



Chapter One
INTRODUCTION

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1.1 PURPOSE OF THIS DOCUMENT

This Final Environmental Impact Report (EIR) document has been prepared in accordance with the *California Environmental Quality Act (CEQA) of 1970* (CEQA) (California Public Resources Code [PRC], Sections 21000 et seq.) as amended. Together with the Draft EIR and associated appendices (State Clearinghouse [SCH] #2015121105), it constitutes the EIR for the proposed Monterey Regional Airport Master Plan (Proposed AMP) (Proposed Project). This Final EIR includes all agency and public comments received on the Draft EIR during the agency/public comment period. The Draft EIR was available for agency and public comment beginning on September 17, 2018 and ending on November 9, 2018.

This Final EIR is organized as follows:

Chapter 1 – Introduction: This chapter identifies the contents of the Final EIR, briefly describes the project and alternatives under consideration, and summarizes the public participation and review process.

Chapter 2 – Errata of the Draft EIR: This chapter contains changes to the Draft EIR text, tables, and/or exhibits using strike outs, track changes, and exhibit notes, where applicable.

Chapter 3 – Comments and Responses: This chapter contains all comments received regarding the Draft EIR during the public and agency review period and provides written responses to those comments. During the public review period, the Monterey Peninsula Airport District (MPAD or District) received a total of 36 comment letters or emails from state and local agencies, organizations, and individuals on the Draft EIR. An additional four oral comments were received during the public meeting held on October 9, 2018. One additional comment (via email) was received after the public review period was closed. The public participation process is summarized in Section 1.5 of this chapter.

Chapter 4 – Mitigation, Monitoring, and Reporting Program (Alternative 1): As a result of the analysis completed in the Draft EIR, the Monterey Regional Airport's (Airport) preferred alternative is Alternative 1, the designated environmentally superior alternative (see Section 1.3). Therefore, this Final EIR includes a mitigation, monitoring, and reporting program (MMRP) based on the mitigation required for Alternative 1.

1.2 SUMMARY OF PROPOSED PROJECT

The Proposed Project objectives are summarized below and discussed in more detail in Section 2.5 of the Draft EIR.

- **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;
- **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.

The projects that are evaluated within this EIR include the projects recommended in the Proposed AMP's capital improvement program, as well as the Proposed AMP's overall on-airport land use plan (which could include non-aviation development and redevelopment on the airport property). Proposed short-term development projects (occurring within 10 years) are evaluated within the EIR at a project-specific level, while future long-term development projects (occurring within 20 years) are evaluated to the level of detail feasible based on available project information (i.e., at a programmatic level). Proposed long-term development projects would likely develop in phases over a long period of time, and future environmental analysis could be required prior to their approval and construction.

1.2.1 Proposed Project Short-Term Project Components

One of the primary components of the Proposed Project is a multi-project airport safety enhancement component. Due to the need for federal funding and approval, a federal environmental assessment (EA) is also being prepared for the safety enhancement components of the Proposed Project consistent with the requirements of the *National Environmental Policy Act of 1969* (NEPA) (United States Code [USC], Title 42, Sections 4321 et seq.) and its implementing regulations (i.e., the President's Council on Environmental Quality [CEQ] Regulations – Code of Federal Regulations [CFR], Title 40, Sections 1500-1508). The FAA is the Lead agency for the EA. This proposed safety enhancement project component of the Proposed Project would include the following and would be phased over approximately 10 years:

- Relocate 44 general aviation (GA) hangars and a fuel tank from the southeast side of the Airport to the north side of the Airport;
- Add up to seven new GA hangars on the north side of the Airport;
- Relocate the existing aircraft rescue and firefighting (ARFF) building (also requires the construction of a temporary ARFF and ARFF service road until a relocated permanent ARFF can be constructed);
- Relocate the commercial terminal and necessary apron pavement;

- Construct a terminal parking garage and associated terminal roadway improvements;
- Close Taxiway “K” at its connection with the new commercial terminal apron;
- Implement a 52.5-foot southerly shift of 1,850 linear feet (lf) of Taxiway “A” and associated lighting, signage, and markings;
- Re-mark hold lines on Taxiway “A” at Taxiway Connectors “G” and “J” to a 250-foot separation from the Runway 10L-28R centerline;
- Install taxiway “islands” at Taxiway Connectors “G” and “J”; and
- Construct replacement vehicular parking along Fred Kane Drive.

Other proposed short-term project components include:

- Acquire a 5.5-acre private parcel near the proposed relocated commercial terminal complex;
- Construct a Highway 68 frontage loop road; and
- Construct a new “north side” road, which would extend from Del Rey Gardens Drive in Del Rey Oaks (off Highway 218) to the northeast side of the Airport. Access to the north side of the Airport is currently provided via Airport Road, which runs through the Casanova Oak Knoll (CONA) neighborhood, located northwest of the Airport. The new “north side” road would provide additional access to the north side of the Airport and would discontinue access through the CONA neighborhood for areas east of Gate 22.

1.2.2 Proposed Project Long-Term Project Components

The long-term project components (programmatic) for the Proposed Project include:

- Construct 106 new GA hangars on the north side of the Airport;
- Redevelop the existing GA (small aircraft) hangar area (no increase in use intensity);
- Redevelop the existing airport industrial area (no increase in use intensity);
- Construct non-aviation uses on the north side of the Airport (north of Airport Road);
- Construct non-aviation uses on the south side of the Airport (north of Highway 68);
- Upgrade the perimeter fence;
- Construct a consolidated maintenance building;
- Acquire airport runway protection zone (RPZ) land (20 acres);
- Acquire RPZ aviation easement (14 acres); and
- Extend Taxiway “B” to the Runway 28L threshold and construct geometry improvements for Taxiways “G,” “K,” “L, and “M.”

1.3 SUMMARY OF ALTERNATIVE 1 (ENVIRONMENTALLY SUPERIOR)

Alternative 1 retains all the major project components of the Proposed Project. However, several components have been redesigned to reduce the environmental impacts identified for the Proposed Project. Detailed environmental analysis is contained in the Draft EIR and compared quantitatively to the environmental impacts of the Proposed Project in a commensurate level of detail. Alternative 1 meets all four Project Objectives. Changes from the Proposed Project are provided in *italics*.

1.3.1 Alternative 1 Short-Term Project Components

The proposed short-term safety enhancement project component of Alternative 1 would include the following and would be phased over approximately nine years:

- Construct a new “north side” road *in Phase 1 of the safety enhancement project component*, which would extend from Del Rey Gardens Drive in Del Rey Oaks (off Highway 218) to the northeast side of the Airport. Access to the north side of the Airport is currently provided via Airport Road, which runs through the CONA neighborhood, located northwest of the Airport. The new “north side” road would provide additional access to the north side of the Airport and would discontinue access through the CONA neighborhood for areas east of Gate 22;
- Relocate 44 GA hangars and a fuel tank from the southeast side of the Airport to the north side of the Airport;
- Add up to seven new GA hangars on the north side of the Airport;
- *Relocate the existing ARFF building permanently to the north side;*
- Relocate the commercial terminal and necessary apron pavement;
- *Construct a terminal parking lot* and associated terminal roadway improvements;
- Close Taxiway “K” at its connection with the new commercial terminal apron;
- Implement a 52.5-foot southerly shift of 1,850 lf of Taxiway “A” and associated lighting, signage, and markings;
- Re-mark hold lines on Taxiway “A” at Taxiway Connectors “G” and “J” to a 250-foot separation from the Runway 10L-28R centerline;
- Install taxiway “islands” at Taxiway Connectors “G” and “J”; and
- Construct replacement vehicular parking along Fred Kane Drive.

Other proposed short-term project components include:

- Acquire a 5.5-acre private parcel near the proposed relocated commercial terminal complex; and
- *Construct a Highway 68 frontage cul-de-sac road.*

1.3.2 Alternative 1 Long-Term Project Components

The long-term project components (programmatic) for Alternative 1 would be the same as the Proposed Project and would include:

- Construct 106 new GA hangars on the north side of the Airport;
- Redevelop the existing GA (small aircraft) hangar area (no increase in use intensity);
- Redevelop the existing airport industrial area (no increase in use intensity);
- Construct non-aviation uses on the north side of the Airport (north of Airport Road);
- Construct non-aviation uses on the south side of the Airport (north of Highway 68);
- Upgrade the perimeter fence;
- Construct a consolidated maintenance building;
- Acquire airport RPZ land (20 acres);

- Acquire RPZ aviation easement (14 acres); and
- Extend Taxiway “B” to the Runway 28L threshold and construct geometry improvements for Taxiways “G,” “K,” “L, and “M.”

1.4 SUMMARY OF OTHER PROJECT ALTERNATIVES

In addition to Alternative 1 described above, other alternatives were considered in the Draft EIR as follows:

- **Alternative 2 (No “North Side” Road).** This alternative retains all the project components of the Proposed Project, except for the construction of a new “north side” road. Instead, the Airport’s north side would continue to be accessed via Fremont Street and Airport Road in the City of Monterey (i.e., via CONA). Analysis of this alternative is compared qualitatively to the Proposed Project in the Draft EIR. This alternative could potentially meet all four Project Objectives.
- **Alternative 3 (No Project).** Under Alternative 3, no modifications to the Airport’s existing facilities would be made. Analysis of this alternative is compared qualitatively to the Proposed Project in the Draft EIR. This alternative does not meet the stated Project Objectives.

1.5 PUBLIC PARTICIPATION AND REVIEW

The public has been notified of the Proposed Project and its EIR through the local newspaper, by U.S. mail, and through email, as well as through the maintenance of a project-specific website. The State Clearinghouse was used to notify responsible and interested state or regional agencies.

Two public meetings have been held. The Airport notified interested agencies, groups, organizations, and individuals regarding the public meetings and the availability of the Draft EIR for review, as well as published legal and public notices in a local newspaper, as described below:

- An Initial Study was completed on the Proposed Project in December 2015. Subsequent to preparation of the Initial Study, a Notice of Preparation (NOP) for an EIR was published in the *Monterey Herald* on December 30, 2015. The NOP was distributed to 12 state or regional agencies through the State Clearinghouse on December 30, 2015. Three federal agencies; 57 local agencies, organizations, or individuals; 10 Native American tribes; and all property owners within five hundred feet of the perimeter of the Airport were sent the NOP via certified mail or hand delivery. The Proposed AMP Planning Advisory Committee (PAC)¹ and other interested stakeholders,

¹ PAC members included representatives from the following agencies, organizations, and airport interest groups: Aircraft Owners and Pilots Association (AOPA); American Eagle; Association of Monterey Bay Area Governments (AMBAG); California Department of Transportation (Caltrans) - Division of Aeronautics; Casanova Oak Knoll Neighborhood Association; City of Del Rey Oaks; City of Monterey; FAA air traffic control tower (ATCT) personnel; FAA San Francisco Airports District Office; Highway 68 Coalition; Mazda Raceway Laguna Seca; Monterey Bay Aviation Advisory Board; Monterey Chamber of Commerce; Monterey County Airport Land Use Commission (ALUC); Monterey County Business Council; Monterey County Hospitality Association; Monterey Jet Center; National Business Aviation Association (NBAA); Naval Support Activity (NSA) Monterey/Naval Weapons Station (NWS) Seal Beach; RCA Enterprises; and Transportation Agency for Monterey County (TAMC).

organizations, and individuals received the NOP via email on December 30, 2015. The NOP and Initial Study are posted at: <https://montereyairport.specialdistrict.org/planning-and-development>.

- The agency and public review period for the NOP/Initial Study began on December 30, 2015 and ended on March 15, 2016. An environmental scoping meeting was held on February 3, 2016, from 2:00 - 4:00 PM at the District Board meeting room, 200 Fred Kane Drive, Monterey, CA to facilitate agency and public review and comment on the Proposed Project.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on September 13, 2018. An official 45-day public review period for the Draft EIR from September 17, 2018 through October 31, 2018 was established, and a Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals and published in the *Monterey Herald* on September 17, 2018. The NOA was also posted in two locations at the Airport and on the environmental study website via a link on the District's Planning and Development page at: <https://montereyairport.specialdistrict.org/planning-and-development>.
- The Draft EIR review period was subsequently extended by nine days for a total review period of 54 days. The State Clearinghouse was notified of the extension via email on October 24, 2018. The general public was notified of the extension through a public notice published in the *Monterey Herald* on October 24, 2018, posted in two locations at the Airport, and provided on the environmental study website via a link on the District's Planning and Development page at: <https://montereyairport.specialdistrict.org/planning-and-development>.
- A public meeting was held on October 9, 2018 from 4:00 - 7:00 PM at the District Board meeting room, 200 Fred Kane Drive, Monterey, CA to provide information on the Proposed Project and to receive comments on the Draft EIR. The public meeting was advertised as follows: provided in the NOA, posted in two locations at the Airport, posted in three locations on the Airport website, and four paid print ads were purchased [twice in the *Monterey Herald* {September 23 and October 3, 2018}, once in the *Pine Cone* {September 27, 2018}, and once in the *Monterey County Weekly* {September 28, 2018}].
- Copies of the Draft EIR were available for review at the following locations:
 - Monterey Regional Airport Administrative Office, 200 Fred Kane Drive, Suite 200, Monterey, CA;
 - Monterey Public Library, 625 Pacific Street, Monterey, CA;
 - Seaside Public Library, 550 Harcourt Avenue, Seaside, CA; and
 - Online at: <https://montereyairport.specialdistrict.org/planning-and-development>.

Copies on thumb drives were also available for purchase at the Monterey Regional Airport Administrative Office.