



VISION 2035 - *Shaping Our Future*

SCH#2015121105

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

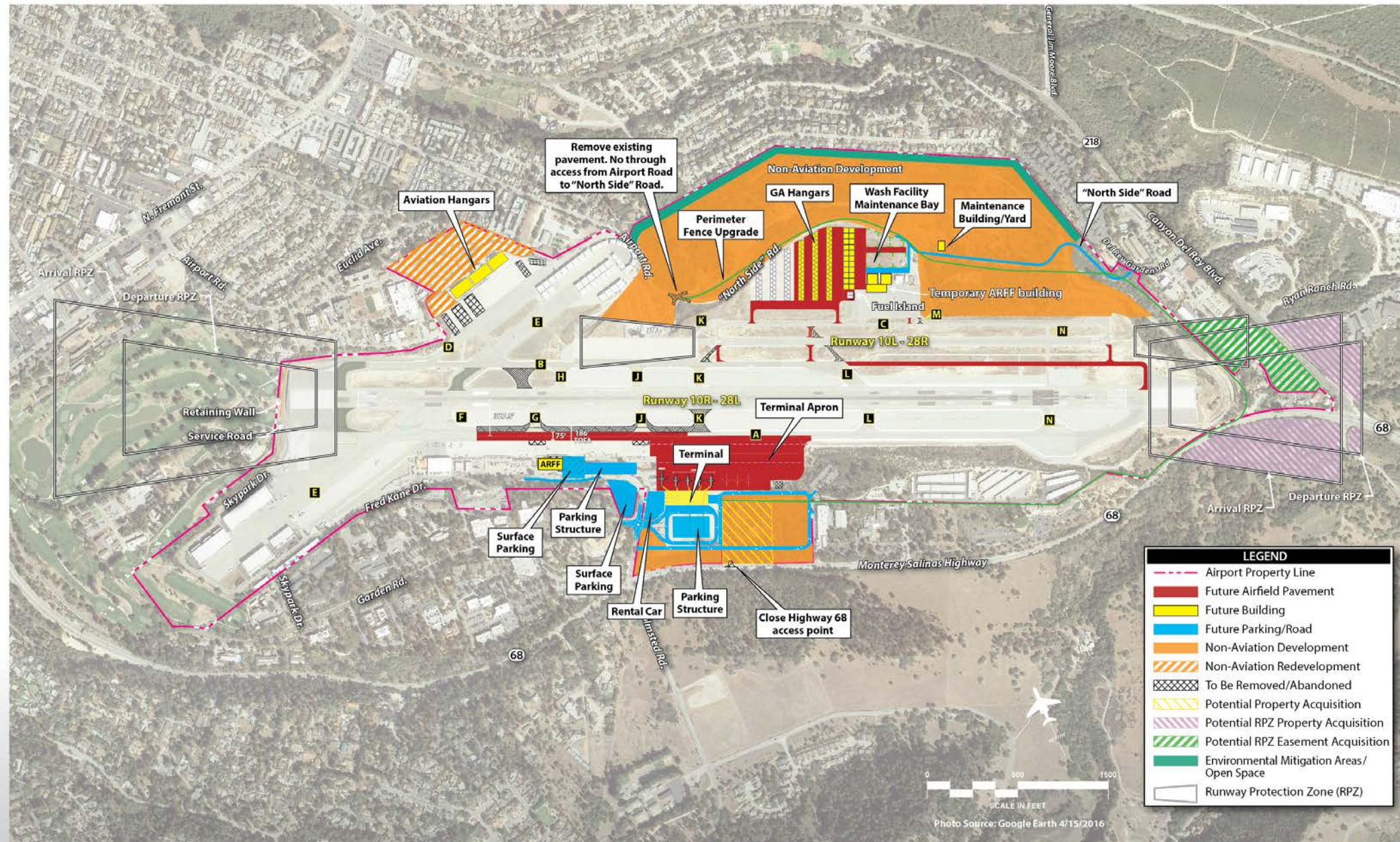
on the Proposed Airport Master Plan

October 9, 2018



Summary of the Airport Master Plan Draft EIR Presentation

1. Proposed Project
2. Summary of Proposed Project Impacts and Mitigation
3. EIR Alternatives
4. Alternative 1: Environmentally Superior Alternative
5. Alternative 2: No “North Side” Road
6. Alternative 3: No Project Alternative
7. Public Involvement Opportunities
8. Final Steps



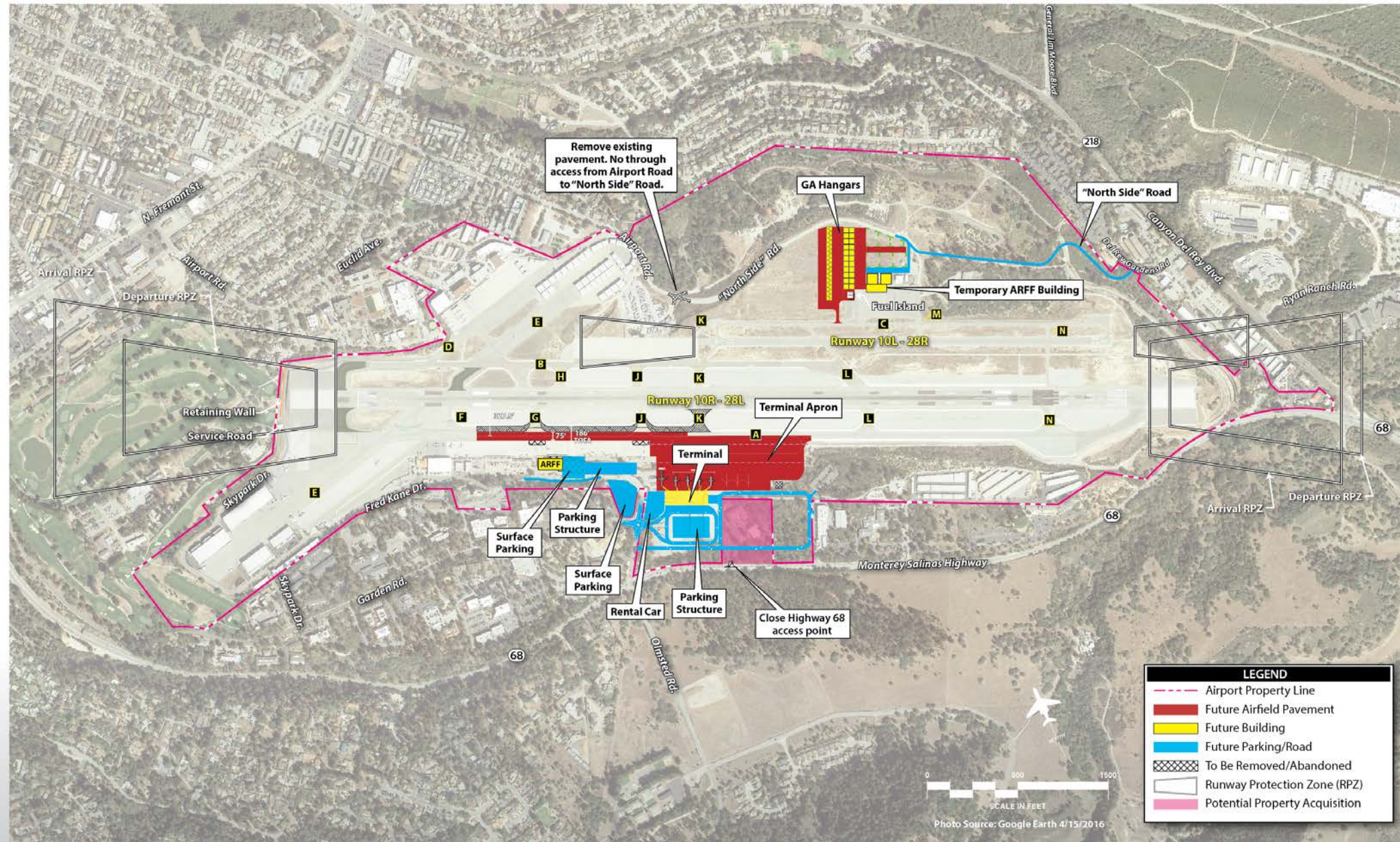
Short-term projects (completion with 10 years) have been addressed in detail:

- Safety enhancements related to a Taxiway “A” shift - involves relocating the commercial terminal (south side), ARFF building (south side), and 44 general aviation (GA) hangars (north side)
- Land acquisition – 5.5 acres
- Highway 68 frontage loop road
- “North side” road

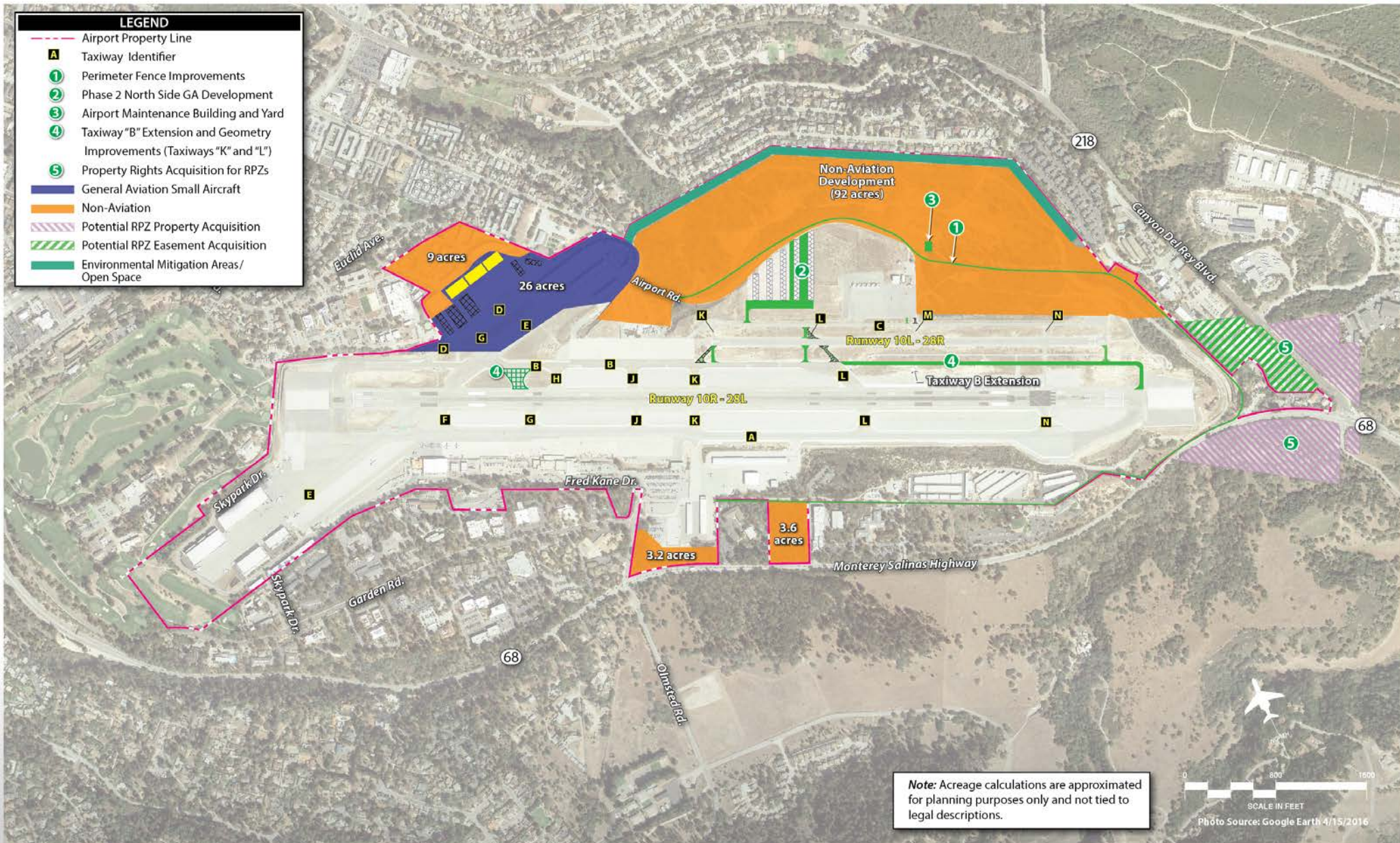
Long-term projects have been addressed at a “programmatic” level (per CEQA Guidelines 15168):

- Perimeter fence improvements
- Phase 2 north side GA development – 106 hangars
- Airport maintenance building and yard
- Taxiway “B” extension and changes in geometry for Taxiways “G,” “K,” “L,” and “M”
- Property rights acquisition for Runway 28 runway protection zones (RPZs)
- GA (small aircraft) hangar redevelopment
- Non-aeronautical development
 - Highway 68 frontage area
 - “Old” north side industrial area redevelopment
 - North side reserve

SHORT-TERM PROJECTS EVALUATED AT A PROJECT-SPECIFIC LEVEL



LONG-TERM PROJECTS EVALUATED AT A PROGRAMMATIC LEVEL



SUMMARY OF PROPOSED PROJECT IMPACTS AND MITIGATION

Aesthetics

Impacts to Highway 68 scenic resources during and after construction.

Mitigation – Detailed landscaping and design plans; 100-foot visual setback from highway.

Air Quality (Cumulative)

Additional criteria pollutants would be generated.

Mitigation – Dust control plan; regulatory requirements for construction equipment.

Biological Resources

Loss of special-status species and vegetative communities.

Removal of existing habitat conservation areas.

Mitigation – A detailed, comprehensive biological program that includes the creation of on- and off-site habitat restoration and replacement and payment of in-lieu fees to regional mitigation programs.



SUMMARY OF PROPOSED PROJECT IMPACTS AND MITIGATION

Cultural Resources/Tribal Cultural Resources

A potential exists to impact unknown cultural or tribal cultural resources.

Mitigation – Coordination with tribes; archaeological monitoring and remediation, where necessary.

Geology and Soils

Erosion and soil instability during construction could occur.

Mitigation – Required project-specific geotechnical investigations and construction/building techniques.

Greenhouse Gas Emissions (Cumulative)

Additional greenhouse gases would be generated.

Mitigation – ‘Clean’ energy construction techniques and equipment will be employed; primary buildings will be constructed to LEED certification standards for energy efficiency; transportation demand management (TDM) and other alternative vehicle solutions will be implemented.

Hydrology and Water Quality

Impacts to ground water use and demand could occur in the long term.

Mitigation – Proposed long-term projects cannot proceed without a guaranteed water source; buildings will incorporate water efficiency measures.

SUMMARY OF PROPOSED PROJECT IMPACTS AND MITIGATION

Hazards and Hazardous Materials

Construction workers could be exposed to hazardous materials, including asbestos and/or lead paint.

Mitigation – Phase 1 (and Phase 2, where needed) environmental site assessments will be performed in all construction areas; proper procedures for handling hazardous materials will be followed.

Long-term non-aeronautical development could be incompatible with proposed land use compatibility safety zones.

Mitigation – Affected areas will not be developed with incompatible land uses.

Public Services

Decline in off-airport emergency response times from the ARFF until the “north side” road is available. (Short term only)

Mitigation – None available in the short term.

Utilities

Proposed long-term buildout could demand water in excess of what the Airport has in its groundwater allocation.

Mitigation – Proposed long-term projects cannot proceed without a guaranteed water source; buildings will incorporate water efficiency measures; non-potable water will be used for construction, landscaping, and biological mitigation.

Sewer demand may require sewer upgrades.

Mitigation – The Airport will work with the City of Monterey to ensure that sewer infrastructure is available.

Building demolition will require special handling for hazardous solid waste.

Mitigation - Proper procedures for disposing of hazardous materials will be followed.

SUMMARY OF PROPOSED PROJECT IMPACTS AND MITIGATION

Land Use Planning

Inconsistency with City of Del Rey Oaks general plan policies related to the proposed “north side” road.

Mitigation – Coordination with the City of Del Rey Oaks to implement a general plan amendment.

Inconsistencies with City of Monterey general and neighborhood plan policies regarding airport use and CONA.

Mitigation – None available in the short term; the proposed “north side” road will alleviate most policy inconsistencies in the long term.

Inconsistencies with the current Comprehensive Land Use Plan (CLUP).

Mitigation – The Proposed Airport Master Plan will be referred to the county Airport Land Use Commission to facilitate an update to the CLUP.

Aircraft Noise

One additional residence by 2025 and four additional residences by 2035 could be located within the 65 Community Noise Equivalent Level (CNEL) noise contour based on forecasted airport operational growth.

Mitigation – The affected homes have been previously sound attenuated. (Impacts would be to exterior noise levels only.)

Land-Based Noise

Some construction would occur at night.

Mitigation – Noise barriers, equipment mufflers, and construction hauling hour restrictions would be implemented.

SUMMARY OF PROPOSED PROJECT IMPACTS AND MITIGATION

Transportation/Traffic

Minimal peak hour trips (less than 10) would occur through five already congested intersections due to short-term project components; proposed long-term project components would generate additional peak hour trips that would affect intersections and roadway segments anticipated to be congested.

Mitigation – Regional transportation improvements are required; however, the Airport may not be authorized by FAA to use federal grant dollars to contribute to the funding of these measures; TDM and other alternative vehicle solutions will be implemented by the Airport in future projects.

Summary of Significant Unavoidable Impacts

- Potential impacts to Highway 68 scenic resources during construction and due to the proposed four-story terminal parking garage;
- Cumulative impacts to air quality and greenhouse gases;
- Loss of Monterey pine trees and Monterey pine forest;
- Loss of Yadon's piperia (federally endangered plant);
- Short-term decline in off-airport emergency response times;
- Policy inconsistencies with plans of the cities of Del Rey Oaks and Monterey and the CLUP;
- Exterior noise level increases (within the 65 CNEL) at four nearby residences;
- Additional peak hour trips through congested intersections and roadway.

EIR Alternatives (CEQA Guidelines 15126.6[f])

The Rule of Reason

The EIR must “set forth only those alternatives necessary to permit a reasoned choice.”

- CEQA Guidelines, Section 15126.6 (a) “... The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. ...”
- CEQA Guidelines, Section 15126.6 (e)(2) – “... If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

The following alternatives have been addressed in the Draft EIR:

❖ **Alternative 1: Environmentally Superior Alternative**

❖ **Alternative 2: No “North Side” Road**

❖ **Alternative 3: No Project Alternative**

COMPARISON OF DIFFERENCES BETWEEN PROPOSED PROJECT AND ALTERNATIVE 1

Short-term Project Components*

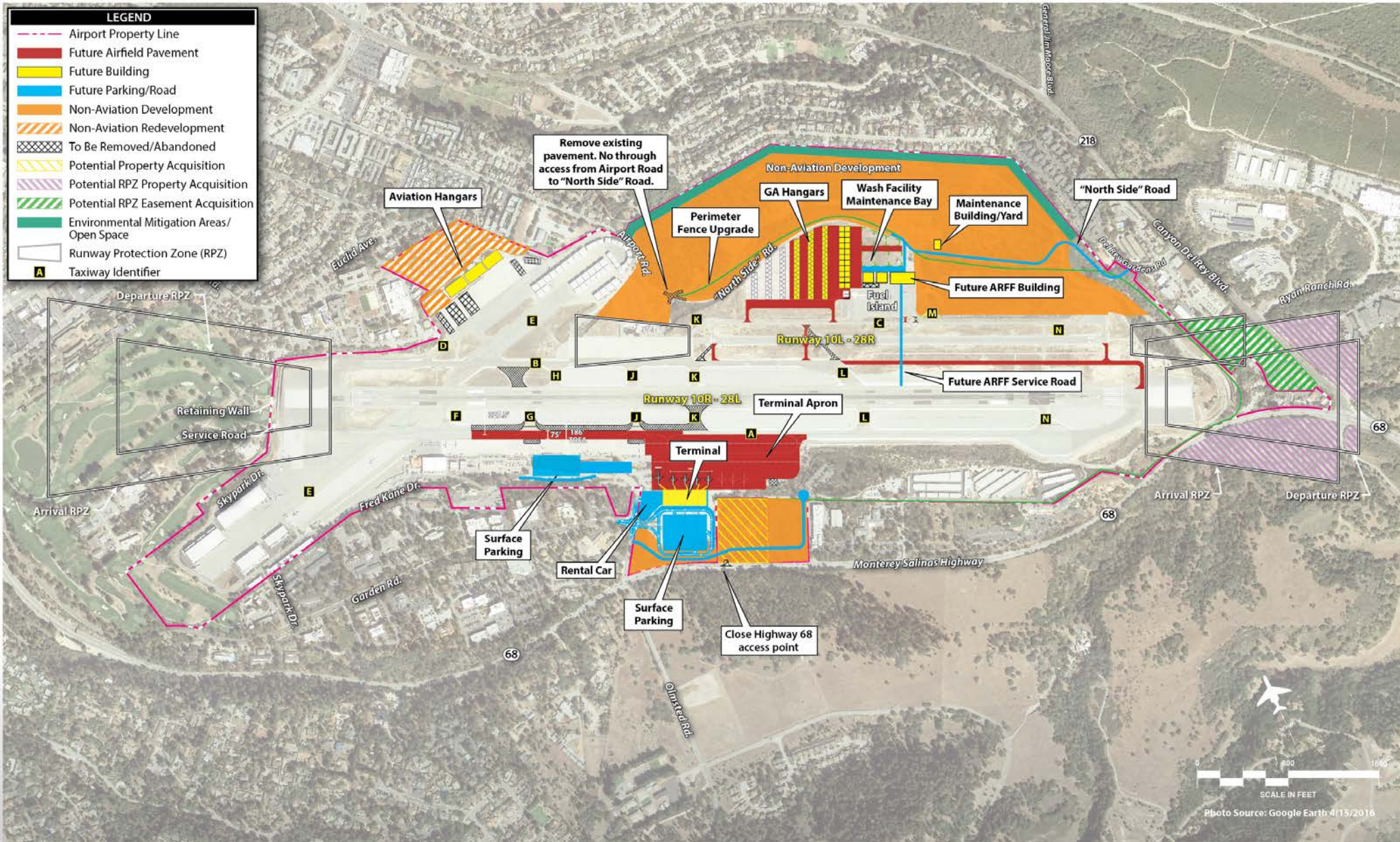
Proposed Project

1. Safety enhancements related to a Taxiway “A” shift - *involves relocating the commercial terminal (south side), ARFF (south side), and 44 GA hangars (north side)*
2. Land Acquisition – 5.5 acres
3. Highway 68 Frontage Loop Road
4. “North side” Road

Alternative 1

1. Safety enhancements related to a Taxiway “A” shift and construction of a “north side” road - *involves relocating the commercial terminal (south side), ARFF (north side), and 44 GA hangars (south side)*
2. Land Acquisition – 5.5 acres
3. Highway 68 Frontage Cul-de-Sac Road

* All long-term components are the same for either alternative.



Alternative 1 would reduce several of the Proposed Project's Significant, Unavoidable Impacts and is the Environmentally Superior Alternative

- **Highway 68 visual impacts – Alternative 1 does not include a parking garage that could be seen from the highway.**
- **Yadon's piperia (endangered plant) - 300 individuals would be protected compared to the Proposed Project.**
- **Loss of Trees – 50 trees (including 18 Monterey pine trees) would be preserved compared to the Proposed Project.**
- **Greenhouse gases – Alternative 1 commits less infrastructure to vehicular parking.**
- **Off-airport emergency response times – Off-airport response times would be improved.**
- **City of Monterey policies (including the *Casanova Oak Knoll Neighborhood Plan*) – Potential inconsistencies with policies to protect CONA would be avoided.**
- **Peak hour vehicular trips would affect fewer congested intersections.**





How Do I Participate?

Draft EIR SCH#2015121105 and its appendices are available for review between the hours of 8:00 AM and 5:00 p.m. Monday-Friday at the Monterey Regional Airport Administrative Office, located at 200 Fred Kane Drive, Suite 200, California 93940.

Copies on thumb drives are also available at the Monterey Regional Airport and are available for purchase.

The documents are also available online at www.montereyairport.specialdistrict.org and at the following public libraries (review days and times vary by location):

Monterey Public Library
625 Pacific Street
Monterey, CA 93940

Seaside Branch Library
550 Harcourt Avenue
Seaside, CA 93955

How Do I Make Comments?

Written and oral comments on the Draft EIR will be accepted at this meeting.

Comments may also be submitted, in writing, no later than **5:00 PM (PDT)** on **Wednesday, October 31, 2018**, via regular mail to Monterey Regional Airport, 200 Fred Kane Drive, Suite 200, California 93940, Attn: Planning Department.

Email comments to planning@montereyairport.com.

Hand delivery to the Monterey Regional Airport Administrative Office, 200 Fred Kane Drive, Suite 200, California 93940, will also be accepted until **5:00 PM (PDT)** on **Wednesday, October 31, 2018**.

Any questions may be addressed to the Planning Department at 831-648-7000 ext. 208.

Final Steps -

- The Airport will provide written responses to oral comments made for the record at this meeting for inclusion in the Final EIR.
- The Airport will provide written responses to all written comments received during the public comment period for inclusion in the Final EIR.
- The Monterey Peninsula Airport District (MPAD) Board will review the Final EIR, including all public comments received during the public comment period and the written responses provided by the Airport.
- The MPAD Board is responsible for certifying a Final EIR under the *California Environmental Quality Act* (CEQA) and adopting mitigation and findings before taking action on the project.
- All Board meetings on this project are open to the public. Meeting dates and times will be posted on the District website at:
<https://montereyairport.specialdistrict.org>.