

ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT FOR THE AIRPORT MASTER PLAN FOR PROPOSED MODIFICATIONS



Monterey Regional Airport - August 2020





Airport Master Plan Objectives

Enhance Airport Safety - Provide improvements that will enhance the Monterey Regional Airport's safety by meeting Federal Aviation Administration (FAA) design standards to the maximum extent feasible;

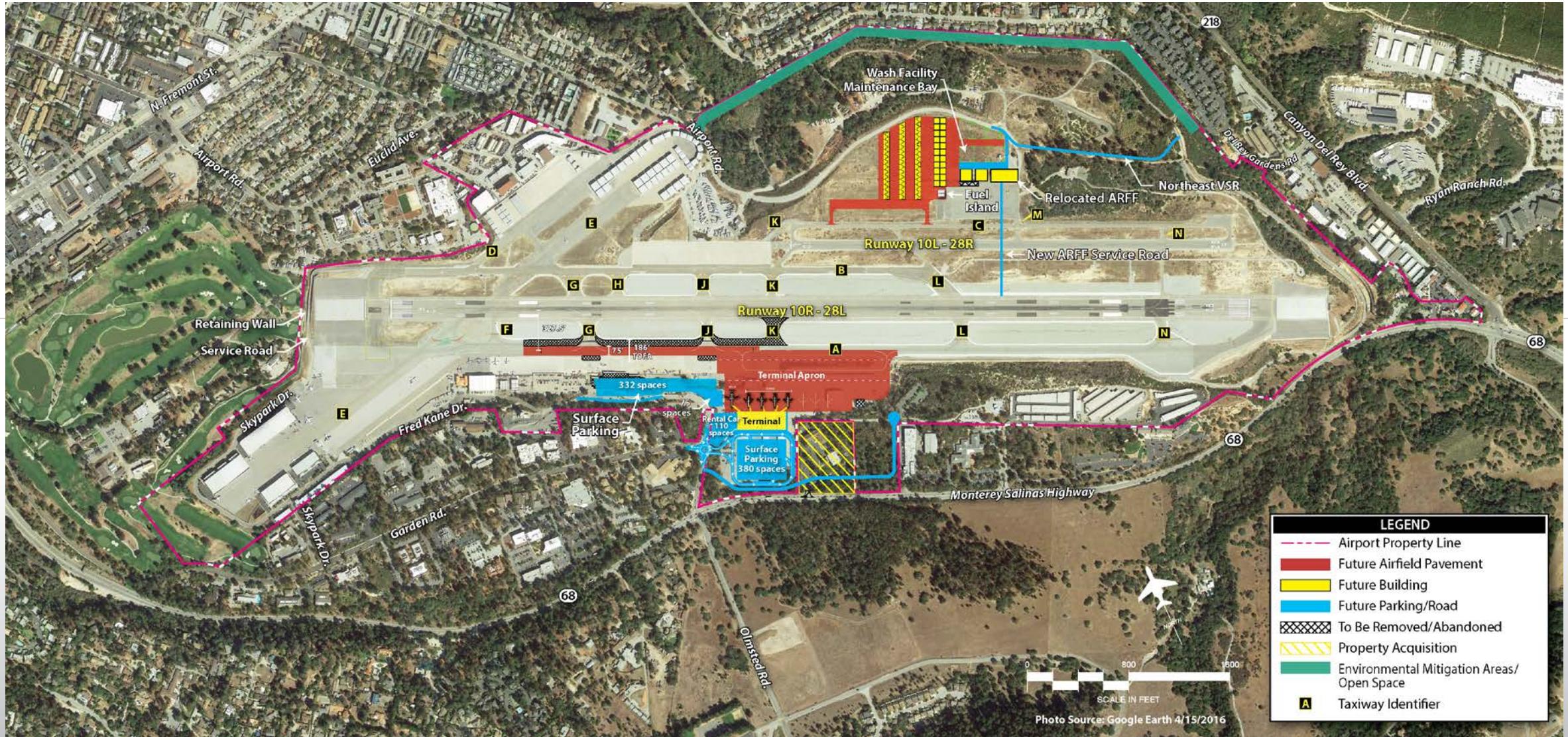
Prepare for Future Aviation Demand - Provide improvements to safely and adequately prepare for forecasted aviation operations and demand through the year 2033 consistent with new code requirements and passenger expectations for airport functionality;

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.



Approved Short-Term Project – Revised 8-2020

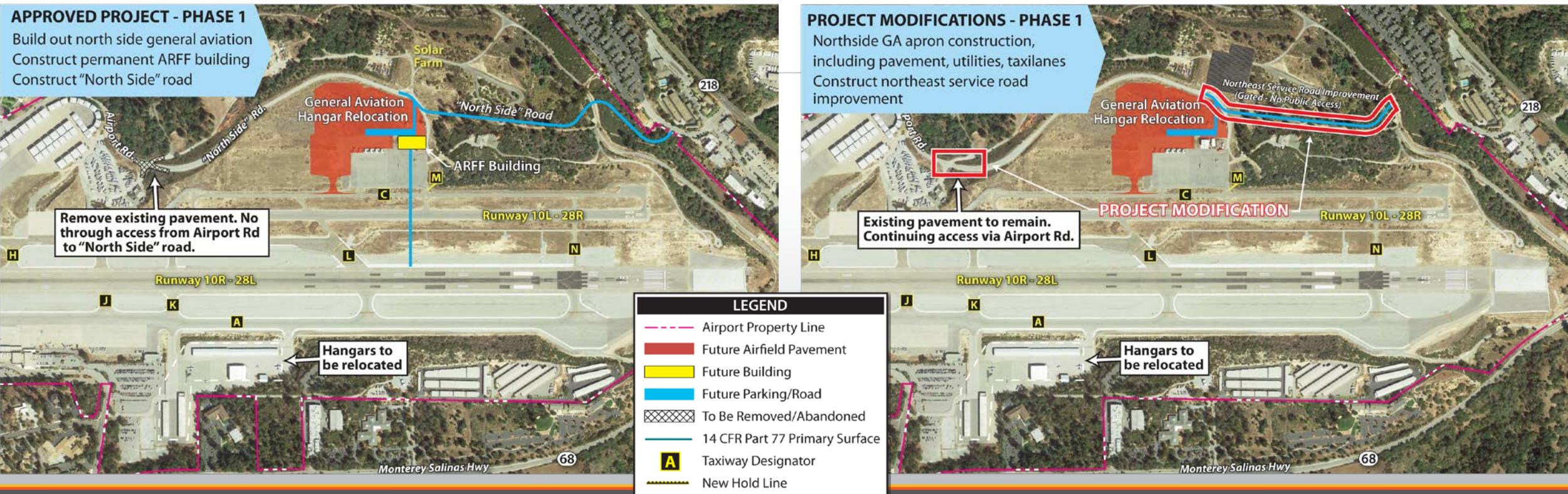


EIR Addendum – CEQA Guidelines Section 15164

- None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.
- An addendum is an appropriate subsequent document to a previously certified EIR when some modifications to a project are necessary, but those changes do not create new or increased significant environmental impacts that warrant major revisions to the previous document (CEQA Guidelines §§ 15162(a), 15164(a); see *Save Our Heritage Organization v. City of San Diego* (2018) 28 Cal.App.5th 656, 668).
- State CEQA Guidelines Section 15164(c) provides that the Addendum does not need to be circulated for public review.

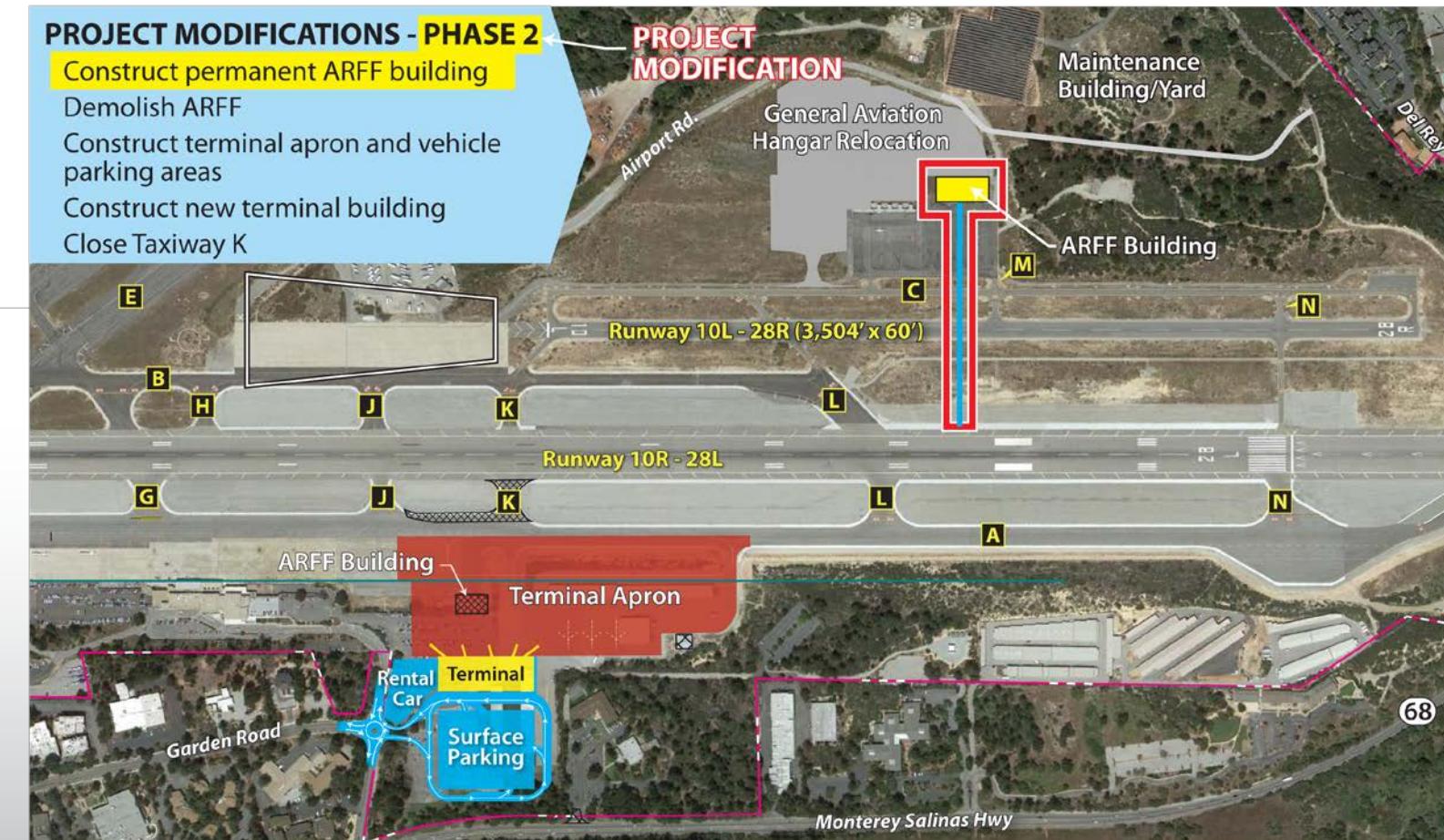
Proposed Project Modifications

- Access to the north side general aviation (GA) area would continue to occur via Airport Road for the aviation hangar relocation component.
- The northeast vehicle service road improvements would be constructed in Phase 1 and would serve as construction access as well as provide long-term airport operations access.
- A proposed public connection from the existing east vehicle service road to Del Rey Gardens Drive would be removed from the short-term program.



Proposed Project Modifications

- Relocation of the aircraft rescue and firefighting (ARFF) facility would be moved from Phase 1 of the short-term program to Phase 2.
- To ensure consistency with City of Monterey policies, once the facility is relocated, the ARFF would be used only for on-airport emergencies and would not support off-airport response.



Comparison of Phasing for Short-Term Project Components

Construction Phases	Approved Project	Proposed Project Modifications	Construction Phases	Approved Project	Proposed Project Modifications
Phase 1 (Years 1-3)	<ul style="list-style-type: none"> Construct the necessary pavement, infrastructure, and hangars to relocate approximately 44 GA tenants from the southeast part of the Airport to north of the airfield. Construct a “north side” road from the north GA area to Highway 218 via a connection with Del Rey Gardens Drive. Construct a permanent ARFF building in the general location of the existing Navy Flying Club buildings (as well as an ARFF service road to the primary runway). 	<p>Same as Approved Project except:</p> <ul style="list-style-type: none"> Remove the proposed “north side” public road from the existing east vehicle service road to Highway 218 via a connection with Del Rey Gardens Drive from the short-term project. Northeast vehicle service road improvements from the existing northern terminus of the east vehicle service road to the north side GA area would not be available for public access. Move construction of a permanent ARFF building in the general location of the existing Navy Flying Club buildings (as well as an ARFF service road to the primary runway) to Phase 2. 	Phase 2 (Years 4-7)	<ul style="list-style-type: none"> Demolish the existing ARFF building and southeast GA area and relocate southeast GA tenants. Construct a relocated commercial terminal complex (including apron, terminal loop road and roundabout, and vehicular parking lots). Close Taxiway “K” between Runway 10R-28L and Taxiway “A.” 	<p>Same as Approved Project except:</p> <ul style="list-style-type: none"> Construct a permanent ARFF building in the general location of the existing Navy Flying Club buildings (as well as an ARFF service road to the primary runway).
			Phase 3 (Year 8)	<ul style="list-style-type: none"> Remark 1,850-If portion of Taxiway “A” to 327.5 feet from Runway 10R-28L and relocate taxiway signage and lighting. Remark hold lines on Taxiways “G” and “J” at 250 feet from the Runway 10R-28L centerline. Provide apron islands at Taxiways “G” and “J.” Demolish the existing terminal building. 	Same as Approved Project
			Phase 4 (Year 9)	<ul style="list-style-type: none"> Construct a two-level surface parking lot along Fred Kane Drive (along with a minor realignment of Fred Kane Drive). 	Same as Approved Project
			Phase 5 (Year 10)	<ul style="list-style-type: none"> Construct Highway 68 frontage cul-de-sac 	Same as Approved Project

Approved Project	Mitigation Program	Proposed Project Modifications	Mitigation Program	Level of Significance After Mitigation for Proposed Project Modifications
EIR 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 CDFW or USFWS.				
Short-Term Impacts				
Impact BIO-11: Loss of 1,450 sandmat manzanita	BIO/mm-12	Revised Impact BIO-11: Loss of 1,126 sandmat manzanita	Revised BIO/mm-12	Less Impact than Approved Project - Less than Significant
Impact BIO-13: Loss of 8 Eastwood's goldenbush	BIO/mm-14	Revised Impact BIO-13: Loss of 2 Eastwood's goldenbush	Revised BIO/mm-14	Less Impact than Approved Project Less than Significant
Impact BIO-14: Loss of 18 Monterey ceanothus	BIO/mm-15	Revised Impact BIO-14: Loss of 15 Monterey ceanothus	Revised BIO/mm-15	Less Impact than Approved Project Less than Significant
Impact BIO-15: Loss of 49 small-leaved lomatium	BIO/mm-16	Revised Impact BIO-15: Loss of 33 small-leaved lomatium	Same as Approved Project	Less Impact than Approved Project Less than Significant
EIR 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 Impacts				
Impact BIO-30: Loss of 4.16 acres of sandmat manzanita chaparral	BIO/mm-22 through BIO/mm-31	Revised Impact BIO-30: Loss of 3.60 acres of sandmat manzanita chaparral	Same as Approved Project (with Revised BIO/mm-26)	Less Impact than Approved Project - Less than Significant
Impact BIO-31: Loss of 4.54 acres of Monterey pine forest	BIO/mm-22 through BIO/mm-31	Revised Impact BIO-31: Loss of 4.18 acres of Monterey pine forest	Same as Approved Project (with Revised BIO/mm-26)	Less Impact than Approved Project - Potentially Significant and Unavoidable
Impact BIO-32: Loss of 4.83 acres of coast live oak woodland (657 trees)	BIO/mm-22 through BIO/mm-31	Revised Impact BIO-32: Loss of 3.60 acres of coast live oak woodland (525 trees)	Same as Approved Project (with Revised BIO/mm-26)	Less Impact than Approved Project - Less than Significant

Revised Environmental Evaluation – Biological Impacts

Short-term impacts would be reduced to multiple candidate, sensitive, or special-status species and associated sensitive natural communities.

Revised Environmental Evaluation – Air Quality, Greenhouse Gases (GHGs), and Traffic

- Short-term construction-related truck trips **would be reduced**.
- Short-term operational vehicular trips **would be reduced**.
 - Trips on Airport Road associated with the relocated hangars and ARFF facility would be offset by the removal of vehicular trips associated with month-to-month leased landscaping storage operations currently occurring in the north side proposed stockpile locations. **Result appx. 30 less average daily trips (ADT)**.
 - Other operational vehicular traffic such as heavy-duty truck trips **would be reduced**.
 - ARFF off-airport emergency trips **would not occur**, as requested by the City of Monterey.
- Construction and operational emissions and GHGs from vehicular traffic **would be reduced**.

Revised Environmental Evaluation – Land Use Policy Consistency

- **Del Rey Oaks General Plan** – Previously identified inconsistencies for Circulation Policies C-3 (Level of Service [LOS] degradation) and C-17 (potential north side access) **would no longer occur** in the short term.
- **Monterey General Plan** – Previously identified inconsistencies for Circulation Element Goal j (LOS degradation) **would no longer occur**. The proposed Project modifications would result in a **net decrease** of airport-related ADT on Airport Road.
- **Casanova Oak Knoll Neighborhood Area Plan** – Same as the Approved Project. The proposed Project modifications would result in a **net decrease** of airport-related ADT on Airport Road.

Revised Environmental Evaluation – Public Services (Fire Protection)

- A permanent ARFF facility would be constructed on the north side of the Airport during Phase 2 of the short-term project components before the existing ARFF facility is demolished.
- Automatic expiration of the current fire service agreement would occur in about three years, which is consistent with the revised timing of ARFF relocation.
- Non-renewal or cancellation of the current fire service agreement with the City of Monterey is outside the scope of the Approved Project and is not an impact of the proposed Project modifications under the *California Environmental Quality Act*.
- No significant impact to on-airport fire protection would occur due to the proposed Project modifications.



SEQUENCE OF ADDENDUM CERTIFICATION AND PROJECT APPROVAL AGENDA ITEM PROTOCOLS AT AUGUST 12, 2020 MEETING FOR EACH RESOLUTION.

1. Introduction of Item by Chair Leffel,
2. Chair Leffel will refer Item to District Counsel Scott Huber,
3. Presentation of Project, Addendum to AMP Final EIR, CEQA Environmental Process, and Findings by Staff, and Judi Krauss of Coffman Associates,
4. Open Item to Public Comment
 - a. Limit Public Comments to 3 Minutes/Person
 - b. Chair Leffel and District Counsel Scott Huber Close Public Comment
5. Board Comments and Discussion,
6. Motion by Board
7. Board Action by Roll Call Vote.

RECOMMENDATIONS

1. Certify and Approve proposed CEQA Resolution No. 1781 (a) finding that the proposed minor changes and modifications to the approved Monterey Regional Airport Master Plan (Project) would not cause new significant environmental impacts or substantially more severe significant environmental impacts in comparison to the impacts disclosed in the *Airport Master Plan Final Environmental Impact Report* (AMP EIR), and that none of the conditions described in State CEQA Guidelines Sections 15162 and 15163 (Title 14 California Code of Regulations) calling for preparation of a subsequent or supplemental EIR have occurred, or would occur, with the approval of the currently proposed Project, and b) adopting the Addendum to the AMP EIR (SCH #2015121105), including its related CEQA Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations.
2. Adopt the proposed Project Approval Resolution No. 1782, which approves minor changes and modifications to the approved Airport Master Plan Project for Monterey Regional Airport.