

**MINUTES OF THE SPECIAL MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT
BOARD OF DIRECTORS**

November 26, 2018 - 1:00 PM - Board Room

A. CALL TO ORDER/ROLL CALL

Chair Miller called to order the Special Meeting of the Board of Directors at 1: 11 PM. Directors Cursio, Leffel, Nelson and Sabo were present. The following District Officers were present: Executive Director La Pier, District Counsel Huber, and Acting District Secretary Auker.

B. PLEDGE OF ALLEGIANCE

District Counsel Huber led the Pledge of Allegiance.

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

None.

D. PUBLIC COMMENTS

Public Comment: Elizabeth Stacey, Del Rey Oaks resident, stated that she was curious why residents were not notified about this meeting until late in the afternoon the day before Thanksgiving. She noted that if more notice was received, there would have been more people in attendance from Del Rey Oaks, as well as other people who commented on the EIR.

Public Comment: Richard Ruccello, Casanova Oak knoll Neighborhood Association President, stated that he brought a copy of a picture of a tanker truck on one of the cul-de-sacs in his neighborhood that is directly opposite to the entry to the north side. He stated that he would like to have a meeting with Executive Director La Pier and board members to establish protocol for deliveries. He noted that the contents of the tanker truck were unknown and, on that day, they had six to eight different semi-trucks pull into that closed street and get stuck. He stated that what worries the residents is the danger of the hazardous material and this truck backing down the hill into traffic on their own with no guidance and rules for the tenants on deliveries need to be established. In conclusion he added that \$250,000 was recently spent to close that street off following all state laws, and the problem continues.

E. REGULAR AGENDA - ACTION ITEMS

- Adopt 1. Resolution No. 1730, A Resolution of the Monterey Peninsula Airport District to Approve and Certify the Final Environmental Impact Report, the Mitigation Monitoring and Reporting Program, and Related CEQA Findings, for the Monterey Regional Airport Master Plan

Chair Miller introduced Item E.1 and Executive Director La Pier introduced the planning team.

District Counsel Huber noted that the meeting was published in accordance with the Government Code and he stated the recommendations to the Board.

James Harris and Judi Krauss, Coffman Associates, briefly discussed the history of the Airport Master Plan project process, highlighting the public outreach, and gave a presentation to the Board on the project, the final EIR, the CEQA environmental process and the findings.

District Counsel Huber thanked the Coffman staff for their work and reiterated the recommendations to the Board.

Chair Miller opened the item for public comment at 2:12 PM.

Public Comment: Matthew Wright, Monterey Fuel Company General Manager, stated that he was in attendance to voice support for the proposed Resolution 1730 and 1731 and ask that the Board take action to approve both the Final Environmental Impact Report and the Airport Master Plan. He stated that Monterey Fuel Company is the largest tenant at Monterey Regional Airport, and, perhaps, the one most likely to be impacted, either positively or negatively, by these documents. He noted that they understand the overall importance for the airport and the public that an updated master plan is adopted and the potential harm and safety issues for failing to plan for the future. He added that a community that is heavily reliant on air travel and tourism for its economic vitality only speaks to the importance of the documents that are being considered. He reiterated that Monterey Fuel Company supports Alternative 1 as presented in the EIR and stated that they believe the master plan does a good job of defining the current state of the airport and identifies areas that need development and improvement.

Public Comment: Louise Goetzelt, Del Rey Oaks resident, stated that she notices that a lot of hard work has gone into the draft master plan and the EIR. She stated that she objects to the north side road coming in through Del Rey Gardens Drive, and that this is also a comment from Mr. R.J. Roland, Roland and Associates. The major concern is that road and the impact it would have on the quality of life (noise, exhaust, etc.) of the residents of The Oaks and Mr. Roland's business as well as the environmental impact of constructing the road (runoff, impact on the flora and fauna, etc.).

Public Comment: Richard Ruccello, Casanova Oak knoll Neighborhood Association President, stated that the CONA neighborhood association is in support of Alternative 1 but wanted to expand on the emergency response difference to the City of Del Rey Oaks. He stated that being a member of a Community Emergency Response Team, he can attest to the importance of quick emergency response and having an agreement with an adjoining jurisdiction to have fire available and to have paramedics on board those fire engines is a life-or-death situation.

Public Comment: Bob Smith, Del Rey Oaks resident, stated that he wanted to ask Judi, one of the consultants, if they did a study on the impact of putting that north road through over to 218, he did not hear anything about the environmental or the impact on the residents.

Public Comment: Wayne Marien, Del Rey Oaks resident whose property backs up to the fence of the Airport's property, stated that he did not see in the EIR any mention of the effect on property values, noting that he read many studies that indicate declines in property values on residences that are located near airports. He expressed another concern regarding the noise that is created by the airport.

Public Comment: Alex Siqueiros, Del Rey Oaks resident, stated that he just wanted to find out if the current businesses that are in that area where the road is going to be will move or if they'll stay there.

Public Comment: Dennis Allion, Del Rey Oaks City Councilmember stated that he wanted to emphasize that there is a lot of misperception about the proposed north side access road and in particular that there is a lot of misperception on the part of citizens of Del Rey Oaks that the City Council has made a backdoor deal with the Airport. He noted that this is the Airport's master plan, City Council was asked to provide input, they provided input and emphasized that we all have to figure out a solution that will be acceptable to the people of The Oaks, to the people like Jay Roland, who has his business there, and to the gentleman who just talked about noise pollution on his side of the boundary. He stated that one of the really important things the Board needs to address is to get people to understand exactly what the plans are for the area. He stated that he does not think people understand the potential for

sound buffering, dust, etc. and how these things can be mitigated. He stated that they need to be addressed in a logical way so people can understand them, and then people may be more receptive to the idea of the north side access road.

Chair Miller closed public comment at 2:30 PM. After final discussion and comments from the Board, Chair Miller thanked staff and consultants for their work and also thanked the members of the public for attending the meeting.

Director Leffel moved to adopt Resolution No. 1730. Director Cursio seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

RESOLUTION NO. 1730

A RESOLUTION OF THE MONTEREY PENINSULA AIRPORT DISTRICT TO APPROVE AND CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT, THE MITIGATION MONITORING AND REPORTING PROGRAM, AND RELATED CEQA FINDINGS, FOR THE MONTEREY REGIONAL AIRPORT MASTER PLAN

WHEREAS, the Monterey Peninsula Airport District ("District") has prepared a Draft Airport Master Plan and associated draft land use compatibility plan for the Monterey Regional Airport ("Airport") to provide a development framework to implement improvements that would enable the Airport to accommodate future demand for air travel in the region, enhance airport safety, incorporate airport sustainability goals, and increase airport self-sufficiency; and

WHEREAS, a Draft Environmental Impact Report ("Draft EIR") (SCH#2015121105) has been prepared by the District, as the Lead Agency, pursuant to the requirements of California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*) ("CEQA") and the State CEQA Guidelines (14 Cal Code Regs. Sections 15000 *et seq.*) to address the potential environmental impacts associated with the Monterey Regional Airport Draft Airport Master Plan, as identified as the Proposed Project, and three alternatives (Alternative 1 (the environmentally superior alternative), Alternative 2 (no north side road) and Alternative 3 (no project)); and

WHEREAS, Alternative 1 retains all the major project components of the Proposed Project, but has been designed to reduce the environmental impacts identified for the Proposed Project while still meeting the important Proposed Project objectives; and

WHEREAS, the Proposed Project and Alternative 1 have been studied to the same level of detail in the environmental analysis; and

WHEREAS, the three alternatives represent a reasonable range of the alternatives that could feasibly attain one or more of the project objectives and eliminate or reduce significant impacts; and

WHEREAS, Alternative 1 has been identified as the environmentally superior alternative; and

WHEREAS, there is no reasonable alternative site in light of the nature of the Proposed Project, which is to provide a development framework to implement needed safety and other improvements at the Airport; and

WHEREAS, on December 30, 2015, the District published a Notice of Preparation and Notice of Scoping Meeting for the DEIR; and

WHEREAS on September 14, 2018, the District published the Notice of Availability of Draft EIR (SCH#2015121105) and announcement of Public Meeting; and

WHEREAS, the Draft EIR was circulated for a fifty-four (54) day public review period from September 17, 2018 to November 9, 2018;and

WHEREAS, the District held a public meeting (workshop) on October 9, 2018, to receive and consider public comments with respect to the Proposed Project and the completeness and adequacy of the Draft EIR; and

WHEREAS, the District prepared responses to all written comments received during the public review period and all oral comments received on the record at the October 9, 2018 public workshop; and

WHEREAS in accordance with Section 15132 of the State CEQA Guidelines, the Final EIR (SCH#2015121105) consists of:

- a. Draft EIR (SCH#2015121105) and all appendices and technical reports thereto;
- b. Comments and responses to comments on Draft EIR (SCH#2015121105), including a list of all persons, organizations, and public agencies commenting;
- c. Proceedings of the public workshop that was held on the Draft EIR, on October 9, 2018, at the Airport;
- d. Agenda packet and materials for Final EIR (SCH#2015121105) and the Proposed Project and staff's recommendation for Alternative 1 to be approved as the Airport Master Plan project for the Airport that were provided to the District Board of Directors ("Board") dated November 26, 2018;
- e. Proceedings of the Board meeting held on November 26, 2018;
- f. Public testimony provided at the Board meeting held on November 26, 2018;
- g. Board Resolutions relating to the Proposed Project and Alternatives and Final EIR, including all attachments thereto; and,
- h. All attachments and documents incorporated by reference identified in items a. through g. above; and

WHEREAS, Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines requires that this Board make one or more of the following findings prior to approving or carrying out a project for which an EIR has been prepared identifying one or more significant effects to project, together with a statement of facts in support of each finding:

- (1) Changes or alterations have been required in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment.
- (2) Changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report; and

WHEREAS, with respect to significant effects which were subject to a finding under paragraph (3) above, the Board must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment; and

WHEREAS, Section 15093(a) of the State CEQA Guidelines requires this Board to balance the benefits of a Proposed Project against its unavoidable environmental risk in determining whether to approve the project; and

WHEREAS, Section 15093(b) of the State CEQA Guidelines requires that, where the decision of this Board allows the occurrence of significant effects which are identified in an EIR, but are not at least substantially mitigated, the Board must state in writing the reasons to support its action on the Final EIR or other information in the record; and

WHEREAS, Section 15097 of the State CEQA Guidelines requires that a mitigation monitoring and reporting program ("MMRP") designed to ensure compliance with mitigation measures imposed to avoid or substantially lessen the significant effects identified in the Final EIR be prepared; and

WHEREAS, on November 21, 2018, the District provided to the Board copies of the entire Agenda packet and other materials identified above for the November 26, 2018 Board meeting on the Final EIR (SCH#2015121105) and the Proposed Project and Alternative 1 as the staff recommended Airport Master Plan Project; and

WHEREAS, the Board has reviewed and considered all such materials for the Final EIR (SCH#2015121105) and the Proposed Project and the staff recommended Alternative 1 identified above; and

WHEREAS, on November 21, 2018, the District provided notice of the public meeting on the Final EIR (SCH#2015121105) and the Proposed Project and Alternative 1 scheduled for November 26, 2018, in accordance with the Ralph M. Brown Act, Government Code Section 54950, *et seq.*; and

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT, as the airport proprietor of Monterey Regional Airport, and, in light of the whole record for Final EIR (SCH#2015121105) and the Proposed Project and Alternative 1 before it:

1. Has reviewed and considered Final EIR (SCH#2015121105) as the Lead Agency pursuant to CEQA and finds that it is adequate, complete and contains all information required by CEQA and the State CEQA Guidelines.

2. Has provided, and will continue to provide, Final EIR (SCH#2015121105), on file with the Monterey Regional Airport, 200 Fred Kane Drive, Monterey, California 93940, and available for inspection through the District's Planning Department, Chris Morello, Deputy Director for Strategy and Development.

3. Finds that Final EIR (SCH#2015121105) has identified all significant environmental

effects of the Proposed Project and Alternative 1 and has analyzed a range of reasonable alternatives to the Proposed Project, as set forth in the CEQA Findings, Facts in Support of the Findings, and Statement of Overriding Considerations ("Findings"), which are incorporated by reference, made an express part of this Resolution and attached to this Resolution as "Exhibit A."

4. Adopts the appropriate finding(s) set forth in Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines with respect to each significant environmental effect identified in Final EIR (SCH#2015121105), and each alternative considered in Final EIR (SCH#2015121105), and the explanation of its reasoning with respect to each finding as set forth in the Findings.

5. Finds that although Final EIR (SCH#2015121105) identifies certain significant environmental effects that may occur with implementation of Alternative 1 (the Environmentally Superior Alternative), all significant effects that feasibly can be mitigated or avoided have been reduced to an acceptable level by imposition of mitigation measures, all of which have been identified in Final EIR (SCH#2015121105) and described in the attached Findings; and all of which are adopted by this Board to mitigate the environmental effects of Alternative 1, the environmentally superior alternative.

6. Finds that the unavoidably significant environmental effects of Alternative 1, as identified in the attached Findings, have been lessened substantially in their severity, to the extent feasible, by the imposition of mitigation measures identified in the attached Findings. This Board also finds that those unavoidable significant environmental effects are outweighed by the economic, social, technological and other benefits of Alternative 1, as set forth in the Statement of Overriding Considerations, as identified in the attached Findings.

7. Adopts the Statement of Overriding Considerations, as identified in the attached Findings, which, based on substantial evidence in the record, supports and justifies approval of Alternative 1, notwithstanding certain unavoidably significant environmental effects that feasibly cannot be mitigated to below a level of significance. The unavoidable significant environmental effects of Alternative 1 are deemed acceptable when balanced against the overriding economic, social, technical and other benefits of Alternative 1 as set forth in the Statement of Overriding Considerations.

8. Finds that the MMRP, which is incorporated by reference, made an express part of this Resolution and attached to this Resolution as "Exhibit B," establishes a mechanism and procedure for implementing and verifying the implementation of, and compliance with, the adopted mitigation measures pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, and this Board adopts the MMRP. The MMRP is adopted, is incorporated into Alternative 1 as a condition of approval, and shall be fully enforceable.

9. Find that Final EIR (SCH#2015121105) has described a reasonable range of alternatives to the Proposed Project, including Alternative 1 (the environmentally superior alternative), that feasibly could obtain the basic objectives of the project (including the No Project Alternative), even when these alternatives might impede the attainment of project objectives and might be more costly.

10. Finds that there is substantial evidence in the entirety of the record to support the conclusions and findings before this Board.

11. Finds that significant new information has not been added to Final EIR (SCH#2015121105) since the circulation of the Draft EIR such that recirculation for additional public

review is necessary pursuant to State CEQA Guidelines Section 15088.5. The Board further finds that no information has been presented showing new significant effects and that no feasible alternative that would clearly lessen the significant physical environmental effects identified in the Final EIR has been proposed and rejected by this Board.

12. Finds, based on Final EIR (SCH#2015121105), that Alternative 1 will not involve removal of coastal sage scrub habitat, or result in a net loss in Reserve System acreage or a net loss in sub-regional habitat values, and Alternative 1 will be implemented in accordance with the applicable provisions of the approved National Community Conservation Plan ("NCCP")/Habitat Conservation Plan ("HCP") and associated state and federal permits.

13. Finds that Final EIR (SCH#2015121105) reflects the independent review and judgment of the District and Board.

14. Finds that Final EIR (SCH#2015121105) serves as adequate, complete, and appropriate environmental documentation for Alternative 1.

15. Certifies Final EIR (SCH#2015121105) as complete and adequate in that Final EIR (SCH#2015121105) addresses all environmental effects of Alternative 1 and fully complies with the requirements of CEQA and the State CEQA Guidelines.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 26th day of November 2018, by the following roll call vote:

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

Adopt 2. Resolution No. 1731, A Resolution of the Monterey Peninsula Airport District to Approve the Monterey Regional Airport Master Plan

Chair Miller introduced Item E.2, stating that the item was covered in the presentation of Item E.1.

District Counsel Huber provided clarification on what the adoption of Resolution No. 1731 would be approving.

Director Leffel moved to adopt Resolution No. 1731. Director Cursio seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

RESOLUTION NO. 1731

A RESOLUTION OF THE MONTEREY PENINSULA AIRPORT DISTRICT TO APPROVE THE MONTEREY REGIONAL AIRPORT MASTER PLAN

WHEREAS, the Monterey Peninsula Airport District ("District") has prepared a Draft Airport Master Plan and associated draft land use compatibility plan for the Monterey Regional Airport ("Airport") to provide a development framework to implement improvements that would enable the Airport to accommodate future demand for air travel in the region, enhance airport safety, incorporate airport sustainability goals, and increase airport self-sufficiency; and

WHEREAS, a Draft Environmental Impact Report ("Draft EIR") (SCH#2015121105) has been prepared by the District, as the Lead Agency, pursuant to the requirements of California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*) ("CEQA") and the State CEQA Guidelines (14 Cal Code Regs. 15000 *et seq.*) to address the potential environmental impacts associated with the Draft Airport Master Plan, as identified as the Proposed Project, and three alternatives (Alternative 1 (the environmentally superior alternative), Alternative 2 (no north side road) and Alternative 3 (no project)); and

WHEREAS, the Draft EIR evaluated the Proposed Project and Alternative 1 (the environmentally superior alternative) to the same level of project detail to facilitate review and consideration by the Airport District Board ("Board"); and

WHEREAS, this Draft EIR was designated as EIR (SCH#2015121105) and was circulated for public review and comment for a fifty-four (54) day public review and comment period from September 17, 2018, to November 9, 2018, pursuant to and consistent with CEQA and the State CEQA Guidelines; and

WHEREAS, the District, as the lead agency under CEQA, the Project proponent and airport proprietor, set forth certain goals and objectives to guide it during the preparation of the Draft EIR, including, but not limited to the following:

- (i) 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;
- (ii) 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;
- (iii) Incorporate Airport Sustainability Goals – Incorporate the Airport's goals, objectives, and performance targets for sustainability within proposed development projects; and
- (iv) Increase Airport Self-Sufficiency – Provide opportunities for additional revenue-producing uses of the Airport to enhance its economic viability and self-sufficiency; and

WHEREAS, these goals and objectives are consistent with long-standing and adopted policies of the District to operate the Airport in a manner that provides the maximum air transportation opportunities at the Airport while ensuring that Airport operations do not unreasonably result in adverse environmental effects of surrounding communities; and

WHEREAS, this Board independently considered the merits of all alternatives, including the Proposed Project, Alternative 1 (the environmentally superior alternative) and two additional alternatives, identified in EIR (SCH#2015121105) and measured the benefits and costs of those alternative scenarios as identified in EIR (SCH#2015121105); and

WHEREAS, on November 26, 2018, by Resolution No. 1730 the Board certified Final EIR (SCH#2015121105) as complete and adequate in that it addresses all environmental effects of the Proposed Project, Alternative 1, and the other alternatives and fully complies with the requirements of CEQA, and adopted related CEQA Findings of Fact, a Statement of Overriding Considerations, and a

Mitigation Monitoring and Reporting Plan (collectively "CEQA Findings"); and

WHEREAS, the District, at the direction of the Board, has engaged in active discussions with the City of Monterey and the City of Del Rey Oaks, as well as other stakeholders and the community, about elements of the Proposed Project and Alternative 1. Those discussions have been productive and fruitful, and, although differences in opinion remain, District staff recommends Board approval of Alternative 1 (the Environmentally Superior Alternative), as the Airport Master Plan Project for the Airport, as summarized below; and

WHEREAS, Alternative 1 retains all of the major project components of the Proposed Project, but Alternative 1 has been redesigned to reduce the environmental impacts identified for the Proposed Project, including:

- (i) Providing the construction of the north side access road in the short-term (instead of in the long-term as proposed under the Project); and
- (ii) Relocating and constructing the permanent Aircraft Rescue and Firefighting ("ARFF") facility on the north side (rather than building a temporary facility on the south side); and
- (iii) Providing a cul-de-sac road on the Highway 68 frontage road to minimize the impact on potentially significant biological resources; and

WHEREAS, on November 21, 2018, the District provided notice of the public meeting on approval of the Airport Master Plan Project scheduled for November 26, 2018, in accordance with the Ralph M. Brown Act, Government Code Section 54950, *et seq.*;

NOW, THEREFORE, IT BE RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT that the District, as the proprietor of the Airport:

1. Approves Alternative 1 as the Airport Master Plan Project for the Airport, as described in Final Environmental Impact Report (SCH#2015121105) and in companion Resolution No. 1730, and the related and attached CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan.
2. Adopts and incorporates as conditions to this approval of Alternative 1 as the Airport Master Plan Project all of the mitigation measures discussed in Final EIR (SCH#2015121105), and as identified in the companion Resolution No. 1730, and the related and attached CEQA Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan, and directs that all such mitigation measures be implemented at a time and in a manner consistent with the approved Alternative 1 and each mitigation measure.

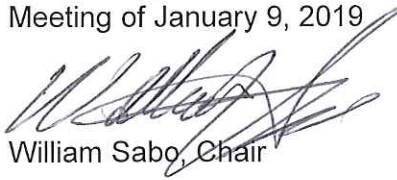
PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 26th day of November 2018, by the following roll call vote:

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

F. ADJOURNMENT

The meeting adjourned at 3:01 PM.

Minutes Approved at the
Meeting of January 9, 2019



William Sabo, Chair

ATTEST



Michael La Pier, AAE
District Secretary