

FILED Appendix D

Notice of Determination

To:

Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

County Clerk
County of: Monterey
Address: 168 West Alisal Street, 1st Floor Salinas, CA 93901

From:

Public Agency: Monterey Peninsula Airport District
Address: 200 Fred Kane Drive, Suite 200 Monterey, CA 93940
Contact: Chris Morello
Phone: 831-648-7000 ext 208

APR 11 2018
STEPHEN L. WAGNER
MONTEREY COUNTY CLERK
DEPUTY
2018-0038

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse):

Project Title: Infield & Taxiway Improvements Project

Project Applicant: Monterey Peninsula Airport District

Project Location (include county): Monterey, CA Monterey County

Project Description:

The proposed project involves several construction activities including: Rehabilitation of 15 infield areas; Removal of a non-standard segment of Taxiway "E"; Reconfiguration of the Taxiway "F" intersection with Taxiway "A"; and Reconfiguration of the Taxiway "K" intersection with Taxiway "A". The proposed project will enhance safety by: 1) Minimizing foreign object debris (FOD); 2) Increasing separation distances between aircraft; 3) Improving airfield drainage; and 4) Reducing the amount of infield areas attractive to hazardous wildlife.

This is to advise that the Monterey Peninsula Airport District has approved the above (X) Lead Agency or () Responsible Agency

described project on April 11, 2018 and has made the following determinations regarding the above described project.

- 1. The project () will (X) will not have a significant effect on the environment.
2. () An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. (X) A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X) were () were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (X) was () was not adopted for this project.
5. A statement of Overriding Considerations () was (X) was not adopted for this project.
6. Findings (X) were () were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Monterey Regional Airport, 200 Fred Kane Drive, Suite 200, Monterey CA

Signature (Public Agency): Title: Executive Director

Date: 4/11/2018 Date Received for filing at OPR:

RECEIVED

JUN 08 2018

Revised 2011

Authority cited: Sections 21083, Public Resources Code. Reference Section 21000-21174, Public Resources Code.

MONTEREY PENINSULA AIRPORT DISTRICT

POSTED 30 DAY

RESOLUTION NO. 1705

**A RESOLUTION CERTIFYING THE MITIGATED NEGATIVE DECLARATION FOR THE
INFIELD & TAXIWAY IMPROVEMENTS PROJECT AT MONTEREY REGIONAL AIRPORT
AND ADOPTING RELATED FINDINGS AND PROJECT MITIGATION MEASURES**

WHEREAS, the Monterey Peninsula Airport District (MPAD) proposes infield and taxiway improvements located on MPAD's owned and operated property at the Monterey Regional Airport ("Airport"), adjacent to Runway 28L-10R within the secured Air Operations Area (AOA) with no public access; and

WHEREAS, MPAD caused an Initial Study (IS) to be prepared for the Project pursuant to the California Environmental Quality Act (CEQA; Pub. Resources Code, §21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.); and

WHEREAS, no significant environmental impacts were identified through the environmental review and field investigations; and,

WHEREAS, less than significant impacts to Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Transportation/Traffic, Tribal Cultural Resources, and Hydrology/Water Quality were identified and mitigation measures were incorporated to reduce overall project environmental impacts; and,

WHEREAS, a Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) was prepared by MPAD and circulated between March 16 and April 05, 2018 to provide interested agencies, organizations, property owners and the general public with an opportunity to express their concerns regarding the potential environmental effects of the Project. The NOI was posted on March 16, 2017 with the Office of the Monterey County Clerk, the airport's website, within the Airport terminal building and within the Monterey Herald publication for a 20-day comment period, as mandated by CEQA; and

WHEREAS, MPAD hereby adopts the CEQA Findings in attached Attachment A, incorporated herein by reference. These CEQA Findings address – in part – the changes or alterations that have been incorporated into the Project to reduce all the Project's environmental impacts to a level below significant.

**NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE
MONTEREY PENINSULA AIRPORT DISTRICT THAT:**

1. The above recitals are true and correct, and are incorporated herein by reference.
2. Pursuant to State CEQA Guidelines section 15090, and based on all information contained in MPAD's files related to the Project, including but not limited to the Project IS that provides MPAD's independent judgment and analysis and its supporting documents, MPAD does hereby certify that:

The Project IS and MND was prepared in compliance with CEQA;

The Project IS and MND were presented to the Board of Directors of MPAD, and that decision-making body reviewed and considered the information contained in the Project IS prior to approving the Project;

3. Staff is hereby directed to file a Notice of Determination in accordance with CEQA within five working days of these approvals.
4. The custodian of the documents or other materials that constitute the record of proceedings upon which this decision is based is located at the Planning and Development Department, Monterey Regional Airport, 200 Fred Kane Drive, Suite 200, Monterey, CA 93940.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 11th day of April 2018, by the following roll call vote:

AYES:	DIRECTORS:	Cursio, Leffel, Vice Chair Sabo
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	Miller, Nelson

Signed this 11th day of April 2018



William Sabo, Vice Chair

ATTEST



Michael La Pier, A.A.E.
District Secretary

AGENDA ITEM: G-1
DATE: April 11, 2018

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, Executive Director
Chris Morello, Senior Planning Manager
SUBJ: Resolution 1705, a Resolution Certifying the Mitigated Negative Declaration for the Proposed Infield and Taxiway Improvements Project and Adopting Related Findings and Project Mitigation Measures

BACKGROUND.

In accordance with the requirements of the California Environmental Quality Act (CEQA), an Initial Study (IS) checklist was prepared for the Infield and Taxiway Improvements Project. The CEQA checklist evaluates 18 environmental categories. Based on this initial evaluation it was determined that potential environmental impacts could be successfully mitigated and a negative declaration was the appropriate vehicle for project approval.

A copy of the Environmental document is provided as **Attachment A** and includes the following:

- Initial Study for The Proposed Infield and Taxiway Improvements Project
- Appendix A, Mitigation, Monitoring, and Reporting Program
- Appendix B, Air Quality Information
- Appendix C, Biological Field Survey Report

The Project's CEQA Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) was prepared and circulated by MPAD between March 16 and April 5, 2018 to provide interested agencies, organizations, property owners and the public with an opportunity to express their concerns regarding the potential environmental effects of the proposed Project. The NOI was posted at: (1) the Office of the Monterey County Clerk; (2) the Airport's website; (3) the Airport terminal building; and (4) the Monterey Herald March 17, 2018 publication and mailed to specific agency and property owners as mandated by CEQA. The NOI provided for a 20-day comment period and the public comment period began on Friday, March 16, 2017 and closed on Thursday April 5, 2018 at 1:00 PM.

Two comments were received during the comment period and both comments are attached;

- City of Monterey – Todd Bennett, Senior Associate Planner
- Casanova Oak Knoll Neighborhood Association - Richard Ruccello

Page 41 of Attachment A provides information as it relates to storm water management. Mitigation Measure HYD-2 incorporates engineering design will be required to address the storm water runoff rates and incorporate appropriate improvements. It is noted that consultation with affected agencies will be necessary.

Page 45 of Attachment A provides information as it relates to construction noise. The Impact Analysis states at the distance between the homes and the construction area, the noise impacts will be less than significant. In addition, the Airport will incorporate all feasible measures into the project to reduce construction related noise.

Proposed Infield Improvements (Exhibit 2, Proposed Project) attached

As described in the Initial Study, the Monterey Peninsula Airport District, as owner and operator of the Monterey Regional Airport, is proposing to make improvements to 15 existing infield areas between Runway 10R-28L and parallel Taxiways A and B located within a secured area that provides no public access on Airport property. Chip seal is a pavement surface treatment which involves application of alternating layers of liquid asphalt and fine aggregate.

Presently, the infield areas consist of either: 1) entirely chip seal; 2) Combination of chip seal and natural ground; or 3) Entirely natural ground.

The proposed Infield Improvements will enhance safety as follows:

- 1) Reduce foreign object debris (FOD) created by the existing deteriorating chip seal pavement, which can damage aircraft by being blown into the aircraft and cracking windows, damaging other aircraft components, or being sucked into aircraft engines;
- 2) Modify the surface grades of the infield areas to meet FAA design standards, which would minimize the presence of ponded water on the airfield during storm events;
- 3) Reduce the amount of infield areas attractive to hazardous wildlife, including burrowing animals, as a recommended wildlife control strategy in the Airport's Wildlife Hazard Management Plan (2013) to prevent wildlife collisions with aircrafts; and
- 4) Provide drainage improvements to the infield's west end.

Proposed Taxiway Improvements

The District is also proposing Taxiway Improvements that include: 1) the Removal of Taxiway "E", south of Runway 10R-28L; 2) the Reconfiguration of Taxiway "F" and "K" intersections at parallel Taxiway "A" (including associated infield areas) south of Runway 10R-28L and; 3) the Reconfiguration of parallel Taxiway A (including associated drainage, apron and service road revisions).

The proposed Taxiway Improvements will enhance safety as follows:

- 1) Remove the non-standard Taxiway "E," which has a wide expanse of pavement with a painted green "island" between two lanes;
- 2) Provide a 90-degree (right angle) at the Taxiway "F" connection and expand the taxiway width to 75 feet to meet the needs of critical design aircraft; and
- 3) Relocate Taxiway "F" and "K" hold lines to a standard 250 feet from taxiway centerline to Runway centerline to increase the separation distances between aircraft located south of Runway 10R-28L; and

- 4) Reconfigure the Taxiway “F” and parallel Taxiway “A” intersection to improve airfield drainage.

Environmental Findings

No impacts or less than significant environmental impacts were identified through the environmental review and field investigations for the following Environmental Factors;

(Attachment A, page 15)

Aesthetics	Public Services
Land Use/Planning	Geology/Soils
Population/Housing	Noise
Agriculture and Forestry Resources	Recreation
Hazards & Hazardous Materials	Utilities/Service Systems
Mineral Resources	

Less than significant impacts with Mitigation Incorporated were identified for the following environmental impacts through the environmental review and field investigations for the following Environmental Factors; **(Attachment A, page 15)**

Biological Resources	Cultural Resources
Greenhouse Gas Emissions	Tribal Cultural Resources
Transportation/Traffic	Air Quality
Hydrology/Water Quality	

The Mandatory Finding of Significance determined that the Project would be *Less Than Significant With Mitigation Incorporated*. This overall finding can be found on **Attachment A, pages 54-59**.

Section 15097 of the *California Environmental Quality Act (CEQA)* requires all state and local agencies establish mitigation, monitoring and reporting programs (MMRP) for projects approved by a public agency whenever approval involves the adoption of a mitigated Negative Declaration. **Attachment A, Appendix A** outlines the full MMRP.

The MMRP for the proposed Infield and Taxiway Improvements describes the mitigation measures identified by the Mandatory Findings, identifies responsible entities for implementing and monitoring the plan, and outlines the mitigation measure timeline. The MMRP document will be used by the Airport staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation.

RECOMMENDATION. Adopt proposed Resolution 1705, a Resolution Certifying the Mitigated Negative Declaration for the Infield & Taxiway Improvements Project and Adopting Related Findings and Project Mitigation Measures.

Chris Morello

From: Richard Rucello <conamonterey@aol.com>
Sent: Monday, March 19, 2018 8:43 PM
To: Chris Morello; Michael Brassfield
Subject: Negative Declaration

Sent from my iPad

Chris, thank you for returning my call today.

I have reviewed the Negative Declaration, our concern is still with the night work disturbing sleeping residents. The main concerns are night vehicle and construction noise.

I see the area where individual vehicle noises are rated in the 80 DB range, no estimate is given for the estimated noise at the nearest residents. I do not see a reference to truck backup beeper decibel levels, and request an answer describing these noise levels. Door slamming, and loud talking should also be addressed. There should be contractor language requiring workers to be briefed on noise discipline. Our City of Monterey has night noise maximums, I would like to know what this document places on these levels and the differences between them.

The Cal Am contractor that stages at the carnival grounds gave our residents his cell phone numbers so that they could communicate real time with excess night noise.

Is the next day calling the Airport our only option for after the fact reporting?

Please submit these thoughts as the CONA response the the Neg Dec.

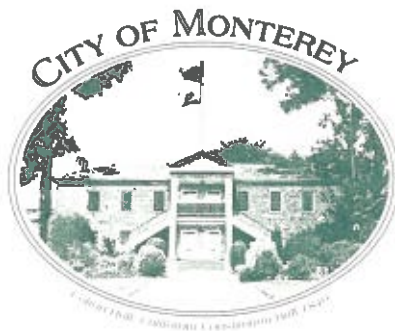
Richard Rucello
Casanova Oak Knoll Neighborhood Association
Conamonterey@aol.com

Total Control Panel

[Login](#)

To: cmorello@montereyairport.com [Remove](#) this sender from my allow list
From: conamonterey@aol.com

You received this message because the sender is on your allow list.



April 5, 2018

Chris Morello, Senior Manager - Planning & Environmental
Monterey Peninsula Airport District
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

Subject: Infield & Taxiway Improvements Project – CEQA Comments

Dear Ms. Morello,

The City of Monterey appreciates this opportunity to provide comments on the proposed infield and taxiway improvement project. The City's focus is centered on possible impacts to the adjacent residential neighborhoods, including noise and stormwater runoff.

Noise:

The City appreciates your willingness to minimize noise levels to the greatest extent possible while still maintaining maximum safety levels. To this end, the City supports your intent to reduce equipment safety beeper levels to the lowest level allowed by law.

Hydrology & Water Quality:

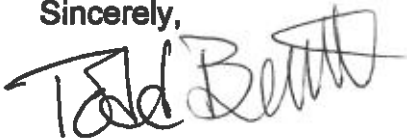
Although a mitigation measure is proposed to determine runoff rates pre-construction and post-construction for the 85th percentile storm event per RWQCB Low Impact Development requirements for smaller storm events, the mitigation measures proposed do not appear to examine greater storm event impacts of the Project from the 10- to 100-year storm events to the City of Monterey (and associated HWY 68 Caltrans ROW) drainage systems downstream or if capacity exists in either or both systems to accept the greater flows as a result of the added imperiousness.

Accordingly, the City recommends a mitigation measure be added for the Project to require a Hydrology and Hydraulics (H&H) study to examine peak-flows for the 10-through 100-year storm events, identify mitigation measures to reduce peak flows to pre-project flow rates, or consider include a capacity analysis of the downstream storm drainage system(s) to handle any of the additional flows and that the Project's lead agency consult with applicable agencies (likely City of Monterey and CalTrans, at the least) on whether the additional flows are acceptable. In either case, the City

recommends that the Project lead agency consult with the affected agencies on the hydraulic results to determine if the agency is amenable to the added flows.

Thank you for this opportunity to comment on the Infield & Taxiway Improvement Project, and we look forward to a continued harmonious relationship with the Monterey Peninsula Airport District.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Bennett". The signature is written in a cursive, somewhat stylized font.

Todd Bennett
Senior Associate Planner

e: CONA President

