



August 21, 2020

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

Dear Directors,

As the Mayor of Monterey, I request that the board reconsider its decision on the Addendum to the Final Environmental Impact Report on the Monterey Regional Airport Master Plan (AMP EIR). There is a significant disconnect on important technical issues that needs to be addressed. We need to reach resolution on these issues.

1. Traffic: At the August 12th meeting, the Board was focused by staff and the consultants to the short term impacts without understanding or considering the long term impacts. The Board was misled about our comments.

There is a consistent focus and emphasis on the one short term program, the relocation of the hangers and ARFF. If this short term program was a standalone project and not part of the full Airport Master Plan, then the conclusion can be made that even with no "north side" road this could result in a reduction in daily vehicle trips on Airport Road. However, this is not the full extent of the Airport Master Plan programs and projects.

The short-term program replaces and relocates the hangars and Fire Station. This short-term program results in additional 72 trips that the Airport Board says will be offset by the elimination of the landscaping business. This does not preclude the Airport from entering into a lease with a different business that has a higher trip generation, nor does it address the towing business mentioned in the Del Rey Oaks March 24th Council Meeting.

Our comments are in regards to the Airport Master Plan in its entirety, not just specifically the re-location of the hangers and ARFF. All of the City of Monterey's comments and inconsistencies identified by our staff were never addressed by the Airport Board. The majority of concerns and inconsistencies brought up in the letter from Mayor Clyde Roberson, dated April 28th, 2020, remain unanswered and are still relevant. The responses provided do not create a factual response.

The actions of the Airport Board and comments made by Board members indicate a desire to delay or remove the "north side" road. The removal of the "north side" road is contrary to both what is stated in the addendum and the adopted preferred alternative of the Airport Master Plan. This is supported by the statement by Ms. Krauss, the Airport's environmental consultant. She stated that the FAA would not approve the construction of the "north side" road in their short term program because it is contradictory to the City of Del Rey Oaks adopted General Plan. However, the addendum also states that the Airport is exempt from local plans and policies.

Furthermore, the slides presented by Ms. Krauss clearly show that the Airport is still pursuing a "north side" road connection to Del Rey Oaks. Additionally, the funds allocated for building the "north side" road are still allocated and reapproved by the Board's recent ACIP approval on December 11th, 2019. This is troublesome because the President of your board on March 25, 2020 during a City of Del Rey Oaks Council meeting on questioning by Del Rey Oaks Mayor Allyson Kerr reassured the public that no road was planned as long as she was on the Board. It is disturbing to see that the Airport is publicly stating that there will be no "north side" road even though it is in it's ACIP list and Master Plan.

EIR Alternative 2 is apparently now the new Master Plan, and as previously stated in the Airport EIR, implementing this alternative would require additional study to adequately address significant impacts and mitigation. There has been no discussion or assurance by the Airport with the City of Monterey to adequately study or address impacts of EIR Alternative 2. The City of Monterey cannot support the elimination or delay of the construction of the "north side" road which results in the over 6,600 daily future non-aviation related trips through the Casanova Oak Knoll neighborhood within the next 20 years, which contradicts adopted City of Monterey Plans and Policies.

The Airport's emphasis on the short-term traffic impacts to the Casanova Oak Knoll neighborhood overshadows the concerns that the City of Monterey has on the long-term development of the Airport Master Plan and cumulative impacts to the neighborhood.

2. Fire Station: The Fire Station needs to be moved to the south side of the airport for a variety of public safety reasons as outlined in the City's previous correspondence. Your action may well result in the need for a new fire station or restructuring of fire services. During these extreme economic times, we need to work together to place the new fire station so it can best serve the community and airport.

The current contract is beneficial to both the Airport District and City from a financial and location perspective. Why create a situation where response times are delayed? Why result in potentially increased costs for both the District and City? We need to have an opportunity for the Board to understand these issues.

In summary, I respectfully request that the Airport Board reconsider their decision.

Sincerely,



Clyde Roberson  
Mayor

CC: Monterey City Council  
Hans Uslar, City Manager  
Chirstine Davi, City Attorney  
Kim Cole, Community Development Director  
Ande Flower, Principal Planner  
Michael La Pier, Executive Director, Monterey Regional Airport