologies provided by the FAA were used to develop the aviation activity forecasts. The FAA guidance is provided in Chapter 7 of FAA Advisory Circular (AC) 150/5070-6B - *Airport Master Plans* (July 29, 2005, updated January 27, 2018), and *Forecasting Aviation Activity by Airport* (July 2001), prepared by FAA’s Office of Aviation Policy and Plans (APO-110). For the MRY Draft Airport Master Plan, several different methodologies, all of which are approved by the FAA, were used to prepare a selected forecast. These methodologies included trend line projections, correlation analysis, regression analysis, and market share analysis. The different forecasts considered local socioeconomic indicators, including both historical and forecast population forecasts in Monterey County, as well as the historical aviation activity at the Airport. As a result, the aviation forecasts took into account the decline in passenger enplanements and aircraft operations that occurred during the Great Recession (2009-2011).

B5-9: Based on six (6) different FAA approved forecasting methodologies, the growth of passenger enplanements ranged from 0.73 percent annual growth to 2.62 percent annual growth. The selected passenger enplanement forecast used 1.59 percent annual growth. The selected forecast considered higher than average growth in the short and intermediate terms as the economy was returning to more normal growth patterns. Enplanement levels at the Airport over 2011-2013 period had already begun showing signs of recovery with an annual growth rate in enplanements of nearly 3.4 percent. While it was not reasonable to assume this growth rate for the extended future, strong growth in enplanements in the short and intermediate term was considered reasonable. By the long-term planning period, enplanement growth was forecast to level out somewhat. The selected enplanement forecast for MRY is for 223,000 by end of the short-term planning period, 245,000 by the intermediate term, and 275,000 by the long term.

B5-10: See Topical Response #1. As a Lead Agency under CEQA, it is the Airport District’s responsibility to determine the appropriate environmental documentation for each project within its jurisdiction to approve. As stated in the Draft EIR, “If a later activity would have effects that were not examined in the EIR, an Addendum, Subsequent EIR, Supplemental EIR, Negative Declaration, or new EIR may be required. If MPAD finds that, pursuant to CEQA Guidelines, Section 15162, no new effects could occur, or no new mitigation measures would be required, MPAD can approve the activity as being within the scope of the project covered by the EIR, and no new environmental document would be required.” (Draft EIR, Section ES 6.0, page ES-13; Draft EIR, Section 1.3, page 1-4).

B5-11: See Topical Response #1. Further description of the “Proposed Long-Term Projects Evaluated at a Programmatic Level” is provided in the Draft EIR, Section 2.6.2, pages 2-37 through 2-42.

B5-12: As described in Draft EIR, Section 4.16.5.1 (pages 4.16-32 through 4.16-36, including Tables 4.16D and 4.16E), in the short-term, the Proposed Project (and Alternative 1) would reduce trips on Highway 68 due to the relocation of 44 general aviation hangars from the south side of the Airport to the north side. Potential long-term impacts to the regional traffic system, including Highway 68, are a product of existing conditions and other cumulative projects within the study area (Draft EIR, Section 5.5.16, pages 5-32 through 5-50), as well as the programmatic impacts discussed in the Draft EIR for purposes of a “worst-case” analysis (See Topical Response #1). Mitigation, therefore, also requires regional solutions that are primarily within the jurisdiction of the California Department of Transportation (Caltrans). The Draft EIR clearly states this in several places (Draft EIR, Section 5.5.16, pages 5-37, 5-39, 5-41, and 5-42). The ability of the Airport to help fund the regional improvements necessary to improve cumulative traffic conditions is the “infeasible” part of the recommended mitigation measures as “FAA may not authorize the use of any FAA grant funds or airport revenues to be used to construct or fund any off-airport improvements or mitigation measures.” (Draft EIR, pages 5-42 through 5-45, CUM TR/mm-1 through CUM/mm-8).

B5-13: Please see Draft EIR, Sections 4.16 and 5.5.16, as well as the Traffic Impact Analysis Report provided in Draft EIR, Appendix M (contained fully in Draft EIR, Volumes 4-6), for the traffic analysis completed as part of this Draft EIR. Based on the most recent traffic analysis completed on Highway 68 as part of the *Final SR 68 Scenic Highway Plan* (TAMC 2017) and traffic counts completed for this Draft EIR’s Traffic Impact Analysis Report (Mott MacDonald 2018), existing peak hour intersection LOS for intersections within the project study area range from LOS A through LOS F, depending on the intersection (Draft EIR, Table 4.16A). Existing Highway 68 roadway segments within the project study area range from LOS A through LOS E (Draft EIR, Table 4.16B).

B5-14: The proposed Highway 68 frontage road project component is a short-term project that is not yet funded. However, the Airport District would fund its construction by using one or more of its available funding mechanisms. The driveway onto Highway 68 from the 5.5-acre private parcel proposed for acquisition would not be closed unless the frontage road is constructed. The proposed Highway 68 frontage road is a short-term project component, not a mitigation measure.

B5-15: To promote compatible land uses in the airport environs, the Airport has undertaken three noise compatibility studies (1986, 1998, and 2008) to assess aircraft noise under Title 14 Code of Federal Regulations Part 150 (Part 150). As discussed in the Draft EIR, “As a result of the 1986 Noise Compatibility Program, it was determined that a number of noise-sensitive land uses were located within the 65 CNEL noise contour. To mitigate these impacts, the Airport initiated a Residential Sound Insulation Program (RSIP) for noise-sensitive properties located within the 65 CNEL noise contour. The goal of sound insulation was to reduce the interior noise

level to below 45 dBA. To accomplish this, measures, such as the installation of central air-conditioning systems, improved insulation, and/or installation of double-glazed windows, and/or doors were employed.

The sound insulation program at the Airport began in 1989 with a total of 522 parcels, including 925 dwelling units, identified within the treatable area. At the completion of the program in June 2010, sound insulation improvements had been made to 851 dwelling units and one school. Owners of the remaining eligible properties (74 dwelling units) declined participation in the program.” (Draft EIR, Section 4.12.1.1, page 4.12-5).

Based on the analysis completed in the Draft EIR to assess future airport Community Noise Equivalent Levels (CNEL) through the planning period of the Proposed Project, no significant impacts to indoor residential noise levels would occur (Draft EIR, Section 4.12.1.5). Exterior noise levels within the 65-70 CNEL would occur at four additional residential properties by 2035, based on the FAA-approved airport operation forecasts (Draft EIR, Impact NOI-2). All four of these properties have already received sound attenuation for interior noise levels as part of the aforementioned program. No additional home sound insulation programs are warranted based on the analysis contained in the Draft EIR. It should also be noted that the Airport and FAA’s decision to implement a RSIP is based on a federal Part 150 noise compatibility program, not a CEQA document.

B5-16: The Laguna Seca Raceway is located approximately four miles north and east of Monterey Regional Airport. According to Monterey County Code, Section 10.60, Noise Control, “At any time of the day, it is prohibited within the unincorporated area of the County of Monterey to operate, assist in operating, allow, or cause to be operated any machine, mechanism, device, or contrivance which produces a noise level exceeding eighty-five (85) dBA measured fifty (50) feet therefrom.” Noise dissipates at a rate of six dBA for each doubling of distance. For example, the nearest residence from Laguna Seca Raceway is approximately 2000 feet away. An allowable sound level of 85 dBA would drop to 53 dBA at that distance. The distance from the outer edge of Laguna Seca is approximately 17,000 feet from the outer most 60 CNEL noise exposure contour generated by the Monterey Regional Airport. At this distance, noise from Laguna Seca would have dissipated to approximately 34 dBA, which is at, or below, ambient (background) noise levels for rural areas in Monterey County. Cumulative noise in conjunction with the Airport is, therefore, not considered cumulatively significant.

B5-17: As discussed in Draft EIR, Section 4.18.1.3, *Airport Well System*, (pages 4.18-3 through 4.18-15, including Table 4.18A and Exhibits 4.18A and 4.18B), the Airport manages eight water wells located around the Airport, separate from the water supply the Airport is allocated by the Monterey Peninsula Water Management District (MPWMD), as described below (Draft EIR, Section 4.18.1.3, page 4.18-9):

- Flight Way Self Storage Well (south side). This well is located south of Runway end 28L near the public self-storage bays. It was permitted in 1998 and was constructed by Flight Way Self Storage for their use. Specifically, the well supplies water for six toilets, as well as a

water hose that is used for landscaping and miscellaneous tenant purposes. The bathroom facility that is supplied by this well is used by tenants that come in and out of the facility and one property manager that works at the facility's office fulltime Monday through Friday 9:00 AM to 5:30 PM and Saturdays 9:00 AM to Noon. The well is 500 feet deep and has been metered for 15 years. As of 2013, the well had supplied 0.33 AF of water (107,500 gallons); typically, however, approximately 100 gallons per year are used from this well.

- Sky Park Self Storage Facility Well (south side). This well is at the Sky Park Self Storage tenant property located at 400 Sky Park Way. It was permitted in 1997 and constructed by the tenant for tenant use, but the lease agreement allows the Airport to use the well. The Sky Park Self Storage Facility well is 500 feet deep, with a two-horsepower pump. At the time of activation, the water level was at 97 feet below ground surface (bgs) and it produced water at a rate of 12 gallons per minute (gpm). This tenant only uses this well for landscaping purposes and its bathroom facilities. The well's production in Fiscal Years (FY) 2015 and FY 2017 ranged from 3,810 to 8,160 gallons per year (Airport Submeter Water Data #2328936).
- Tarpy's Roadhouse Well (south side). This well is located at Tarpy's Roadhouse just east of Runway end 28L. It was constructed over 65 years ago and has been idle since 1995 due to a shorted-out pump. Tarpy's Roadhouse currently uses CalAm water as this well is inactive. However, Tarpy's Roadhouse provides its own utility connections and thus its water consumption does not use the Airport's monthly allocation of 8.10 AF. The amount of water used, as well as the purposes for which the water used, is not monitored by the Airport.
- U.S. Army Corps of Engineers (USACE) Well System (north side). Five wells are situated along the northern boundary of the Airport in a light industrial/commercial area (i.e., Old North Side Industrial Area) and were previously USACE remediation wells. The USACE well system was studied in the *Feasibility Investigation of Monterey Peninsula Airport District Well System* (Allterra 2015). The current system consists of three extraction wells, two injection wells, conveyance piping, electrical infrastructure, and a fenced compound occupied by two storage tanks, transfer pumps, system piping manifolds, and a digital system control interface, as shown on Exhibit 4.18B. The extraction wells are equipped with four-inch-diameter stainless steel pumps and are fully operational. The injection wells are equipped with subsurface water conveyance piping and electrical conduit runs, which could be used to retrofit the injection wells with extraction pumps if deemed necessary and/or feasible. The injection wells are also in proper working order. Table 4.18A provides details on these five existing wells at the Airport."

"The north side well system infrastructure is adequate to accommodate a sustainable combined pumping rate of approximately 66.2 gpm, which equates to approximately 34,318,080 gallons annually (approximately 8.75 AF per month) (Allterra 2015)." (Draft EIR, Section 4.10.3.2, page 4.10-9). See also Draft EIR, page 4.18-10 through -15 for further information on the north side well system in response to specific questions in this comment.

B5-18: “In the Seaside Coastal Subarea, monitoring has focused on the potential for seawater intrusion and other contaminants. This monitoring effort has not indicated substantial changes in water quality or revealed any evidence of seawater intrusion in either groundwater basin (MPWMD 2014).” (Draft EIR, Section 4.10.3.2, page 4.10-20). The Airport, itself, does not monitor the quality of its on-airport groundwater wells, which are not used as a potable water source. “Currently, airport maintenance staff are the only party using the north side wells. The water from the north side wells is transported via a water truck that brings the water to landscaped areas. Due to the slow pumping rate, the water is only used for landscaping purposes and for construction projects at the Airport, when feasible.” (Draft EIR, Section 4.10.3.2, page 4.10-20). See also Response B5-22. When the Airport received the north side wells from the California Water Board, the Water Board confirmed that the “water from these wells meets drinking water standards.” (Final EIR, **Appendix P**).

B5-19: As discussed under Groundwater of Section 4.10, “The Airport is located on the southernmost portion of the Salinas Valley-Seaside Area Groundwater Basin. ... In 2006, a Final Decision was rendered that adjudicated the basin and set a three-year goal aimed at reducing annual extractions to 3,000 AFY, which is termed the “natural safe yield” (MPWMD 2014).” (Draft EIR, Section 4.10.3.2, page 4.10-9). “In June 1993, MPWMD established a water allocation for each jurisdiction within its District (Ordinance No. 70). The water allocations were based on the development of the Paralta Well in the Seaside Groundwater Basin (308 AF), as well as the creation of a District Reserve with 50 AF for regional projects with public benefit. Two years later, Ordinance 73 was adopted which eliminated the District Reserve and allocated the remaining 34.72 AF of water equally to the eight participating jurisdictions (4.34 AF per jurisdiction) (MPWMD 2017b).” (Draft EIR, Section 4.18.1.3, *Existing Water Entitlements*, page 4.18-7).

B5-20: CalAm provides the actual water service that the Airport receives for its Paralta Well allocation and District Reserve Share (i.e., 8.10 AF per month; 97.20 AF per year), although a few tenants own their own wells (see *Airport Well System* discussion above). (Draft EIR, Section 4.18.1.3, page 4.18-8; see entire Draft EIR discussion for more information on the these allocations.) “To date, the Airport has permitted water use of 2.90 AF per month (34.84 AF per year), of which 5.20 AF of water per month (62.37 AF per year) remains unused (Airport records regarding water permits issued from 1993 - March 31, 2017).” (Draft EIR, Section 4.18.1.3, page 4.18-8).

B5-21: Projected CalAm water demand from the Proposed Project and Alternative 1 are provided in the Draft EIR, Section 4.18.1.5, pages 4.18-18 through 4.18-25, including Tables 4.18C and 4.18D. Short-term project components would result in a net increase in CalAm water demand of approximately 1.05 annual AF, which is within the Airport’s existing water allocation. The Draft EIR water demand analysis “focuses on individual projects of the Proposed Project or Alternative 1 that would result in water use, including during construction, followed by a conclusion as to overall water availability for all projects. **Table 4.18C** summarizes estimated water demand of the Proposed Project and Alternative 1, including proposed long-term projects. In the future, long-term proposed projects (assuming worst-case

scenario estimates) are anticipated to increase the Airport's water demand by 63.55 AF per year, or nearly 21 million gallons.

All subsequent landscaping would be served by existing non-potable water sources (i.e., Old North Side Industrial Area extraction wells) consistent with the Airport's current practice and would not implicate the Airport's CalAm water allocation. Future proposed biological mitigation would also be served by existing non-potable water sources." (Draft EIR, Section 4.18.1.5, page 4.18-18).

B5-22: The Airport disagrees that the Draft EIR is deficient in regard to water quality at the Airport and neighboring areas. Water quality is addressed in the Draft EIR, Section 4.10, as a subset of several subsections. Also, see Response B2-7 regarding water quality as it relates to past groundwater contamination in the northwest part of the Airport and the CONA neighborhood, as well as **Appendix P** (Final EIR) for copies of two letters from the California Water Boards, Central Coast Regional Water Quality Board (RWQCB) regarding this issue. These letters state, in part, "The Airport will take over ownership and responsibility of several TCE source area extraction and monitoring wells. (The monitoring wells may be converted into extraction wells.) The Water Board has no objection to the Airport's taking over these wells as water from these wells meets drinking water standards. The Airport will also have the standard responsibility of proper wells security, maintenance, and, if necessary, destruction." In addition, the Draft EIR refers to these wells under the heading of *Site Investigations* within the Hazards and Hazardous Materials chapter (Section 4.9.3).

B5-23: The Airport uses aqueous film forming foam (AFFF) in its aircraft rescue and firefighting (ARFF) facility and equipment. Under Section 4.14.1, the Draft EIR addresses the federal requirements for ARFF equipment and services at Part 139-certificated airports such as the Monterey Regional Airport. "The Airport must maintain its ARFF equipment and personnel based on its established ARFF index, Index B. Index B requirements for equipment include either of the following (Part 139.317[b]):

- 1) One vehicle carrying at least 500 pounds of sodium-based dry chemical, halon 1221, or clean agent¹ and 1,500 gallons of water and the commensurate quantity of aqueous film forming foam (AFFF) agent for foam production; or
- 2) Two vehicles -
 - i. One vehicle carrying the extinguishing agents specified in paragraphs (a)(1) or (a)(2) of Part 139.317 (i.e, 500 pounds of sodium-based dry chemical, halon 1211, or clean agent or 450 pounds of potassium-based dry chemical and water with a commensurate

¹ Clean agent means an electrically nonconducting volatile or gaseous fire extinguishing agent that does not leave a residue upon evaporation and has been shown to provide extinguishing action equivalent to halon 1211 under test protocols of FAA Technical Report DOT/FAA/AR-95/87 (see Part 139.5).

quantity of AFFF to total 100 gallons for simultaneous dry chemical and AFFF application); and

- ii. One vehicle carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by both vehicles is at least 1,500 gallons.” (Draft EIR, Section 4.14.1, page 4.14-2).

B5-24: The Airport implements a stormwater pollution prevention plan (SWPPP) per the *Clean Water Act* and its state Industrial General Permit (IGP) (Order NPDES No. CAS000001), which requires it to: (1) eliminate unauthorized non-stormwater discharge; (2) develop and implement a SWPPP; and (3) monitor stormwater discharge to ensure that state water quality standards are being maintained in accordance with the Airport’s approved SWPPP. “From 2015 through 2017, the Airport experienced four qualifying storm events (November 2015, March 2016, February 2017, and November 2017). Based on the information within the California Water Board’s Storm Water Multiple Application and Report Tracking System (SMART), the Airport’s stormwater did not exceed the numeric action levels (NALs)² set forth by the state’s IGP, even for the highest sampled values (Table 4.10B). This indicates that the BMPs implemented through the Airport’s SWPPP are effective in managing the stormwater per the IGP.”

Since the Airport’s stormwater system conveys stormwater to specific outfalls associated with the various drainage basins present on the Airport (see Draft EIR, Section 4.10.3.1, pages 4.10-11 through 4.10-18, including Table 4.10A and Exhibit 4.10E), monitoring occurs at these locations. Very minimal stormwater drainage returns to the underlying groundwater basin. As discussed in Draft EIR, “Although there are two retention ponds located in the southern part of the Airport and one detention basin in the northwest corner that allow the percolation of stormwater into the groundwater for recharge of the groundwater basin, for the most part, the Airport, and especially the infield area, does not serve as a groundwater recharge area. The only natural ground areas of the infield are highly compacted. In addition, FAA AC 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* (2007) limits the potential for groundwater recharge at airports for safety purposes as pooling waters are a wildlife attractant. FAA AC 150/5200-33B, Section 2-3 states that, where possible, stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm, remain completely dry between storms, and located away from the Air Operations Area (AOA).” (Draft EIR, Section 4.10.3.2, page 4.10-20). As discussed previously in Response B5-18, the Airport is not required to monitor its on-airport wells, which are only used as a non-potable water source, although the California Water Board has confirmed that the “water from these wells meets drinking water standards.” (Final EIR, **Appendix P**).

² An NAL exceedance indicates that the BMPs being implemented are not effective in reducing pollutants; however, an NAL exceedance is not a violation of the IGP. NALs are commonly calculated as an average of all sample results.

B5-25: Draft EIR, Section 4.10.3.2, *Local Groundwater Supply* states the following, “The Airport is located on the southernmost portion of the Salinas Valley-Seaside Area Groundwater Basin.” (Draft EIR, Section 4.10.3.2, page 4.10-19). See Response B5-24 above. The Airport, and especially the infield area, does not serve as a groundwater recharge area.

B5-26: Draft EIR, Section 3.4, Alternative Locations for Monterey Regional Airport addresses this comment. As stated in this section, “The Airport’s grant assurances require its continued existence as an airport at its current location. As discussed in Section 1.6, grant assurances are specific conditions required by FAA to be submitted as part of a project application by airport sponsors requesting funds under the provisions of United States Code (USC), Title 49, Subtitle VII, as amended. The terms, conditions, and assurances of any associated grant agreement remain in full force through the useful life of the facilities developed or equipment acquired for an airport development, or through the useful life of the project items installed, but in any event not to exceed 20 years from the date of acceptance of a grant offer of federal funds for the project.

Grant Assurance 19, Operation and Maintenance states, in part, “The airport and all facilities which are necessary to serve the aeronautical users of the airport, ..., shall be operated at all times in a safe and serviceable condition... It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes...” (Draft EIR, Section 3.4, page 3-20).

B5-27: See Responses to B5-28 through B5-48.

B5-28: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, no further response is needed or required.

B5-29: A southeasterly “north side” road connection to Highway 68 is described in the Draft EIR, Section 3.3.3.1, as an alternative that was “considered, but not carried forward.” The Draft Final AMP also addressed this alternative as an option (Option 1) but did not include it as one of the final recommended options (Draft Final AMP, page 6-23).

B5-30: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, no further response is needed or required. Corrections to the information stated in this comment include the following: Coffman Associates was awarded the Airport Master Plan contract as a result of a FAA Required Qualifications Based Selection (RQBS) process.

B5-31: See Response B5-29. A southeasterly “north side” road connection to Highway 68 is described in the Draft EIR, Section 3.3.3.1, as an alternative that was “considered, but rejected.”

B5-32: The Draft Final AMP (pages 6-8 and -9) includes the following reasons for replacing the existing terminal:

- Current lack of aircraft apron space at the terminal gates;
- Need to shift Taxiway A south by 52.5 feet, thus further reducing aircraft apron space at the terminal gates;
- Need to accommodate forecast growth in passenger demand;
- Need to provide more efficient space that meets current standards for major functional elements of the terminal including ticket counter area, security checkpoints, departure lounge, concessions, airline operations, baggage claim, circulation and public space.
- Need to reduce operating costs associated with the aging terminal structure;
- Need to improve vehicle access and terminal curb services;
- Need to modernize the overall security condition of the building and commercial apron;
- Need to positively contribute to the environment with a sustainable terminal; and
- Desire to advance the position of the Airport as a regional driver of economic growth.

The Draft EIR identifies several alternatives to upgrading the existing commercial terminal, including expanding or remodeling the existing terminal building to the west or east (Draft EIR, Section 3.3.2.1). As stated at the conclusion of this discussion, “expanding the existing terminal building is not considered prudent from an efficiency standpoint. The original structure is over 60 years old and is not up to modern standards for terminal buildings. Therefore, expansion/remodel efforts may not efficiently accommodate future activity levels, meet best practices for safety and security, conform to applicable FAA design standards and other appropriate planning guidelines, satisfy user needs, meet the Airport’s sustainability goals, or conform to the Airport sponsor’s strategic vision. For example, if the existing terminal were to be incrementally expanded, elements, such as load bearing walls, heating, ventilation, and air conditioning (HVAC) capacity, and the future size of each functional area, would need to be analyzed to determine if the building is capable of being expanded to the degree needed to meet future forecast demand. Thus, the feasibility of expanding the existing commercial terminal from a building safety perspective is not certain.” (Draft EIR, Section 3.3.2.1, page 3-8).

B5-33: Under current federal legislation, the FAA will fund 90.66 percent of the FAA eligible costs of a project. The assumption in the Draft Airport Master Plan is that only 50 percent of the relocated Passenger Terminal Building would be considered FAA eligible. As a result, the Airport District would need to use other revenue sources (such as leases and Passenger Facility Charges) to fund the relocation of the Passenger Terminal Building. This is also true for the other projects outlined in the Draft Airport Master Plan. In fact, based on the 20-year Capital Improvement Program (CIP) in the Draft Airport Master Plan, while the total development costs were estimated at \$227,784,000, the FAA eligible portion is estimated to be \$139,883,868. This

represents approximately 61 percent of the total costs. The Airport District would be responsible for finding other funding/revenue sources for the remaining 39 percent.

B5-34: Growth-inducing impacts of the Proposed Project are addressed in Section 6.3 of the Draft EIR.

B5-35: Potential visual impacts of the Proposed Project commercial terminal parking garage are addressed in Section 4.1.5 of the Draft EIR. See also Response B5-3.

B5-36: The main entrance to the proposed relocated commercial terminal complex would occur at the intersection of Olmsted Road and Garden Road and is proposed to be a roundabout (Draft EIR, Exhibits 2C and 2D, Phase 2). No changes are proposed to the intersection of Olmsted Road and Highway 68 as part of the Proposed Project; regional improvements may occur, however, that could change the intersection from a signalized intersection to a roundabout (*Final SR 68 Scenic Highway Plan* [TAMC 2017]).

B5-37: See Responses B5-8 and B5-9. The aviation forecasts approved for use in the Proposed Airport Master Plan by FAA (Draft EIR, Appendix B) took into account the decline in passenger enplanements and aircraft operations that occurred during the Great Recession (2009-2011). Based on recent numbers reported by FAA (FAA website 2018. Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports, available at: https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/, accessed November 2018), enplanements have increased from 192,136 in 2016 to 197,099 for 2017, which is a 2.58 percent increase.

B5-38: Exhibits 4.12C and 4.12D of the Draft EIR show the projected noise contours and the underlying land uses based on forecast airport operational growth in 2025 and 2035. The Draft EIR (Appendix K, Exhibits K1 through K4) contain flight path information for the baseline year of the Draft EIR (2015), which included recent changes in operating procedures at the Airport available at the time of the Draft EIR analysis.

B5-39: The current length of the primary runway (Runway 10R-28L) is 7,175 feet. This comment confuses the actual runway length with the amount of Landing Distance Available (LDA), which was reduced to 7,000 feet as part of the RSA Project.

B5-40: At the time that the baseline assessment of the Sustainability Plan of the Draft AMP was prepared (Appendix D), the most recent existing traffic information for areas of Highway 68 in proximity to the Airport was a focused traffic study completed as part of the RSA Project EIR (SCH #2009071104). For the study, the traffic engineer conducted 24-hour tube counts for a full week. Based on this data, intersection LOS was calculated using the Highway Capacity Manual (HCM) 2000 methodology. No roadway segment LOS was evaluated.

Please see Draft EIR, Sections 4.16 and 5.5.16, as well as the Traffic Impact Analysis Report provided in Draft EIR, Appendix M (contained fully in Draft EIR, Volumes 4-6), for the traffic

analysis completed as part of this Draft EIR. Based on the most recent traffic analysis completed on Highway 68 as part of the *Final SR 68 Scenic Highway Plan* (TAMC 2017) and traffic counts completed for this Draft EIR's Traffic Impact Analysis Report (Mott MacDonald 2018), existing peak hour intersection LOS for intersections within the project study area range from LOS A through LOS F, depending on the intersection (Draft EIR, Table 4.16A). Existing Highway 68 roadway segments within the project study area range from LOS A through LOS E (Draft EIR, Table 4.16B). The credential of the traffic engineers contributing to the study are listed in Section 7.1 of the Draft EIR (page 7-2).

B5-41: The transportation projects listed in this comment were correctly listed as potential projects within the Draft Monterey County Regional Transportation Plan (RTP) at the time that the baseline assessment of the Sustainability Plan of the Draft AMP was prepared (Appendix D).

B5-42: See Responses B5-19 through B5-21. In addition, the Draft EIR's cumulative chapter addresses the cumulative water situation in the Monterey Peninsula (Draft EIR, Section 5.5.18.1, page 5-51).

B5-43: Further, as explained in Draft EIR, Section 4.12.1.5, any increase from 2015 existing conditions in the 65 Community Noise Equivalent Level (CNEL) or greater noise contour in 2035 would occur even if the Proposed Project or Alternative 1 is not implemented, as indicated in Tables 4.12F and 4.12G when comparing the conditions in 2035 with the Proposed Project and Alternative 1 to the conditions in 2035 with No Project alternative.

In addition, as explained in Draft EIR, Section 4.12.1.5 and Exhibits 4.12.C and 4.12.D, airport operations under the Proposed Project, Alternative 1, and No Project in 2025 would not cause a 1.5 dB or more increase resulting in noise-sensitive areas being exposed to 65 CNEL or greater as compared to the existing (2015 baseline) conditions, or a 3.0 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL, as compared to the existing (2015 baseline) condition. Accordingly, potential noise impacts would be a Less than Significant.

B5-44: The consolidated arrival tracks presented in the Draft AMP (Page FA-8 and Exhibit FA-1) are consolidated for noise modeling purposes only. No consolidated flight tracks are proposed as part of the project. An updated noise analysis is presented in Draft EIR, Section 4.12.1.5 and Exhibits 4.12C and 4.12D as discussed above in Response B5-43.

B5-45: See Response B5-26 as this comment is similar. See also, Draft Final AMP, NO ACTION/RELOCATION ALTERNATIVES (page 5-6).

B5-46: The Airport District is not the Lead Agency for NEPA documents and, therefore, cannot respond to this request.

B5-47: The existing 34:1 approach shown on Sheet 10 of 18 is the Inner Approach Surface drawing, which provides greater detail of penetrations to the Approach Surface and the

Threshold Siting Surface, within a few thousand feet of the runway end. The Proposed Project does not make any changes to the runway end and, thus, no changes to these surfaces would occur nor have any changes occurred since the drafting of the diagram.

B5-48: Please see Section 4.4 of the Draft EIR for an in-depth discussion of protected biological resources at the Airport and the proposed mitigation program. See also Response B5-7.

C. Residents and General Public Comments

COMMENT C1

Judi Krauss

From: Chris Morello <cmorello@montereyairport.com>
Sent: Tuesday, September 18, 2018 3:18 PM
To: [REDACTED]; Planning
Subject: FW: Form submission from Monterey Peninsula Airport District

Karen

In response to your email as provided through the 'contact us' page of the Airport website.

The acronym ARFF is first introduced into the document in *Chapter One - Introduction, Project History and Setting*, on page 1-8 and defined at that location. The acronym is additionally defined and included in Chapter Nine – *Acronyms and Abbreviation* on the top of page 9-2.

ARFF refers to aircraft rescue and firefighting.

Additional question or comments may be sent to planning@montereyairport.com

Thank you for reaching out with your question.

Chris Morello

From: [REDACTED]
Sent: Tuesday, September 18, 2018 2:05 PM
To: Amanda Porter <amandap@montereyairport.com>
Subject: Form submission from Monterey Peninsula Airport District

Your name:
Karen Harris

Your email:
[REDACTED]

Subject:
ARFF definition in DEIR

Message:

Hi,
after briefly going through the DEIR, there are many references to ARFF, yet I can't find a definition, even in the Glossary of Terms. What is it? Perhaps it would be helpful to go into more detail about its function and needed improvements.] 1

Respectfully,
Karen

COMMENT C1 - Karen Harris

Response

C1-1: The acronym “ARFF” refers to aircraft rescue and firefighting and is defined the first time it is used in each of the chapters of the Draft EIR. It is also included in *Chapter Nine - Acronyms and Abbreviations* on the top of page 9-2. As described in the Draft EIR, “Airports certificated under CFR Title 14, Part 139 (Part 139) (see Section 1.6 below) are required to provide ARFF services during air carrier operations and to maintain its equipment and personnel based on the established ARFF index.

The Airport’s ARFF facility is located on the airfield at the east end of the commercial apron and falls within ARFF Index B on a scale from A to E, with A applicable to the smallest aircraft and E applicable to the largest aircraft (based on aircraft length). The facility is owned by MPAD and staffed by the City of Monterey. It houses three engines and a command vehicle and has five bays.” (Draft EIR, Section 1.5, page 1-14). The existing ARFF building would need to be relocated as part of the proposed safety enhancement component as it is in an area proposed for the replacement commercial terminal apron (Draft EIR, Exhibit 2D, page 2-17 [Proposed Project] and Exhibit 3H, page 3-29 [Alternative 1]).

COMMENT C2

MONTEREY REGIONAL AIRPORT



DRAFT ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Meeting: Public Meeting on the Draft Environmental Impact Report for the Proposed Monterey Regional Airport Master Plan Date: October 9, 2018 Time: 4:00 - 7:00 p.m.
Place: MPAD Board Room

Name /Address: DAVID ROJAS

Phone # / Email: [REDACTED]

Please Print Neatly

① Location of the trees (18) to be removed.

1

② Passengers to be IMPAIRED WEATHER WISE again's

2

WRITTEN COMMENTS WILL BE ACCEPTED UNTIL
5 P.M. (PST), OCTOBER 31, 2018, AT THE FOLLOWING ADDRESS:

Monterey Peninsula Airport District
Planning & Development Department
200 Fred Kane Drive, Suite 200
Monterey, CA 93940
or
planning@montereyairport.com

Additional information, including the entire Draft EIR, is available on the
Monterey Airport Website at: www.montereyairport.specialdistrict.org

If necessary, continue your comments on the back of this sheet and/or on additional pages.

COMMENT C2 - David Rojas

Responses

C2-1: We believe that this comment, which was filled out on a comment form at the public meeting held on October 9, 2018, is referring to a meeting display board and a slide from the Power Point presentation given at the meeting (Slide 15), which presented the benefits of Alternative 1 as the environmentally superior alternative and stated as one of the benefits the following:

- Loss of Trees - 50 trees (including 18 Monterey pine trees) would be preserved compared to the Proposed Project.

The location of these 18 Monterey pine trees are best defined in the Draft EIR in Table 4.4E, *Comparison of Impacts to Special-Status Species (Short-Term Projects), Proposed Project and Alternative 1* (Draft EIR, page 4.4-31). As stated in this table, the Proposed Project would impact an estimated 323 Monterey pine trees, while Alternative 1 would impact an estimated 305 Monterey pine trees. The reason for the variance is given as “Alternative 1 has removed a surface parking lot at Olmsted Road and Fred Kane Drive, which would avoid impacts in the Alternative 1 Terminal Area Parking and Circulation subarea. Alternative 1 has removed the loop in the Highway 68 frontage road which would reduce the impact area in the Frontage Loop and Terminal subareas.” (Draft EIR, Table 4.4E, page 4.4-31). The subareas to which Table 4.4E refers are shown in Exhibit 4.4A (Draft EIR, page 4.4-7).

C2-2: Although only conceptual design for the proposed relocated commercial terminal is available as part of the Draft EIR, the proposed building is planned to “provide for jetways (up to five gate positions)...” (Draft EIR, Section 2.6.1.1, page 2-24). A jetway, sometimes referred to as a jet bridge, is an enclosed, movable connector that extends from an airport terminal gate to the aircraft. This proposed feature of the replacement terminal at the Airport would protect passengers from the weather as they board or exit the aircraft. The Airport doesn’t currently use jetways, so if jetways are installed with the proposed project, this would be an improvement for the passengers during inclement weather.

COMMENT C3

MONTEREY REGIONAL AIRPORT



DRAFT ENVIRONMENTAL IMPACT REPORT COMMENT FORM

Meeting: Public Meeting on the Draft Environmental Impact Report for the Proposed Monterey Regional Airport Master Plan Date: October 9, 2018 Time: 4:00 - 7:00 p.m. Place: MPAD Board Room

Name / Address: ROBERT YONA, [REDACTED]

Phone # / Email: [REDACTED]

Please Print Neatly

apologies for my handwriting had had a severe shoulder injury.

1) New Northside road must be completed before any major construction is begun. To mitigate traffic impacts as shown

2) Ground Water Use. The EIR fails to include and address the contaminated water plume from the Airport above CONA. No use of ground water should be done until this is analyzed and approved by SWQCBP A.C.E. group which handled Spent Sil cleanup

3) Offsite drainage and control from Northside development is not analyzed or addressed. A drainage plan and system need to be in place before any further Northside construction. Present

WRITTEN COMMENTS WILL BE ACCEPTED UNTIL 5 P.M. (PST), OCTOBER 31, 2018, AT THE FOLLOWING ADDRESS: drainage control is inadequate with floodway to Pech's St. and downhill to Pomeroy St. Monterey Peninsula Airport District Planning & Development Department 200 Fred Kane Drive, Suite 200 Monterey, CA 93940 or planning@montereyairport.com

Additional information, including the entire Draft EIR, is available on the Monterey Airport Website at: www.montereyairport.specialdistrict.org

If necessary, continue your comments on the back of this sheet and/or on additional pages.

COMMENT C3 - Robert Yoha

Responses

C3-1: See Response B2-2, which responds to a similar comment. As discussed in Topical Response #2, Alternative 1 is the Airport's preferred alternative. As described on Page 3-25 of the Draft EIR, "Alternative 1 would construct a "north side" road in the first phase of the safety enhancement component, rather than as a separate project as planned in the Proposed Project, to remove the need for additional traffic to use Airport Road, even in the short term." (Draft EIR, Section 3.5.1, page 3-25). Exhibit 4.12H of the Draft EIR (Section 4.12.2.5, page 4.12-60) shows the construction routes for short-term project components under Alternative 1. Under Alternative 1, all short-term construction traffic would use the new "north side" road or access the Airport from the south via Olmsted Road.

C3-2: See Response B2-7, which responds to a similar comment. **Appendix P** (Final EIR) contains copies of two letters from the California Water Boards, Central Coast Regional Water Quality Board (RWQCB) regarding this issue. The Central Coast RWQCB reviewed the U.S. Army Corps of Engineer report entitled, "Feasibility Study - Trichloroethene and Petroleum Plumes, Naval Auxiliary Air Station Monterey, Formerly Used Defense Site, Monterey, CA (DERP-FUDS No. J09CA15002)" (USACE 2013). In Comment 3 of the Central Coast RWQCB's December 19, 2013 letter, they state, "The Airport will take over ownership and responsibility of several TCE source area extraction and monitoring wells. (The monitoring wells may be converted into extraction wells.) The Water Board has no objection to the Airport's taking over these wells as water from these wells meets drinking water standards. The Airport will also have the standard responsibility of proper wells security, maintenance, and, if necessary, destruction."

C3-3: See Response B2-8, which responds to a similar comment. The Draft EIR evaluates changes in water flow from proposed new impervious surfaces and associated surface pollutants in Section 4.10.5, pages 4.10-21 through 4.10-30. More specifically with respect to CONA, no changes to the amount of impervious surfaces would occur as a result of the Proposed Project (or Alternative 1) within the northwest drainage area.

COMMENT C4

Judi Krauss

From: [REDACTED] >
Sent: Wednesday, October 10, 2018 1:29 PM
To: Planning
Subject: draft EIR comments

Hello,

I have three questions to be included in the record.

- How long has the taxiway been out of compliance with FAA regulations?] 1
- Are there currently any FAA sanctions that affect airport operation in place for the taxiway being out of compliance?] 2
- Are there any FAA sanctions threatened that affect airport operation for the taxiway being out of compliance?] 3

Thank you for acknowledging receipt of this email,

Katie Kreeger

[REDACTED]
[REDACTED]
[REDACTED]

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COMMENT C4 - Katie Kreeger

Responses

C4-1: On August 1, 1976, the FAA granted a waiver of standard taxiway to runway separation requirements for the south parallel taxiway (Taxiway "A") at Monterey Peninsula Airport (now Monterey Regional Airport). The waiver was reaffirmed by the FAA in a subsequent letter dated June 19, 1978. The waiver specifically indicates that when a Boeing 737 or larger aircraft is operating on Runway 10R-28L, another similarly large aircraft cannot operate on that segment of Taxiway "A" (between Taxiways "F" and "K") that is separated from the runway by 277.5 feet (now measured as 275 feet). The waiver currently remains in effect. (Draft EIR, Appendix D). Ensuring compliance with these operational restrictions falls under the jurisdiction of the FAA's Airport Traffic Control Tower (ATCT).

C4-2: The taxiway separation between Taxiway A and Runway 10R-28L currently varies from 275 feet to 327.5 feet with the 275-foot separation occurring along the existing commercial apron and passenger Terminal. (Draft EIR, Exhibit 1C, page 1-11). As mentioned in the previous response (Response C4-1), when a Boeing 737 or larger aircraft is operating on Runway 10R-28L, another similarly large aircraft cannot operate on that segment of Taxiway "A" (between Taxiways "F" and "K"). This effectively stops aircraft movements on Taxiway "A" until the other aircraft has cleared Runway 10R-28L. A risk assessment completed for FAA during the Proposed AMP evaluation process indicates that Airport safety would be enhanced significantly by providing a uniform 327.5-foot separation along the entire length of Taxiway "A" (Draft EIR, Appendix C).

C4-3: One of the primary purposes of preparing the Airport Master Plan was to address non-standard design conditions at the Airport, to the greatest extent possible. The Monterey Regional Airport is classified as a "nonhub primary commercial service" airport and maintains a Part 139 Airport Operating Certificate (also known as a Part 139 certification) under Title 14 of the Code of Federal Regulations (CFR) for serving air carrier aircraft as a Class I Airport. Public use airports like Monterey rely on federal Airport Improvement Program (AIP) funding for a significant number of their capital improvement projects, especially those related to airport safety enhancement. Failure to address these requirements could potentially jeopardize the Airport's Part 139 Certification and/or future FAA grant funding.

COMMENT C5

Judi Krauss

From: Thomas Craig <[REDACTED]>
Sent: Tuesday, October 16, 2018 6:43 PM
To: Planning
Subject: RV Storage and Airport Development

Monterey Peninsula Airport District

To the Planning and Development Department:

I attended the public meeting for the draft EIR on October 9. My interest in the proposed development at the airport centers on the RV storage lot, where my wife and I have stored our 42-foot motorhome since 2008.

I was curious to learn if the RV storage will continue to be offered as the development proceeds. One of the women (Chris?) who listened to my questions told me that no changes were expected for the RV storage area. Indeed, I could not see any changes to the RV storage area on the maps of the development alternatives, areas indicated in orange as “non-aviation” use.

I appreciate that the airport offers this RV storage to us. I have noticed that the area has been cleaned up recently, and that old unused RVs have been removed. I appreciate this as well as the periodic security patrols that check the storage area. On occasion, I have talked with the security guard to express my thanks for their vigilance.

I have also noticed the new RV storage area on the other side of the road. This area appears to be for small RVs. Our motorhome is too large for this new area.

I request that you continue to provide RV storage for large RVs such as ours in the current fenced area with keypad access and periodic security patrols.

If you do plan to develop the RV storage area for other uses, I request that you provide as much notice as possible, so that we can search for another storage area.

Thanks for your consideration of my request.

Thomas W. Craig
[REDACTED]
[REDACTED]

To: planning@montereyairport.com

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From: [REDACTED]

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COMMENT C5 - Thomas Craig

Responses

C5-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment. As noted in the comment, the Proposed AMP does not provide for a change in use for the RV storage area.

C5-2: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the comment does not present any issue or make any substantive comment about the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C6

Judi Krauss

From: Bob <[REDACTED]>
Sent: Friday, October 19, 2018 6:36 PM
To: Planning
Subject: DRO airport road

I am a resident of the The Oaks Condos and I am against the new proposed road extension to 218. This would only increase congestion on the busy highway.
Thanks

] 1

Bob Smith

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From: [REDACTED]

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COMMENT C6 - Bob Smith

Response

C6-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. As noted in the Draft EIR, as a result of proposed short-term project components, the Proposed Project and Alternative 1 would be expected to generate the following additional traffic on Highway 218: under the Proposed Project, approximately 72 average daily trips would occur once the proposed “north side” road is constructed, with approximately 8 AM peak hour trips and 16 PM peak hour trips (Draft EIR, Table 4.16D, page 4.16-35); under Alternative 1, 92 average daily trips would occur once the proposed “north side” road is constructed, with approximately 18 AM peak hour trips and 20 PM peak hour trips (Draft EIR, Table 4.16K, page 4.16-46).

The Draft EIR also explains that future north side development at the Airport has been addressed at a programmatic level only (Draft EIR, Section 2.6.2.7, pages 2-41 and -42), which is defined as follows: “Development projects for which project funding is unknown or for which project details are not known at a sufficient level of detail to be evaluated at a project-specific level are addressed at a more programmatic level of detail (i.e., based on their general land use) and are considered long-term projects for purposes of this EIR. The projects evaluated at the programmatic level may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis.” (Draft EIR, Section 1.3, page 1-4). Thus, future traffic impacts would be further reviewed at the time that a specific development proposal for the north side of the Airport is available for project-specific environmental review.

COMMENT C7

Dear Planners,

I'm writing to express my opposition to the plans for a northern expansion of the airport. Any northern expansion will negatively impact my neighbors and myself.

1

I'm in The Oaks condo complex. We are a neighborhood that is already squeezed between Highway 218 and the airport runway. We deal with the noise of of planes taking off and landing due to our proximity to the runway. And we deal with the noise of car traffic due to our proximity to Highway 218.

2

If you expand by connecting Del Rey Gardens, you will add another connecting road to our already impacted neighborhood. We will then be hemmed in on three sides by vehicular noise and congestion, effectively ghettoizing us.

3

As a neighborhood we are already being asked to bear a large disproportionate portion of the burden of the convenience of a regional airport and a large heavily traveled connector road. We cannot bear any more without a significant reduction to our quality of life and our property values.

3

My neighbors and I ask that you respect our neighborhood, The Oaks, and reject the Del Rey Gardens northern expansion from the consideration of viable alternatives.

Thank you for your time and consideration. If you have any questions or would like more detail, please feel free to contact me at this email.

Sincerely,
Lynne Siqueiros

COMMENT C7 - Lynne Siqueiros

Responses

C7-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment expresses general opposition to one aspect of the project, i.e., the proposed “north side” road, but does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

C7-2: The Draft EIR analyzed the potential increase in vehicular noise due to the proposed “north side” road in Section 4.12.2, Land-Based Noise. Existing noise levels near The Oaks neighborhood was measured and reported as 51 dBA in the daytime, 45 dBA in the nighttime, with a CNEL (community noise equivalent level) of 53 dBA (Draft EIR, Table 4.12N, page 4.12-43). CNEL associated with roadways adjacent to The Oaks neighborhood was calculated using a noise model based on existing traffic volumes as follows: Quail Run Court - 54 CNEL; Pheasant Ridge Road - 47 CNEL (Draft EIR, Table 4.12O, page 4.12-43). Based on the analysis, proposed short-term project components would contribute less than one dBA change to the existing CNEL at Quail Run Court and Pheasant Ridge Road and was determined to be less than significant (Draft EIR, Table 4.12Q, page 4.12-49 and Section 4.12.2.5, page 4.12-50).

Long-term vehicular noise impacts are also discussed in the Draft EIR at a programmatic level. As discussed in the Draft EIR, “Off-airport vehicular noise due to proposed long-term projects would be the same for both the Proposed Project or Alternative 1 (based on the traffic volumes shown in Table 4.16F) and would contribute to cumulative vehicular noise impacts in conjunction with other future projects and regional traffic patterns. These impacts are discussed in Section 5.12 as part of the cumulative impact analysis. Based on the cumulative analysis, the change from “existing” noise levels to “cumulative plus project” would be less than a three dBA CNEL change on the surrounding roadway network. Since the long-term project-related traffic in conjunction with other cumulative traffic would not result in a significant noise impact, the long-term project-related traffic without other cumulative traffic would also be Less than Significant.” (Draft EIR, Section 4.12.2.5, page 4.12-51). “It is generally accepted that the average healthy ear ... can barely perceive a noise level change of 3 dB” (Caltrans 2013). (Draft EIR, Intro to Section 4.12, Noise, page 4.12-2).

C7-3: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment expresses general opposition to one aspect of the project, i.e., the proposed “north side” road, but does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C8

Judi Krauss

From: Cynthia Hickey <[REDACTED]>
Sent: Tuesday, October 23, 2018 8:32 PM
To: Planning
Subject: Future Plans

As a native California and a homeowner in Del Rey Oaks, I am totally opposed to the proposed airport plan.

The proposed growth is not sustainable.

-It is bad for the environment, burning more and more fossil fuels.

-It produces more noise pollution in a natural area that is already affected.

-It will bring more tourists which we already have enough of. Read up about overtourism and what it has done to small communities like Venice.

-More people means more demand for water which is a real threat.

-Increased vehicular traffic on an already maxed out Peninsula.

-Easier accessibility to the peninsula for the wealthy will only increase the cost of living for those who need to live here to keep the businesses running to cater to all the tourists.

-Reduction in open space and habitat for wildlife is never a good thing.

-Quiet hours at the airport are not respected now, and it will only get worse. We live on Adair Place near the park in DRO and if we do not have a fan running in our bedroom we wake up before sunrise every morning from the sound of jets warming up.

ENOUGH IS ENOUGH!

I am a local teacher and my husband works at a restaurant that caters to tourists and locals. I remember what the Bay Area was like in the 80's and it is so disappointing to see what has happened there with the cost of living and traffic. Is that what we are "planning" on creating here? Overtourism only benefits developers and the tourist industry for so long, it erodes the very reason people travel here in the first place.

Please reconsider and be a good neighbor. Please consider the long term effects of your decisions. Please remember how limited the water is here and how this will impact future generations.

Thank you,
Cindy Hickey

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COMMENT C8 - Cynthia Hickey

Responses -

C8-1: The Airport acknowledges this comment and it will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general opposition to the project, but does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

C8-2: The project includes several project components to increase sustainability at the Airport, as discussed in Section 2.6.3 of the Draft EIR (pages 2-43 and -44). For example, “the proposed relocated commercial terminal and ARFF buildings (as well as all other major facilities in the future) are committed to achieving LEED certification, which would incorporate mandatory energy efficiency measures into the design and construction features.” (Draft EIR, Section 2.6.3, page 2-43). In addition, the Airport has recently constructed an onsite solar farm, which generates 1.4 million kilowatt hours of energy annually.

C8-3: The Airport disagrees with this comment. The Airport is not in a natural area, but a highly urbanized one. Noise impacts of the project are discussed in length in Section 4.12 of the Draft EIR. It should be noted that “the aircraft noise exposure levels associated with airport operations in 2025 and 2035 would be the same for the Proposed Project, Alternative 1, and the No Project alternative (Alternative 3) described in Chapter 3.5.3.” (Draft EIR, Section 4.12.1.5, page 4.12-17). This is because the Airport’s operational forecasts would be the same even if the proposed project or one of its alternatives is neither approved nor implemented.

C8-4: See previous Response C8-3. Operational growth at the Airport is based on regional and national trends and would be the same even if the Proposed Project or one of its alternatives is neither approved nor implemented. Therefore, the Airport disagrees that the project will bring more tourists. Proposed development at the Airport is primarily to (Draft EIR, Section 2.5, page 2-4):

- “Enhance Airport Safety - Provide improvements that will enhance the Airport’s safety by meeting FAA design standards to the maximum extent feasible;
- Prepare for Future Aviation Demand - Provide improvements safely and adequately prepare for forecasted aviation operations and demand through the year 2033 consistent with new Code requirements and passenger expectations for airport functionality;
- Incorporate Airport Sustainability Goals - Incorporate the Airport’s goals, objectives, and performance targets for sustainability within proposed development projects;
- Increase Airport Self-Sufficiency - Provide opportunities for additional revenue-producing uses of the Airport to enhance its economic viability and self-sufficiency.”

C8-5: See previous Response C8-4. Therefore, the Airport disagrees that the project will bring more tourists. Operational growth forecast to occur at the Airport is based on regional and national trends and would be the same even if the Proposed Project or one of its alternatives is neither approved nor implemented.

C8-6: As discussed in Draft EIR Section 4.16.5 and Table 4.16D (pages 4.16-32 and 4.16-35), the short-term project would generate an estimated 62 redirected daily trips and only 10 net new trips.

See Topical Response #1. The project does not “propose” any of the long-term development discussed in the Draft EIR at this time. Rather, the Proposed Project (and Alternative 1) reserve land for future, long-term non-aviation development (aka, non-aeronautical development) in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer. Long-term projects evaluated at the programmatic level in the Draft EIR may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis.” (Draft EIR, Section 1.3, page 1-4). Actual traffic impacts of long-term development would be analyzed at that time.

C8-7: See previous Response C8-4. Therefore, the Airport disagrees that the project will bring more tourists. Operational growth forecast to occur at the Airport is based on regional and national trends and would be the same even if the Proposed Project or one of its alternatives is neither approved nor implemented.

C8-8: See Draft EIR, Section 4.4.6, pages 4.4-42 through 4.4-63 for the proposed biological mitigation program. The Airport acknowledges this comment and it will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses a general opinion, but does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

C8-9: Airports cannot impose mandatory restrictions that create an unreasonable burden on the national air transportation system. At Monterey Regional Airport, pilots are asked to fly neighborly using their quietest departure techniques and following published pattern altitudes and procedures when safety, weather and/or traffic conditions permit.

C8-10: See previous Response C8-4. Therefore, the Airport disagrees that the project will bring more tourists. Operational growth forecast to occur at the Airport is based on regional and national trends and would be the same even if the Proposed Project or one of its alternatives is neither approved nor implemented. See also, Draft EIR, Section 4.18.1 with respect to water demand from the Proposed Project. As stated in the Draft EIR, “The Airport’s remaining water entitlements of 62.37 AF per year could accommodate the short-term development associated with the Proposed Project or Alternative 1 and would be a Less than Significant impact per Threshold 4.18.1-1.” (Draft EIR, Section 4.18.1.5, page 4.18-25). (Threshold 4.18.1 states that the Proposed Project or Alternative 1 would result in a significant impact if they would:

“Threshold 4.18.1-1: Have insufficient water supplies available to serve the Proposed Project or Alternative 1 from existing entitlements and resources or require new or expanded entitlements” (Draft EIR, Section 4.18.1.4, page 4.18-17).)

The Draft EIR also identifies Significant Impact UTIL-1 as “Future long-term buildout of the Proposed Project or Alternative 1 could demand water in excess of what the Airport currently has remaining in its allocation.” (Draft EIR, Section 4.18.1.5, page 4.18-25). UTIL/mm-1 requires that, “All proposed long-term projects shall reduce water demand in new construction through indoor and outdoor water conservation measures that result in onsite water credits that allow the Airport to stay within its available CalAm entitlements.” (Draft EIR, Section 4.18.1.6, page 4.18-27, Table ES-4, page E-69; Table ES-5, page ES-100).

As discussed in Topical Response #1, long-term project components were evaluated to determine the maximum build out of the properties given the available acreage, while taking into account any infrastructure necessary to support that theoretical construction. If, and when, a development proposal(s) would be considered by the Airport District, further analysis would be performed, including environmental review and analysis as appropriate under CEQA.

COMMENT C9

Judi Krauss

From: Gus Leonard <[REDACTED]>
Sent: Friday, October 26, 2018 8:32 AM
To: Planning
Cc: Karen Minami
Subject: Airport Master Plan Commentary

Oct 26, 2018

Dear Planners,

I'm a resident of Del Rey Oaks, and I live on Rosita Road. This message is a comment on the proposed Monterey Airport Master Plan submitted during the open comment period.

My understanding is that should the current proposed airport master plan come into effect, a light industrial park will be built across the street from my home. I anticipate that would cause our quality of life to reduce dramatically given noise and light changes in our largely quiet neighborhood. Additionally, it's my understanding that there will be a significant increase in vehicle trips into our area--even if they don't travel Rosita, the car traffic will affect us all. Hi 218 is already too small and the feeder onto 218 from the Seaside/Monterey intersection is challenged just with the volume of residential trips. All these changes stemming from an airport and industrial area expansion will negatively affect the values of our homes and desirability for any future homeowners or residents in this area.

Given that MRY serves the region, why is DRO taking on the increased cost of this expansion? Is there not federal land on the former Fort Ord that could absorb this? How about the Marina airport which is not surrounded by dense residential spaces? Or other airstrips that may be abandoned in the Ord wilderness? Access to MRY is already limited via Hi 68, and an increased volume of daily flights will also increase car traffic. Marina airport is more central to this region and can be accessed by larger county area, Salinas and peninsula residents more equitably than the current MRY location. Increased volumes of flights over farmland would have a lower impact on the number of residents affected by the increased traffic.

I urge you to reconsider this proposal and request that my city officials to object to any changes to our city plans that come from this effort to expand. While the FAA may desire changes to their ability to support air traffic, it is not incumbent on us to accept those changes.

Respectfully,
Gus Leonard

[REDACTED]
[REDACTED]

cc. DRO City Hall

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To: planning@montereyairport.com

Message Score: 1

High (60): **Pass**

From: [REDACTED]

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COMMENT C9 - Gus Leonard

Responses

C9-1: See Topical Response #1. The Proposed Project does not “propose” any non-aviation development at this time, including a light industrial park. Rather, the Proposed Project (and Alternative 1) reserve land for future, long-term non-aviation development (aka, non-aeronautical development) in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer. The Proposed Project (and Alternative 1) provide a vegetated open space buffer between the Airport and residential areas adjacent to the Airport’s north and northeast property lines (see Draft EIR, Exhibits 2C, 2L, and 3E, pages 2-13, 2-39, and 3-23, respectively). Additional buffers would be provided as part of biological mitigation to provide additional habitat conservation areas (Draft EIR, Exhibit 4.4D, page 4.4-15).

The amounts of non-aeronautical development assumed in the Draft EIR for the Proposed Project (and Alternative 1) are to provide a “worst-case” analysis for purposes of CEQA only. They do not represent development proposals for the Airport. Rather, the Draft EIR explains that future non-aeronautical development at the Airport has been addressed at a programmatic level only (Draft EIR, Section 2.6.2.7, pages 2-41 and -42), which is defined as follows: “Development projects for which project funding is unknown or for which project details are not known at a sufficient level of detail to be evaluated at a project-specific level are addressed at a more programmatic level of detail (i.e., based on their general land use) and are considered long-term projects for purposes of this EIR. The projects evaluated at the programmatic level may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis.” (Draft EIR, Section 1.3, page 1-4).

Further, as discussed in Draft EIR, Section 4.16.5 and Table 4.16D, the short-term project will generate only about a net new and redirected 72 daily traffic trips once the “north side” road is constructed.

C9-2: One requirement of an airport master plan is to address the facility requirements of an airport. Under Section 812 of FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, as amended (FAA 2015), FAA states, “Many airports have significant acreage devoted to non-aeronautical uses, such as industrial parks, recreational uses, agricultural or grazing leases, or retail businesses. Some uses are considered temporary, to remain only until a higher aviation use materializes, while others are expected to remain as surplus to anticipated aviation needs. In either case, the revenue from these activities provides supplemental revenue to the airport and improve the airport’s overall financial position. The planner should review the infrastructure needs of such activities and identify improvements that preserve the revenue-generating performance of a valuable asset.”

The Draft EIR explains this concept as follows, “A fourth objective of the Proposed Project is to plan for additional revenue-producing opportunities so the Airport can continue to provide its share of matching funds for its federal- and state-provided grants. As previously discussed in Section 1.6, the Airport has federal grant assurances that must be met as a condition of the acceptance of federal monies for maintenance and development projects. The federal grant assurances include Grant Assurance 3, Sponsor Fund Availability. This grant assurance requires that the airport sponsor have “sufficient funds available for that portion of the project costs which are not to be paid by the United States.” It also requires that the sponsor have “sufficient funds to assure operation and maintenance of items funded under this grant agreement which it will own or control. The Proposed AMP’s on-airport land use plan includes areas of the Airport not needed for aviation purposes that can be developed or redeveloped for revenue-generating purposes (Sections 2.6.1.2, 2.6.1.3, and 2.6.2.7).” (Draft EIR, Section 2.5.4, pages 2-11 and 2-12). The Monterey Regional Airport cannot plan adequately to meet its federal grant assurances through development located on the former Fort Ord, the Marina Airport, or on other airstrips in former Fort Ord nor are these areas under the control of the Monterey Peninsula Airport District.

Further, the Draft EIR, at section 3.4, discussed alternative locations for airport operations.

C9-3: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment provides a conclusion with regard to comments provided above and does not raise any new issue or make any new substantive comment concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C10

Judi Krauss

From: Kim Shirley <[REDACTED]>
Sent: Friday, October 26, 2018 4:26 PM
To: Planning
Subject: EIR Comments

Monterey Airport:

I am a 16 year resident of Del Rey Oaks and after reading through parts of the proposed Airport project plans I am concerned about several areas.

First, there are a number of areas with significant impacts or potentially significant impacts. These include aesthetics, biological resources, greenhouse gas emissions, land use and planning, air quality, noise, and transportation/traffic.

All of these areas are a concern for me, although I am greatly concerned with the loss of the biological resources, the increase in exterior noise (especially with the increased growth forecasts of the airport), the greenhouse gas emissions, as well as the increased traffic impacts (many of which seem to be unknown, such as the future vehicle miles traveled).

I understand increasing the safety of the airport, but many of these impacts are coming at the cost of building out areas that will increase the revenue for the airport. Several of the biological resources that would be lost cannot be mitigated, which doesn't seem like a worthy trade-off so that the airport can bring in greater revenues

Regarding our quality of life in Del Rey Oaks, the airport is looking to greatly increase the number of trips on our roads and also increase the amount of exterior noise, both without appropriate mitigations. Since the airport does not have jurisdiction over our roads outside the airport, it is unlikely they will be able to fund or follow through with changes that would mitigate the impacts to our city and the surrounding areas. The airport is also planning on increasing the number of flights, which would greatly increase the amount of exterior noise to the area.

For all these reasons, I'm against the proposed project at the airport and would appreciate greater consideration for its neighboring residents.

Thank you,
Kim Shirley
[REDACTED]
Del Rey Oaks

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COMMENT C10 - Kim Shirley

Responses

C10-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment provides general introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

C10-2: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. The Draft EIR includes a detailed mitigation program for potential short- and long-term impacts to biological resources (Draft EIR, Section 4.4.6, pages 4.4-42 through 4.4-65). As noted in this comment, potential impacts to Yadon's piperia and Monterey pine trees/forest may not be fully mitigated and are considered Potentially Significant and Unavoidable at this time.

C10-3: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. The Draft EIR acknowledges that certain street network impacts of the Proposed Project and Alternative 1 are considered Significant and Unavoidable since the improvements are within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured. Further, the proposed mitigation measures for these significant impacts is not considered feasible because the FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure. (Draft EIR, Section 4.16.7, page 4.16-66).

C10-4: Aircraft noise is discussed in the Draft EIR in Section 4.12.1 beginning on page 4.12-3. However, as discussed in Section 4.12.1.2, "Since the Proposed Project and Alternative 1 do not propose airside or landside changes that would increase operation levels at the Airport, no changes to the aircraft noise associated with the Airport would occur as a result of either the Proposed Project or Alternative 1. Thus, if future airport operations increases do occur, as anticipated in the FAA-approved forecasts (Appendix B), these increases (and any associated aircraft noise) would be the result of increased demand at the Airport independent from the Proposed Project or Alternative 1 (as reflected in the approved aviation forecasts), local, regional, and national aviation trends as well as local, regional and national market factors, independent of whether the Proposed Project or Alternative 1 is implemented." (Draft EIR, Section 4.12.1.2, page 4.12-13).

Table 4.12F of the Draft EIR identifies the changes in the long-term noise environment associated with the Airport if the FAA-approved forecasts for 2035 are actually realized. Based on the analysis, four additional residential units could experience an increase in exterior noise levels of 65 CNEL or greater. All four residences have already received sound attenuation to mitigate for interior noise levels. (Draft EIR, Table 4.12F, page 4.12-18).

C10-5: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment provides a conclusion with regard to comments provided above and does not raise any new issue or make any new substantive comment concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C11

Judi Krauss

From: Veronique Durham <[REDACTED]>
Sent: Sunday, October 28, 2018 5:07 PM
To: Planning
Subject: Del Rey Oaks citizen against airport extension

Good afternoon,

I just learned that our city of Del Rey Oaks was considering authorizing the airport to extend its activity by increasing air traffic and building a new access road from the airport through Del Rey Oaks to Hwy 218.] 1

I am extremely opposed to this project. We live on Angelus Way, and although we are not officially on the air path, we are already suffering from increasing noise coming from the airport. This morning, my husband and I were both awoken before 6 am by an idling plane running engines so loud we could hear it humming and vibrating throughout the house, with all windows closed. This happens almost on a daily basis, and is rather infuriating when it happens on a Sunday morning, like today. Increased air traffic will aggravate this already problematic situation, and is undoubtedly going to push noise levels well beyond official acceptable limits. We may already be acceptable/legal noise levels on our street.] 2

In addition to our opposition to increased air traffic, we are vehemently opposed to any project that would increase traffic on Hwy 218. We are tucked behind Hwy 218, and can hear road traffic quite loudly from our house. We have been noticing increased traffic over the last few years, which is not only a noise problem, but also a pollution issue (we are noticing black deposit on cars, windows, etc.) and a traffic issue. It is more and more challenging and dangerous to make a turn in either direction from Rosita St to Hwy 218.] 3] 4

Surely we cannot be the only Del Rey Oaks citizens to express our opposition. This is a bad idea, an idea that expresses utter disregard for the local community's well being and the quality of life of Del Rey Oaks. This project is in complete opposition of the vision expressed in our city's Master Plan. Is allowing this project to go forward even legal?] 5

From a concerned citizen: please do not allow this idea to come to fruition. We will do whatever we can to oppose this project.] 6

Sincerely,

Veronique Durham
[REDACTED]

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COMMENT C11 - Veronique Durham

Responses

C11-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment provides general introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

C11-2: Aircraft noise is discussed in the Draft EIR in Section 4.12.1 beginning on page 4.12-3. However, as discussed in Section 4.12.1.2, “Since the Proposed Project and Alternative 1 do not propose airside or landside changes that would increase operation levels at the Airport, no changes to the aircraft noise associated with the Airport would occur as a result of either the Proposed Project or Alternative 1. Thus, if future airport operations increases do occur, as anticipated in the FAA-approved forecasts (Appendix B), these increases (and any associated aircraft noise) would be the result of increased demand at the Airport independent from the Proposed Project or Alternative 1 (as reflected in the approved aviation forecasts), local, regional, and national aviation trends as well as local, regional and national market factors, independent of whether the Proposed Project or Alternative 1 is implemented.” (Draft EIR, Section 4.12.1.2, page 4.12-13).

Table 4.12F of the Draft EIR identifies the changes in the long-term noise environment associated with the Airport if the FAA-approved forecasts for 2035 are actually realized. Based on the analysis, four additional residential units could experience an increase in exterior noise levels of 65 CNEL or greater. All four residences have already received sound attenuation to mitigate for interior noise levels. (Draft EIR, Table 4.12F, page 4.12-18).

C11-3: The Draft EIR analyzed the potential increase in vehicular noise due to the Proposed Project (and Alternative 1) in Section 4.12.2, Land-Based Noise. As discussed in the Draft EIR, “Off-airport vehicular noise due to proposed long-term projects would be the same for both the Proposed Project or Alternative 1 (based on the traffic volumes shown in Table 4.16F) and would contribute to cumulative vehicular noise impacts in conjunction with other future projects and regional traffic patterns. These impacts are discussed in Section 5.12 as part of the cumulative impact analysis. Based on the cumulative analysis, the change from “existing” noise levels to “cumulative plus project” would be less than a three dBA CNEL change on the surrounding roadway network. Since the long-term project-related traffic in conjunction with other cumulative traffic would not result in a significant noise impact, the long-term project-related traffic without other cumulative traffic would also be Less than Significant.” (Draft EIR, Section 4.12.2.5, page 4.12-51). “It is generally accepted that the average healthy ear ... can barely perceive a noise level change of 3 dB” (Caltrans 2013). (Draft EIR, Intro to Section 4.12, Noise, page 4.12-2).

C11-4: Cumulative air quality impacts are discussed in Draft EIR, Section 5.5.3. The Draft EIR concludes that, “Given the nonattainment status of the NCCAB for ozone and particulate matter, cumulative air quality impacts would be Unavoidable and Significant, even after mitigation and enforcement of the current MBARD regulatory requirements.” (Draft EIR, Section 5.5.3, page 5-12). In terms of cumulative traffic, the Draft EIR acknowledges that certain street network impacts of the Proposed Project and Alternative 1 are considered Significant and Unavoidable since the improvements are within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured. Further, the proposed mitigation measures for these significant impacts is not considered feasible because the FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure. (Draft EIR, Section 4.16.7, page 4.16-66).

C11-5: Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, “The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

C11-6: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment expresses general opposition to the project but does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C12

Judi Krauss

From: Carol Kaplan <[REDACTED]>
Sent: Sunday, October 28, 2018 3:57 PM
To: Planning
Subject: Access road through Del Rey Oaks

Dear Planning Group:

As a citizen of Del Rey Oaks I am very concerned about your proposed access road through our city. Exactly where would it go? How long will the construction take? What plans have been made for water runoff into our city from the new road? What is the expected increase in noise going to be?

Sincerely, Carol Kaplan
[REDACTED]

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COMMENT C12 - Carol Kaplan

Response

C12-1: The location of the proposed “north side” road is shown in several of the Draft EIR exhibits, including, but not limited to, Exhibit 2C (Draft EIR, page 2-13), Exhibit 2K (Draft EIR, page 2-35), and Exhibit 3I (Draft EIR, page 3-31). Based on preliminary engineering estimates, construction of the portion of the road from Del Rey Gardens to the crest of the hill could take approximately 375 days. The remainder of the road west to the north side general aviation area could take approximately 311 days.

Exhibit 4.10J of the Draft EIR shows conceptual drainage infrastructure associated with the eastern portion of the road that would drain towards Del Rey Gardens Drive (Draft EIR, page 4.10-35). The Draft EIR describes these drainage features as follows, “Drainage from the “north side” road flowing east towards Del Rey Gardens Drive would be intercepted by two proposed catch basins (Exhibit 4.10J). One would be positioned at the midpoint of the proposed “S” curve to capture runoff at that point and redirect it west to the Airport’s onsite detention pond (northeast POC). A second catch basin would be located at the edge of pavement where the new “north side” road would connect to Del Rey Gardens Drive. This catch basin would direct the stormwater into an underground storage vault. This facility would be sized to hold runoff from the existing 10-year flows (pre-construction) to the future 100-year (post-construction) flows. According to the project engineer, the existing runoff from a 10-year storm for the portion of the new “north side” road between the two proposed catch basins would be approximately 0.38 cfs, while the future 100-year storm would be approximately 1.78 cfs (Appendix I).

Based on this difference of 1.4 cfs, the underground storage vault would need to hold between 168 and 180 cubic feet of stormwater. Eventually, the stormwater would be released to Del Rey Gardens Drive, which discharges to Canyon Del Rey Creek. The Airport’s stormwater from this discharge area currently flows down the natural slope to the Del Rey Gardens Drive pavement and on to Canyon Del Rey Creek. Thus, the proposed “north side” road drainage infrastructure would reduce the potential for flooding of areas downstream along Del Rey Gardens Drive by containing drainage up to the 100-year storm and releasing it gradually. This would also be consistent with the City of Del Rey Oaks Open Space/Conservation Element goals and policies to protect the Canyon Del Rey drainage system water quality, runoff, and flow (Section 4.10.1).” (Draft EIR, Section 4.10.5.3, page 4.10-34).

See Response C7-2 regarding vehicular noise along the new “north side” road. The Draft EIR analyzed the potential increase in vehicular noise due to the proposed “north side” road in Section 4.12.2, Land-Based Noise. Based on the analysis, the proposed short-term project components using the new “north side” road would contribute less than one dBA change to the existing CNEL and was determined to be less than significant (Draft EIR, Table 4.12Q, page 4.12-49 and Section 4.12.2.5, page 4.12-50).

Long-term vehicular noise impacts are also discussed in the Draft EIR at a programmatic level. As discussed in the Draft EIR, “Off-airport vehicular noise due to proposed long-term projects would be the same for both the Proposed Project or Alternative 1 (based on the traffic volumes shown in Table 4.16F) and would contribute to cumulative vehicular noise impacts in conjunction with other future projects and regional traffic patterns. These impacts are discussed in Section 5.12 as part of the cumulative impact analysis. Based on the cumulative analysis, the change from “existing” noise levels to “cumulative plus project” would be less than a three dBA CNEL change on the surrounding roadway network. Since the long-term project-related traffic in conjunction with other cumulative traffic would not result in a significant noise impact, the long-term project-related traffic without other cumulative traffic would also be Less than Significant.” (Draft EIR, Section 4.12.2.5, page 4.12-51). “It is generally accepted that the average healthy ear ... can barely perceive a noise level change of 3 dB” (Caltrans 2013). (Draft EIR, Intro to Section 4.12, Noise, page 4.12-2).

COMMENT C13

Judi Krauss

From: PAUL KEENE <[REDACTED]>
Sent: Sunday, October 28, 2018 1:09 PM
To: Planning
Subject: Airport Expansion

My name is Paul Keene. I have been a homeowner in the city of Del Rey Oaks since 1974. I was made aware of the proposed development on the north side of the airport and the Airport Master Plan.

The information talks about the Liaison Committee.

The Airport is spending a lot of money to proceed with this expansion. I would assume the Airport Board would not spend this money unless they knew they could complete all phases of the project.

It appears the Airport Board has been given information that the City of Del Rey Oaks will go along with the expansion and open an access road into Del Rey Oaks. The Del Rey Oaks general plan says the road will not be opened. This is the same road the airport has tried to work an agreement with Del Rey Oaks in the past but failed to come to an agreement.

I would like to know who sits on this committee and when they meet.

How often does this committee meet?

Who specifically represents the City of Del Rey Oaks and sits on the committee?

Who specifically said the road could be opened and when?

Are there minutes of the meetings?

Are the meetings recorded in any fashion, either audio or video?

How many meetings have there been concerning the development of the north side of the airport?

When were those meetings?

When was the Airport Board told The City of Del Rey Oaks would open the access road?

By whom?

Does the Airport Board have information that the City of Del Rey Oaks Mayor and City Council all agree to modify the general plan and open the access road?

Please provide me with the answers either in writing and mailing to:

Paul Keene
[REDACTED]
[REDACTED]

Alternatively, by email to:

[REDACTED]

Thank you for your time,

[REDACTED]
[REDACTED]
[REDACTED]

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COMMENT C13 - Paul Keene

Response

This letter is a *Public Records Act* request related to an ad hoc Liaison Committee and has been responded via email on November 8, 2018 by the District's legal counsel. However, given that the letter was received during the public comment period on the Draft EIR, the comment has been included in this Final EIR and the response provided is also repeated below:

Mr. Keene,

I have been asked to respond to the questions in your email, which is below. We have considered your request as a request for information pursuant to the Public Records Act. Your comments will also be included in the Final EIR for the Airport Master Plan project. My responses will deal with information held by the Airport, but I cannot answer some of your questions related specifically to the City of Del Rey Oaks (DRO) and I would refer you to the City for answers to those specific questions.

The Airport Liaison Committee was created as an ad hoc committee to discuss issues with the Airport's counterparts at the City of Del Rey Oaks. The committee is an ad hoc committee and, as such, it is exempt from the Brown Act. Accordingly, the airport does not have any meeting agendas, recordings or meeting minutes. The committee would meet on an as needed basis and, according to my records, meetings were held at various times in April, May and June 2018. The representatives for the Airport are Board Members Carl Miller and Mary Ann Leffel. Mike La Pier attended the meetings as the Airport's Executive Director and I attended some of the meetings when requested. The focus of most of the meetings was related to the Airport's RV lot and the agreement for DRO to provide law enforcement services to the Airport. Specifically, the committee discussed the transfer of the RV tenants from DRO to the Airport, which provides a financial benefit to DRO and allows the City to repurpose the land that was previously used by the City for the RV lot. The Liaison Committee also discussed the terms of the law enforcement services agreement and the procedures that would be followed by each agency. In both cases, those agreements were placed on the agendas for each agency for public comment and approval.

On only one occasion (unsure which meeting), the parties briefly discussed status of the environmental analysis that was being undertaken by the Airport, as well as the many variables and alternatives that were being studied. To my recollection, the parties did not discuss the substance of the issues, but only an update on the status of the environmental analysis and review, as well as some of the options that were being considered. The Airport did not ask for, nor did it receive, any commitment from the DRO representatives related to a future change in the general plan amendment. There was no commitment made or asked for related to the north side access road outlined in Alternative #1.

Thanks! (Scott Huber, District Legal Counsel)

COMMENT C14

Judi Krauss

From: Patrice Vecchione <[REDACTED]>
Sent: Monday, October 29, 2018 2:58 PM
To: Planning
Subject: road from DRO to airport

As a homeowner and longtime resident of Del Rey Oaks, I am writing to state that I oppose a road from DRO to the airport. This is a horrible idea for citizens of Del Rey Oaks. It is so easy to drive down Canyon Del Rey and turn right past Stone Creek to get to #68 and make my way to the airport. Another road is completely unnecessary, would be a waste of resources, increase traffic in our small city, increase noise pollution. It is an unacceptable idea that is not supported by most DRO residents.

Thank you,
Patrice Vecchione

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COMMENT C14 - Patrice Vecchione

Response

C14-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment expresses general opposition to one aspect of the project, i.e., the proposed “north side” road, but does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C15

Judi Krauss

From: Gerry Orton <[REDACTED]>
Sent: Monday, October 29, 2018 1:34 PM
To: Planning
Subject: Public Comment Deadline

Hello,

At the public hearing on Oct. 9th, public comment deadline given was Oct. 31st. Has it now been extended to Nov. 9th, 2018

The public is being provided with an opportunity to submit written and oral comments on the Draft EIR during the public review and comment process **from September 17, 2018 through November 9, 2018.** (FAQS Monterey Airport EIR)

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COMMENT C15 - Gerry Orton

Responses

C15-1: The public review period for the Draft EIR has been extended to November 9, 2018. This information was provided to the commenter on October 29, 2018 in response to this comment via an email from Daniel Johanson, C.M., Project Manager, Monterey Regional Airport.

COMMENT C16

Judi Krauss

From: Dennis Allion <[REDACTED]>
Sent: Wednesday, October 31, 2018 11:43 AM
To: Planning
Subject: Airport EIR for future development

People living in Del Rey Oaks appear to be strongly opposed to any road through any portion of Del Rey Oaks. I would like the Airport to specifically address how it might mitigate:

1. noise from construction,
2. dust from construction activity,
3. air pollution from increased traffic that will access the north side of the airport
4. noise from vehicle traffic accessing the north side of the airport from the proposed road
5. visual impact of the road on residents living in the Oaks condominium complex
6. security as it may affect businesses and residents near the access road
7. distance of the north-side business development from the residences along Rosita Road in Del Rey Oaks and what kind of sound/landscaping barriers would be used to mitigate any change to what those residents enjoy today

Thank you for the opportunity to review the EIR and provide comments
Sincerely,
Dennis Allion

[REDACTED]
[REDACTED]
[REDACTED]

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COMMENT C16 - Dennis Allion

Responses

C16-1: As of close of public comment on November 9, 2018, the Airport has received 18 written comments and 3 oral comments from residents of the City of Del Rey Oaks (and 1 late comment). Of the 22 comments received from Del Rey Oaks residents, 15 of the commenters expressed concern or opposition to the proposed “north side” road connection to Del Rey Oaks and/or future potential north side development.

C16-2: As discussed in the Draft EIR, the following mitigation measures would be implemented to mitigate construction noise (Draft EIR, Section 4.12.2.6, pages 4.12-62 and -63; Table ES-4, page ES-62 and -63; Table ES-5, page ES-96):

Proposed Project and Alternative 1

NOI/mm-2: To address potential impacts of nighttime noise-generating construction activities, the following mitigation measures shall be incorporated into the short-term projects:

1. Construction truck hauling operations may proceed through the CONA neighborhood only in the time period from 7:00 AM to 7:00 PM. Outside these hours, construction hauling activity shall use a route that does not proceed through the CONA neighborhood. (Proposed Project only)
2. For construction activity occurring within approximately 500 feet of residences, portable noise barriers shall be installed near nighttime construction areas. The locations of the barriers should break the line-of-sight from the construction area(s) to any residential locations visible from the construction area. This may include erection of temporary plywood barriers to create a break in the line-of-sight, or erection of a tent employing sound blanket walls around the stationary noise source(s).
3. Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5-minute limit is required by the state airborne toxics control measure (CCR, Title 13, Sections 2449(d)(3) and 2485);
4. Adjacent property owners shall be notified of the construction schedule.
5. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory

specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.

6. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.

NOI/mm-3: Proposed north side project component daytime construction activity shall comply with the City of Del Rey Oaks’ noise ordinance of 7:00 AM to 7:00 PM.

C16-3: As discussed in the Draft EIR, the following regulatory requirements for construction dust would be implemented (Draft EIR, Section 4.3.6, pages 4.3-22 and -23; Table ES-4, page ES-39; Table ES-5, page ES-72):

Proposed Project and Alternative 1

AQ/rr-1: The Airport shall implement a dust control plan that includes the following, as stipulated in FAA AC 150/5370-10G, *Standards for Specifying Construction of Airports*, Item P-156 (FAA 2014) and the MBARD *CEQA Air Quality Guidelines* (MBARD 2008):

1. Limit the area under construction at any one time.
2. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
3. Cover all trucks hauling soil, sand, and other loose materials off property with tarpaulins or other effective covers.
4. Pave all roads on construction sites, if possible, and water all unpaved roads and construction haul routes to minimize dust during construction operations.
5. Limit traffic speeds along all unpaved haul routes to 15 miles per hour (mph).
6. Prohibit all grading activities during periods of high wind (over 15 mph).
7. Keep loader buckets low when transferring material to trucks.
8. Maintain at least 2 feet of freeboard on haul trucks.
9. Limit entering/exiting site to controlled areas to avoid track out.
10. Cover inactive storage piles.
11. Minimize the area of exposed erodible earth.
12. Apply temporary mulch or non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area with or without seeding, where applicable.
13. Plant vegetative ground cover in disturbed areas as soon as possible.
14. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

15. Install wheel washers at the entrance to construction sites for all exiting trucks.
16. Sweep streets if visible soil material is carried out from the construction site.
17. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisance).

C16-4: As discussed in the Draft EIR, the following regulatory requirements for construction dust would be implemented (Draft EIR, Section 4.3.6, pages 4.3-23; Table ES-4, page E -40; Table ES-5, page ES-72):

Proposed Project and Alternative 1

In accordance with CARB's In-Use Off Road Diesel Fueled Fleets Regulation (2016), the following measures for construction vehicles and/or equipment shall be implemented:

1. Construction vehicles will use a CARB Tier 3 engine when available in the region;
2. Vehicle operators will limit idling to no more than five minutes; and,
3. All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off Road Online Reporting System.

C16-5: The Draft EIR analyzed the potential increase in vehicular noise due to the proposed "north side" road in Section 4.12.2, Land-Based Noise. Existing noise levels near The Oaks neighborhood was measured and reported as 51 dBA in the daytime, 45 dBA in the nighttime, with a CNEL (community noise equivalent level) of 53 dBA (Draft EIR, Table 4.12N, page 4.12-43). CNEL associated with roadways adjacent to The Oaks neighborhood was calculated using a noise model based on existing traffic volumes as follows: Quail Run Court - 54 CNEL; Pheasant Ridge Road - 47 CNEL (Draft EIR, Table 4.12O, page 4.12-43). Based on the analysis, proposed short-term project components would contribute less than one dBA change to the existing CNEL at Quail Run Court and Pheasant Ridge Road and was determined to be less than significant (Draft EIR, Table 4.12Q, page 4.12-49 and Section 4.12.2.5, page 4.12-50).

Long-term vehicular noise impacts are also discussed in the Draft EIR at a programmatic level. As discussed in the Draft EIR, "Off-airport vehicular noise due to proposed long-term projects would be the same for both the Proposed Project or Alternative 1 (based on the traffic volumes shown in Table 4.16F) and would contribute to cumulative vehicular noise impacts in conjunction with other future projects and regional traffic patterns. These impacts are discussed in Section 5.12 as part of the cumulative impact analysis. Based on the cumulative analysis, the change from "existing" noise levels to "cumulative plus project" would be less than a three dBA CNEL change on the surrounding roadway network. Since the long-term project-related traffic in conjunction with other cumulative traffic would not result in a significant noise

impact, the long-term project-related traffic without other cumulative traffic would also be Less than Significant.” (Draft EIR, Section 4.12.2.5, page 4.12-51). “It is generally accepted that the average healthy ear ... can barely perceive a noise level change of 3 dB” (Caltrans 2013). (Draft EIR, Intro to Section 4.12, Noise, page 4.12-2).

C16-6: As discussed in the Draft EIR, “The City of Del Rey Oaks does not define scenic resources in its general plan but calls for the siting of structures away from ridge lines, steep slopes, and other highly visible locations (Policy C/OS-1). There are no designated scenic highways within the City of Del Rey Oaks in proximity to proposed projects.” (Draft EIR, Section 4.1.5.2, page 4.1-7). Discussion of impacts related to the proposed “north side” road and its consistency with City of Del Rey Oaks scenic policy (C/OS-1) are discussed on pages 4.1-8 and 4.1-13 of Draft EIR Section 4.1.5.2. This discussion concludes as follows, “At the top of the hill, where the proposed “north side” road would cross the existing on-airport service road, the proposed “north side” road would be located approximately 15 to 20 feet below the existing grade. Thus, the proposed road would not be visible to residents of the condominium units located to the northeast within the City of Del Rey Oaks. In addition, a minimum of a 100-foot buffer would occur between the proposed “north side” road and the closest condominium unit.” Given that the visibility of the proposed road construction from within the City of Del Rey Oaks would be limited to a small portion of Del Rey Gardens Drive and that the proposed road design includes features that would allow it to use the natural landforms to the greatest extent feasible, the potential for the “north side” road construction to “substantially damage scenic resources” of the City of Del Rey Oaks is Less than Significant.” (Draft EIR, Section 4.1.5.2, page 4-13).

C16-7: While no gated access for the north side road is currently proposed, all airport property is regularly patrolled by both airport police and airport operations staff.

C16-8: The Proposed Project (and Alternative 1) provide a vegetated open space buffer between the Airport and residential areas adjacent to the Airport’s north and northeast property lines (see Draft EIR, Exhibits 2C, 2L, and 3E, pages 2-13, 2-39, and 3-23, respectively). Additional buffers would be provided as part of biological mitigation to provide additional habitat conservation areas (Draft EIR, Exhibit 4.4D, page 4.4-15).

The Proposed Project (or Alternative 1) does not “propose” any non-aviation development at this time. Rather, the Proposed Project (and Alternative 1) reserve land for future, long-term non-aviation development in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer. The amounts of non-aeronautical development assumed in the Draft EIR for the Proposed Project (and Alternative 1) have been identified to provide a “worst-case” analysis for purposes of CEQA only. They do not represent development proposals for the Airport. At the time that such a proposal is under consideration, project-specific noise concerns would be identified and mitigation developed, as warranted.

COMMENT C17

Judi Krauss

From: Alison Kerr <[REDACTED]>
Sent: Wednesday, October 31, 2018 12:44 PM
To: Planning
Subject: Airport Expansion

Dear Monterey Airport Board,

I am a 29-year homeowner in Del Rey Oaks and am very disconcerted about the possibility of a road through Del Rey Oaks to the north side of the airport. I have several questions for which I would appreciate your response.

- Who from the city of Del Rey Oaks (staff, council and/or planning commissioners) sits on the liaison committee for this expansion?
- How long have these meetings been occurring? And how often?
- Where can the agendas and minutes from these meetings be seen?
- When was the piece of property at the end of del Rey Gardens Rd. in Del Rey Oaks purchased by the airport?
- Who from DRO agreed to the proposed North side road access?
- Was there ever a planned community meeting for Del Rey Oaks specifically?

I appreciate your time and look forward to your response.

Kind regards,
Alison Kerr

Total Control Panel

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To: planning@montereyairport.com

Message Score: 1

High (60): Pass

From: [REDACTED]

My Spam Blocking Level: Medium

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This message was delivered because the content filter score did not exceed your filter level.

COMMENT C17 - Alison Kerr

This letter is a *Public Records Act* request related to an ad hoc Liaison Committee and has been responded via email on November 14, 2018, by the District's legal counsel. However, given that the letter was received during the public comment period on the Draft EIR, the comment has been included in this Final EIR and the response provided is also repeated below:

Ms. Kerr,

I am District Counsel for the Monterey Peninsula Airport District. I have been asked to respond to the questions in your email, which is below. We have considered your request as a request for information pursuant to the Public Records Act. Your comments will also be included in the Final EIR for the Airport Master Plan project. My responses will deal with information held by the Airport, but I cannot answer some of your questions related specifically to the City of Del Rey Oaks (DRO) and I would refer you to the City for answers to those specific questions.

The Airport Liaison Committee was created as an ad hoc committee to discuss issues with the Airport's counterparts at the City of Del Rey Oaks. The committee is an ad hoc committee and, as such, it is exempt from the Brown Act. Accordingly, the airport does not have any meeting agendas, recordings or meeting minutes. The committee would meet on an as needed basis and, according to my records, meetings were held at various times in April, May and June 2018. The representatives for the Airport in calendar year 2018 are Board Members Carl Miller and Mary Ann Leffel. Mike La Pier attended the meetings as the Airport's Executive Director and I attended some of the meetings when requested. The focus of most of the meetings was related to the Airport's RV lot and the agreement for DRO to provide law enforcement services to the Airport. Specifically, the committee discussed the transfer of the RV tenants from DRO to the Airport, which provides a financial benefit to DRO and allows the City to repurpose the land that was previously used by the City for the RV lot. The Liaison Committee also discussed the terms of the law enforcement services agreement and the procedures that would be followed by each agency. In both cases, those agreements were placed on the agendas for each agency for public comment and approval.

On only one occasion (unsure which meeting), the parties briefly discussed status of the environmental analysis that was being undertaken by the Airport, as well as the many variables and alternatives that were being studied. To my recollection, the parties did not discuss the substance of the issues, but only an update on the status of the environmental analysis and review, as well as some of the options that were being considered. The Airport did not ask for, nor did it receive, any commitment from the DRO committee representatives related to a future change in the general plan amendment. In addition, there was no commitment made by the committee members, or asked of them, related to the north side access road outlined in Alternative #1. The Airport purchased the property adjacent to Del Rey Gardens Dr. (APN 012-601-023-000; Lot 10 Del Rey Gardens Subdivision - .55 acres) in 1988.

It should be noted that the work by the Airport Liaison Committee and the DRO Liaison Committee was in furtherance of DRO General Plan, Policy No. L-3, which provides, "The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the airport's proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City." The Liaison Committee meetings were also intended to meet the DRO General Plan Land Use

Element Goal No. 10, which provides, "Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks." The Airport believes that both of these objectives were accomplished by the Liaison Committee meetings.

If you have any further questions, please let me know.

Sincerely,

Scott Huber
MPAD District Counsel



DRAFT ENVIRONMENTAL IMPACT REPORT COMMENT FORM

Meeting: Public Meeting on the Draft Environmental Impact Report for the Proposed Monterey Regional Airport Master Plan Date: October 9, 2018 Time: 4:00 - 7:00 p.m. Place: MPAD Board Room

Name / Address: Alice Angell Green [Redacted]

Phone # / Email: [Redacted]

Please Print Neatly

The speaker did an excellent job of glossing over the fact that THERE IS NO WATER FOR THIS PROJECT!

The Del Rey Oaks General Plan would have to be changed; the reason it now reads as it does is because the residents don't want the proposed road or the extra development!

People love living here and coming here for the natural beauty of this area - let's keep it that way. (over)

WRITTEN COMMENTS WILL BE ACCEPTED UNTIL 5 P.M. (PST), OCTOBER 31, 2018, AT THE FOLLOWING ADDRESS:

Monterey Peninsula Airport District Planning & Development Department 200 Fred Kane Drive, Suite 200 Monterey, CA 93940 or planning@montereyairport.com

RECEIVED

OCT 31 2018

MONTEREY PENINSULA AIRPORT DISTRICT

Additional information, including the entire Draft EIR, is available on the Monterey Airport Website at: www.montereyairport.specialdistrict.org

If necessary, continue your comments on the back of this sheet and/or on additional pages.

There is no meaningful mitigation possible. This appears to be development for development's sake, not for any real benefit to the region. → favor leaving things as they are in this instance.

COMMENT C18 - Alice Angell Green

Responses

C18-1: As stated in the Draft EIR, “The Airport’s remaining water entitlements of 62.37 AF per year could accommodate the short-term development associated with the Proposed Project or Alternative 1 and would be a Less than Significant impact per Threshold 4.18.1-1.” (Draft EIR, Section 4.18.1.5, page 4.18-25). (Threshold 4.18.1 states that the Proposed Project or Alternative 1 would result in a significant impact if they would: “Threshold 4.18.1-1: Have insufficient water supplies available to serve the Proposed Project or Alternative 1 from existing entitlements and resources or require new or expanded entitlements” (Draft EIR, Section 4.18.1.4, page 4.18-17).)

The Draft EIR also identifies Significant Impact UTIL-1 as “Future long-term buildout of the Proposed Project or Alternative 1 could demand water in excess of what the Airport currently has remaining in its allocation.” (Draft EIR, Section 4.18.1.5, page 4.18-25). UTIL/mm-1 requires that, “All proposed long-term projects shall reduce water demand in new construction through indoor and outdoor water conservation measures that result in onsite water credits that allow the Airport to stay within its available CalAm entitlements.” (Draft EIR, Section 4.18.1.6, page 4.18-27, Table ES-4, page E-69; Table ES-5, page ES-100).

As discussed in Topical Response #1, long-term project components were evaluated to determine the maximum build out of the properties given the available acreage, while taking into account any infrastructure necessary to support that theoretical construction. If, and when, a development proposal(s) would be considered by the Airport District, further analysis would be performed, including environmental review and analysis as appropriate under CEQA.

C18-2: Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, “The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

C18-3: As discussed in the Draft EIR, “The City of Del Rey Oaks does not define scenic resources in its general plan but calls for the siting of structures away from ridge lines, steep slopes, and

other highly visible locations (Policy C/OS-1). There are no designated scenic highways within the City of Del Rey Oaks in proximity to proposed projects.” (Draft EIR, Section 4.1.5.2, page 4.1-7). Discussion of impacts related to the proposed “north side” road and its consistency with City of Del Rey Oaks scenic policy (C/OS-1) are discussed on pages 4.1-8 and 4.1-13 of Draft EIR Section 4.1.5.2. Given that the visibility of the proposed road construction from within the City of Del Rey Oaks would be limited to a small portion of Del Rey Gardens Drive and that the proposed road design includes features that would allow it to use the natural landforms to the greatest extent feasible, the potential for the “north side” road construction to “substantially damage scenic resources” of the City of Del Rey Oaks is Less than Significant.” (Draft EIR, Section 4.1.5.2, page 4-13).

C18-4: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment expresses general opposition to overall development, including the project, but does not raise any specific issue concerning the adequacy of the Draft EIR.

See the Executive Summary (Draft EIR, Section ES 10.0 and Tables ES-4 and ES-5, pages ES-32 through ES-101) for a summary of the proposed mitigation for both the Proposed Project and Alternative 1. See also Chapter Four of this Final EIR for the recommended mitigation, monitoring, and reporting program.

COMMENT C19

Judi Krauss

From: Airport Study Comment Form <noreply@airportstudy.com>
Sent: Sunday, November 04, 2018 1:09 AM
To: Judi Krauss; Jim Harris; planning@montereyairport.com
Subject: MontereyEIR.airportstudy.com - comments

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Name
miguel gonzales
Email
[REDACTED]
Address
salinas, California 93905 United States Map It
Subject
I support this project to improve a local airport
Your Comments
I strongly support this project to improve local airports and increase functionality.

1

COMMENT C19 - Miguel Gonzales

Response

C19-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment expresses general support for the project and does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C20

Judi Krauss

From: Airport Study Comment Form <noreply@airportstudy.com>
Sent: Wednesday, November 07, 2018 1:54 PM
To: Judi Krauss; Jim Harris; planning@montereyairport.com
Subject: MontereyEIR.airportstudy.com - comments

Name

Jay Roland

Email

[REDACTED]

Organization

[REDACTED]

Address

[REDACTED]
DEL REY OAKS, California 93940
United States
[Map It](#)

Subject

Response to DEIR

Your Comments

My wife, Ellen Roland, and I are the owners of the property at [REDACTED] Del Rey Gardens Drive, Del Rey Oaks, CA. This property lies adjacent to the proposed North Road.

We are strong supporters of the Monterey Regional Airport. We understand and appreciate the importance of having this Airport in our community. However, we are very concerned about the negative impacts that the extensive construction and subsequent traffic will have on our use of our current business location. Our concerns also extend to the negative impact on our staff.

We understand that the Airport is proposed to redirect all of the Airport traffic that currently flows through the KONA neighborhood, to the Del Rey Gardens neighborhood. We are aware that this traffic has been a problem for the KONA neighborhood for years. While your proposal would eliminate the problem for one neighborhood, you would place the entire burden on a different neighborhood. In addition, the Airport is proposing to have all traffic generated by future uses flow through the North Road. This would result in an exponentially negative impact on our use of our property, to the Del Rey Gardens neighborhood and Highway 216 corridor.

Further review of the DEIR shows that there are no mitigation measures for the significant and unavoidable project traffic impacts. In fact, the preparers of the DEIR are identifying the listed mitigation measures as "infeasible migration measures." To include them in the DEIR provides a false sense of relief and is misleading.

Again, Ellen and I support the Airport. We do not, however, support the Airport placing the entire burden of the airport traffic on our property and surrounding community.

Thank you for your time.

Ronald J. Roland, PhD [REDACTED]

1
2
3

COMMENT C20 - Ronald J. (Jay) Roland

Responses

C20-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. However, the Airport disagrees with portions of this comment. The Airport is not proposing to “redirect all of the Airport traffic that currently flows through the KONA neighborhood to the Del Rey Gardens neighborhood.” As shown in the Draft EIR, Exhibit 1C, currently Airport Road, via the residential neighborhood located west of the Airport (aka, CONA), provides vehicular access to the following areas of the Airport’s north side: Old North Side Industrial Area located northwest of the northwest ramp; hangars on the northwest ramp; an existing RV storage area; and six Port-a-Port hangars and the Navy Flying Club office and hangar on the northeast ramp. As shown in Exhibits 2C and 3E of the Draft EIR, both the Proposed Project and Alternative 1 propose to end the existing Airport Road just east of Airfield Gate V22. Once Airport Road is closed at this point, activity on the northeast ramp would be redirected towards Del Rey Gardens Drive; however, all activity west of this point (i.e., the Old North Side Industrial Area and the northwest ramp) would continue to go west through CONA.

The Airport also disagrees that construction of the proposed “north side” road would “result in an exponentially negative impact on our use of our property, to the Del Rey Gardens neighborhood and Highway 216 corridor.” As shown in the Draft EIR, proposed short-term development on the north side of the Airport would generate an estimated 72 daily trips along the proposed “north side” road on to Del Rey Gardens Drive and Highway 218 (8 AM peak hour trips and 16 PM peak hour trips) if the Proposed Project is implemented (Draft EIR, Table 4.16D) and an estimated 92 daily trips along the proposed “north side” road on to Del Rey Gardens Drive and Highway 218 (18 AM peak hour trips and 20 PM peak hour trips) if Alternative 1 is implemented (Draft EIR, Table 4.16K). Neither alternative would result in a change in LOS at Highway 218 and Del Rey Gardens Drive (Draft EIR, Tables 4.16E and 4.16L).

See Topical Response #1 for further discussion of the Draft EIR’s evaluation of potential long-term development at a programmatic level. Although the Proposed Project (and Alternative 1) would reserve land for future, long-term, non-aviation development (aka, non-aeronautical development) on the north side of the Airport, as well areas for future aeronautical development (i.e., hangars), the buildout assumptions used in the Draft EIR were for purposes of completing a programmatic analysis to provide a “worst-case” evaluation for purposes of CEQA only. They do not represent development proposals for the Airport’s north side. If, and when, a development proposal(s) would be considered by the Airport District, further analysis would be performed, including environmental review and analysis as appropriate under CEQA.

C20-2: As discussed in the Draft EIR, Section 5.5.16, pages 5-32 through 5-50, impacts to the regional traffic system, including Highway 218, are a product of existing conditions and other cumulative projects within the study area, as well as the programmatic impacts discussed in the

Draft EIR for purposes of a “worst-case” analysis (See Response C20-1 and Topical Response #1). Mitigation, therefore, also requires regional solutions that are primarily within the jurisdiction of the California Department of Transportation (Caltrans). The Draft EIR clearly states this in several places (Draft EIR, Section 5.5.16, pages 5-37, 5-39, 5-41, and 5-42). The ability of the Airport to help fund the regional improvements necessary to improve cumulative traffic conditions is the “infeasible” part of the recommended mitigation measures as “FAA may not authorize the use of any FAA grant funds or airport revenues to be used to construct or fund any off-airport improvements or mitigation measures.” (Draft EIR, pages 5-42 through 5-45, CUM TR/mm-1 through CUM/mm-8).

C20-3: See previous responses to C20-1 and 2. The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general opposition for a proposed project component (i.e., a new “north side” road). It does not raise any additional issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C21

Judi Krauss

From: JOSE SANTOS [REDACTED] >
Sent: Wednesday, November 07, 2018 2:15 PM
To: Planning
Subject: Proposed Airport Master Plan

To Whom It May Concern;

I have been a resident of Del Rey Oaks for six years now (at The Oaks condominiums), and I would like to express my firm opposition to the proposed construction of the new "North Side" road that would connect to 218 through Del Rey Gardens Drive.] 1

As I assume our City Manager, Mr. Pick, already stated, both the extra traffic and the noise pollution it will entail are not consistent with our city's General Plan.] 2

For us, as the closest neighbors to the airport, who are already victims of the noise (and kerosene) pollution that the extension of the airport has already and will increasingly produce, this option is not acceptable.] 3

Thank you in advance for taking into account the voice of the community before making your decisions.] 4

Sincerely,

Jose Santos, PhD

[REDACTED]

[REDACTED]

Total Control Panel

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To: planning@montereyairport.com

Message Score: 1

High (60): Pass

From: [REDACTED]

My Spam Blocking Level: Medium

Medium (75): Pass

Low (90): Pass

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COMMENT C21 - Jose Santos

Responses

C21-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general opposition for a proposed project component (i.e., a new “north side” road). It does not raise any additional issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

C21-2: Draft EIR, Section 4.11.5.3 and Table 4.11B contain analysis of the Proposed Project and Alternative 1 consistency with applicable goals and policies of the City of Del Rey Oaks general plan. The analysis found that the project could be inconsistent with three Circulation Element policies (C-3, C-13 and C-17) and no Noise Element goals or policies. See Responses A7-3 and A7-5 to the City of Del Rey Oaks comment letter regarding inconsistencies with Policies C-13 and C-3, respectively. Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, “The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

C21-3: See Draft EIR, Section 4.3.5 for discussion of the project’s air quality impacts. The short-term project components would not result in any significant air quality impacts based on the stated thresholds of significance nor would the construction of the proposed “north side” road significantly increase air quality emissions, including those related to construction or vehicular emissions. The Draft EIR includes compliance with the regulatory requirements of the FAA and the Monterey Bay Air Resources District with respect to construction air quality rules and procedures (Draft EIR, Section 4.3.6, pages 4.3-22 and -23). The project does not include a runway extension nor any increase in the capacity of the airfield through infrastructure improvements. All such improvements are for safety purposes only. Thus, no increase in the use of jet fuel would occur as a result of the project. Noise impacts of the project are discussed in length in Section 4.12 of the Draft EIR. It should be noted that “the aircraft noise exposure levels associated with airport operations in 2025 and 2035 would be the same for the Proposed Project, Alternative 1, and the No Project alternative (Alternative 3) described in Chapter 3.5.3.” (Draft EIR, Section 4.12.1.5, page 4.12-17). This is because the Airport’s operational forecasts

would be the same even if the proposed project or one of its alternatives is neither approved nor implemented.

C21-4: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment does not raise any additional issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C22

Judi Krauss

From: Perchaud, Sonia V FAC (CIV) <[REDACTED]>
Sent: Wednesday, November 07, 2018 9:57 PM
To: Planning
Subject: Draft EIR

To whom it may concern,

I oppose Alternative 1. I am in favor of Alternative 2 or Alternative 3.

Thank you,

S. Perchaud

1

Total Control Panel

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To: planning@montereyairport.com

Message Score: 15

High (60): **Pass**

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COMMENT C22 - Sonia Perchaud

Response

C22-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses general opposition for Alternative 1. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT C23

█ Rosita Road
Del Rey Oaks, CA 93940

7 November 2018

Monterey Regional Airport, Planning Department
200 Fred Kane Drive #200
Monterey, CA 93940

Dear Airport Board Members and Planning Department Staff:

Our home backs onto the north side of the airport. We have examined the draft EIR and wish to express concern on several issues that we feel are not adequately addressed.

1

The construction and operation of the planned North Side Road will cause an increase in noise, air pollution, and odors to those of us who live on Rosita Road. The draft EIR states these will be “less than significant” based on the report’s analysis. This cannot be true! Any new or additional noise, air pollution or odors will impact those of us who live next to airport property.

2

The proposed development of the currently undeveloped land that lies beyond the narrow belt of open space on the north side of the airport will cause an increase in noise, air pollution, and odors. The draft EIR states these will be “less than significant” based on the report’s analysis. Again, this cannot be true! The construction and operation of any new buildings will create new or additional noise, air pollution and odors and will impact those of us who live next to airport property.

3

We specifically request that there be no additional noise from aircraft, machinery, vehicles or other airport operations between the hours of 10 pm and 7 am.

4

We note that the issue of jet exhaust is listed under “issues to be resolved” in the draft EIR. We are concerned about adverse effects on everyone who lives and works in the vicinity of the airport.

5

We also want to speak on behalf of the non-human population that inhabits the area around the airport property.

We applaud the draft EIR’s attention to numerous species of birds. Owls and hawks are of particular concern to us as they are listed as “observed” in the report, but it’s not clear how they will be protected. We frequently hear owls at night and see hawks during the day in the trees on the airport property behind our house. The report covers migratory birds but we would like to underscore the fact that many bird species use the airspace over our property as a “flyway.” Flocks of birds fly by at great speed on their way to the ocean from inland. We are concerned that increased activity at the airport will interfere with the flight path of these birds.

6

The draft EIR lists coyotes as “observed” but it is not clear what provisions will be made for the coyotes that live in the airport’s open space behind our house. The report does not appear to list bob cats and

7

deer, and although our sightings of these animals is less frequent, they are known to inhabit the open space on the north side of the airport. We would like to know if they will be protected.

7
cont

Overall, the expansion plans for the airport place undue burden upon the residents of Del Rey Oaks, particularly those of us who live on Rosita Road. Our quality of life and the value of our property will be affected. It feels like we are being “taxed” while benefits go to business interests and to wealthy people who fly in their private planes.

8

We would appreciate your attention to the matters raised in this letter.

Sincerely,

Elizabeth Stacey

W. P. Marien

Cc: Monterey County Supervisor Jane Parker
Del Rey Oaks City Manager and City Council
Sierra Club, Ventana Chapter

COMMENT C23 - Elizabeth Stacey; W. P. Marien

Responses

C23-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides a general introductory statement that is further detailed in the subsequent comments. For that reason, the Airport provides no further response to this comment. See Responses C23-2 through C23-7 below.

C23-2: See Draft EIR, Section 4.3.5 for discussion of the project's air quality impacts. The short-term project components would not result in any significant air quality impacts based on the stated thresholds of significance nor would the construction or operation of the proposed "north side" road significantly increase air pollution or odors, especially those related to construction and the use of vehicular emissions. The Draft EIR includes compliance with the regulatory requirements of the FAA and the Monterey Bay Air Resources District with respect to construction air quality rules and procedures (Draft EIR, Section 4.3.6, pages 4.3-22 and -23). As shown in the Draft EIR, proposed short-term development on the north side of the Airport would generate an estimated 72 daily trips along the proposed "north side" road if the Proposed Project is implemented (Draft EIR, Table 4.16D) and an estimated 92 daily trips along the proposed "north side" road if Alternative 1 is implemented (Draft EIR, Table 4.16K). This level of additional traffic will generate neither noticeable noise or emissions to the closest residents; the proposed "north side" road would be as much as 20 feet below the existing grade in some areas, more than 100 feet in distance from the nearest residents (The Oaks), and more than 900 feet from the closest Rosita Road resident. The proposed road would be approximately 0.35 mile (over one-third of a mile) from the address of this commenter at its western end by the northeast ramp and approximately 0.71 mile (over two-thirds of a mile) at its eastern terminus at Del Rey Gardens Drive. See Response C23-2 and Topical Response #1 for a discussion of the Draft EIR analysis for long-term project components. As shown in the Draft EIR, Table 4.3G, no significance thresholds would be reached for long-term project emissions, even under the "worst case" analysis considered in the Draft EIR.

In terms of noise, the Draft EIR addresses both construction and operational noise for proposed short-term components, as well as long-term project components at a programmatic level. No noticeable noise changes would occur as a result of the short-term project components. Noise level increases due to project-related traffic at the Rosita Road location modeled in the study had no change in measurable noise due to project-related traffic (Draft EIR, Table 4.12Q and 4.12R). (See Draft EIR, Exhibit 4.12F for the Rosita Road modeling location, which coincides with the Rosita Road residence located closest to the proposed "north side" road alignment.) Section 5.12 of the Draft EIR addresses noise changes in the study area due to the "worst case" vehicular projections due to long-term project components in conjunction with other cumulative traffic and aircraft noise in the area. The Rosita Road location modeled in the study had no change in measurable noise due to cumulative long-term traffic and aircraft noise levels (Draft EIR, Table 5F).

C23-3: See Topical Response #1 for further discussion of the Draft EIR's evaluation of potential long-term development at a programmatic level. Although the Proposed Project (and Alternative 1) would reserve land for future, long-term, non-aviation development (aka, non-aeronautical development) on the north side of the Airport, as well areas for future aeronautical development (i.e., hangars), the buildout assumptions used in the Draft EIR were for purposes of completing a programmatic analysis to provide a "worst-case" evaluation for purposes of CEQA only. They do not represent development proposals for the Airport's north side. If, and when, a development proposal(s) would be considered by the Airport District, further analysis would be performed, including environmental review and analysis as appropriate under CEQA. As discussed in Response C23-2, the Draft EIR's cumulative analysis included emissions and noise from the proposed "worst case" long-term buildout under the project as well as other cumulative development in the study area. No thresholds of significance for air quality emissions were met and the Rosita Road location modeled in the study had no change in measurable noise due to cumulative long-term traffic and aircraft noise levels (Draft EIR, Table 5F).

C23-4: Airports cannot impose mandatory restrictions that create an unreasonable burden on the national air transportation system. At Monterey Regional Airport, pilots are asked to fly neighborly using their quietest departure techniques and following published pattern altitudes and procedures when safety, weather and/or traffic conditions permit. In terms of on-airport construction, the Draft EIR includes mitigation to limit the hours of construction to those contained in the City of Monterey and City of Del Rey Oaks noise ordinances regarding construction noise whenever feasible. Also, because construction within the safety areas of an active runway are completed at night, any nighttime construction will include the installation of portable noise barriers (Section 4.12.2.6, NOI/mm-2, NOI/mm-3, pages 4.12-62 and -63).

C23-5: The Draft EIR lists jet exhaust as an "Area of Controversy/Issue to be Resolved" in Section 7.0 of the Executive Summary due to receipt of a comment concerning the presence of jet exhaust at the Airport (Draft EIR, Appendix A, page A-96). The comment was received from an employee of an adjacent land use off Garden Road on the south side of the Airport. This land use is located in the vicinity of a fixed base operators (FBOs) located in the southwestern part of the Airport. The project does not include any changes to that area of the Airport nor would it increase the capacity of the airfield through infrastructure improvements. All such improvements are for safety purposes only. Thus, no increase in the use of jet fuel or jet exhaust would occur as a result of the project. It should also be noted that any increases in airport operations during the 20-year planning life of the proposed Airport Master Plan would also increase under the No Project alternative as operational growth at the Airport is based on regional and national trends and would be the same even if the Proposed Project or one of its alternatives is neither approved nor implemented.

C23-6: All of California is part of the Pacific Flyway, which extends from Alaska to Mexico and from the Pacific Ocean to Colorado and New Mexico (<https://www.fws.gov/birds/management/flyways.php>). While the Airport has birds in its vicinity, all Part 139-certificated airports, including the Monterey Regional Airport, are required

to actively manage bird populations on the Airport for safety reasons. Strategies to control populations of the species listed in this comment are included in the Airport's adopted Wildlife Hazards Management Plan (2013), which is discussed in more detail in Appendix B, Environmental Inventory (page B1-22) of the *Draft Final Airport Master Plan for Monterey Regional Airport, Monterey, California* (2015) as follows:

“Avian species are of most concern regarding the potential for wildlife-airstrikes at Monterey Airport and include corvids such as American crow, western scrubjays, and Stellar's jay, shorebirds such as killdeer and black-bellied plover, waterfowl such as Canadian geese, and blackbirds, starlings, and gulls. Wild turkeys have also been observed traversing the Airport. In addition, raptor species forage at the Airport, especially in the infield areas where small mammals such as California ground squirrels, Monterey dusky-footed woodrats, California mice, and deer mice occur to provide a food source.

Currently, airport staff patrol the Air Operation Area (AOA) and airport perimeter daily to monitor a variety of airfield issues, including potentially hazardous wildlife movements. FAA's Form 5200-7, *Bird/Other Wildlife Strike Report* is filled out, as necessary.”

The Draft Final Airport Master Plan for Monterey Regional Airport, Monterey, California (2015) is incorporated by reference in the Draft EIR (Draft EIR, Section 1.8, page 1-22) and can be downloaded from the Airport District website at:

<https://montereyairport.specialdistrict.org/planning-and-development>.

C23-7: The Draft EIR focuses on special status-species and habitats protected by local, state, or federal regulations, as required by CEQA (Draft EIR, Section 4.4.4, page 4.4-22). As discussed above (Response C23-6), the Airport's Wildlife Hazard Management Plan contains numerous strategies and techniques that are to be implemented for wildlife management at the Airport. Future project recommendations include the replacement of certain portions of the existing six-foot perimeter fence with twelve-foot fence with three-strand barbed wire outriggers and a four-foot chain link skirt to exclude black-tailed deer from jumping the fence and to discourage coyotes and other mammals from digging under the fence. (*Draft Final Airport Master Plan for Monterey Regional Airport, Monterey, California*, Appendix B, page B1-22).

C23-8: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides a general conclusion that is detailed in the previous comments. For that reason, the Airport provides no further response to this comment. See Responses C23-2 through C23-7 above.

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D. Oral Comments

ORAL COMMENTS D1, D2, D3, & D4

(Public Meeting on October 9, 2018)

CHRIS EBERHARDT: And again, because of the way the California Environmental Quality Act is legally; we are taking your comments, but unfortunately at this point it's not a question and answer. Again, with staff we can address "well, where is this?" We can certainly talk but this is not intended to answer your questions. It's your opportunity to give us comments that go on the record for the study. So, with that, I'd like; I've got I think three, maybe four cards. We do have; as the Airport always does, three-minute limit. And that, again if you have additional comments you can put them in writing or via email is just fine. Let me find the first gentleman, I know you wanted to get out of here at 5:00. If you want to come up...let me find him...He is Robert Yoha. Yes, and I will bring the mic to you and just one speaker at a time and if you would just give your name and address and speak very, I've been told speak into the mic.

- COMMENT D1 -

ROBERT YOHA – CONA Board Member

█ **Euclid Avenue, Monterey CA 93940**

ROBERT YOHA: Excuse me my foot went to sleep, I wasn't expecting to speak first. Can you hear me? Robert Yoha, █ Euclid Avenue. I'm on the Board of Directors for CONA sic [Casanova Oak Knolls Neighborhood Association]. Thank you for doing such an extensive EIR. I am going to have to get a thumb drive because when I started looking at all the documents I hit traffic; it was 1,470 pages. I haven't finished it. The drainage was like the same thing. I'll probably be reading until Christmas, but you want your comments back by the end of the month, so I have to rush. Let's see...I see an EIR process as public comments and also the ability for having other people to take a look at it and see holes. And correct me if what I come up with is in the report because I haven't read your seven volumes. Our first thing we're concern with is we would like to see the Northside Road and the connector with the Del Rey Oaks highway completed before any major construction begins because the impacts to our neighborhoods are so severe. And thank you for including those in the draft EIR; in the initial report it wasn't addressed. The road, and the access way, is very important also for public safety because if you do have anything happen at the airport; if an airplane comes down right behind my house, I live right on the other side of those hangars, they'll have to come pass my house and it's going to be bad traffic on the weekends. Um, also the next thing is we're concerned about...there's an inconsistency in the Del Rey Oaks general plan for that connector road and I see you have it as a mitigation there. That's very important if you can work on that because that could be a fatal flaw if that doesn't come about, you can't do the connector. We're also concerned about drainage and hydrology. From what I've seen in the drainage report you really don't have a plan yet, but you have a plan for nine acres right behind my house; and I had to force the airport to put in a drainage ditch there when you flooded my mother's basement. 1980. There was no consideration for offsite drainage and right now other neighbors on Euclid Avenue have water coming through their basements every winter. So, the present plan; the present system, is in-, it's insufficient, we've just started using neighborhood improvement funds to build drainage in catch basins down at Fremont Street, to protect the neighborhood from your runoff. The other thing we're concerned about is there was a Superfund cleanup site that started right above our house when you bulldozed the swale and took away the oak trees and put the buildings behind my house. That Superfund site was finally cleaned up, but you have three wells up here on the Airport; which the Airport has taken over with the permission from the Federal and State water review agencies, but in the EIR there is no plan; and it fails to even mention the fact that you have contaminated ground water up here. If you start pumping that water and using it, you are going to re-contaminate a much

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larger area. So, we have a major concern because some of our residence in CONA actually have old wells that are permitted and being used for domestic use and for land irrigation. So please, we spent millions and millions of dollars to clean up that Superfund site. The wells down in our park have been closed and your wells up here on the airport are still in use. So, thank you; thank you for the time to comment. We hope you have a successful project because if you're successful (inaudible).

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CHRIS EBERHARDT: Very good. Thank you very much. Second, Katie Kreeger. Katie. Your name and address please. (Inaudible)

- COMMENT D2 -

KATIE KREEGER – Citizen of Del Rey Oaks
[REDACTED] **Avenue, Del Rey Oaks CA 93940**

KATIE KREEGER: Okay. I'm Katie Kreeger and I live at [REDACTED] Quendale in Del Rey Oaks. So, I have a couple questions for you. The big one is what about the Del Rey Oaks general plan which prohibits the road through Del Rey Oaks, to the airport? And I'd like to know more about that process. How is it decided to divert traffic from Monterey through Del Rey Oaks? And I want to point out that one thing that, was mentioned in the report several times was, concerns about the beauty of Highway 68. Did you say scenic something? So of course, because I live in Del Rey Oaks I'm very concerned about the scenic corridor of 218. Which brings me to a very big concern which is, we have great concerns about traffic on 218. Many of our homes are very close to 218; backyards back up on to it. It's already extremely crowded and we would like to know more about the volume, the number of cars, that that; that this proposal would include and what the impact on our communities would be; including from a pollution point of view; but also a noise point of view and a quality of life as far as the traffic; and increased wait times. Um, does Del Rey Oaks get something out of allowing this road? That's a question that I am wondering about. I'd like to know more about that. What about a road, around the runway to 68 behind Tarpys? I think there's something similar to that at San Jose's Mineta airport, around 880. Has that been considered and if so what are the pros and cons of that? I'm all for saving trees; absolutely think that that's an important thing, but I would like to more about who would make this final decision because it would have a tremendous impact on my community. Thank you.

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CHRIS EBERHARDT: Thank you very much. Next is Terry Seedhurt. Something like that. Okay. Name and address and hold it close.

- COMMENT D3 -

TERRY SEEDERS – Resident
[REDACTED] **Portola Drive, Del Rey Oaks, CA 93940**

TERRY SEEDERS: Hi I'm Terry Seeders and [REDACTED] Portola Drive in Del Rey Oaks. And, just real simple; the first thing is; is you kept mentioning about how this Frontage Road would go into the industrial area of Del Rey Oaks; well that still empties out on to 218. So, it's kind of, you know, misnomer in there. The other thing is is great presentation however, it seems to me that this is like one of those, great medical commercials where they give you all the great things it does for you and then blows through how sweet and nice all the crappy things are; and it seems to me that most of this stuff really makes a major impact on our area. And I, you know like I said, more people have already asked more; and we want to get more information because it definitely changes a lot. Sound. All kinds of stuff. I'm in construction and I know

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that the properties of construction and what it does detrimentally, and it seems that this is gonna m-, do a lot to our environment.

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cont

CHRIS EBERHARDT: Thank you. Anyone else. I have anyone else wish to. Okay. I'll trade you. Name and address (Inaudible)

- COMMENT D4 -

HELAINÉ TREGENZA – Homeowner/Resident
Rosita Road, Del Rey Oaks CA 93940

HELAINÉ TREGENZA: Helaine Tregenza Rosita Road in Del Rey Oaks. Do you mind if I sit though? Okay, my property on Rosita Road backs right up to where the proposed, I think future second tenure plan is. Of course, I am being very self-serving right now, but right now I'm backed up to a quote unquote green belt. And if there is a lot of development in that, where that gold area is above the road there, that's gonna completely change the whole tenure of that whole are-, I mean Del Rey Oaks is very small and that goes along the entire length of Rosita Road. Noise, light, and I still don't understand the impact of the first half of the plan; the first tenure plan. I know that there has to be a general plan for the airport; I guess. I don't know how those things work but, what is the benefit aside from making money? I understand that the airport has to make money but what I'm not understanding is changing of the roads. Is it strictly safety? Is this for safety reasons? Is this so that airport can have more planes? Is it; maybe I'm naïve and everybody knows the answer to this but, what what instigated this change from the last alternative; which is no project alternative, to where we are now. What were the steps that; or the questions, or the problems, or the obstacles. Is it updates? Is it modern-, modernizing the airport? Is it so we can have more planes? So we can have a better traffic flow? What (what) is the purpose of all of this because that's a--- I mean taking down the terminals and build, I mean it's regard---- I mean we're dealing with a lot of traffic right now and updates on the roads which we've all seen. Which is wonderful that the roads are gonna be smooth and nice to drive on but imagine what's gonna happen if the airport, I'm all for progress but I still don't understand wha-, how we got from (from) where we are now to all of this; what the impetus was.

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CHRIS EBRHARDT: Thank you for your comment. Anyone else? Want to fill out; before we close. And again; you have the opportunity to go online and submit comments. You can do it via email or the comment sheet that you got tonight. But, unle--, and we will be re-doing this again if anyone's here at 6:15. But if I see no one that wants to make formal comments. I will close this portion and, again remind you; for those of you that are leaving, parking validation. And also, the information that's on the comment sheet and also on the, the page that has the airport logo; it's the notice of availability. It also has that there's a hard copy here at the airport that's available for review. It's at two libraries. It's online. And these are how you can review up through October 31st to have your comments on record; that will then go forward to the board. So, with that I will have us break to an informal workshop. You're welcome to stay or go. The boards are at the back. And Judi and Jim and Chris and Dan will be available to kind of walk you through a little bit more and answer some basic questions. Thank you very much. We really appreciate you coming out and participating and for your comments. Thank you very much.

COMMENT D1 - Robert Yoha

Responses

D1-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. This comment provides general introductory information that does not raise any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

D1-2: This comment is similar in nature to Mr. Yoha's written comments and raises no new issue or substantive comment. Please see Response C3-1. Regarding Policy C-17 of the City of Del Rey Oaks general plan, as stated in the Draft EIR, Section 4.11.5.3, Table 4.11B, "Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*." (Draft EIR, Table 4.11B).

D1-3: This comment is similar in nature to Mr. Yoha's written comments as well as comments from the CONA neighborhood association. Please see Responses B2-8 and C3-3.

D1-4: This comment is similar in nature to Mr. Yoha's written comments as well as comments from the CONA neighborhood association. Please see Responses B2-7 and C3-2.

COMMENT D2 - Katie Kreeger

Responses

D2-1: Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, “The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

Section 3.3.3 of the Draft EIR discusses the “north side” road alternatives that were considered as part of the airport master planning process (Draft EIR, pages 3-16 through 3-20).

D2-2: As discussed in the Draft EIR, “The City of Del Rey Oaks does not define scenic resources in its general plan but calls for the siting of structures away from ridge lines, steep slopes, and other highly visible locations (Policy C/OS-1). There are no designated scenic highways within the City of Del Rey Oaks in proximity to proposed projects.” (Draft EIR, Section 4.1.5.2, page 4.1-7). Discussion of impacts related to the proposed “north side” road and its consistency with City of Del Rey Oaks scenic policy (C/OS-1) are discussed on pages 4.1-8 and 4.1-13 of Draft EIR Section 4.1.5.2. This discussion concludes as follows, “Thus, the proposed road would not be visible to residents of the condominium units located to the northeast within the City of Del Rey Oaks. In addition, a minimum of a 100-foot buffer would occur between the proposed “north side” road and the closest condominium unit. Given that the visibility of the proposed road construction from within the City of Del Rey Oaks would be limited to a small portion of Del Rey Gardens Drive and that the proposed road design includes features that would allow it to use the natural landforms to the greatest extent feasible, the potential for the “north side” road construction to “substantially damage scenic resources” of the City of Del Rey Oaks during construction is Less than Significant.” (Draft EIR, Section 4.1.5.2, page 4-13).

D2-3: The Draft EIR includes a lengthy traffic impact study (Appendix M), which provides the requested information regarding project and cumulative impacts on Highway 218 to the extent feasible at this time. As noted in the Draft EIR, as a result of proposed short-term project components, the Proposed Project and Alternative 1 would be expected to generate the following additional traffic on Highway 218: under the Proposed Project, approximately 72 average daily trips would occur once the proposed “north side” road is constructed, with

approximately 8 AM peak hour trips and 16 PM peak hour trips (Draft EIR, Table 4.16D, page 4.16-35); under Alternative 1, 92 average daily trips would occur once the proposed “north side” road is constructed, with approximately 18 AM peak hour trips and 20 PM peak hour trips (Draft EIR, Table 4.16K, page 4.16-46).

The Draft EIR also explains that future north side development at the Airport has been addressed at a programmatic level only (Draft EIR, Section 2.6.2.7, pages 2-41 and -42), which is defined as follows: “Development projects for which project funding is unknown or for which project details are not known at a sufficient level of detail to be evaluated at a project-specific level are addressed at a more programmatic level of detail (i.e., based on their general land use) and are considered long-term projects for purposes of this EIR. The projects evaluated at the programmatic level may require additional environmental review at the time that specific project approvals are requested, and additional project-specific details are available and sufficient to conduct a more detailed environmental analysis.” (Draft EIR, Section 1.3, page 1-4). Thus, future traffic impacts would be further reviewed at the time that a specific development proposal for the north side of the Airport is available for project-specific environmental review.

See also Response C7-2 and C11-3 for a discussion of the Draft EIR conclusions regarding vehicular noise. The Draft EIR analyzed the potential increase in vehicular noise due to the proposed “north side” road in Section 4.12.2, Land-Based Noise. Based on the analysis, the proposed short-term project components using the new “north side” road would contribute less than one dBA change to the existing CNEL and was determined to be less than significant (Draft EIR, Table 4.12Q, page 4.12-49 and Section 4.12.2.5, page 4.12-50).

Long-term vehicular noise impacts are also discussed in the Draft EIR at a programmatic level. As discussed in the Draft EIR, “Off-airport vehicular noise due to proposed long-term projects would be the same for both the Proposed Project or Alternative 1 (based on the traffic volumes shown in Table 4.16F) and would contribute to cumulative vehicular noise impacts in conjunction with other future projects and regional traffic patterns. These impacts are discussed in Section 5.12 as part of the cumulative impact analysis. Based on the cumulative analysis, the change from “existing” noise levels to “cumulative plus project” would be less than a three dBA CNEL change on the surrounding roadway network. Since the long-term project-related traffic in conjunction with other cumulative traffic would not result in a significant noise impact, the long-term project-related traffic without other cumulative traffic would also be Less than Significant.” (Draft EIR, Section 4.12.2.5, page 4.12-51). “It is generally accepted that the average healthy ear ... can barely perceive a noise level change of 3 dB” (Caltrans 2013). (Draft EIR, Intro to Section 4.12, Noise, page 4.12-2).

D2-4: Regarding Policy C-17 of the City of Del Rey Oaks general plan, which states, “The City will not support the potential north side access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks,” the Draft EIR, Section 4.11.5.3, Table 4.11B, states “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del

Rey Oaks to implement policies within the city's general plan with respect to the Airport, including Land Use Goal 10, "Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks," and Land Use Policy L-3, "The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport's proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City." Both the Proposed Project and Alternative 1 include such a buffer.

Section 3.3.3.1 of the Draft EIR discusses the specific "north side" road alternative suggested in this comment. As discussed, "This alternative considered a new road that would begin at Highway 68, in proximity to the Runway 28L end, and extend around the east end of the runways to the north side.

... this alternative would locate a public road within the runway protection zones (RPZ) for both runways. FAA strongly discourages the introduction of new public roadways in RPZs. While existing roadways in RPZs are currently "grandfathered," FAA's "Interim Guidance on Land Uses Within a Runway Protection Zone" states that a proposal for a public roadway in an RPZ requires coordination with FAA Headquarters, as opposed to the local FAA Airports District Office (ADO) (FAA 2012). FAA approval is contingent on there being no other alternatives available that would locate the roadway outside the RPZ. Therefore, FAA most likely would not support this alternative because there are alternatives available outside the RPZ.

Pursuing a new public roadway in the Airport's RPZ could also be viewed by FAA as a Grant Assurance violation..." (Draft EIR, Section 3.3.3.1, pages 3-16 through 3-19).

D2-5: As Lead Agency for this project under the *California Environmental Quality Act*, the MPAD Board "is responsible for preparation of the EIR and must consider the information in the EIR and certify the Final EIR. The Lead Agency is also responsible for consideration of the Proposed Project, its possible approval, the adoption of necessary findings and a statement of overriding considerations, if necessary, and implementation of the EIR's mitigation monitoring and reporting program (MMRP) if the project is approved. Compliance with existing state and local laws, regulations, and policies, as well as the approved MMRP, will be required of all future development proposals." (Draft EIR, Section 1.2, page 1-2).

COMMENT D3 - Terry Seeders

Response

D3-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision-makers. The Draft EIR provides a thorough disclosure of the potential impacts of the Proposed Project and Alternative 1. This comment does not present any issue or make any substantive comment with regard to the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

COMMENT D4 - Helaine Tregenza

Responses

D4-1: The Proposed Project does not “propose” any non-aviation development on the north side of the Airport at this time. Rather, the Proposed Project (and Alternative 1) reserve land for future, long-term non-aviation development (aka, non-aeronautical development) in areas on both the north and south sides of the Airport that are not needed for aviation uses and are not designated as an open space buffer. The amounts of non-aeronautical development assumed in the Draft EIR for the Proposed Project (and Alternative 1) to provide a “worst-case” analysis for purposes of CEQA only. They do not represent development proposals for the Airport redevelopment proposals. That being said, the Draft EIR does address potential impacts of future non-aviation development that could be accommodated on the north side at a programmatic level. See Topical Response #1.

D4-2: “The purpose of the Proposed Airport Master Plan (Proposed AMP) (Proposed Project) is to address Federal Aviation Administration (FAA) airport design standards and to plan for projected aviation demand within a 20-year planning period, while considering safety, cost-effectiveness, and potential environmental and socioeconomic issues. According to the Draft EIR, the objectives for the project are as follows (Draft EIR, Section 2.5, page 2-4):

- Enhance Airport Safety - Provide improvements that will enhance the Airport’s safety by meeting FAA design standards to the maximum extent feasible;
- Prepare for Future Aviation Demand - Provide improvements safely and adequately prepare for forecasted aviation operations and demand through the year 2033 consistent with new Code requirements and passenger expectations for airport functionality;
- Incorporate Airport Sustainability Goals - Incorporate the Airport’s goals, objectives, and performance targets for sustainability within proposed development projects;
- Increase Airport Self-Sufficiency - Provide opportunities for additional revenue-producing uses of the Airport to enhance its economic viability and self-sufficiency.

The Proposed AMP process was guided by FAA’s Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, as amended (FAA 2015a), as previously discussed in Section 1.6 of this EIR.” (Draft EIR, Section 2.4, page 2-3). One requirement of an airport master plan is to address the facility requirements of an airport. Under Section 812 of FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, as amended (FAA 2015), FAA states, “Many airports have significant acreage devoted to non-aeronautical uses, such as industrial parks, recreational uses, agricultural or grazing leases, or retail businesses. Some uses are considered temporary, to remain only until a higher aviation use materializes, while others are expected to remain as surplus to anticipated aviation needs. In either case, the revenue from these activities provides

supplemental revenue to the airport and improve the airport's overall financial position. The planner should review the infrastructure needs of such activities and identify improvements that preserve the revenue-generating performance of a valuable asset.”

E. Late Comments

COMMENT E1

Judi Krauss

From: CARLA MARTIN <[REDACTED]>
Sent: Friday, November 09, 2018 6:16 PM
To: Planning
Subject: Proposed Monterey Regional Airport Master Plan Draft EIR

I am a concerned homeowner in a Del Rey Oaks neighborhood that borders the airport property. After careful review of the impact analysis, along with the 3 alternatives, I fear our semi quiet neighborhood is about to change significantly. While I know we can not prevent airport expansion I kindly request that consideration be given to eliminating additional impacts to all residential neighborhoods surrounding the airport property, including any North Side access road.] 1

If the expansion must take place, as a resident of Del Rey Oaks I would support Alternative 2 with no "North Side" access road. We live on Rosita Road and can not understand how this little neighborhood will be able to support the additional traffic that will be generated by the addition of a new access road. The intersection of Rosita and Hwy 218 is already challenging with current traffic patterns. We don't see how any of the North Side access options are viable in terms of neighborhood impact. The General Plan for the City of Del Rey Oaks prohibits any access road into the airport property. I'm sure this was in the general plan to protect the quality of living for residents of Del Rey Oaks. Traffic and noise impacts for the North access directly conflict with this quality of living.] 2
] 3

When we purchased our property several years ago we were told that the airport had a flight curfew and that the air traffic noise would be minimal to us. I can say in the last couple of years we already deal with air traffic noise occurring at hours of the night/early morning when the curfew hours are supposed to be in effect. There have been many times when aircraft have landed, or taken off, well after the 11:00 pm curfew. The aircraft start "warming up" their engines at 5:30 am, well before the 7:00 am curfew. Granted these are voluntary curfews, unfortunately we see limited observation. With the additional aircraft traffic that will be generated after the airport expansion we fear this trend will only increase, impacting any "quiet" time we still enjoy.] 4

Please fully consider the impacts to surrounding neighborhoods resulting from the proposed alternatives. We love living in our neighborhoods and don't want to see future airport expansion jeopardizing quality of life for residents, or the natural surroundings we love so much. As residents of Del Rey Oaks we are adamantly opposed to the master plan with alternative 1.] 5

Sincerely,

Carla Palmer

Del Rey Oaks Resident

Total Control Panel

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To: planning@montereyairport.com

Message Score: 1

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COMMENT E1 - Carla Palmer

The email submitted by Carla Palmer at 5:16 PM on November 9, 2018 is a late comment that does not require a written response from the Monterey Peninsula Airport District.

Under CEQA Guidelines Section 15105, the Monterey Peninsula Airport District was legally required to provide a 45-day public review period on the Draft EIR. In order to provide additional time, the Monterey Peninsula Airport District instead afforded 54 days for public review and comment. The public comment period for the Draft EIR began on September 17, 2018 and ended on November 9, 2018 at 5:00 PM (PST). All comments received after expiration of the public review and comment period ending on November 9, 2018 at 5:00 PM (PST) are considered “late” comments.

A lead agency is required to consider comments on the Draft EIR and to prepare written responses if a comment is received within the public comment period. (Pub. Resources Code, §21091(d); CEQA Guidelines, §15088.) When a comment letter is received after the close of the public comment period, however, a lead agency does not have an obligation to respond. (Pub. Resources Code, §21091(d)(1); Pub. Resources Code, §21092.5(c).) Accordingly, the Monterey Peninsula Airport District is not required to provide a written response to late comments, including the November 9, 2018 email submitted by Carla Palmer after 5:00 PM (PST). (See CEQA Guidelines, §15088(a)).

Nonetheless, for information purposes, the Monterey Peninsula Airport District has elected to respond to this late letter, but without waiving its position that written responses to late comment letters are not required by law.

Responses

E1-1: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment expresses introductory information that does not raise any issue or make any substantive comment regarding the adequacy of the Draft EIR. It does not raise any issue concerning the adequacy of the Draft EIR. For that reason, the Airport provides no further response to this comment.

E1-2: See Topical Response #1 for further discussion of the Draft EIR’s evaluation of potential long-term development at a programmatic level. Although the Proposed Project (and Alternative 1) would reserve land for future, long-term, non-aviation development (aka, non-aeronautical development) on the north side of the Airport, as well areas for future aeronautical development (i.e., hangars), the buildout assumptions used in the Draft EIR were for purposes of completing a programmatic analysis to provide a “worst-case” evaluation for purposes of CEQA only. They do not represent development proposals for the Airport’s north side. If, and when, a development proposal(s) would be considered by the Airport District, further analysis would be performed, including environmental review and analysis as appropriate under CEQA.

As shown in the Draft EIR, proposed short-term development on the north side of the Airport would generate an estimated 72 daily trips (8 AM peak hour trips and 16 PM peak hour trips) along the proposed “north side” road if the Proposed Project is implemented (Draft EIR, Table 4.16D) and an estimated 92 daily trips (18 AM peak hour trips and 20 PM peak hour trips) along the proposed “north side” road if Alternative 1 is implemented (Draft EIR, Table 4.16K). Neither alternative would result in a change in LOS at Highway 218 and Del Rey Gardens Drive (Draft EIR, Tables 4.16E and 4.16L). Further, this level of additional traffic will generate neither noticeable noise or emissions to the closest residents; the proposed “north side” road would be as much as 20 feet below the existing grade in some areas, more than 100 feet in distance from the nearest residents (The Oaks), and more than 900 feet from the closest Rosita Road resident. The proposed road would be approximately 0.35 mile (over one-third of a mile) from the address of this commenter at its western end by the northeast ramp and approximately 0.71 mile (over two-thirds of a mile) at its eastern terminus at Del Rey Gardens Drive.

E1-3: Draft EIR, Section 4.11.5.3 and Table 4.11B contain analysis of the Proposed Project and Alternative 1 consistency with applicable goals and policies of the City of Del Rey Oaks general plan. The analysis found that the project would be consistent with all applicable general plan policies with the exception of three Circulation Element policies (C-3, C-13 and C-17). See Responses A7-3 and A7-5 to the City of Del Rey Oaks comment letter regarding inconsistencies with Policies C-13 and C-3, respectively. As far as Policy C-17, as stated in the Draft EIR, Section 4.11.5.3, Table 4.11B, “Implementation of the Proposed Project would require that a general plan amendment occur to remove this policy from the *General Plan Update for the City of Del Rey Oaks*.” (Draft EIR, Table 4.11B). The Airport has, and will continue to, work with the City of Del Rey Oaks to implement policies within the city’s general plan with respect to the Airport, including Land Use Goal 10, “Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks,” and Land Use Policy L-3, “The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the Airport’s proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area that reduces the impact on the adjoining residential units in the City.” Both the Proposed Project and Alternative 1 include such a buffer.

E1-4: Airports cannot impose mandatory restrictions that create an unreasonable burden on the national air transportation system. At Monterey Regional Airport, pilots are asked to fly neighborly using their quietest departure techniques and following published pattern altitudes and procedures when safety, weather and/or traffic conditions permit.

E1-5: The Airport acknowledges and appreciates this comment. It will be included as part of the Final EIR, which will be considered by the decision makers. However, the comment provides a general conclusion that is detailed in the previous comments. For that reason, the Airport provides no further response to this comment. See Responses E1-2 through E-4 above.



Chapter Four

**MITIGATION, MONITORING,
AND REPORTING PROGRAM**

Chapter Four

MITIGATION, MONITORING, AND REPORTING PROGRAM

4.1 INTRODUCTION

The following mitigation, monitoring, and reporting program (MMRP) has been prepared pursuant to Section 15097 of the *California Environmental Quality Act* (CEQA). Section 15097 requires all state and local agencies establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of specified environmental findings related to environmental impact reports.

The following MMRP is for Alternative 1 of the Proposed AMP at Monterey Regional Airport and describes the mitigation measures identified in the Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] #2015121105). It identifies the responsible entities for implementing and monitoring the plan and outlines the mitigation measure timeline. The intent of the MMRP is to identify and enforce a means for properly and successfully implementing the mitigation measures as identified within the Draft EIR.

This MMRP is intended to be used by Airport staff and other mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. The MMRP will provide for monitoring activities prior to construction, during construction, and following project completion.

Airport staff will be responsible for the following:

- Onsite, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of, and compliance with, the MMRP;
- Obtaining assistance, as necessary, from technical experts to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

The Monterey Peninsula Airport District (MPAD) Board of Directors retains overall responsibility for verifying implementation of all adopted mitigation measures.

4.2 MITIGATION MONITORING PROCEDURES

The MPAD is the designated Lead Agency for the MMRP. The Airport's Planning and Development Department is the department responsible for review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the MMRP table.

4.3 MITIGATION, MONITORING, AND REPORTING PROGRAM

The MMRP is provided in tabular format to facilitate effective tracking and documentation of the status of mitigation measures. The attached MMRP table provides the following monitoring information:

- *Mitigation Measure.* The text of all adopted mitigation measures for Alternative 1 of the Project are provided verbatim from the EIR (SCH #2015121105).
- *Timing of Mitigation.* The appropriate time to implement the mitigation is identified.
- *Approving or Verifying Authority.* The Airport or other public agency(ies) responsible for overseeing the implementation or completion of each mitigation measure are listed.
- *Date of Completion.* A column is provided to document the date the mitigation measure is completed and is to be filled in by the approving/verifying authority at a later date.

All references and exhibits listed in the MMRP can be found in the Draft EIR and are not included or attached to the MMRP.

4.4 LIST OF ACRONYMS

AB - Assembly Bill
AC - Advisory Circular
ADO - Airports District Office
AES - Aesthetics
Airport - Monterey Regional Airport
ALP - Airport Layout Plan
ALUC - airport land use commission
AMP - Airport Master Plan
AQ - Air Quality
ARFF - aircraft rescue and firefighting
ASHRAE - American Society of Heating, Refrigeration, and Air Conditioning Engineers
ATCT - air traffic control tower

BIO - Biological Resources
BIT - biennial inspection of terminals
BMP - best management practices
BRSR - Biological Resources Survey Report

CalAm - California American Water
CalGreen - California Green Building Standards Code
Cal/OSHA - California Division of Occupational Safety and Health
CARB - California Air Resources Board
CBSC - California Building Standards Code
CCR - California Code of Regulations
CDFW - California Department of Fish and Wildlife
CEQA - *California Environmental Quality Act*
CESA - *California Endangered Species Act*
CFGC - California Fish and Game Code
CFR - Code of Federal Regulations
CHP - California Highway Patrol
CLUP - comprehensive land use plan
CNEL - Community Noise Equivalent Level
CNPS - California Native Plant Society
county - County of Monterey or Monterey County
CSLB - Contractors State License Board
CSPP - construction safety and phasing plan
CUL - Cultural Resources
CUM - Cumulative

dB - decibel

EIR - Environmental Impact Report
EPA - Environmental Protection Agency
EV - electric vehicle

FAA - Federal Aviation Administration
FESA - *Federal Endangered Species Act*

GEO - Geology and Soils
GHG - Greenhouse Gas Emissions

2011 Handbook - *California Airport Land Use Planning Handbook*
HAP - hazardous air pollutant
HAZ - Hazardous and Hazardous Materials
HCEP - habitat conservation and enhancement plan
HMMP - habitat mitigation and monitoring plan
HYD - Hydrology and Water Quality

LED - light-emitting diode
LEED - Leadership in Energy and Environmental Design
LU - Land Use and Planning

MBARD - Monterey Bay Air Resources Board
MBTA - *Migratory Bird Treaty Act*
mm - mitigation measure
MMRP - mitigation, monitoring, and reporting program
MPAD - Monterey Peninsula Airport District
mph - miles per hour
MPL - Monterey Peninsula Landfill
MPWMD - Monterey Peninsula Water Management District
MRWMD - Monterey Regional Waste Management District

NESHAP - National Emission Standards for Hazardous Air Pollutants
NOI - Noise
NPDES - National Pollutant Discharge Elimination System

OCEN - Ohlone/Costanoan-Esselen Nation
OE/AAA - Obstruction Evaluation/Airport Airspace Analysis

Part 77 - Code of Federal Regulations, Title 14, Part 77
PRC - Public Resources Code
PUC - Public Utilities Code

rr - regulatory requirement
RSA Project - Runway Safety Area Improvement project
RWQCB - Regional Water Quality Control Board

SB - Senate Bill
SCH - State Clearinghouse
SPCC - spill prevention, control and countermeasure
SPCD - safety plan compliance document
STLC - soluble threshold limit concentrations
SWCB - State Wildlife Conservation Board
SWMP - storm water management plan
SWPPP - storm water pollution prevention plan

TR - Transportation/Traffic
TRIB - Tribal Cultural Resources

U.S. - United States
U.S. EPA - United States Environmental Protection Agency
USACE - United States Army Corps of Engineers

USFWS - United States Fish and Wildlife Service
UTIL - Utilities and Service Systems

VMT - vehicle miles traveled

Mitigation, Monitoring, and Reporting Program Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
AESTHETICS				
AES/mm-1	Construction contract specifications for any phase of development where a construction laydown area/staging area will be used shall include security fencing with opaque screening around the construction sites and staging areas to block the ground-level views of the site. No removal of trees shall be allowed at the staging area. All trees removed within the 100-foot setback from Highway 68 due to construction shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.	During construction and prior to occupancy	Airport staff	
AES/mm-2	Detailed landscaping plans shall be required for all aspects of the proposed short- and long-term south side projects, including proposed stormwater improvements and the proposed Highway 68 frontage road, to ensure that adequate vegetative screening is provided to preserve the existing scenic quality of the associated segment of Highway 68. The landscaping plans shall include native species, protecting existing cypress, Monterey pine, and coast live oak trees to the extent possible, and use trees to screen parking, where appropriate. Detailed landscaping plans for development within or adjacent to the 100-foot setback from Highway 68 within the City of Monterey zoned areas shall include the following additional provision: All trees removed within the 100-foot setback from Highway 68 shall be replaced within the setback at a ratio of 1:10 in keeping with City of Monterey requirements for other projects along the highway corridor.	Upon approval of Project and prior to occupancy	Airport staff	
AES/mm-3	For buildings and structures visible from the highway, architectural treatments and/or other building design features shall be incorporated so that the scenic values of the highway are not substantially damaged. Input from the California Department of Transportation and the City of Monterey regarding consistency with their scenic corridor policies shall be considered in the preparation of the landscape and site development plans. For development within the City of Monterey, the plans shall be provided to the City's Architectural Review Board, along with any other required architectural renderings or site plans, for approval.	During construction	Airport staff	
Regulatory Requirements				
AES/rr-1	Proposed buildings or structures in proximity to the Highway 68 scenic corridor must be placed outside a 100-foot setback from the highway right-of-way consistent with the City of Monterey General Plan, Urban Design Element Policy h-9. This setback is enforced through the City of Monterey's development approval process for projects within its jurisdiction.	Upon approval of Project	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
AES/rr-2	All development located within the City of Monterey’s D2 Development Control overlay district will require Architectural Review Committee approval. This design control is enforced through the City of Monterey’s development approval process for projects within its jurisdiction.	Prior to City of Monterey approval	City of Monterey planning staff	
AES/rr-3	All new light sources and potential glare sources would have to comply with Part 77 regulations, as enforced by FAA, including the installation of solar panels, types of lights and intensity of lighting and night/day lighting combinations. FAA also requires a glint and glare study on solar panels located within the line-of-sight of a runway approach or an ATCT, as well as for other projects on a case-by-case basis.	Prior to FAA funding or approval	FAA San Francisco ADO	
AES/rr-4	Prior to issuance of any building permit, the contractor shall file a Notice of Proposed Construction or Alternation (FAA Form 7460-1) with the FAA regional office that will show compliance with the Part 77 regulation, as it relates to building or structure heights, markings, lighting, or other standards. The FAA’s Determination of No Hazard shall be submitted to MPAD prior to the start of construction.	Prior to FAA funding or approval	FAA San Francisco ADO	
AIR QUALITY				
Regulatory Requirements				
AQ/rr-1	<p>The Airport shall implement a dust control plan that includes the following, as stipulated in FAA AC 150/5370-10G, <i>Standards for Specifying Construction of Airports</i>, Item P-156 (FAA 2014b) and the MBARD <i>CEQA Air Quality Guidelines</i> (MBARD 2008):</p> <ol style="list-style-type: none"> 1. Limit the area under construction at any one time. 2. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. 3. Cover all trucks hauling soil, sand, and other loose materials off property with tarpaulins or other effective covers. 4. Pave all roads on construction sites, if possible, and water all unpaved roads and construction haul routes to minimize dust during construction operations. 5. Limit traffic speeds along all unpaved haul routes to 15 miles per hour (mph). 6. Prohibit all grading activities during periods of high wind (over 15 mph). 7. Keep loader buckets low when transferring material to trucks. 8. Maintain at least 2 feet of freeboard on haul trucks. 9. Limit entering/exiting site to controlled areas to avoid track out. 10. Cover inactive storage piles. 11. Minimize the area of exposed erodible earth. 	During construction	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
AQ/rr-1 (Con't)	12. Apply temporary mulch or non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area with or without seeding, where applicable. 13. Plant vegetative ground cover in disturbed areas as soon as possible. 14. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). 15. Install wheel washers at the entrance to construction sites for all exiting trucks. 16. Sweep streets if visible soil material is carried out from the construction site. 17. Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the MBARD shall be visible to ensure compliance with Rule 402 (Nuisance).			
AQ/rr-2	In accordance with CARB's In-Use Off Road Diesel Fueled Fleets Regulation (2016), the following measures for construction vehicles and/or equipment shall be implemented: <ol style="list-style-type: none"> 1. Construction vehicles will use a CARB Tier 3 engine when available in the region; 2. Vehicle operators will limit idling to no more than five minutes; and, 3. All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off Road Online Reporting System 	During construction	Airport staff	
BIOLOGICAL RESOURCES				
BIO/mm-1	Within 30 days prior to site grading, an environmental monitor shall conduct surveys for California legless lizards and other reptiles. The surveyor shall utilize hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they shall commence at least 30 days prior to the start of construction. If hand search methods are used, the surveys shall be completed immediately prior to and during grading activities. The surveyor shall capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals shall be relocated from the construction area(s) and placed in suitable habitat on the airport property.	30 days prior to site grading	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-2	To the maximum extent possible, initial vegetation-clearing activities in the project areas shall be conducted between October and February, which is outside of the typical bird breeding season. If the project schedule does not provide for late season vegetation removal, a nesting bird survey shall be conducted by a qualified biologist no more than one week prior to the land clearing to determine presence/absence of nesting birds within the vegetated area. If active nests are observed, work activities shall be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones shall be established in areas where nests must be avoided. The Airport and the appropriate regulatory agency shall be contacted if any state or federally listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the MBTA and CFGC shall not be moved or disturbed until the young have fledged.	Within seven days prior to land clearing	Airport staff	
BIO/mm-12	The Project Sponsor shall propagate, plant, and maintain at least 2,900 sandmat manzanita container plants. The sandmat manzanita container plants may be installed in the temporary disturbance areas and/or landscaping of the Alternative 1 “north side” road, onsite Conservation Area 4 (Exhibit 4.4D), or the offsite conservation lands (refer to BIO/mm-29 through BIO/mm-31 of Threshold 4.4-2 and Exhibit 4.4D) as appropriate. The sandmat manzanita container plants shall be monitored and maintained for seven years following their installation. To consider the sandmat manzanita replacement mitigation successful, at least 2,900 replacement sandmat manzanita plants must be self-sustaining by the end of the seven-year monitoring program.	Initiate plant propagule collection one year prior to construction. Continue for seven years after construction.	Airport staff	
BIO/mm-13	Prior to construction of any Alternative 1 component that would remove Monterey pine trees, the Airport shall establish 1.0 acre of Monterey pine forest conservation space on the north side of the airport property. The Airport shall plant up to 25 Monterey pine trees in the conservation space. The 1.0 acre of Monterey pine forest conservation space shall be managed under a HCEP as described in BIO/mm-26 (Threshold 4.4-2).	Prior to construction	Airport staff	
BIO/mm-14	Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Eastwood’s goldenbush seed from individuals on the airport property to propagate a minimum of 16 Eastwood’s goldenbush container plants. The propagated materials shall be planted and maintained in Conservation Area 4 (Exhibit 4.4D).	Initiate plant propagule collection one year prior to construction. Continue for seven years after construction.	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-15	Prior to any site disturbances, the Project Sponsor shall retain a qualified biologist and/or horticulturalist to collect a sufficient amount of Monterey ceanothus seed from individuals on the airport property to propagate a minimum of 36 Monterey ceanothus container plants. The propagated materials shall be planted and maintained in Conservation Area 4 (Exhibit 4.4D).	Initiate plant propagule collection one year prior to construction. Continue for seven years after construction.	Airport staff	
BIO/mm-16	<p>To minimize impacts to small-leaved lomatium and promote the continued existence of the species on the airport property, the Project Sponsor shall implement a soil and seed bank conservation program that will include small-leaved lomatium seed and top soil collection and distribution.</p> <p>Small-leaved lomatium shall be conserved in Conservation Area 4 by broadcast seeding and relocating the soil seed bank. Seed to be broadcast shall be collected from the project areas prior to start of construction. This species flowers from January through June; therefore, seed collection shall begin in May and continue through September, or when seed production ceases. To the extent feasible, all available seed shall be collected from plants located in the project disturbance areas.</p> <p>Soil from the project disturbance areas containing small-leaved lomatium seed shall be collected and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing small-leaved lomatium individuals shall be collected and redistributed prior to grading activities. Soil collection shall occur immediately following completion of seed collection and prior to the first rainfall. The collected soil shall be immediately distributed in the disturbance areas. The collected seed shall be broadcast over the relocated soil, and then the receptor site shall be lightly raked to cover the seed.</p>	May-September of year prior to construction	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-17	<p>To minimize Monterey spineflower impacts and promote the continued existence of the species on the airport property, the Project Sponsor shall implement a soil and seed bank conservation program that shall include Monterey spineflower seed and top soil collection and distribution.</p> <p>Monterey spineflower shall be conserved in the temporarily impacted portions of the Alternative 1 disturbance areas by broadcast seeding and relocating the soil seed bank. Seed to be broadcast shall be collected from the project areas prior to the start of construction. All seed collection activities shall be conducted by a USFWS-approved biologist. This species flowers from April through June; therefore, seed collection shall begin in August and continue through September, or when seed production ceases. To the extent feasible, all available seed shall be collected from plants located in the project disturbance areas.</p> <p>Soil from the project disturbance areas containing Monterey spineflower seed shall be collected and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing Monterey spineflower individuals shall be collected and redistributed prior to grading activities. Soil collection shall occur immediately following completion of seed collection and prior to the first rainfall. The collected soil shall be immediately distributed in the disturbance areas that do not have existing Monterey spineflower occurrences. The collected seed shall be broadcast over the relocated soil, and then the receptor site shall be lightly raked to cover the seed.</p>	August-September the year prior to site disturbance	Airport staff	
BIO/mm-18	<p>Yadon’s piperia located on the Airport in the vicinity of the Highway 68 frontage road loop and the adjacent 5.5-acre private property boundary shall be removed and implementation of BIO/mm-19 would be necessary in this location.</p> <p>The Highway 68 frontage road and terminal loop road shall be designed to be constructed on the existing asphalt to avoid impacts to the Yadon’s piperia that are located on the Airport and the adjacent 5.5-acre private property boundary. Prior to construction of the terminal parking area and circulation road(s), the construction plans shall clearly show the placement of construction exclusion fence along the toe of slope on both the Airport and the adjacent 5.5-acre private property boundary. The intent of the fence is to exclude the Yadon’s piperia occurrences from accidental disturbance during construction. The fence shall be maintained in place throughout the construction period.</p>	Prior to site disturbance and during site design	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-19	<p>To minimize the impacts to Yadon’s piperia, the Project Sponsor shall retain a qualified biologist to design and implement a five-year Yadon’s piperia seed and bulb collection and translocation program. The seed and bulb translocation program shall be prepared and approved for implementation by the Project Sponsor in the two years prior to construction of any Alternative 1 component that would impact Yadon’s piperia, including but not limited to construction of the relocated terminal and associated aircraft ramp and the Highway 68 frontage road. The Yadon’s piperia seed and bulb collection and translocation program shall include the following:</p> <ul style="list-style-type: none"> • Detailed methods and a schedule for the collection and distribution of Yadon’s piperia seed and the translocation of Yadon’s piperia bulbs of individuals that are in the construction area(s). - During the flowering/blooming period for Yadon’s piperia (anticipated to be May-July) and in the year prior to project construction, a qualified biologist shall mark with pin flags individual Yadon’s piperia plants that will be impacted by the project construction. - During the time that the marked Yadon’s piperia are setting seed (anticipated to be between August-September), the biologist shall collect seed from the marked individuals. The collected seed shall be redistributed in a predetermined seed and bulb receiver site that is located adjacent to but outside of the disturbance area. Due to mycorrhizal associations, the seed and bulb receiver site must be near existing Yadon’s piperia individuals. <ul style="list-style-type: none"> ▪ Prior to distributing the collected seed in the receiver site, the receiver site shall be cleared of non-native vegetation. ▪ Once the seed receiver site is prepared, the biologist shall hand broadcast the seed in the receiver site, gently rake the seed into the duff/soil surface and cover the seed with pine needle duff. ▪ The seed and bulb receiver site and nearby Yadon’s piperia occurrences shall be fenced during construction to exclude the area from accidental damages during construction activities. • Prior to construction and when plants are dormant (anticipated to be October-December), the biologist shall excavate and relocate bulbs of the marked plants to the seed and bulb receiver site. The bulbs shall be planted approximately six inches below the soil surface. • Following completion of the seed and bulb relocation efforts, the biologist shall monitor the receiver site for four consecutive years. The goal of the monitoring shall be to quantify and document the number of individuals that emerged in the receiver site, the presence of non-native vegetation, and overall success of the translocation efforts. <p>Non-native vegetation removal must be conducted during the monitoring program. Non-native vegetation removal may not utilize translocated herbicides due to root to tuber/bulb transfer.</p>	Within two years prior to construction	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-20	<p>To account for Seaside bird's beak seasonal population fluctuations and facilitate species avoidance, the Project Sponsor shall conduct annual surveys for Seaside bird's beak in the Airport-owned parcel located between two adjacent private properties along Highway 68. The annual Seaside bird's beak survey shall be conducted in June, July, or August of each year preceding the final design and development of the chosen Highway 68 frontage road alignment. The intent of the annual survey effort is to collect GPS data on the species' distribution and develop a multi-season assessment of the quantity and distribution of the Seaside bird's beak occurrences near the Highway 68 frontage road alignment. The annual survey GPS data shall be provided to the Airport so that the project design team can use the survey data during the development of the final design plans to align the proposed road in such a manner that avoids impacts to the Seaside bird's beak.</p> <p>If full avoidance of the Seaside bird's beak is feasible, the project contractors, under the direction of an environmental monitor, shall install construction exclusion fencing around the occurrences to exclude construction related disturbances from the area. If the design team determines that full avoidance of the species is not feasible, the Project Sponsor shall delay construction of the Highway 68 frontage road until they have coordinated with the CDFW to obtain a CESA 2081-Incidental Take Permit.</p>	One year prior to construction and during construction	Airport staff	
BIO/mm-21	<p>Prior to approving any proposed long-term projects on undeveloped lands at the Airport, the Project Sponsor shall retain a qualified biologist to conduct floristic botanical surveys and wildlife surveys in future project area(s) and prepare a Biological Resources Survey Report (BRSR). The surveys and subsequent BRSR shall determine if special-status species occur in the development area(s) and if special-status species would be impacted by proposed long-term project(s). If impacts to special-status species would occur, the biologist and the Project Sponsor shall develop mitigation strategies to address the impacts.</p> <p>The following recommendations for mitigation ratios/strategies for some plants known to occur in the development areas may be applied to proposed long-term project(s):</p> <ul style="list-style-type: none"> • <u>Seaside bird's beak</u>. The Project Sponsor shall coordinate with CDFW to obtain a 2081-Incidental Take Permit under the CESA. Under the 2081-Incidental Take Permit, mitigation ratios for Seaside bird's beak may require purchasing replacement habitat that is occupied by the species and conducting rehabilitation efforts on the replacement land. 	Prior to Project approval	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-21 (Con't)	<ul style="list-style-type: none"> • <u>Yadon's piperia</u>. For proposed long-term projects with a federal nexus, the Project Sponsor shall coordinate with FAA and USFWS during the FESA, Section 7 process. Mitigation may require the Project Sponsor to implement minimization and conservation measures that relocate the individuals to be impacted. If these efforts fail or are deemed insufficient by USFWS, purchasing replacement habitat that is occupied by the species and conducting rehabilitation efforts on the replacement land may be required. <ul style="list-style-type: none"> – For projects that do not have a federal nexus, the Project Sponsor shall implement BIO/mm-19. • <u>Monterey spineflower</u>. For proposed long-term projects with a federal nexus, the Project Sponsor shall coordinate with the FAA and USFWS during the FESA, Section 7 process. Mitigation may require the Project Sponsor to implement minimization and conservation measures that involve seed and seed bank collection and redistribution on the airport property. <ul style="list-style-type: none"> – For projects that do not have a federal nexus, the Project Sponsor shall implement BIO/mm-17. • <u>CNPS Rare Plant Ranked 1, 2, and 3 species</u>. For each CNPS Rare Plant Ranked 1, 2, and 3 species (excluding Monterey pine) impacted by a proposed long-term project(s), the Project Sponsor shall plant two container plants of the same species for each one plant impacted (2:1). The replacement plantings shall be planted in any of the four onsite conservation areas or an established offsite conservation area. The replacement plantings shall be monitored and maintained for no less than five years. • <u>CNPS Rare Plant Ranked 4 species</u>. For each CNPS Rare Plant Ranked 4 species impacted by a proposed long-term project(s), the Project Sponsor shall: <ul style="list-style-type: none"> – For annual species, collect seed prior to project disturbance and redistribute the collected seed in suitable habitat in the project area following completion of disturbance. <p>For perennial species, propagate and plant one (1) container plant of the same species for each on plant impacted (1:1). The container plants shall be planted in any of the four onsite conservation areas or an established offsite conservation area. The replacement plantings shall be monitored and maintained for no less than three years.</p> 			

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-22	<p>Prior to ground disturbance, the Project Sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the EIR mitigation measures. The monitor shall be responsible for:</p> <ol style="list-style-type: none"> 1. Ensuring that procedures for verifying compliance with environmental mitigations are implemented; 2. Establishing lines of communication and reporting methods; 3. Conducting daily and weekly compliance reporting; 4. Conducting construction crew training regarding environmentally sensitive areas; 5. Maintaining authority to stop work; and 6. Outlining actions to be taken in the event of non-compliance. Monitoring shall be at a frequency and duration determined by the Project Sponsor and in consultation with the affected natural resource agencies (e.g., CDFW and USFWS). 	Prior to ground disturbance	Airport staff	
BIO/mm-23	<p>All proposed grading plans shall clearly show the location of project delineation fencing that excludes adjacent sensitive communities from disturbance. The fencing shall consist of highly visible construction fence supported by steel T-stakes that are driven into the soil. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project and no work activities shall occur outside the delineated work area. The grading plans shall clearly show all staging areas, which shall be located within the construction area and outside the adjacent habitat areas.</p>	During preparation of grading plans and during construction	Airport staff	
BIO/mm-24	<p>Prior to the commencement of site grading, an environmental monitor shall conduct environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include:</p> <ol style="list-style-type: none"> 1. Description of the species' habitats; general provisions and protections afforded by the FESA and CEQA; 2. Measures implemented to protect special-status species; 3. Review of the project boundaries and special conditions; 4. The monitor's role in project activities; 5. Lines of communication; and 6. Procedures to be implemented in the event a special-status species is observed in the work area. 	Prior to site grading	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-25	The Project Sponsor shall prepare a detailed erosion control plan, which shall address both temporary and permanent measures to control erosion. Erosion and soil protection shall be provided on all cut and fill slopes and the soil deposition areas. The erosion control plan shall include revegetation measures including mulching, hydro-seeding, or planting methods as appropriate. All permanent erosion control measures shall be initiated as soon as possible after completion of grading, and prior to the onset of the rainy season (October 15). Permanent revegetation and landscaping shall emphasize native shrubs and trees to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development. Vegetation shall be watered regularly to ensure adequate root establishment.	Prior to and after ground disturbance	Airport staff	
BIO/mm-26	<p>Prior to implementation of any Alternative 1 project, the Project Sponsor shall prepare a HCEP that designates an 18.86-acre conservation area (Conservation Area 4) along the Airport’s northern property boundary as Open Space on the ALP. The HCEP shall provide for the conservation and management of approximately 11.92 acres of coast live oak woodland, 5.92 acres of sandmat manzanita chaparral, and 1.0 acre of Monterey pine forest habitats. Exhibit 4.4D shows the location of Conservation Area 4 and its associated habitat types.</p> <p>Future activities in Conservation Area 4 shall be limited to preserving and rehabilitating the coast live oak woodland, sandmat manzanita, Monterey pine forest, and special-status plant species that occur in the conservation area. Habitat rehabilitation activities shall focus on invasive species removal; planting native coast live oak woodland, sandmat manzanita chaparral, and Monterey pine forest associates; and augmenting the native rare plant species populations.</p> <p>The HCEP shall be prepared by a qualified biologist and/or botanist and shall detail the methods for managing the conservation area. At a minimum, the HCEP should include the following elements:</p> <ol style="list-style-type: none"> 1. A brief narrative of the project location, description, and purpose; 2. Clearly identify the parties responsible for the conservation program and their contact information; 3. A map showing and quantifying all conservation areas; 4. Designation of a Monterey spineflower seed and soil receiver site; 5. Detailed discussion of the methods for implementing the HCEP including invasive species removal, sources of plant materials, and supplemental watering regimes; 6. Methods for the identification and removal of diseased or dead trees. 	Prior to ground disturbance	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-26 (Con't)	<p>7. Detailed discussions of a special-status plant species propagation program. Special-status plant propagules shall be collected from the disturbance areas, grown, and reintroduced into the conservation areas;</p> <p>8. Identification of locations, amounts, sizes, and types of plants to be planted, inclusive of at least 100 coast live oak trees, 2,000 sandmat manzanita container plants, and 25 Monterey pine trees.</p> <p>9. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment;</p> <p>10. A program schedule and established success criteria for a seven-year monitoring and reporting program that is structured to ensure the success of the HCEP.</p> <p>11. Detailed discussions of the methods to be employed for implementing all additional habitat conservation requirements put forth by the USFWS and CDFW as appropriate.</p>			
BIO/mm-27	The Project Sponsor shall retain a qualified biologist/botanist to supervise and monitor the implementation of the HCEP. The biologist/botanist shall supervise plant propagation, site preparation, implementation timing, species utilized, planting installation, maintenance, monitoring, and reporting of the habitat rehabilitation efforts. The biologist/botanist shall prepare and submit six annual reports and one final monitoring report to the Airport and other agencies as appropriate. The annual and final monitoring reports shall include discussions of the project activities, project photographs, and an assessment of the mitigation efforts' attainment of the success criteria.	Prior to ground disturbance	Airport staff	
BIO/mm-28	The Project Sponsor shall include in the Alternative 1 design plans the installation of a water supply and irrigation system. The system will supply water for temporary irrigation that will be used to provide supplemental water to Conservation Area 4. The water supply and temporary irrigation system shall be installed as part of the short-term project development and prior to the installation of planting installation.	During project design	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-29	The Project Sponsor shall implement an offsite habitat conservation program that benefits local flora and fauna with emphasis on coast live oak woodland, maritime chaparral, and rare plant conservation. The conservation program shall be implemented on lands in the coastal Monterey area, preferably near the Airport. The Project Sponsor is currently pursuing conservation lands located just east of the Airport that supports approximately 1.04 acres of annual brome grasslands, 2.55 acres of coast live oak woodland, 4.01 acres of arroyo willow thicket, 3.41 acres of chamise chaparral, and 4.08 acres of woolly leaf manzanita chaparral. Exhibit 4.4D shows the location of the potential offsite conservation lands. The potential conservation lands are located adjacent to an existing Native Rare Plant Reserve that was established by USACE's <i>Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord</i> (1997). Should the acquisition of the potential conservation lands not be completed, the Project Sponsor shall pursue the acquisition of other lands that support or has the potential to support coast live oak woodland and maritime chaparral communities. Once the offsite conservation lands are secured, the Project Sponsor shall place the lands under a conservation easement in perpetuity.	Prior to ground disturbance	Airport staff	
BIO/mm-30	Upon acquisition of the offsite conservation lands, the Project Sponsor shall conduct a biological inventory of the conservation lands that includes floristic botanical surveys and wildlife surveys as appropriate. The intent of the biological inventory is to identify and quantify the resources present on the conserved lands and provide a baseline for the implementation of a resource-focused conservation program.	Prior to ground disturbance		
BIO/mm-31	The Project Sponsor shall prepare and implement a conservation program on the conserved lands. The conservation program shall utilize the biological inventory to develop management actions that focus on conserving, rehabilitating, and/or enhancing the biological resources present. At a minimum, the conservation program shall include: <ol style="list-style-type: none"> 1. A brief narrative of the conservation lands' location, description, and purpose; 2. Clearly identify the parties responsible for the conservation program and their contact information; 3. Maps showing and quantifying all conservation areas, habitats, invasive species, native rare species, and suitable rehabilitation areas; 4. Identification of suitable habitat rehabilitation plant species including rare plants to be installed for mitigation for future projects proposed by the Project Sponsor. 5. Detailed discussion of the methods for implementing the conservation program including invasive species removal, installation and maintenance of plant materials, and supplemental watering regimes; 6. Methods for the identification and removal of diseased or dead trees, as needed. 7. Detailed discussions of a special-status plant species management; 8. Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 9. A program schedule for a seven-year monitoring and reporting program that is structured to ensure the successful management of the conserved lands. 	Prior to ground disturbance and seven years after implementation of the conservation program	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-32	<p>Prior to approving any proposed long-term project in the proposed non-aviation development areas or the upgraded perimeter fence alignment that would convert undeveloped lands to developed areas or otherwise remove vegetation, the Project Sponsor shall retain a qualified biologist to map and quantify the vegetative communities that are present in the project area and determine if the project would result in a net loss of sandmat manzanita chaparral, Monterey pine forest, and/or coast live oak woodland.</p> <ul style="list-style-type: none"> • If a net loss of sandmat manzanita chaparral would occur, the Project Sponsor shall preserve and rehabilitate, re-establish, or create additional sandmat manzanita chaparral at a 2:1 ratio. The preserved sandmat manzanita chaparral may be located on the existing airport property or offsite, as appropriate. • If a net loss of coast live oak woodlands would occur, the Project Sponsor shall conduct one or a combination of the following: <ul style="list-style-type: none"> – Preserve and rehabilitate, re-establish, or create additional coast live oak woodland at a 1.2:1 ratio. The preserved coast live oak woodland may be located on the existing airport property or offsite, as appropriate. – Replace each coast live oak tree removed at a 1.2:1 ratio. Replacement trees may be planted on the existing airport property or offsite, as appropriate. Replacement trees should be grown from local (Monterey Peninsula, if available) stock. – Contribute \$1,000 to the Oak Woodlands Conservation Fund, as established under subdivision (a) of Section 1363 of the CFGC per each coast live oak tree removed for the project. The Project Sponsor shall coordinate with the CDFW and the State Wildlife Conservation Board (SWCB) to ensure that the contributed funds will be granted to the SWCB for the purpose of purchasing coast live oak woodland conservation easements. • If proposed long-term project(s) would impact Monterey pine forest, the Project Sponsor shall design the project(s) to minimize the impact to the greatest extent possible. If Monterey pine trees will be removed for proposed long-term project(s), the Project Sponsor shall incorporate Monterey Pine trees into the project design, in such a manner that does not conflict with safe flight operations at the Airport. 	Prior to project approval	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-32 (Con't)	<ul style="list-style-type: none"> • For any proposed long-term project that results in a net loss of sandmat manzanita chaparral or coast live oak woodland that shall be mitigated through the preservation and rehabilitation, re-establishment, or creation of habitat, the Project Sponsor shall develop a project specific habitat mitigation and monitoring plan (HMMP). The HMMP shall: <ol style="list-style-type: none"> 1. Identify the project description and mitigation requirements; 2. Identify the responsible parties; 3. Map and quantify all preservation/mitigation areas; 4. Provide detailed discussions of the methods for implementing the mitigation program including invasive species removal, sources of plant materials, and supplemental watering regimes; 5. Identify the locations, amounts, sizes, and types of plants to be planted; 6. Identify necessary components (e.g., temporary irrigation, amendments, etc.) to ensure successful plant reestablishment; 7. Provide a program schedule and established success criteria for a monitoring and reporting program that is structured to ensure the success of the mitigation. 			
BIO/mm-33	<p>For any proposed long-term project that has potential to impact a sensitive natural community or a special-status species, the Project Sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the CEQA measures. The monitor shall be responsible for:</p> <ol style="list-style-type: none"> 1. Ensuring that procedures for verifying compliance with environmental mitigations are implemented; 2. Establishing lines of communication and reporting methods; 3. Conducting compliance reporting; 4. Conducting construction crew training regarding environmentally sensitive areas; 5. Maintaining authority to stop work; and 6. Outlining actions to be taken in the event of non-compliance. 	Prior to ground disturbance	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-34	For any proposed long-term project that has potential to impact a sensitive natural community or will be conducted adjacent to a sensitive natural community, the Project Sponsor shall incorporate the use of construction delineation fencing to exclude construction-related impacts to the adjacent resources. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project, and no work activities shall occur outside the delineated work area.	Prior to ground disturbance and during construction	Airport staff	
BIO/mm-35	For any proposed long-term project that has potential to impact a sensitive natural community or a special-status species, an environmental monitor shall conduct environmental awareness training for all construction personnel prior to the commencement of ground-disturbing activities. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include: <ol style="list-style-type: none"> 1. Description of the species' habitats; 2. General provisions and protections afforded by the FESA and CEQA; 3. Measures implemented to protect special-status species; 4. Review of the project boundaries and special conditions; 5. The monitor's role in project activities; 6. Lines of communication; and 7. Procedures to be implemented in the event a special-status species is observed in the work area. 	Prior to ground disturbance	Airport staff	
BIO/mm-39	During the City of Monterey permitting process for the Highway 68 frontage road cul-de-sac and associated terminal area parking and circulation components, the Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of 67 coast live trees, 164 Monterey pine trees, 17 Monterey cypress trees, and four golden wattle trees that would be removed. Per the City of Monterey Code 37-11(D), the in-lieu fee payment to the City of Monterey shall be equivalent to the value of the removed trees or the cost of the numbers of replacement trees as determined by City Council Resolution. The value of the trees shall be established and conform to standards adopted by City Council Resolution. The payment shall be used to plant additional trees offsite in a location approved by the City Forester.	Prior to project approval	Airport staff/City of Monterey Forester	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-40	The Project Sponsor shall incorporate California native plant species in the landscape designs of the proposed “north side” road and Highway 68 frontage road designs.	Prior to approval of landscape plans	Airport staff	
BIO/mm-41	The Project Sponsor shall not utilize any plant species that are listed on the California Exotic Pest Plant Council lists in the landscape designs of any of the Alternative 1 components.	Prior to approval of landscape plans	Airport staff	
BIO/mm-42	The Project Sponsor shall incorporate California native plant species in the landscape designs of any proposed long-term project that is conducted in the City of Monterey jurisdiction.	Prior to approval of landscape plans	Airport staff/City of Monterey planning staff	
BIO/mm-43	The Project Sponsor shall not utilize any plant species that are listed on the California Exotic Pest Plant Council lists in the landscape designs of any proposed long-term project that is conducted in the City of Monterey jurisdiction.	Prior to approval of landscape plans	Airport staff/City of Monterey planning staff	
BIO/mm-44	<p>For any proposed long-term project conducted in the City of Monterey jurisdiction that will result in the removal of coast live oak, Monterey pine, or Monterey cypress trees, the Project Sponsor shall conduct one of the following tree mitigation efforts:</p> <ul style="list-style-type: none"> Per the City of Monterey City Code 37-11(C), the Project Sponsor shall replace any coast live oak, Monterey pine, or Monterey cypress tree(s) that are removed for proposed long-term projects that occur in the City of Monterey jurisdiction, as directed by the City Forester. The replacement trees should be planted onsite, if feasible, but may be planted offsite if project conditions prohibit onsite planting. The removed trees shall be replaced at a ratio of up to three trees for every one tree removed. During the City of Monterey permitting process for proposed long-term projects that are conducted in the City of Monterey jurisdiction, the Project Sponsor shall coordinate with the City Forester to determine an appropriate in-lieu fee for the replacement of coast live trees, Monterey pine trees, and/or Monterey cypress trees that would be removed for the project. Per the City of Monterey Code 37-11(D), the in-lieu fee payment to the City of Monterey shall be equivalent to the value of the removed trees or the cost of the numbers of replacement trees as determined by City Council Resolution. The value of the trees shall be established and conform to standards adopted by City Council Resolution. The payment shall be used to plant additional trees offsite in a location approved by the City Forester. 	Prior to approval of landscape plans	Airport staff/City of Monterey planning staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
BIO/mm-45	To replace the 0.79 acre of Conservation Area 1 (sandmat manzanita chaparral) that would be removed by the construction of the Alternative 1 “north side” road, the Airport shall designate 1.1 acres of existing sandmat manzanita chaparral as open space on the ALP and manage the resource per the guidelines of the RSA Project HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 1 boundaries and extend the conservation area invasive species management for an additional two years. The 1.1 acres to be designated as open space is located immediately north of the Conservation Area 1 boundary and within the existing airport perimeter fence (refer to Conservation Area 1 Replacement in Exhibit 4.4D).	Prior to project approval	Airport staff	
BIO/mm-46	To replace the 0.46 acre of Conservation Area 2 (coast live oak woodland) that would be removed by the construction of the Alternative 1 “north side” road, the Airport shall designate 0.46 acre of existing coast live oak woodland as open space on the ALP and manage the resource per the guidelines of the HCEP. The Airport shall revise the RSA Project HCEP to incorporate the new Conservation Area 2 boundaries and extend the conservation area invasive species management for an additional two years. The 0.46 acre to be designated as open space is located at the northwest corner of the airport property near the existing detention basin (refer to Conservation Area 2 Replacement in Exhibit 4.4D).	Prior to project approval	Airport staff	
BIO/mm-47	To avoid direct impacts to the conservation areas on the airport property, the Project Sponsor shall design the upgraded perimeter fence alignment to avoid the conservation areas. If full avoidance of the conservation areas is not feasible, the Project Sponsor shall replace on a 1:1 basis all portions of the affected conservation area(s) that will fall within the upgraded perimeter fence. The replacement conservation areas shall support the same vegetative community type as the affected conservation area. Replacement conservation areas should be located on the airport property, if feasible. If establishing a replacement conservation area on the airport property is not feasible, the Project Sponsor may establish a replacement conservation area offsite, provided the replacement conservation area supports the same vegetative community type as the affected conservation area.	During project design	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
CULTURAL RESOURCES				
CUL/mm-1	<p>Prior to project implementation, a qualified archaeologist shall conduct a cultural resource awareness training for all construction personnel, which shall include the following:</p> <ul style="list-style-type: none"> • Review the types of prehistoric and historic resources that may be uncovered; • Provide examples of common prehistoric and historic archaeological artifacts to examine; • Review what makes an archaeological resource significant to archaeologists and local Native Americans; • Describe procedures for notifying involved or interested parties in case of a new discovery; • Describe reporting requirements and responsibilities of construction personnel; • Review procedures that shall be used to record, evaluate, and mitigate new discoveries; and • Describe procedures that would be followed in the case of discovery of disturbed as well as intact human burials and burial-associated artifacts. 	Prior to ground disturbance	Airport staff	
CUL/mm-2	<p>In the event that cultural resources are exposed during project implementation, work shall stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards shall be retained to evaluate the find and recommend relevant mitigation measures.</p>	During construction	Airport staff	
CUL/mm-3	<p>In areas of dense vegetation that have not been subject to extensive prior disturbance, an archaeological monitoring plan shall be developed prior to project implementation (Exhibit 4.5E). The archaeological monitoring plan shall include (but not be limited to) the following (see also Section 4.17.6):</p> <p>A list of personnel involved in the monitoring activities;</p> <ul style="list-style-type: none"> • Description of how the monitoring shall occur; • Description of frequency of monitoring (e.g., full time, part time, spot checking); • Description of what resources are expected to be encountered; • Description of circumstances that would result in the halting of work at the project site; • Description of procedures for halting work on the site and notification procedures; • Description of monitoring reporting procedures; and <p>Provide specific, detailed protocols for what to do in the event of the discovery of human remains.</p>	Prior to ground disturbance	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued)				
Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
ENERGY				
Regulatory Requirements				
ENERGY /rr-1	CCR, Title 24, Part 6 building regulations would apply to all new development or redevelopment, including compliance with ASHRAE 90.1; efficiency requirements for elevators and digital controls, as well as energy efficiency measures pertaining to building envelopes; mechanical systems; indoor, outdoor, and sign lighting; electrical power distribution; and solar readiness.	During construction	Airport staff/Building Inspector	
ENERGY /rr-2	CalGreen sets minimum requirements for new residential and nonresidential construction through improved efficiency and process improvements and incorporates voluntary measures to encourage nonmandatory building practices that improve public health, safety, and general welfare by promoting more sustainable design through its LEED Certification process.	During and after construction	Airport staff/Building Inspector	
GEOLOGY AND SOILS				
GEO/mm-1	Final manufactured slopes shall not exceed the geotechnical investigation recommendations provided per GEO/mm-2 and all exposed surfaces shall be vegetated or otherwise protected from erosion as recommended in a site/project-specific erosion control plan. For projects disturbing one acre or more, a SWPPP shall be prepared subject to approval by the Central Coast Regional Water Quality Control Board (see also GEO/rr-5). The erosion control plan or SWPPP shall include BMPs, as well as measures to address site/project-specific concerns. At a minimum, all slopes shall be vegetated by hydroseeding or other landscape ground cover.	During construction Prior to ground disturbance	Airport staff Central Coast RWQCB	
GEO/mm-2	Prior to submittal on the building plans and calculations for any buildings, including parking structures, to the appropriate reviewing engineer or Building Department for plan check review, a qualified geotechnical consultant shall prepare a design-level geotechnical investigation report performed in accordance with the current California Building Code, and related Code requirements, which are in effect at the time the project is being designed (see also GEO/rr-1). The investigation shall include field exploration, laboratory testing, engineering analysis and geotechnical recommendations for earthwork and foundations. The project plans and calculations shall incorporate the geotechnical recommendations from the geotechnical consultant.	Prior to development plan submittal	Airport staff and/or City of Monterey Building Department	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
GEO/mm-3	Prior to plan check approval, the geotechnical consultant shall perform a geotechnical review of the project plans and specifications to confirm the geotechnical recommendations have been incorporated into the project construction documents. A plan review letter from the geotechnical consultant shall be submitted to the reviewing engineer or Building Department for review and approval.	Prior to development plan submittal	Airport staff and/or City of Monterey Building Department	
GEO/mm-4	The geotechnical consultant shall be retained to perform geotechnical observation and testing for the project during construction. At the completion of construction and at intervals specified by the reviewing engineer or Building Department, the geotechnical consultant shall prepare summary letters documenting that the soil conditions encountered were compatible with the proposed foundation, slab-on-grades for the parking structures, and other buildings and that the geotechnical recommendations have been implemented by the contractor as required in the project plans and specifications.	During and after construction	Airport staff and/or City of Monterey Building Department	
Regulatory Requirements				
GEO/rr-1	Chapter 18, Soils and Foundations, of the CBSC requires that geotechnical evaluation be conducted that include, among other requirements, a record of the soil profile, evaluation of active faults in the area, and recommendations for foundation type and design criteria that address issues as applicable such as (but not limited to) bearing capacity of soils, provision to address expansive soils and liquefaction, settlement and varying soil strength.	Prior to approval of project-specific components	Airport staff and/or City of Monterey Building Department	
GEO/rr-2	The Seismic Hazards Mapping Act, along with related standards in the Seismic Hazards Mapping Regulations (CCR, Title 14, Division 2, Chapter 8, Article 10, Section 3270 et seq.), directs local governments to require the completion and review of appropriate geotechnical studies prior to approving development projects.	Prior to approval of project-specific components	Airport staff and/or City of Monterey Building Department	
GEO/rr-3	For those project components located within the City of Monterey, the following Safety Element policy is applicable: Policy a2. Engineering and geologic investigations should be undertaken for proposed projects within high and moderate seismic hazard zones before approval is given by the City. The entire City is currently within seismic hazard zone IV and these studies are required for almost all new construction except for very minor additions.	Prior to approval of project-specific components	Airport staff and/or City of Monterey Building Department	
GEO/rr-4	In accordance with California law, project design and construction would be required to comply with provisions of the CBSC. The MPAD Board has adopted all applicable building codes per MPAD Ordinance No. 921.	Prior to approval of project-specific components	Airport staff and/or City of Monterey Building Department	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
GEO/rr-5	Individual projects that have a potential for one acre or more of ground disturbance are required to obtain NPDES coverage under the state’s Construction General Permit Order 2009-2009-DWQ (Construction General Permit) and incorporate BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP.	Prior to ground disturbance	Airport staff and Central Coast RWQCB	
GREENHOUSE GAS EMISSIONS				
GHG/mm-1	<p>The following measures for construction vehicles and/or equipment shall be implemented:</p> <ul style="list-style-type: none"> • All off-road, diesel-powered construction equipment greater than 50 horsepower shall be equipped with U.S. EPA Tier 3 (or greater) engines; • Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than three minutes; • All diesel equipment used for the project shall meet State of California diesel equipment requirements and be registered through the Statewide Portable Equipment Registration Program or the Diesel Off-Road Online Reporting System; • The contractor shall use “clean air” alternate fuel vehicles when available; • The contractor shall reduce electrical generator usage wherever possible; and • The contractor shall use an MBARD-approved low carbon fuel for construction equipment when available. 	During construction	Airport staff	
GHG/mm-2	<p>The following measures for construction administration shall be implemented:</p> <ol style="list-style-type: none"> 1. The contractor shall encourage carpools for construction worker commutes; and 2. The contractor shall reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and demonstrating the efficiency of heating and cooling units. 	During construction	Airport staff	
GHG/mm-3	The Airport shall provide language in future tenant lease agreements to require the use of high-efficiency equipment, including EnergyStar certified appliances and LED or equivalent interior and exterior lighting, where applicable.	During the drafting of future tenant lease agreements	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued)				
Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
GHG/mm-4	The Airport shall continue to provide and maintain electric vehicle (EV) charging stations in the relocated commercial terminal parking lot. The Airport will provide a minimum of 20 EV charging stations in the new parking lots for use by both airport employees and travelers, subject to the availability of existing or future air quality funding options described by MBARD.	Post construction	Airport staff	
GHG/mm-5	In coordination with Monterey-Salinas Transit, the public transit agency serving Monterey County, the Airport will provide a transit bus stop to serve the relocated commercial terminal. The Airport will also provide contact information for MBARD funding programs to existing and future motel/hotel shuttle providers regarding the conversion of motel/hotel fleets to hybrid or electric shuttles.	Post construction	Airport staff and Monterey-Salinas Transit	
HAZARDS AND HAZARDOUS MATERIALS				
HAZ/mm-1	Phase 1 (site inspection) and, if recommended based on the results of the Phase 1 report, Phase 2 (sampling and/or modeling) environmental site assessments shall be performed prior to construction for all ground disturbance activities for Alternative 1 projects. Recommendations regarding the need to remediate any contaminants shall be implemented, as necessary.	Prior to ground disturbance	Airport staff	
HAZ/mm-2	The northern part of the 3.6-acre southern parcel within Safety Zone 5 shall remain as undeveloped open space.	Ongoing	Airport staff	
HAZ/mm-3	Proposed non-aeronautical projects in the 4.3-acre area on the north side of the Airport within Safety Zone 3 shall not exceed the non-residential intensity maximums described in the 2011 Handbook for Safety Zone 3.	During site plan development	Airport staff	
HAZ/mm-4	The 9.0 acres of land in the north side within Safety Zone 2 shall only be developed with light industrial uses and/or be preserved as open space consistent with the recommendations described in the 2011 Handbook for Safety Zone 2.	During site plan development	Airport staff	
Regulatory Requirements				
HAZ/rr-1	All fuel operators at the Airport shall be required to follow the Airport's <i>Hazardous Materials Business Response Plan</i> (2017). In addition, individual businesses shall be required to register all hazardous materials with the U.S. EPA as well as state and local regulatory agencies.	Ongoing	Airport staff	
HAZ/rr-2	MBARD Rule 424 (NESHAP) shall be implemented, as applicable, to the demolition of the ARFF building and commercial terminal building, as well as the northwest industrial area and some hangars. Rule 424 contains the investigation and reporting requirements for asbestos as well as rules regarding HAPs.	During demolition	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
HAZ/rr-3	Any fuel spill that occurs at the proposed fuel farm shall be subject to the regulations and policies of the Airport's <i>Hazardous Materials Business Response Plan</i> and the Airport's current SPCC plan. Any future proposed development and tenants shall be required to comply with all applicable regulatory requirements regarding spills of hazardous materials both by law and by the terms of their lease with the Airport. In addition, physical modifications to the fueling facilities may require a technical amendment to a SPCC plan. Said amendment, if necessary, shall be prepared in compliance with the requirements of the U.S. EPA as provided for in CFR, Title 40, Section 112.	Ongoing	Airport staff	
HAZ/rr-4	Contractors shall be held responsible for reporting any discharges of hazardous materials or other substances; BMPs shall be used and required NPDES General Construction Permits shall be enforced.	During construction	Airport staff	
HAZ/rr-5	Any future proposed projects and tenants shall be required to comply with all applicable regulatory requirements regarding use of hazardous materials both by law and by the terms of their lease with the Airport.	Ongoing	Airport staff	
HAZ/rr-6	A construction safety and phasing plan (CSPP) and safety plan compliance document (SPCD) shall be developed for each on-airfield construction project to ensure the safety of all construction workers and airport users. The Airport is required by FAA to adhere to these construction safety regulations, and, thus, these requirements shall be implemented prior to and during construction of all projects associated with the Proposed Project and Alternative 1.	During construction	Airport staff	
HAZ/rr-7	The Airport's emergency response/contingency plan shall be updated to ensure that the new routes available for emergency response, as well as the new airfield and landside development, are accurately reflected in the Airport's emergency response procedures.	Ongoing	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
HAZ/rr-8	<p>Prior to the start of demolition or construction at the facilities, an asbestos abatement work plan shall be prepared in compliance with federal, state, and local regulations for any necessary removal and disposal of such materials (including, but not limited to, CFR Title 40, Part 61, Subpart M and CCR, Title 8, Section 1529) and shall include:</p> <ol style="list-style-type: none"> 1. Demolition plans and specifications for incorporating any necessary abatement measures for the removal of materials containing asbestos or assumed to contain asbestos in compliance with federal, state, and local regulations; 2. A licensed Cal/OSHA contractor, certified by the Contractors State License Board (CSLB) and registered with Cal/OSHA, shall perform all “asbestos-related work” that disturbs asbestos-containing materials or asbestos-containing construction materials at the facilities; 3. All persons who may come into contact with any asbestos-containing material during demolition, construction, and maintenance at the facilities shall be notified in writing to avoid removal or disturbance of the asbestos-containing material; 4. Any suspect material not identified but assumed to contain asbestos disturbed during the course of demolition shall require a cease work order and examination by a California Department of Industrial Relations Division of Occupational Safety and Health certified asbestos consultant; 5. All known asbestos containing material or asbestos-containing construction material, to the extent that the asbestos-containing material or asbestos-containing construction material becomes friable, must be removed prior to demolition; and 6. Asbestos-containing waste material that is generated during demolition at the facilities shall be properly handled and disposed of in compliance with applicable federal, state, and local regulations. 	Prior to demolition or construction	Airport staff	
HAZ/rr-9	<p>Prior to the start of any construction/demolition at the facilities, a lead-based paint/lead containing paint abatement work practice plan shall be prepared in compliance with federal, state, and local regulations (including, but not limited to CCR, Title 17, Sections 37000-37100) for any necessary removal and disposal of such materials. This plan must include the following (CCR, Title 8, Section 1532.1[e], Lead - Methods of Compliance):</p> <ol style="list-style-type: none"> 1. Protective work clothing and equipment; 2. Housekeeping practices; 3. Hygiene facilities, practices, and regulated areas; and 4. Applicable good work practices 	Prior to demolition or construction	Airport staff	

Mitigation, Monitoring ,and Reporting Program (Continued)				
Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
HAZ/rr-10	All transportation of hazardous materials at the facilities is regulated at the federal and state levels and requires compliance with all federal, state, and local regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of materials, after transport to the Airport, is minimal. All hazardous materials shall be handled in full compliance with applicable requirements, and the necessary permits maintained by the Airport. Carriers responsible for the transportation of hazardous materials are required to have a hazardous materials transportation license, issued by the California Highway Patrol (CHP). All fuel deliveries from suppliers within California will comply with all applicable requirements of the CHP's biennial inspection of terminals (BIT) program.	Ongoing	Airport staff	
HYDROLOGY AND WATER QUALITY				
HYD/mm-1	Proposed long-term projects shall not proceed without a guaranteed water source that has been approved by the MPWMD and that shows that adverse groundwater impacts to constrained basins would not occur. Securing such a water source would involve mitigation recommended in the Utilities section of this EIR (UTIL/mm-1 through UTIL/mm-3).	Prior to project approval	Airport staff and MPWMD	
Regulatory Requirements				
HYD/rr-1	Individual projects that have a potential for one acre or more of ground disturbance are required to obtain NPDES coverage under the state's Construction General Permit Order 2009-2009-DWQ (Construction General Permit). Permit conditions typically related to use of the NPDES Construction General Permit include BMPs to reduce erosion and sedimentation through implementation of a construction-specific SWPPP.	Prior to construction	Airport staff	
HYD/rr-2	The installation of new impervious surface requires a SWMP per Resolution R3-2013-0032 of the Central Coast RWQCB to prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data, which for Monterey is 0.82 inches and is encompassed by the five-year storm event. Compliance must be achieved by optimizing infiltration with retention of the remaining volume achieved via storage, rainwater harvesting, and/or evapotranspiration.	Prior to construction	Airport staff	
HYD/rr-3	The Airport operates under an Industrial General Stormwater Permit (Order NPDES No. CAS000001), which requires it to: (1) eliminate unauthorized non-stormwater discharge; (2) develop and implement a SWPPP; and (3) monitor stormwater discharge to ensure that state water quality standards are being maintained in accordance with the Airport's approved SWPPP.	Ongoing	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued)				
Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
HYD/rr-4	MPWMD is charged with allocating water within the Monterey Peninsula region, permitting the use of water credits for each jurisdiction/district, and regulating some aspects of water production and distribution by private purveyors (i.e., CalAm). One of the responsibilities of MPWMD is to balance water supply and demand through the MPWMD Water Allocation Program and to carefully track how much of the allotted water has been used by member jurisdictions. MPWMD evaluates a project's water demand and issues a water permit for the project as depicted on the final construction plans.	Prior to project approval	Airport staff and MPWMD	
LAND USE AND PLANNING				
LU/mm-1	The Airport shall work with the City of Del Rey Oaks to implement a general plan amendment to the <i>General Plan Update for the City of Del Rey Oaks</i> to remove Policy C-17 to allow the construction of the proposed "north side" road.	Prior to project approval	Airport staff and City of Del Rey Oaks planning staff	
LU/mm-2	Per state law (PUC, Section 21676[c]), the MPAD shall refer the Proposed AMP to the county ALUC. The ALUC is required to modify the CLUP to maintain consistency with the Proposed AMP.	Upon approval of Project	County Airport Land Use Commission	
Regulatory Requirements				
LU/rr-1	Buildings proposed under either the Proposed Project or Alternative 1 that are in proximity to the Part 77 transitional surface associated with the Runway 10R-28L centerline shall be reviewed by FAA through its OE/AAA program review. If approved, the buildings would receive "Form 7460" clearances.	Prior to FAA funding or approval	FAA San Francisco ADO	
AIRCRAFT NOISE				
NOI/mm-1	An interior acoustical noise study shall be required for any future commercial offices located within the existing or future 65 CNEL and recommended measures incorporated to ensure that the interior building noise levels remain 45 dB or less. This mitigation is consistent with the conditions provided for in the CLUP.	Prior to project approval	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
LAND-BASED NOISE				
NOI/mm-2	<p>To address potential impacts of nighttime noise-generating construction activities, the following mitigation measures shall be incorporated into the short-term projects:</p> <ol style="list-style-type: none"> For construction activity occurring within approximately 500 feet of residences, portable noise barriers shall be installed near nighttime construction areas. The locations of the barriers should break the line-of-sight from the construction area(s) to any residential locations visible from the construction area. This may include erection of temporary plywood barriers to create a break in the line-of-sight, or erection of a tent employing sound blanket walls around the stationary noise source(s). Construction vehicles shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5-minute limit is required by the state airborne toxics control measure (CCR, Title 13, Sections 2449(d)(3) and 2485); Adjacent property owners shall be notified of the construction schedule. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. 	During and prior to construction	Airport staff	
NOI/mm-3	Proposed north side project component daytime construction activity shall comply with the City of Del Rey Oaks’ noise ordinance of 7:00 AM to 7:00 PM.	During construction	Airport staff	
Regulatory Requirements				
NOI/rr-1	Proposed projects on the south side along Highway 68 within the City of Monterey jurisdiction would be required to comply with the City of Monterey policies and ordinances regarding construction noise.	Prior to project approval	City of Monterey planning staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
PUBLIC SERVICES				
<i>Regulatory Requirements</i>				
PS/rr-1	<p>A FAA-required CSPP shall be implemented for all Proposed Project and Alternative 1 construction activities. The CSPP would be developed in the following manner:</p> <ul style="list-style-type: none"> Identify the geographic areas on the Airport that would be affected by each construction project; Identify the normal airport operations in each affected area for each phase of the project; In consultation with airport users, ARFF personnel, and FAA Air Traffic Organization personnel, identify and prioritize the Airport’s most important operations and plan construction to accommodate these operations; Determine the measures required to safely conduct the planned operations during construction; and Prepare a safety risk assessment if deemed necessary by FAA. 	During construction	Airport staff	
PS/rr-2	All temporary access routes shall comply with applicable federal and state fire codes and emergency access regulations. All proposed construction activities resulting in temporary access restrictions to areas under construction shall be kept clear and unobstructed at all times in accordance with applicable FAA, State Fire Marshal, and fire code regulations.	During construction	Airport staff/Fire Inspector	
PS/rr-3	The construction of new or replacement structures shall conform to all applicable building and fire codes per MPAD Ordinance No. 921, which adopted by reference the 2016 California Building Standards Code and the 2016 California Fire Code, among others. All new structures and development areas shall include adequate fire hydrants, fire suppression flow rates, fire prevention and warning systems, and fire equipment access.	During and after construction	Airport staff/Fire Inspector	
PS/rr-4	The Airport’s emergency response/contingency plan shall be updated to ensure that the new routes available for emergency response, as well as the new airfield and landside development, are accurately reflected in the Airport’s emergency response procedures.	Ongoing	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
TRANSPORTATION/TRAFFIC				
TR/mm-7	<p>Intersection #6: Del Monte Boulevard / Highway 218 – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, add a second northbound Del Monte Boulevard left turn lane.</p> <p>(Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured. Further, proposed Mitigation Measure TR/mm-7 (Alt.1) is not considered feasible because the FAA may not authorize the use of any FAA grant funds or Airport revenue to be used to construct or fund any off-Airport improvements or mitigation measure.)</p>	N/A – considered infeasible. Prior to project occupancy, if feasible and subject to authorization	Airport staff	
TR/mm-8	<p>Intersection # 7: Highway 218 / Fremont Boulevard – Prior to the first occupancy of a project element that contributes at least one (1) new peak hour traffic trip to the intersection, add a second northbound Highway 218 left turn lane.</p> <p>(Although this impact could be mitigated by constructing the stated improvement, the impact is considered Significant and Unavoidable at this time because the improvement necessary to reduce the significant impact is infeasible as it is within the jurisdiction and control of another agency (Caltrans) and implementation within the necessary timeframe cannot be assured. Further, proposed Mitigation Measure TR/mm-8 (Alt.1) is not considered feasible because the FAA may not authorize the use of any FAA grant funds or Airport revenue to be used to construct or fund any off-Airport improvements or mitigation measure.)</p>	N/A – considered infeasible. Prior to project occupancy, if feasible and subject to authorization	Airport staff	
TR/mm-9	Offsite truck hauling operations for either short- or long-term construction projects shall not occur during the hours of 7:00 AM through 9:00 AM or 4:00 PM through 6:00 PM, Monday through Friday, to avoid peak hour traffic conditions.	During construction	Airport staff	
TR/mm-10	Implementing agencies shall evaluate VMT as part of project-specific review and discretionary approval decisions for land use projects under Alternative 1. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit-oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.	Prior to project approval	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
CUM TR/mm-10	<p>Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of Alternative 1, the following improvements to Intersection #6: Del Monte Boulevard/Highway 218 shall be in place:</p> <ul style="list-style-type: none"> 4. Add 2nd Northbound Del Monte Blvd Left-Turn Lane; 5. Add Northbound Del Monte Blvd Right-Turn Overlap Phasing; and 6. Add Southbound Del Monte Blvd Right-Turn Overlap Phasing <p>(Proposed Mitigation Measure CUM TR/mm-10 is not considered feasible because the mitigation project is within Caltrans’ jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.)</p>	N/A – considered infeasible. Prior to project occupancy, if feasible and subject to authorization	Airport staff	
CUM TR/mm-11	<p>Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of Alternative 1, the following improvement to Intersection #7: Highway 218/Fremont Boulevard shall be in place:</p> <ul style="list-style-type: none"> 2.Add 2nd Northbound Del Monte Blvd Left-Turn Lane <p>(Proposed Mitigation Measure CUM TR/mm-11 is not considered feasible because the mitigation project is within Caltrans’ jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.)</p>	N/A – considered infeasible. Prior to project occupancy, if feasible and subject to authorization	Airport staff	
CUM TR/mm-12	<p>Prior to the first occupancy of any new or redeveloped facility that is part of the 10-year development of Alternative 1, the following improvements to Intersection #9: Highway 218/Del Rey Gardens Drive shall be in place:</p> <ul style="list-style-type: none"> 4. Signalize Intersection; 5. Add 2nd Northbound Highway 218 Through Lane; and 6. Add 2nd Southbound Highway 218 Through Lane <p>(Proposed Mitigation Measure CUM TR/mm-12 is not considered feasible because the mitigation project is within Caltrans’ jurisdiction and FAA may not authorize the use of any FAA grant funds or airport revenue to be used to construct or fund any off-airport improvements or mitigation measure.)</p>	N/A – considered infeasible. Prior to project occupancy, if feasible and subject to authorization	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
CUM TR/mm-13	Implementing agencies shall evaluate VMT as part of project-specific review and discretionary approval decisions for land use projects consistent with then applicable regulatory requirements under CEQA. Where project-level significant impacts are identified, implementing agencies (including the Airport as applicable) shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit-oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.	Prior to project approval	Airport staff	
TRIBAL CULTURAL RESOURCES				
TRIB/mm-1	The Airport shall continue to consult with OCEN regarding projects requiring ground-disturbing activities within the project study area. The Airport shall also provide OCEN with copies of cultural resource reports that include tribal cultural resources. In addition, the Airport shall provide OCEN with a copy of the Proposed AMP for review.	Prior to ground disturbance	Airport staff	
TRIB/mm-2	If previously undocumented tribal cultural resources are discovered (e.g., inadvertent discovery), the Airport shall consult with OCEN regarding proper treatment and disposition of the finds. This could include the repatriation of items of cultural patrimony, OCEN participation in the development of treatment plans, use of an approved OCEN Native American monitor, and review of treatment plan documents and reports.	During construction	Airport staff and OCEN tribal representative	
UTILITIES – WATER SUPPLY AND SERVICE				
UTIL/mm-1	All proposed long-term projects shall reduce water demand in new construction through indoor and outdoor water conservation measures that result in onsite water credits that allow the Airport to stay within its available CalAm entitlements.	Upon approval of Project	Airport staff	
UTIL/mm-2	To the extent feasible, the pumping and distribution abilities of the wells in the Old North Side Industrial Area shall be increased to supplement the Airport’s water allocation. Specifically, the existing wells shall be used to provide water for proposed landscaping and biological mitigation located on the north side of the Airport.	Upon approval of Project	Airport staff	
UTIL/mm-3	The conditions of the applicable MPWMD permit shall be incorporated into each proposed long-term project requiring an additional permit (see Section 2.9 for public agency approvals required).	Upon approval of Project	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued)				
Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
Regulatory Requirements				
UTIL/rr-1	In compliance with SB 610, proposed long-term projects meeting one of the definitions of a project in Water Code, Section 10912(a) shall include a water assessment in conjunction with required future CEQA review.	In conjunction with CEQA review	Airport staff	
UTIL/rr-2	In conjunction with the development of Alternative 1, building plans and site improvement plans shall demonstrate compliance with applicable non-residential mandatory measures in the <i>California Green Building Standards Code (CalGreen)</i> .	During site plan development	Airport staff	
UTIL/rr-3	In conjunction with the development of Alternative 1, new or modified water service to the site shall comply with the District’s rules and regulations, including design and construction of connections and water facilities, payments for service, conditions for service, and compliance with its permanent and emergency water conservation programs that outline escalating water restrictions under water supply shortage conditions and other general provisions.	During site plan development	Airport staff	
UTILITIES – WASTEWATER (SEWER) SERVICE/TREATMENT				
UTIL/mm-4	The Airport shall initiate coordination with the City of Monterey prior to any development on the north or south sides of the Airport to determine if Alternative 1 would exceed the capacity of the city’s sewer system.	During site plan development	Airport staff and City of Monterey Public Works staff	
UTIL/mm-5	The Airport shall pay a reasonable “fair share” cost of project impacts pursuant to the City of Monterey’s capital improvement program for any needed sewer upgrades.	Prior to occupancy	Airport staff and City of Monterey Public Works staff	
Regulatory Requirements				
UTIL/rr-4	In conjunction with the development of Alternative 1, building plans and site improvement plans shall show compliance with pertinent regulations related to sewer system connections, installation of on-site facilities for industrial dischargers and food service establishments (e.g., pretreatment equipment, pollution control facilities, spill containment facilities, accidental slug control plans, and monitoring/metering facilities), as well as obtain the necessary discharge permits and comply with the discharge limits, prohibitions, monitoring and reporting, inspection and sampling, and other provisions of the permit.	During site plan development	Airport staff	

Mitigation, Monitoring, and Reporting Program (Continued) Monterey Regional Airport Master Plan				
	Mitigation Measure	Timing of Mitigation	Airport or Other Agency for Review/Approval	Completion Date
SOLID WASTE DISPOSAL				
UTIL/mm-6	<p>The Airport shall require its contractor to follow all protocols for hazardous waste that could be accepted at the MPL (i.e., non-friable asbestos, non-friable waste, chromium-contaminated soils), including:</p> <ul style="list-style-type: none"> • Receiving pre-approval from MRWMD staff for non-friable asbestos; • Double-wrapping and sealing in six-millimeter plastic, or completely covering the truck bed with a tightly secured tarp to ensure non-friable waste fibers cannot escape; • Completing the Generator Waste Profile manifest form for each shipment; • Scheduling each load at least 72 hours prior to arrival; and • Determining the level of STLC testing required to ensure chromium levels are acceptable. 	During and prior to construction	Airport staff and MRWMD staff	
Regulatory Requirements				
UTIL/rr-5	All proposed projects at the Airport shall meet the requirements per AB 341 Solid Waste: diversion, which states that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020.	Ongoing	Airport staff	
UTIL/rr-6	All proposed projects at the Airport shall meet the requirements CalGreen (CCR, Title 24, Part 11), which includes mandatory measures for nonresidential development in a variety of categories.	Ongoing	Airport staff	

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Appendix P

GROUNDWATER DOCUMENTATION



EDMUND G. BROWN JR.
GOVERNOR



MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Coast Regional Water Quality Control Board

February 18, 2014

Mr. Jerry Vincent
U.S. Army Corps of Engineers
Sacramento District
1325 J Street
Sacramento, CA 95814-2922
gerald.e.vincent@usace.army.mil

Mr. Tom Greer
Monterey Peninsula Airport District
200 Fred Kane Drive, Suite 200
Monterey, CA 93940
tgreer@montereyairport.com

Dear Mr. Vincent and Mr. Greer:

FORMER NAVAL AUXILIARY AIR STATION (NAAS), MONTEREY, J09CA1500, APPROVAL OF "NO DEPARTMENT OF DEFENSE ACTIONS INDICATED" (NDAI) REPORTS FOR TRICHLOROETHYLENE (TCE) PLUME AND SITE-WIDE PROJECTS

Central Coast Regional Water Quality Control Board (Water Board) staff has reviewed the TCE Plume and Site-Wide NDAI Reports (Reports), prepared by the United States Army Corps of Engineers, and received on January 20 and 26, 2014, respectively.

The groundwater contaminants, consisting primarily of TCE and petroleum products, have been characterized and remediated using two treatment systems – one at the Casanova Oak Knolls Community Center, and the other in the Monterey Peninsula Airport's light industrial area north of the airport runways. The success of the groundwater treatment systems was evaluated and approved for closure by Water Board staff in the Army Corps of Engineer's December 19, 2013 Draft Final Feasibility Study.

The Site Wide projects were reviewed and received written approval by Water Board staff in numerous stages as documented in the Site Wide Projects NDAI attachments.

Water Board staff accepts the Army Corps' subject NDAI reports as the final documentation of no further actions required for the subject investigations and cleanups. Should future evidence of site contamination come to our attention, the Water Board reserves the right to require additional site investigation and cleanup actions, if necessary. If you have any questions regarding this matter, please call **Grant Himebaugh at (805) 542-4636**, or **Sheila Soderberg at (805) 549-3592**.

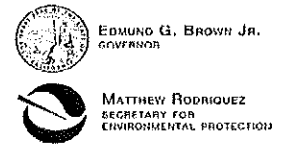
Sincerely,

Digitally signed by Kenneth A Harris Jr.
DN: cn=Kenneth A Harris Jr., o=Central
Coast Regional Water Quality Control
Board, ou=Executive Officer,
email=Ken.Harris@waterboards.ca.gov,
c=US
Date: 2014.02.18 14:30:15 -08'00'

Kenneth A. Harris Jr.
Executive Officer

DR. JEAN-PIERRE WOLFF, CHAIR | KENNETH A. HARRIS JR., EXECUTIVE OFFICER

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Central Coast Regional Water Quality Control Board

December 19, 2013

Mr. Jerry Vincent
U.S. Army Corps of Engineers
Sacramento District
1325 J Street
Sacramento, CA 95814-2922
gerald.e.vincent@usace.army.mil

Mr. Tom Greer
Monterey Peninsula Airport District
200 Fred Kane Drive, Suite 200
Monterey, CA 93940
tgreer@montereyairport.com

Dear Mr. Vincent and Mr. Greer:

NAVAL AUXILIARY AIR STATION MONTEREY, ACCEPTANCE OF DRAFT FINAL FEASIBILITY STUDY, TRICHLOROETHENE AND PETROLEUM PLUMES

Central Coast Regional Water Quality Control Board (Water Board) staff has reviewed the subject report, prepared by the U.S. Army Corps of Engineers, and received on October 24, 2013. In the report, the Army Corps evaluates the effectiveness of multiple cleanup remedies employed for both subject plumes, and makes a recommendation of no further action/site closure.

Water Board staff agrees with report's findings and the recommendation for no further action, and appreciates the considerable efforts the Army Corps has made to communicate project cleanup status with the surrounding community and government officials. A few minor changes have occurred subsequent to the Army Corps' issuing this report. For completeness, they are noted in the following comments:

General Comments:

1. The report lists all groundwater monitoring wells in the airport neighborhood for destruction in compliance with Monterey County standards. However, a November 13, 2013 meeting with airport neighborhood residents has resulted in a minor change to this proposal. The City of Monterey is now in the process of taking over three of the Army Corps' groundwater monitoring wells. These wells are MW-20 on Casanova Avenue, MW-14 on Euclid Avenue, and MW-22 on Fremont Street.

The City agrees to provide standard maintenance and security and to monitor the three wells for trichloroethene (TCE) using USEPA method 8260B. The sampling frequency should be once every three to five years, in agreement with Casanova Oak Knolls community requests. Our staff has assured City engineering staff that this monitoring is **not** part of any regulatory action. The Water Board views the City's monitoring of these three wells as a completely voluntary act, with the purpose of offering additional peace of mind to airport neighborhood residents. Upon the City's agreement with the community to terminate groundwater monitoring, the City agrees to pay for proper well destruction pursuant to standard Monterey County requirements. Water Board staff greatly appreciates the City's providing this service to local residents. If the Army Corps were to

JEFFREY S. YOUNG, CHAIR | KENNETH A. HARRIS JR., EXECUTIVE OFFICER

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continue its presence on the project to provide this small service, it would trigger hundreds of thousands of dollars in additional administrative costs.

2. The Army Corps agrees to remove all visible CONA park treatment system structures and infrastructure and return the park landscape to pre-cleanup conditions. It was previously thought possible that the City might take over limited parts of the treatment plant structure, although subsequent discussions have resulted in the City's request for complete removal of all CONA park facilities. As of the drafting of this letter, this removal work has begun.
3. The Airport will take over ownership and responsibility of several TCE source area extraction and monitoring wells. (The monitoring wells may be converted into extraction wells.) The Water Board has no objection to the Airport's taking over these wells as water from these wells meets drinking water standards. The Airport will also have the standard responsibility of proper well security, maintenance and, if necessary, destruction.

As a standard point of disclosure during site closure, should Water Board staff become aware of additional information warranting additional investigation or cleanup at the subject site, we reserve the right to require the Army Corps of Engineers to perform these potential actions.

Over the last 13 years, over \$18 million has been spent on the characterization and cleanup of these two solvent and petroleum groundwater plumes. Without the combined efforts of concerned community members, local politicians, and Army Corps staff, this cleanup would not be anywhere near as successful as what we've experienced.

We thank Jerry Vincent and his staff at the Army Corps of Engineers, and the many other parties involved in this cleanup; in particular, CONA representative Richard Ruccello and U.S. Congressman Sam Farr and his staff for their exceptional degree of commitment and cooperation in making this project a success. If you have any questions regarding this letter, please call **Grant Himebaugh at (805) 542-4636**, or Sheila Soderberg at (805) 549-3592 (email addresses below).

Sincerely,



Digitally signed by Kenneth A Harris Jr.
DN: cn=Kenneth A Harris Jr., o=Central Coast
Regional Water Quality Control Board,
ou=Executive Officer,
email=Ken.Harris@waterboards.ca.gov, c=US
Date: 2013.12.19 09:23:17 -08'00'

Kenneth A. Harris, Jr.
Executive Officer

S:\DoD\DoD Facilities\FUDS\Monterey Peninsula Airport\Correspondence\TCE plume\TCEFSAppDec2013

cc:

- Mr. Richard Ruccello, CONA, ruccello@aol.com
- Mr. Alec Arago, alec.arago@mail.house.gov
- Mr. Mark Bautista, Monterey Peninsula Airport, mbautista@montereyairport.com
- Mr. Tom Reeves, City of Monterey, reeves@monterey.org
- Ms. Olga Vargas, Monterey County Dept. of Health, VargasO@co.monterey.ca.us
- Ms. Carrie Tatoian-Cain, Dept. of Toxic Substances Control, Carolyn.Tatoian-Cain@dtsc.ca.gov
- Mr. Ian Waters, State Water Resources Control Board, Ian.Waters@waterboards.ca.gov
- Mr. Grant Himebaugh, Water Board, grant.himebaugh@waterboards.ca.gov
- Ms. Sheila Soderberg, Water Board, Sheila.soderberg@waterboards.ca.gov

Feasibility Study

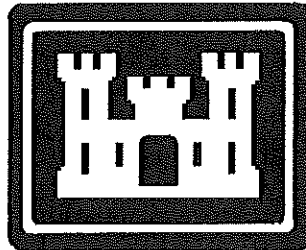
Trichloroethene and Petroleum Plumes
Naval Auxiliary Air Station Monterey
Formerly Used Defense Site

Monterey, CA
DERP-FUDS No. J09CA150002

FINAL

December 2013

Prepared for:



U.S. Army Corps of Engineers
Sacramento District
1325 J Street
Sacramento, CA 95814

Prepared by:

Cardno EM-Assist
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Disclaimer

This report revision was prepared by Cardno EM-Assist under subcontract to Oneida Total Integrated Enterprises. Oneida Total Integrated Enterprises initiated this work under Task Order 2 of Contract W912PP-0010-D-017 with the U.S. Army Corps of Engineers. This report is based upon the draft report prepared by TRW Systems for the U.S. Army Corps of Engineers and work conducted previously by EM-Assist under contract to the U.S. Army Corps of Engineers. The recommendations of this report are based on information collected at and near the former Naval Auxiliary Air Station, Monterey by various organizations including the U.S. Army Corps of Engineers and other organizations some of which were contracted by the U.S. Army Corps of Engineers. The recommendations of this plan are based on the professional judgment of Cardno EM-Assist staff and do not necessarily reflect the official position of the U.S. Army Corps of Engineers, Monterey Peninsula Airport District, or other agencies responsible for the clean up of the former Naval Auxiliary Air Station, Monterey.

Acceptance of this document in performance of the contract under which it is prepared does not mean the U.S. Army Corps of Engineers adopts the conclusions, recommendations, or other views expressed herein, which are those of Cardno EM-Assist staff only. Background information and other data have been furnished to Cardno EM-Assist by the U.S. Army Corps of Engineers or other sources, which Cardno EM-Assist has used in preparing this document. Cardno EM-Assist has relied on this information as furnished, and is not responsible for and has not confirmed its accuracy. This document has been prepared based on assumptions made by Cardno EM-Assist, which may substantially affect the conclusions and recommendations of this report. These assumptions, although thought to be reasonable and appropriate, may not prove true in the future. Cardno EM-Assist conclusions and recommendations are conditioned upon these assumptions.

7.0 Conclusions and Recommendations

The nature and extent of the contaminated soil and groundwater at the former NAAS Monterey, two groundwater plumes required remedial actions. Based on the analysis of alternatives, no further action is warranted for the Petroleum and TCE Plume. Previous treatability studies have resulted in the reduction in soil and groundwater contamination to the extent that the area of the Petroleum Plume qualifies for closure under the low-threat petroleum UST policy of SRWQCB Resolution 2012-0016. The remediation completed in both the Petroleum and TCE plumes as part of treatability testing, in conjunction with County of Monterey well prohibition ordinance, has resulted in both plumes presenting *de minimus* risks under CERCLA. As such, further remediation would not be prudent or economical based on the *de minimus* risks to human health or the environment.



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