

## **Executive Summary**

# **ENVIRONMENTAL IMPACT REPORT FOR RUNWAY SAFETY AREA IMPROVEMENTS**

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### **ES1.0 INTRODUCTION**

The Environmental Impact Report (EIR) analyzes and documents the potential environmental impacts resulting from proposed runway safety improvements at Monterey Peninsula Airport. The Lead Agency for this EIR, the Monterey Peninsula Airport District (MPAD), determined that the preparation of an EIR is warranted due to the presence of numerous environmental resources within the airport environs.

The EIR process, as defined by the *California Environmental Quality Act (CEQA) of 1970*, as amended, requires the preparation of an objective, full-disclosure document to:

- Inform agency decision-makers and the general public of the potential direct and indirect environmental effects of a proposed action.
- Identify alternatives to the proposed project to reduce or lessen environmental impacts.
- Identify mitigation measures to reduce or eliminate any identified significant impacts.

In conformance with CEQA, this EIR addresses the potential individual and cumulative impacts of the proposed project. MPAD, as the lead agency, will review and consider the EIR in its decision to approve, revise, or deny the project.

## ES2.0 PROJECT LOCATION AND SETTING

Monterey Peninsula Airport is a commercial service aviation facility located in the Monterey Bay Area approximately three miles east/southeast of downtown Monterey. The airport is located in Monterey County, approximately 100 miles south of San Francisco. The airport is bounded by the cities of Monterey and Del Rey Oaks, as well as Monterey County, and is not incorporated into a city or a county, nor is it a public utility.

## ES3.0 PROJECT OBJECTIVE

The objective of the proposed airport improvements is to enhance safety at Monterey Peninsula Airport by providing an aviation facility that complies with FAA RSA design standards. By law, FAA's highest aviation priority is the safe operation of the airport and the airway system.<sup>1</sup>

In 2007, the Monterey Peninsula Airport undertook an RSA Study in response to H.R. 3058 and FAA Order 5200.8, *Runway Safety Area Program*, which became effective October 1, 1999. The objective of the RSA program is to ensure that all RSAs at federally obligated airports conform to standards contained in FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, "to the extent practicable."

The 2007 RSA study described the existing conditions regarding the runway safety areas for Runways 10L-28R and 10R-28L at Monterey Peninsula Airport and concluded that Runway 10L-28R meets RSA standards and Runway 10R-28L does not. By FAA standards, Runway 10R-28L requires an RSA that is 500 feet wide and extends 1,000 feet beyond the runway end for departures and 600 feet prior to the landing threshold for arrivals.<sup>2</sup> Based on the analysis, a limited, non-standard RSA is currently available for arrivals and departures on Runway 10R and for departures on Runway 28L. Arrivals to Runway 28L meet RSA standards due to the 1,033-foot displaced threshold. The Runway 28L departure and Runway 10R arrival and departure RSAs do not meet FAA standards. **Figure ES1** depicts the RSA deficiencies.

## ES4.0 PROJECT DESCRIPTION

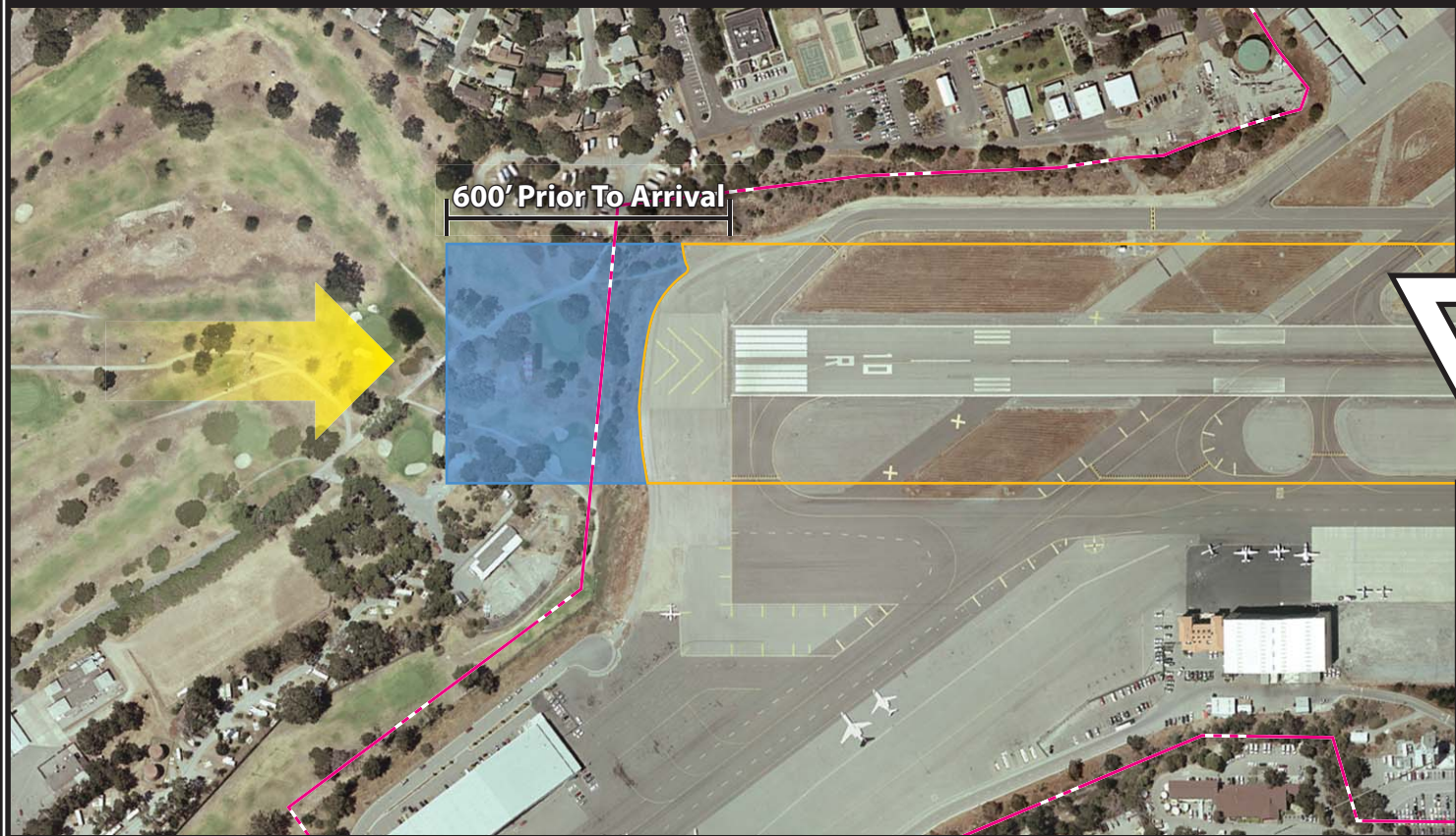
The Monterey Peninsula Airport District is proposing improvements to Monterey Peninsula Airport that fully meet FAA RSA design standards. The proposed airport improvements are depicted on **Figure ES2**.

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<sup>1</sup> Refer to 49 USC Section 47101(a),

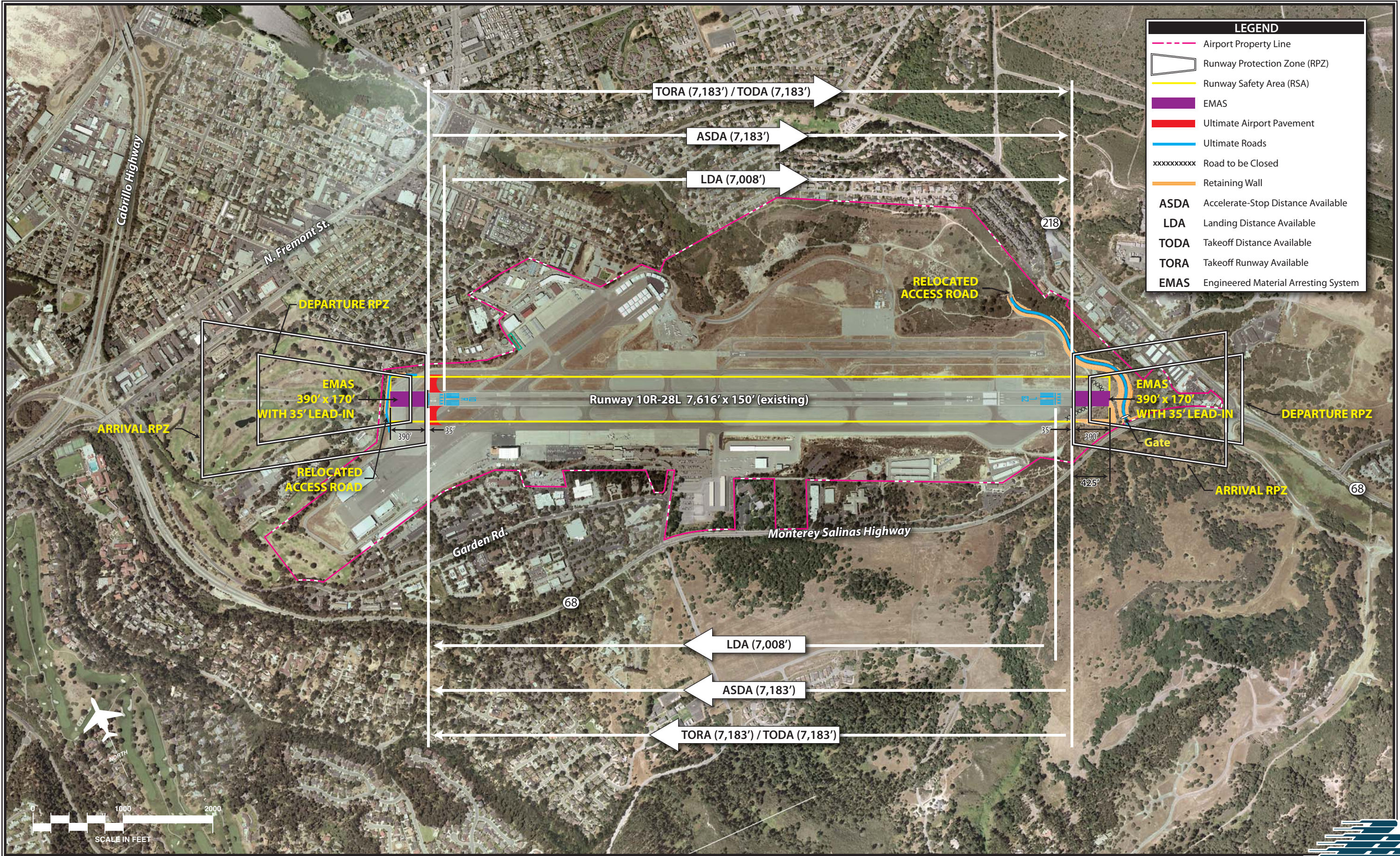
<sup>2</sup> Refer to **Appendix C** for a description of the methodology used for defining the Airport Reference Code for Runway 10R-28L based on existing airport activity as well as forecasts prepared by the FAA.

### RUNWAY 10R



### RUNWAY 28L





LEGEND	
	Airport Property Line
	Runway Protection Zone (RPZ)
	Runway Safety Area (RSA)
	EMAS
	Ultimate Airport Pavement
	Ultimate Roads
	Road to be Closed
	Retaining Wall
ASDA	Accelerate-Stop Distance Available
LDA	Landing Distance Available
TODA	Takeoff Distance Available
TORA	Takeoff Runway Available
EMAS	Engineered Material Arresting System

The Project takes into account the various development constraints located beyond the existing runway ends and provides needed RSA while maximizing runway length. The following development is proposed to meet the project objective.

#### **ES4.1 East Runway End Improvements**

The east end of the runway is, for the most part, undeveloped and very steep in nature. Numerous federal and state protected plant and animal species are present in this portion of airport property. The following improvements take into account the development constraints and minimize impacts to protected resources. Proposed improvements include the following:

- Construction of a retaining wall approximately 250 feet beyond the existing Runway 28L end. The retaining wall will be tiered due to its height and geologic conditions in the area. Vegetation will be planted in the wall to ensure the feature blends with the natural environment. Earthen fill will be placed behind the retaining wall to create a level surface that meets RSA slope requirements.
- Installation of a 390-foot engineered materials arresting system (EMAS) bed at the eastern end of the level surface. The EMAS bed would be located 35 feet from the Runway 28L departure point to protect the EMAS bed from jet blast.
- Relocation of the airport access road to the toe of the retaining wall, outside of the RSA. Additional retaining walls will be needed for the relocated access road; these walls will also be tiered and vegetated.

#### **ES4.2 West Runway End Improvements**

The west end of airport property is relatively developed and was heavily disturbed for the construction of the airport and neighboring golf course and commercial/industrial areas. The area is also relatively steep and contains few protected resources. Proposed development in the area includes:

- Construction of a retaining wall approximately 180 feet from the existing runway end. This retaining wall is significantly smaller in magnitude when compared to the east walls. The length of the west end retaining wall is approximately 650 feet and will be a vertical structure approximately 20 feet tall. Placement of the retaining wall in this location allows improvements to remain on airport property. The area inside the retaining wall will be graded and filled and will contain the relocated access road as well as the EMAS.
- Installation of a 390-foot EMAS bed at the western end of the level surface. The landing threshold for Runway 10R is shifted approximately 425 feet east to allow for the placement of the 390-foot EMAS bed.

- Construction of two new connector taxiways to provide access to the new runway end.
- Relocation of the airport access road to the far end of the level surface.

### **ES4.3 Affected Resources**

The proposed RSA improvement project and associated access road relocation will occur on airport property with the exception of the Highway 68 connection which will occur within the CalTrans right-of-way.

Based on an evaluation of the 16 environmental categories identified in the CEQA Guidelines, the adverse impacts to the following categories will not occur as a result of implementing the proposed project: agricultural resources, cultural resources, floodplains, mineral resources, paleontological resources, population/housing, public services, utilities/emergency services, and wetlands.

Implementation of the proposed project will result in temporary and permanent environmental impacts. Anticipated temporary impacts, occurring during construction of the improvements, include: increased air pollutant emissions, increase in suspended sediments during precipitation events, increased construction noise, and increased fossil fuel consumption. These impacts will be reduced through the use of best management practices. More permanent environmental impacts resulting from the airport improvements will occur in the areas of biological resources and transportation. A detailed discussion of these impacts and associated mitigation measures can be found in Chapter Three.

Table ES-1 provides a summary of the environmental findings of this EIR for the proposed RSA improvements at Monterey Peninsula Airport. The primary resources that are impacted as a result of implementing the proposed projects include: biological, water quality, geology and soils, and transportation and noise. With the mitigation measures discussed in the following section, the impacts will be reduced to a less than significant designation.

ADVERSE IMPACTS	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES
<b>BIOLOGICAL IMPACTS</b>		
<p>The proposed project could result in indirect effects on coast live oak woodland and maritime chaparral. Indirect effects include erosion and spread of non-native species that may negatively affect the natural processes that support the communities.</p>	<p>With implementation of mitigation measures, indirect impacts to special communities would be considered less than significant with mitigation, Class II.</p>	<p>Prior to ground disturbance, the project sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the EA/EIR mitigation measures. The monitor shall be responsible for (1) ensuring that procedures for verifying compliance with environmental mitigations are implemented; (2) establishing lines of communication and reporting methods; (3) conducting daily and weekly compliance reporting; (4) conducting construction crew training regarding environmentally sensitive areas; (5) maintaining authority to stop work; and (6) outlining actions to be taken in the event of non-compliance. Monitoring shall be at a frequency and duration determined by the project sponsor and in consultation with the affected natural resource agencies (e.g., CDFG and USFWS). (BIO/mm-1)</p> <p>At the time of application for grading permits, all grading plans shall clearly show the location of project delineation fencing that excludes adjacent sensitive communities from disturbance. The fencing shall consist of highly visible construction fence supported by steel T-stakes that are driven into the soil. The monitoring biologist shall field-fit the placement of the project delineation fencing to minimize impacts to adjacent communities and other sensitive resources. The project delineation fencing shall remain in place and functional throughout the duration of the project and no work activities shall occur outside the delineated work area. The grading plans shall clearly show all staging areas, which shall be located within the construction area and outside of the adjacent habitat areas. (BIO/mm-2)</p> <p>At the time of application for grading permits, all grading plans shall show the location of silt fence. The silt fence shall be placed immediately upslope of the exclusion fence (within two feet). The silt fence shall be installed as described by the Erosion and Sediment Control Field Manual (RWQCB 2002) or similar erosion control details. (BIO/mm-3)</p> <p>Prior to the commencement of site grading, the environmental monitor shall conduct an environmental awareness training for all construction personnel. The environmental awareness training shall include discussions of the special communities and special-status species that occur in the project area. Topics of discussion shall include: description of the species' habitats; general provisions and protections afforded by the FESA and CEQA; measures implemented to protect special-status species; review of the project boundaries and special conditions; the monitor's role in project activities; lines of communications; and procedures to be implemented in the event a special-status species is observed in the work area. (BIO/mm-4)</p> <p>Prior to issuance of construction permits, the project sponsor shall prepare a detailed erosion control plan, which shall address both temporary and permanent measures to control erosion. Erosion and soil protection shall be provided on all cut and fill slopes. The erosion control plan shall include revegetation measures including mulching, hydro-seeding, or planting methods. All temporary erosion control measures shall be installed prior to any other ground-disturbing work. All permanent erosion control measures shall be initiated as soon as possible after completion of grading, and prior to the onset of the rainy season (October 15). Permanent revegetation and landscaping shall emphasize native shrubs and trees, to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development. Vegetation shall be planted at least 30 days before the beginning of the wet season and watered regularly to ensure adequate root establishment. (BIO/mm-5)</p>
<p>The proposed project would permanently remove 5.13 acres of coast live oak woodland and 2.82 acres of central maritime chaparral. Grading activities would require the removal of approximately 201 coast live oak trees and several special-status plant species that exist in the communities.</p>	<p>With implementation of mitigation measures, direct impacts to special communities would be considered less than significant with mitigation, Class II.</p>	<p>Prior to ground-disturbing activities, the project sponsor shall prepare a Habitat Conservation and Enhancement Plan (HCEP) for review and approval by CDFG and USFWS. The HCEP shall provide for the conservation of 8.60 acres of coast live oak woodland and 3.05 acres of central maritime chaparral. The conserved lands shall be located within four (4) management areas that are on the airport property and adjacent to the proposed project area. Conservation Area 1 includes 1.50 acres of intact central maritime chaparral that is dominated by sand mat manzanita and contains other special-status plant species. Conservation Area 2 includes 6.52 acres of coast live oak woodland that supports several special-status species. Conservation Area 3 includes 1.55 acres of ruderal vegetation on a south facing slope that is capable of supporting maritime chaparral. Sporadic occurrence of sand mat manzanita and Monterey spineflower exists in Conservation Area 3. Conservation Area 4 includes 2.08 acres of disturbed oak woodland with a ground layer dominated by non-native annual grasses and forbs. Sporadic occurrences of native forbs and vines also exist in Conservation Area 4.</p> <p>The Monterey Peninsula Airport District shall designate the conservation areas as open space on the ALP, in perpetuity. Future activities in the conservation areas shall be limited to enhancing the oak woodland, maritime chaparral, and special-status plant species that occur in the conservation areas. Habitat enhancement activities in Conservation Areas 1 and 2 should focus on invasive species removal efforts that target pampas grass (<i>cordaderia</i> sp.), ice plant (<i>carpobrotus</i> sp.), poison hemlock (<i>conium maculatum</i>), English ivy (<i>hedera helix</i>), and milk thistle (<i>silybum marianum</i>). Habitat enhancement activities in Conservation Areas 3 and 4 should focus on invasive species removal and augmenting the native species populations.</p> <p>The HCEP shall be prepared by a qualified biologist and/or botanist and shall detail the methods for enhancing the conservation areas. The goal of the HCEP would be to restore temporary and mitigate permanent impacts to the oak woodland and maritime chaparral. At a minimum, the HCEP should include the following elements:</p> <ol style="list-style-type: none"> <li>A brief narrative of the project location, description, and purpose;</li> <li>Clearly identify the parties responsible for the conservation program and their contact information;</li> <li>A map showing and quantifying all conservation areas;</li> <li>Detailed discussion of the methods for implementing the HCEP including invasive species removal, sources of plant materials, and supplemental watering regimes;</li> <li>Detailed discussions of a special-status plant species salvage program. Special-status plant species shall be salvaged from the disturbance areas and reintroduced into the conservation areas;</li> <li>Identification of locations, amounts, size and types of plants to be salvaged and replanted;</li> <li>Identification of necessary components (e.g., temporary irrigation, amendments, etc.) to insure successful plant reestablishment;</li> <li>A program schedule and established success criteria for a seven-year monitoring and reporting program that is structured to ensure the success of the HCEP.</li> <li>Detailed discussions of the methods to be employed for implementing all additional habitat conservation requirements put forth by the USFWS under the final project Biological Opinion. (BIO/mm-6)</li> </ol> <p>The project sponsor shall retain a qualified biologist/botanist to supervise and monitor the implementation of the HCEP. The biologist/botanist should supervise plant salvage, site preparation, implementation timing, species utilized, planting installation, maintenance, monitoring, and reporting of the habitat enhancement efforts. The biologist/botanist shall prepare and submit six annual reports and one final monitoring report to CDFG and USFWS for review and approval. The annual and final monitoring reports should include discussions of the project activities, project photographs, and an assessment of the mitigation efforts' attainment of the success criteria. (BIO/mm-7)</p> <p>At the time of application for grading permits, project landscape plans shall show the use of sand mat manzanita, Toro manzanita, Monterey ceanothus, Eastwood's goldenbush, and Monterey spineflower in the retaining wall landscape designs. The native plant materials used in the retaining wall landscape shall be propagated from plant specimens located on airport property. (BIO/mm-8)</p> <p>At the time of application for grading permits, the project plans identify a water source in the vicinity of Conservation Areas 3 and 4. The water source will be utilized for irrigation supply in the conservation areas. (BIO/mm-9)</p> <p>Prior to construction and during implementation of the HCEP, the project sponsor shall retain a horticulturist or biologist to collect a minimum of 402 acorns to be sown in Conservation Area 4 (refer to Figure 3E). After construction the acorns must be sown in gopher baskets, provided irrigation, and maintained to ensure that a minimum of 201 oak seedlings exist in Conservation Area 4 at the end of the seven-year monitoring program. (BIO/mm-10)</p>

ADVERSE IMPACTS	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES
<b>BIOLOGICAL IMPACTS</b>		
Construction of the proposed project could impact approximately 13 to 26 Toro manzanita individuals and 1,000 to 2,000 sandmat manzanita individuals.	With implementation of mitigation measures, direct impacts to Toro manzanita and sandmat manzanita would be considered less than significant with mitigation, Class II.	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect a sufficient amount of toro and sandmat manzanita cuttings from the disturbance areas to propagate a minimum of fifty (50) toro manzanita clones and 3,000 sandmat manzanita clones. The propagated manzanita materials shall be planted in Conservation Area 3 and included in the retaining wall landscape plan. (BIO/mm-11)
Construction of the proposed project could impact approximately 25 to 35 Monterey ceanothus and 5 to 10 Eastwood's goldenbush individuals.	With implementation of mitigation measures, direct impacts to Monterey ceanothus and Eastwood's goldenbush would be considered less than significant with mitigation, Class II.	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect a sufficient amount of Monterey ceanothus seed and Eastwood's goldenbush seed from individuals on the airport property to propagate a minimum of seventy (70) Monterey ceanothus and forty (40) Eastwood's goldenbush container plants. The propagated materials shall be planted in Conservation Area 3 and included in the retaining wall landscape plan. (BIO/mm-12)
Construction of the proposed project would impact populations of Lewis's clarkia and San Francisco collinsia.	With implementation of mitigation measures, direct impacts to Lewis's clarkia and San Francisco collinsia populations would be considered less than significant with mitigation, Class II.	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect seed from the Lewis's clarkia and San Francisco collinsia populations located in the proposed project area. The horticulturalist shall store the collected seed until it can be sown in Conservation Area 4. (BIO/mm-13)
Construction of the proposed project would impact approximately 1.77 acres of occupied Monterey spineflower habitat.	With implementation of mitigation measures, direct impacts to Monterey spineflower populations would be considered less than significant with mitigation, Class II.	As directed by the USFWS and the ESA Section 7 consultation between the project sponsor and USFWS, the project sponsor shall implement the following Monterey spineflower soil and seed bank conservation measures:  1. Soil from the proposed action area containing Monterey spineflower seed shall be collected, stockpiled, and reapplied. To accomplish this, the upper six inches of soil located within the vicinity of existing Monterey spineflower individuals will be collected and stockpiled prior to major grading activities. Soil collection would occur immediately following completion of seed collection and prior to the first rainfall. The collected soil should be stockpiled in the action area until it can be reapplied.  2. The relocated soil and collected seed shall be applied in temporarily disturbed areas located at the base of the retaining walls on the eastern end of Runway 28L, included in Conservation Area 3 (refer to Figure 4), and incorporated in the retaining wall landscape design.  3. To ensure that the Monterey spineflower soil conservation and seeding efforts are successful, after construction the project sponsor will retain a USFWS-approved biologist to assess the receptor site for signs of germination and percent cover. Monterey spineflower should account for at least 25 percent of the ground cover within the selected receiver sites. (BIO/mm-14)
It is assumed that construction of the proposed project would impact Michael's rein orchid.	With implementation of mitigation measures, direct impacts to Michael's rein orchid would be considered less than significant with mitigation, Class II.	Implement BIO/mm-6 and BIO/mm-7
It is assumed that construction of the proposed project would impact approximately two Yador's rein orchid.	With implementation of mitigation measures, direct impacts to Yador's rein orchid would be considered less than significant with mitigation, Class II.	As directed by the USFWS and the ESA Section 7 consultation between FAA and USFWS, the project sponsor proposes to extend the monitoring and invasive species removal efforts for the existing 10-acre restoration area that was established as a result of the Monterey Hi-way Self Storage Biological Opinion. Extending the monitoring and invasive species removal efforts in these areas was a recommended conservation measure in the Monterey Hi-way Self Storage Biological Opinion. The project sponsor shall extend the monitoring and invasive species removal efforts for a duration determined by the USFWS and FAA Section 7 consultation for the proposed project. (BIO/mm-16)
Construction of the proposed project would remove seven Monterey pine trees.	Implement BIO/mm-6 and BIO/mm-7	With implementation of the above mitigation measures, direct impacts to Monterey pine trees would be considered less than significant with mitigation, Class II. (BIO/mm-17)
Construction activities conducted during the nesting season (March through September) could directly or indirectly impact nesting birds.	With implementation of mitigation measures, direct and indirect impacts to nesting birds would be considered less than significant with mitigation, Class II.	Within 30 days prior to installation of the project delineation fencing and the commencement of site grading, the environmental monitor shall conduct pre-construction nesting bird surveys. If nesting activity is identified, the following measures shall be implemented:  1. If active nest sites of common passerines are observed in the work area or within 100 feet of the work area, construction activities shall be modified and/or delayed as necessary to avoid direct take or indirect disturbance of the nests, eggs, or young;  2. If active nest sites of raptors or other special-status species are observed within the work area or 300 feet of the work area, the environmental monitor shall establish a suitable buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and  3. Active raptor or special-status species nests should be documented by a qualified biologist and a letter report should be submitted to the County, USFWS, and CDFG, documenting project compliance with the MBTA and applicable project mitigation measures. (BIO/mm-18)
The proposed project could result in direct take of the black legless lizard.	With implementation of mitigation measures, direct impacts to the black legless lizard would be considered less than significant with mitigation, Class II.	Within 30 days prior to site grading, the environmental monitor shall conduct surveys for black legless lizards and other reptiles. The surveyor should utilize hand search or cover board methods in areas of disturbance where legless lizards are expected to be found (e.g., under shrubs, other vegetation, or debris). If cover board methods are used, they should commence at least 30 days prior to the start of construction. If hand search methods are used, the surveys should be completed immediately prior to and during grading activities. The surveyor should capture and relocate any legless lizards or other reptiles observed during the survey effort. The captured individuals should be relocated from the construction area and placed in suitable habitat on the airport property. (BIO/mm-19)
The impacts to sensitive species and habitats resulting from development of the proposed project would result in the direct loss of biological resources, and would contribute to the cumulative degradation of biological resources of the area, resulting in a potentially significant cumulative impact.	Implementation of mitigation measures would reduce project-specific and cumulative impacts to less than significant with mitigation, Class II.	Implement BIO/mm-1 through BIO/mm-19



ADVERSE IMPACTS	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES
<b>GEOLOGY AND SOILS</b>		
Based on the results of the initial geotechnical study, preliminary slope stability analyses indicate that acceptable factors of safety with respect to slope movement under static and seismic loading conditions can be achieved provided the cuts and fills are supported with appropriate retaining wall systems (segmented walls with geogrid for the RSA fill area and soil nail wall for the access road cuts).	With implementation of mitigation measures, the potential for slope failure will be mitigated and no on-site or off-site failures will occur.	During project design, the identification of suitable retaining wall systems will be undertaken taking into account the magnitude of cut and fill required for the project. (GEO/mm-1)
Based on the results of the initial geotechnical study, loose sands are present at the ground surface. These loose soils extend to depths of about 4 to 6 feet at the top of the eastern slope, increasing to 18 feet at the toe of the slope. Loose sands present a number of concerns regarding the installation of the retaining walls including: static and seismic slope stability factors of safety that do not meet minimums; significant static settlement of the sands beneath the weight of the proposed fill; significant seismic settlement of the sands during strong shaking; and, erosion potential at the transitions between the ends of the walls and the native slope.	A suitable, flexible, retaining wall system will be utilized for the construction of the retaining wall systems to eliminate potential slope instability. These efforts reduce the level of impact to less than significant with mitigation.	A flexible facing element, such as Sierrascape retaining wall system by Tensar (or equivalent), or additional ground improvement measures, will be employed for construction of the retaining wall systems. (GEO/mm-2)
The dune sands consist of fine to medium sands with silty and clayines ranging up to about 18 percent. These types of soils are highly subject to erosion from wind and water. Additionally, the sands will not stand vertical when excavated.	To minimize erosion potential, exposed surfaces will be vegetated and temporary stabilization measures will be utilized during construction. These mitigation efforts reduce the level of impact to less than significant with mitigation.	All exposed surfaces, especially the benches between vertical wall segments and the toes of slopes below new walls, will be vegetated or otherwise protected from erosion. (GEO/mm-3)  Temporary vertical elements for face stability soil nails and/or temporary slopes during soil nail construction may be required. (GEO/mm-4)
<b>WATER QUALITY</b>		
The proposed project will result in changes to the drainage patterns at the airport as well as an increase of impermeable surfaces.	Implementation of mitigation measures would reduce project-specific and cumulative impacts to less than significant with mitigation.	The project will be designed to ensure all drainage is captured on-site and discharge will not exceed available sewer capacity. (WQ/mm-1)  The airport's General Permit Number CAS000001 for Discharges of Storm Water Associated with Industrial Activities will be modified to reflect the increase in impermeable surfaces and associated drainage improve-ments/modifications. (WQ/mm-2)
Construction of the proposed improvements may have limited, short-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events in the construction phase.	Implementation of mitigation measures would reduce project-specific and cumulative impacts to less than significant with mitigation.	The airport sponsor will comply with the NPDES program regarding filing a Notice of Intent prior to construction activities affecting more than one acre. This program is managed by the State of California. (WQ/mm-3)  The following mitigation measures will be put into place in accordance with recommendations established in FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control  <b>Site Preparation</b> <ul style="list-style-type: none"> <li>• Minimize land disturbance.</li> <li>• Use watering trucks to minimize dust.</li> <li>• Cover trucks when hauling dirt.</li> <li>• Stabilize the surface of dirt piles if not removed immediately.</li> <li>• Use windbreaks to prevent accidental dust pollution.</li> <li>• Limit vehicular paths and stabilize these temporary roads.</li> <li>• Grade to prevent soil from washing onto paved roadways.</li> <li>• Pave all unpaved construction roads and parking areas to road grade for a length no less than 50 feet where such roads and parking areas exit the construction site to prevent dirt from washing onto paved roadways.</li> </ul> <b>Construction</b> <ul style="list-style-type: none"> <li>• Cover trucks when transferring materials.</li> <li>• Use dust suppressants on traveled paths which are not paved.</li> <li>• Minimize unnecessary vehicular and machinery activities.</li> <li>• Minimize dirt track-out by washing or cleaning trucks before leaving the construction site.</li> </ul> <b>Post Construction</b> <ul style="list-style-type: none"> <li>• Revegetate any disturbed land not used. [None existing today.]</li> <li>• Remove unused material.</li> <li>• Remove dirt piles.</li> <li>• Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities. [None existing today.]</li> </ul> <b>Construction Scheduling</b> <ul style="list-style-type: none"> <li>• Sequence construction activities so that areas void of vegetation are not exposed for long periods of time.</li> </ul>

ADVERSE IMPACTS	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES
<b>WATER QUALITY (continued)</b>		
		<ul style="list-style-type: none"> <li>Schedule landscaping and other work that permanently stabilizes the area to be done immediately after the land has been graded to its final contour.</li> <li>Alter the project schedule to minimize the amount of denuded areas during wet months.</li> <li>Construct permanent storm water control facilities early in the project schedule and then utilize these structures for controlling erosion and sedimentation.</li> </ul> <p><b>Limiting Exposed Areas</b></p> <ul style="list-style-type: none"> <li>Divert up-slope water from entering the denuded areas of the construction site by constructing dikes and swales.</li> <li>Divert or intercept storm water before it reaches long and/or steep slopes.</li> <li>Release captured storm water at a slow and controlled rate to prevent damage to downstream drainageways and structures.</li> <li>Increase the soil's ability to absorb moisture through vegetative means, surface roughening, and/or mulching.</li> <li>Stage grading so that the native vegetation provides a buffer to slow and disperse runoff.</li> </ul> <p><b>Runoff Velocity Reduction</b></p> <ul style="list-style-type: none"> <li>Build check dams or other energy dissipation structures in unlined drainage channels to slow runoff velocity and encourage settlement of sediments.</li> <li>Limit slopes to 3:1 wherever practical.</li> <li>Intercept runoff before it reaches steep slopes using diversion dikes, swales, or other barriers.</li> <li>Protect slopes with mulches, matting, or other types of temporary or permanent soil stabilization.</li> <li>Provide velocity-reducing structures or rip-rap linings at storm water outfalls.</li> </ul> <p><b>Sediment Trapping</b></p> <ul style="list-style-type: none"> <li>Direct sediment-laden storm water to temporary sediment traps.</li> <li>Construct temporary sediment traps or basins at the drainage outlet for the site.</li> <li>Use temporary sediment barriers such as silt fences, straw bale barriers, sand bag barriers, and gravel filter barriers for construction sites with relatively flat slopes that produce sheet flow runoff.</li> </ul> <p><b>Good Housekeeping</b></p> <ul style="list-style-type: none"> <li>Schedule regular inspections of storm water and sediment control devices.</li> <li>Repair and/or replace storm water and sediment control devices as often as necessary to maintain their effectiveness. (WQ/mm-4)</li> </ul>
<b>NOISE</b>		
The noise analysis undertaken for this EIR results in the presentation of noise contours which are not reflective of the airport's existing Airport Comprehensive Land Use Plan.	Implementation of the outlined mitigation measure will reduce existing and cumulative impacts to less than significant with mitigation.	The MPAD will continue to work with Monterey County to update the CLUP to reflect current and anticipated future noise exposure contours at the airport. (N/mm-1)
<b>TRANSPORTATION</b>		
To provide emergency, operational, maintenance, and user access to the east and northern portions of airport property, the relocated airport access road will need to tie into Highway 68. An on-airport connection is not feasible due to terrain in the project area. The level of service for Highway 68 in this area is compromised.	Implementation of mitigation measures will reduce the number of connections to Highway 68 in the area, thereby minimizing traffic impacts. Traffic analysis to be undertaken for the Encroachment Permit will provide final details regarding service impacts, if any.	<p>At the request of CalTrans, the existing, gated, gravel airport access to Highway 68 will be closed. (T/mm-1)</p> <p>During detailed project design, analysis will be undertaken to evaluate the effectiveness of consolidating the access points for Tarp's Restaurant and the airport. This would result in no additional connections to Highway 68. (T/mm-2)</p> <p>The portions of the access to Highway 68 which provide access to the eastern and northern portions of airport property will be gated and access will be controlled. (T/mm-3)</p> <p>During the project design phase, Monterey Peninsula Airport will complete a traffic impact study and finalize the design for the access road/Hwy 68 connection in a manner that results in a net improvement to the subject segment of Highway 68 and is acceptable to Caltrans. Again, Caltrans has indicated that for the design to be acceptable and the Encroachment Permit approved, the level of service for that segment of Hwy 68 and the approach should be maintained or, if possible, improved, and the project must be non-controversial. (T/mm-4)</p>
An airport tenant, Tarp's Restaurant, may be impacted by the requirements of the Encroachment Permit. The restaurant's westernmost access point is currently configured for a right-in/right-out. CalTrans has requested that consideration be given to combining the restaurant access point with the airport's relocated airport access. This will be fully evaluated during the permitting process. (The restaurant is operated through a lease with the Monterey Peninsula Airport District as it is located on airport property. Currently, the restaurant is accessed via two points, a connection with Highway 68 and a driveway which connects it to the neighboring shopping center (Stonecreek Village Shops). Traffic counts undertaken for the area indicate that restaurant patrons utilize both access points, with the shopping center access being more heavily utilized during high traffic periods.)	Implementation of mitigation measures will reduce the project impacts on the airport tenant to a less than significant level.	<p>MPAD will continue to coordinate with the restaurant owner regarding potential access impacts. (T/mm-5)</p> <p>Restaurant access will be maintained in a manner similar to the current condition. (T/mm-6)</p>