



FINAL
MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY ON MONTEREY REGIONAL AIRPORT WELL WATERLINE IMPROVEMENTS

SCH# 2023070338

September 2023

MRY™
MONTEREY
REGIONAL AIRPORT

State of California

MITIGATED NEGATIVE DECLARATION

Project Title:	**Well Waterline Improvements – Phases 1 and 2**
Owner:	Monterey Peninsula Airport District (MPAD)
Project Location:	200 Fred Kane Drive, Monterey, CA 93940
Primary APN:	2801 Monterey-Salinas Highway Well Water System: 013-222-008-000 2999 Monterey-Salinas Highway Well Water System: 259-021-002-000
Project Manager/POC:	Chris Morello, Deputy Executive Director planning@montereyairport.com
Project Type:	Utility Infrastructure
Project Description:	The proposed project is the installation of two water distribution system lines and ancillary infrastructure connected to existing water wells located on airport property. **See Initial Study for detailed project description.*

STATEMENT OF ENVIRONMENTAL FINDINGS: State law requires that an Initial Study (environmental analysis) be conducted to determine if this project could significantly affect the environment. Based on the findings in the Initial Study, it has been determined that this proposed project may have a significant effect on the environment (biological and cultural resources); however, avoidance, minimization, or mitigation measures are available which would reduce the impacts to less than significant levels. As such, a Mitigated Negative Declaration has been prepared. The MPAD is the responsible agency for ensuring that the Project's Mitigation, Monitoring, and Reporting Program is implemented.

Decision-Making Body:	**MPAD Board of Directors**
Responsible Agency:	**Monterey Peninsula Airport District**
Review Period Began:	**Wednesday, July 19th, 2023**
Review Period Ended:	**Friday, August 18th, 2023**

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INITIAL STUDY
ON
MONTEREY REGIONAL AIRPORT
WELL WATERLINE IMPROVEMENTS – Phases 1 and 2

per the *California Environmental Quality Act (CEQA)*
(Public Resources Code [PRC] §§21000-21189)
and *CEQA Guidelines (California Code of Regulations [CCR],*
Title 14, Division 6, Chapter 3, §§15000-15387)

INTRODUCTORY INFORMATION

1. **Project title:**

   Monterey Regional Airport Well Waterline Improvements – Phases 1 and 2

2. **Lead agency name and address:**

   Monterey Peninsula Airport District (MPAD)
   200 Fred Kane Drive
   Monterey, CA 93940

3. **Contact person:**

   Ms. Chris Morello
   Deputy Executive Director
   Monterey Regional Airport
   planning@montereyairport.com

4. **Project location:**

   The two proposed waterlines would be located on the south side of the Monterey Regional Airport (airport) (**Exhibit 1**):

   - 2801 Monterey-Salinas Highway (Phases 1 and 2)
   - 2999 Monterey-Salinas Highway (Phase 2)

5. **Project sponsor's name and address:**

   Monterey Peninsula Airport District (MPAD)
   200 Fred Kane Drive
   Monterey, CA 93940


MRY
MONTEREY
REGIONAL AIRPORT
50
Sacramento
Santa Rosa
80
Napa
5
Vallejo
395
Stockton
Oakland
San Francisco
Modesto
Santa Clara
Merced
Santa Cruz
Salinas
Fresno
Monterey
Monterey Regional Airport
Visalia
5
101
San Luis Obispo
Bakersfield
Santa Maria
Del Monte Ave
Fremont Blvd
Canyon Del Rey Blvd
Marina Ave
Salinas Hwy
68
218
Aguajito Rd
Olmstead Rd
101
Santa Barbara
Monterey Regional Airport
Oxnard

6. General plan designation:

The airport is owned and managed by MPAD. It is not within the land use planning jurisdiction of any of the communities that are adjacent to the airport property (except for a few parcels that were acquired by MPAD after the district boundaries were established, as discussed below).

The proposed waterline alignment at 2801 Monterey-Salinas Highway abuts and crosses the City of Monterey jurisdictional limits along two areas of the proposed waterline. The first location is east of a set of buildings at 2801 Monterey-Salinas Highway. The second location is west of the long-term parking lot where the waterline would cross Olmsted Way. These areas are designated as Industrial on the City of Monterey General Plan land use map.[1]

The proposed waterline improvements at 2999 Monterey-Salinas Highway are within the MPAD-owned boundaries, except on the hill north of Tarpy's Roadhouse restaurant. This area of the airport property is within the City of Del Rey Oaks jurisdictional limits and is designated as Neighborhood Commercial in the *General Plan Update for the City of Del Rey Oaks*.[2]

7. Zoning:

The proposed waterline alignment at 2801 Monterey-Salinas Highway abuts and crosses the City of Monterey jurisdictional limits along two areas of the proposed waterline, as described under #6 above. These areas are zoned Industrial by the City of Monterey.

The proposed waterline improvements at 2999 Monterey-Salinas Highway are within the MPAD-owned boundaries, except for the area connecting to the existing water well on the hill north of Tarpy's Roadhouse restaurant. This area of the airport property is zoned C-1-V (Neighborhood Commercial with Visitor Overlay) by the City of Del Rey Oaks.

8. Description of project:

The proposed project is the installation of two water distribution system lines and ancillary infrastructure connected to existing airport-installed replacement water wells located on airport property. The new wells replaced previously active wells located at the airport that were no longer functional.

Electricity for the proposed project would be provided via new connections to existing electrical hook-ups using horizontal directional drilling (HDD) trenchless methods[3] to place the new electrical lines underground. Construction work will be divided into two phases of work – Phase 1 and Phase 2 – with Phase 1 work further subdivided into two parts: Schedule 'A' and Schedule 'B'.

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[1] City of Monterey 2011, *City of Monterey General Plan*, Map 3 Showing Land Use (https://www.monterey.org/city_hall/community_development/planning/land_use_plans.php)

[2] City of Del Rey Oaks 1997, *General Plan Update for the City of Del Rey Oaks, California*, Figure 2, Land Use Element Map (https://www.delreyoaks.org/documents)

[3] This method is a construction technique whereby a tunnel is drilled under a designated area and the electric cable or pipeline is pulled through the drilled underground tunnel. It is used to minimize impacts on the surface in sensitive or otherwise constrained areas.

2801 Monterey-Salinas Highway Well Water System – Phase 1 (Exhibit 2)

The proposed improvements for Phase 1 of the project would bring water from the airport-installed replacement well just north of buildings located at 2801 Monterey-Salinas Highway to the rental car wash west of the commercial terminal. Most of the alignment would follow existing roads or cross the overflow parking lot or pavement around two hangars. Adjacent to the well, two 10,000-gallon water tanks, green sand-filter treatment, chlorine injection, and a booster pump station would be installed on a 2,900-square-foot (sf) reinforced concrete pad surrounded by a six-foot (ft)-high chain link fence topped by three strands of barbed wire and equipped with a wildlife deterrent fence skirt. Access to this area would be through a secured double-swing gate. The maximum height of the water tanks would be 12 ft. The concrete pad would be six inches (in.) thick heavy-duty concrete and four in. thick aggregate base over 20 in. deep recompacted soil.

The well water would first be passed through a chemical dosing feed and a green sand media filter[4] before entering the water storage tanks. The water would then go through a booster pump station and would be conveyed west via four- or six-in.-diameter high-density polyethylene (HDPE) pipes. The water pipes would include connection points for the domestic water services to the new terminal facility.

At the rental car facility, a hydro-pneumatic aboveground 1,000-gallon tank facility – which would include pump controls/monitoring, localized sand filtration, and regulated pump – would be installed on the system adjacent to the rental car wash facility. The sand filtration would include a building service connection to the sanitary sewer to permit intermittent backwashing. This hydro-pneumatic tank facility would serve to regulate pressure/flow in the system serving the rental car facility. Power for these components would be taken from the existing rental car vacuum facility service. No excavation is anticipated.

Overall, 2,896 linear feet (lf) of pipe would be installed. Trenches would range from three to 14 ft wide, while the pavement saw cuts would typically be eight in. wider than the trench. The waterline would be placed roughly 54 in. below the ground surface on a minimum of six in. of bedding material.

HDD would be used for segments of the pipe that would be within vegetated areas, would go underneath two existing hangars to be protected in place, or would go across the slope and existing retaining wall at the west end of the commercial terminal building's front parking lot.

2999 Monterey-Salinas Highway Well Water System – Phase 2 (Exhibit 3)

Phase 2 of the project would bring water from the existing airport-installed replacement well near a storage shed above and north of Tarpy's Roadhouse restaurant at 2999 Monterey-Salinas Highway. This system would serve the irrigation water demand for the proposed new terminal facility. The waterline would continue west and connect to an existing irrigation line present at the junction of the east vehicle service road and the Taxiway A pavement near the approach end of Runway 28L. This new waterline would be 1,915 lf long, four in. diameter, and would also be comprised of HDPE pipe.

[4] Chemical dosing is a water treatment process that uses chemicals (such as salts/chlorine) to treat and remove high levels of chemical content dissolved in the water, while a green sand media filter removes certain trace metals (such as manganese). The two-step process is similar to a water softener.



Legend

- Tank
- Well
- Water Line
- Water Line Installed using Horizontal Directional Driling
- Electric Line Installed using Horizontal Directional Drilling
- Haul Routes
- Bore Pits
- Staging Areas
- Pavement

N

0 200

1" = 200'

Exhibit 2
PROPOSED WATER LINE (PHASE 1)



Legend

- Tank
- Well
- Water Line
- Water Line Installed using Horizontal Directional Drilling
- Electric Line Installed using Horizontal Directional Drilling
- Haul Routes
- Bore Pits
- Staging Areas

N

0 120

1" = 120'

Exhibit 3
PROPOSED WATER LINE (PHASE 2)

For the first approximately 75 lf, the waterline would be installed using HDD to minimize the need for trenching and backfilling. This area of the waterline alignment is vegetated and crosses under an existing retaining wall and rock-lined drainage swale along the southeastern side of the airport's east vehicle service road (see photo).



Retaining wall east of vehicle service road

Once the waterline reaches the east vehicle service road, the line would follow the edge of the rock swale or be located within the pavement. Trenches would range from three to seven ft wide, while the pavement saw cuts would be eight in. wider than the trench. The waterline would be placed roughly 54 in. below the ground surface on a minimum of six in. of bedding material.

A hydro-pneumatic water tank would be installed on an 11-ft by 20-ft reinforced concrete pad part way up the hill. The hydro-pneumatic tank would allow the pressure/flow to be regulated as the water is conveyed up the steep slope to the plateau. The concrete pad would be six-in.-thick heavy-duty concrete and four-in.-thick aggregate base over 20-in.-deep recompacted soil.

Construction Activity

The 2801 Monterey-Salinas Highway well water system (Phase 1) would be constructed in two parts (Schedule 'A' and Schedule 'B'). The Schedule 'A' work would include the waterline and ancillary facilities needed to provide water service to the airport's rental car wash facilities. This would be followed with the remaining facilities needed to serve the relocated terminal building (Schedule 'B'). The Schedule 'A' construction activities are expected to take approximately four months, with the Schedule 'B' work being constructed concurrently with Phase 2 (i.e., the 2999 Monterey-Salinas Highway well water system). Phase 2 is also expected to take approximately four months.

The use of temporary haul roads and staging/stockpile areas would be necessary during construction (**Exhibits 2** and **3**)**.** During trenching and excavation of the send and receive pits for HDD, spoil materials would be side cast along the alignments. All temporary stockpiling of material would be constrained using best management practices (BMPs) that prevent sedimentation during storm events. All surplus dirt not needed for backfilling the trenches and pits would be hauled to the north side of the airport and deposited in a disposal area set up for airport construction projects (**Exhibit 4**). For Phase 1, an anticipated 590 cubic yards (cy) of dirt would be removed, which would equate to 60 haul trips. During Phase 2 of the project, an anticipated 700 cy of dirt would be stockpiled in the same area as Phase 1. This would amount to 70 haul trips.

All remaining waste materials (including**,** but not limited to**,** asphalt millings that are not reincorporated into the pavement**;** concrete**;** rubble**;** and tree root bulb material) would be properly disposed of in accordance with federal, state, and local laws and regulations. It is estimated that 50 cy of material would be hauled off-site (five haul trips) to a local transfer facility or landfill (30 cy during Phase 1 and 20 cy during Phase 2).

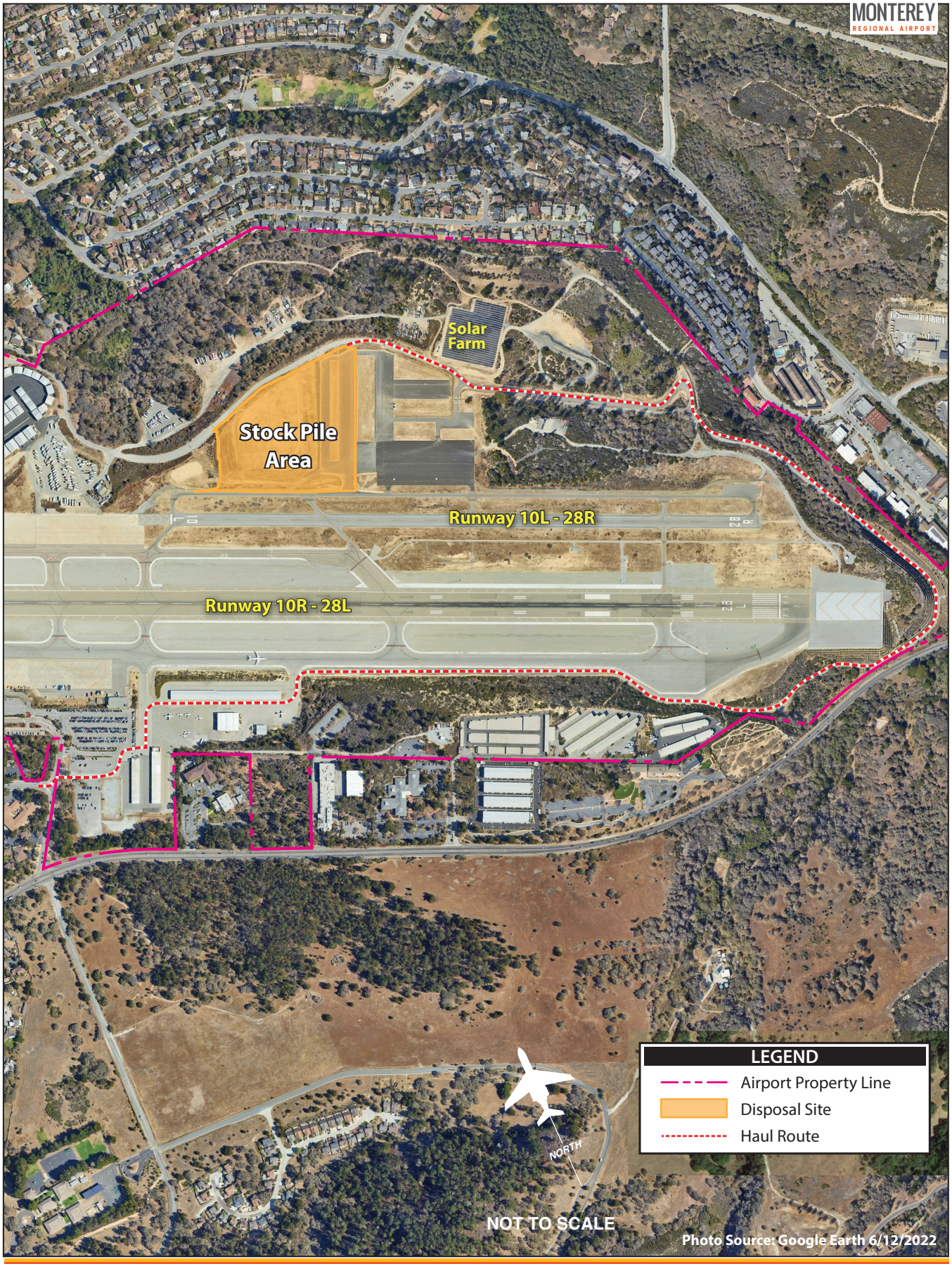


Exhibit 4 - PROPOSED HAUL ROUTE AND STOCKPILE SITE

The contractor would be responsible for obtaining the services of a subsurface utility company to locate all existing utilities and underground airport facilities that may be affected by the proposed project, using pothole techniques to verify exact locations and elevations.

9. Surrounding land uses and setting:

The airport is in the Monterey area, one mile southeast of downtown Monterey and one mile from the Monterey Bay and the Pacific Ocean. The airport is bordered by the City of Del Rey Oaks to the north and east and the City of Monterey to the south and west.

Land uses in proximity to the airport include the U.S. Navy Golf Club, residential areas, and industrial and commercial development along Highways 68 and 218. Highway 68 is designated as a scenic highway by Monterey County.

The 2801 Monterey-Salinas Highway waterline would primarily follow existing internal airport roadways and paved areas, aside from a small section of the eastern portion of the waterline which would be routed through a vegetated area. Similarly, the 2999 Monterey-Salinas Highway waterline would primarily follow existing internal airport roadways and paved areas, aside from a vegetated area east of the vehicle service road, and north and above Tarpy's Roadhouse restaurant. Both alignments are in proximity to environmentally sensitive habitat being managed by the airport.

10. Other public agencies whose approval is required (e.g., permit, financing approval, or participation agreement):

The City of Monterey would be contacted by the airport for the following permits for the proposed waterline improvements at 2801 Monterey-Salinas Highway where they cross the city limits:

- Building permit(s)
- Tree removal permit (if applicable)

Similarly, the City of Del Rey Oaks would be contacted by the airport for a permit for the proposed waterline improvements at 2999 Monterey-Salinas Highway where they cross the city limits.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

(NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. [See Public Resources Code section 21080.3.2.] Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public

Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3[c] contains provisions specific to confidentiality.)

The following Native American tribes were notified of the proposed project pursuant to PRC section 21080.3.1 via certified mail (postmarked June 13, 2023):

Ohlone/Costanoan:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Costanoan Rumsen Carmel Tribe
- Indian Canyon Mutsun Band of Costanoan

Ohlone/Costanoan-Esselen:

- Ohlone/Costanoan-Esselen Nation

Salinan Tribe of Monterey, San Luis Obispo Counties:

- Salinan Tribe of Monterey, San Luis Obispo Counties/Salinan Chumash
- Xolon-Salinan Tribe

At the end of the 30-day response time (July 14, 2023), no requests for consultation were received by MPAD.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages. Mitigation is provided to reduce potential impacts to a level of significance.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ **Biological Resources**	☒ **Cultural Resources**	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☒ **Utilities/Service Systems**	☐ Wildfire	☒ **Mandatory Findings of Significance**

DETERMINATION:

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Chris Moulton

Signature

July 17, 2023

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines, section 15063[c][3][D].) In this case, a brief discussion should identify the following:

   a. **Earlier Analysis Used**. Identify and state where they are available for review.
   b. **Impacts Adequately Addressed**. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. **Mitigation Measures**. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to the project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES:

I. AESTHETICS.

Except as provided in Public Resources Code section 21099, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Impact Analysis

I a-d) No Impact. Neither of the waterlines would be visible aboveground nor from Highway 68, which is the closest designated scenic highway. However, the project includes several water tanks. These are located away from the highway and are screened by both dense vegetation and topography. No night lighting would be required for construction. All work would occur during the daytime.

II. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

II a) No Impact. The California DOC's Important Farmland Finder tool denotes the entire airport is located within Urban and Built-Up or Other Land. Furthermore, the airport property is not used for agricultural purposes.

II b) No Impact. The airport is not zoned for agricultural use, nor is it part of a Williamson Act contract.

III c-e) No Impact. There is no forest land or timberland (as defined in the Public Resources Code or Government Code) located at, or in proximity to, the airport.

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

The airport is located within Monterey County, which helps form the North Central Coast Air Basin (NCCAB), a designated "non-attainment" area for purposes of the California ambient air quality standards (AAQS) for PM_{10} (coarse dust particles 2.5 to 10 micrometers in diameter) (California Air Resources Board [CARB] website, Maps of State and Federal Area Designations). Monterey Bay Air Resources District (MBARD), formerly known as Monterey Bay Unified Air Pollution Control District (MBUAPCD), is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, and other activities related to air pollution within the NCCAB.

III a-b) Less Than Significant Impact. Air emissions due to construction activity may vary based on the duration and level of activity. Short-term construction emissions occur primarily as exhaust products from the operation of construction equipment and vehicles but can also occur as fugitive dust emissions from land disturbance during material staging, demolition, and movement. The proposed well water systems would generate short-term criteria air pollutants as a result of construction activities. However, these emissions would be considered less than significant under construction emission thresholds outlined by MBARD, as discussed further below.

The applicable MBARD threshold is 82 pounds per day or more of PM_{10} for construction activities such as excavation, grading, and on-site vehicles when they are nearby and upwind of sensitive receptors (MPUAPCD 2008, section 5.3, *Criteria for Determining Construction Impacts*). This threshold is also applicable if ambient air quality in the project area already exceeds the state AAQS (i.e., cumulative impacts could occur as the project would contribute substantially to this violation). MBARD also provides a screening threshold of 8.2 acres per day in terms of ground disturbance for a construction site with minimal earthmoving (MPUAPCD 2008, table 5-2). Since Phase 1 of the project would disturb approximately 0.38 acre for up to 160 days, and Phase 2 of the project would disturb approximately 0.14 acre for another 160 days, neither phase would come close to approaching the amount of ground disturbance needed to exceed the significance threshold for PM_{10}.

MBARD's Construction Impact Criteria also indicate that construction projects using typical construction equipment, such as dump trucks, scrappers, and front-end loaders, that "temporarily emit precursors of

ozone (i.e., volatile organic compounds [VOC] or oxides of nitrogen [NO_x]), are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS."

The well water system improvements would not cause any additional operational activity at the airport, and thus, no impacts because of operational emissions would occur.

III c-d) Less Than Significant Impact. The proposed project would not be located within 0.25 mile of sensitive receptors (i.e., children, elderly, asthmatics, and other persons who are at a heighted risk of negative health outcomes due to exposure to air pollution) (CARB website, *Sensitive Receptor Assessment*). The proposed well water systems would primarily be located along industrial land uses (i.e., an airport).

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

Impact Analysis

The following analysis is summarized from a technical memorandum completed to document the results of botanical and wildlife surveys conducted in the proposed project areas, evaluate the project for potential impacts to sensitive natural resources, and provide appropriate avoidance, minimization, and/or mitigation measures to reduce potential biological impacts to less than significant levels. The memorandum is attached to this Initial Study as **Appendix A**. Refer to this appendix for more information.

IV a) Less Than Significant with Mitigation Incorporated. The proposed project would be implemented in and among developed and undeveloped areas. The developed portions of the project area support landscape trees and shrubs and ruderal vegetation. The undeveloped areas support communities dominated by native trees and shrubs. The habitats occurring in the proposed project areas provide suitable nesting habitat for birds. Common passerines may use the trees and shrubs for nesting, and raptors may use the oak and pine trees for nesting. These available nesting habitats could be impacted by project activities such as tree removal and minor grading. If these activities are conducted between March and September, birds may be nesting within or adjacent to the affected area(s) and the individuals could be directly or indirectly impacted. Direct impacts may include loss of active nests during vegetation removal. Noise or other disturbances may cause an individual to abandon a nest, resulting in an indirect impact. Measure BIO-1 would be implemented to avoid the potential impacts to nesting birds.

The proposed project would be constructed near special-status plants (Yadon's piperia [*Piperia yadonii*], seaside bird's beak [*Cordylanthus rigidus* ssp. *littoralis*], and sandmat manzanita [*Arctostaphylos pumila* Provisional Shrubland Alliance]) (**Exhibit 5**). The project design team has made significant efforts to avoid direct impacts to these resources. However, achieving avoidance of the resources will require direct coordination with the contractors in the field during project implementation. Measures BIO-2 through BIO-4 are provided to facilitate avoidance of the resources.

The 2999 Monterey-Salinas Highway well water system would largely be in disturbed or developed areas. The existing well site and proposed tank site would be located on the graded but unimproved pad of an existing landscape materials storage area and outbuilding. The pad is situated among Monterey cypress - Monterey pine Woodland stand (*Hesperocyparis macrocarpa - Pinus radiata* Forest & Woodland Semi-Natural Alliance). This woodland community includes planted and/or naturalized Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine, and Italian stone pine (*Pinus pinea*) trees in the canopy with native coast live oak in the sub-canopy. Since the Monterey cypress are planted or naturalized and not associated with the Pebble Beach or Point Lobos stands, the woodland area in the project site does not constitute a rare or sensitive resource. Other special-status plants were not observed at the well and tank sites.

The waterline would be installed using HDD from the well site under the retaining walls and into the existing vehicle service road through open trench methods. The open trench methods would be conducted in a portion of the vehicle service road that runs through Conservation Area 3, which was established for mitigation during the Runway Safety Area Improvement Project (RSA Project) and includes Monterey pine, coast live oak, and sandmat manzanita plantings. One Monterey pine, five coast live oak, and 34 sandmat manzanita plantings are located immediately adjacent to the edge of the vehicle service road asphalt. The vehicle service road is approximately 16 feet wide, which is wide enough for the excavator but may not be wide enough for stockpiling trench spoils adjacent to the trench or for a

dump truck to haul the spoils to temporary staging. As a result, there is potential for the trenching in the vehicle service road to impact up to one Monterey pine, five coast live oak, and 34 sandmat manzanita plantings.

Although the Yadon's piperia and seaside bird's beak can be avoided during project implementation, there is some potential that the Monterey pine, coast live oak, and/or sandmat manzanita located in Conservation Area 3 will be impacted during the trenching for the 2999 Monterey-Salinas Highway waterline. The Monterey pine, coast live oak, and sandmat manzanita shrubs were planted to mitigate impacts to the species that occurred during the RSA Project development. Measure BIO-5 is provided to ensure impacts to the mitigation plantings are mitigated in either waterline alignment.

IV b) Less Than Significant Impact. The proposed project areas do not support riparian habitats; however, the proposed project would be conducted in developed areas, Monterey pine forest with an understory of sparse sandmat manzanita chaparral, and coast live oak woodland. The California Department of Fish and Wildlife (CDFW) considers the communities to be Sensitive Natural Communities. The CDFW maintains a list of Sensitive Natural Communities that are evaluated using the NatureServe Heritage Methodology to assign Global and State rankings to the communities (NatureServe 2018). Natural Communities with State Ranks of "S1" through "S3" are considered Sensitive Natural Communities to be addressed in the environmental review processes of CEQA and its equivalents. The Global and State ranking system does not imply that specific actions are required in review of projects that may impact the community; however, regulatory agencies may request that impacts to these communities be addressed in environmental documents.

Monterey pine forest and sandmat manzanita chaparral have "G1" Global Ranks and "S1" State Ranks, which indicate that these communities are "critically imperiled." Coast live oak woodland has a "G4" Global Rank and an "S4" State Rank, which indicate that coast live oak woodland is "apparently secure" in its range (NatureServe 2018).

The proposed project would be conducted in the Monterey pine forest and sandmat manzanita chaparral habitat areas. However, the project has been designed to avoid removing the associate vegetation that comprises these communities. Avoiding direct removal of the vegetation that comprises the communities serves to avoid significant impacts to the sensitive natural community. In addition, permanent conversion of the sensitive natural communities to developed areas is not expected. The only permanent conversion of native soil in the project area would result from the development of the proposed 2801 Monterey-Salinas Highway well head development site, which would convert approximately 2,900 square feet of native soil to a developed area. This conversion will not remove sensitive natural community associate plant species or hinder the ongoing existence of the adjacent community. Therefore, a significant impact to the communities would not occur and compensatory mitigation is not warranted.

Oak woodlands are also considered under Senate Bill (SB) 1334 and associated California PRC section 21083.4, which maintain that the potential conversion of oak woodland is subject to CEQA and is to be mitigated. The proposed electrical line for the 2999 Monterey-Salinas Highway well water system would be installed in coast live oak woodland using HDD.



LEGEND

- ENVIRONMENTALLY SENSITIVE AREA
- BORE PIT
- CONSTRUCTION STAGING AREA
- 4"W — PROPOSED WATER LINE – TRENCH
- PROPOSED JOINT TRENCH (WATER AND COMM
- PROPOSED WATER LINE – BORE
- PROPOSED ELECTRIC/COMM – BORE
- PROPOSED JOINT BORE (WATER AND COMM)
- PROPOSED HAUL ROUTE
- PROPOSED UTILITY POTHOLE

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Exhibit 5
ENVIRONMENTALLY SENSITIVE HABITAT WITHIN PROJECT AREA

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Implementation of the HDD serves to avoid conversion of the coast live oak woodlands. Therefore, a significant impact to the community would not occur and compensatory mitigation is not warranted.

IV c) No Impact. The proposed project areas do not contain jurisdictional wetlands or other waters; therefore, impacts to jurisdictional wetlands or other waters are not expected.

IV d) Less Than Significant Impact. The airport property is fenced per Federal Aviation Administration (FAA) safety requirements. Portions of the airport property that are not included in the existing perimeter fence are bordered by existing development. The existing perimeter fence and development in the area limits the use of the airport property as a migratory route for resident wildlife species. However, common wildlife species such as California mule deer (*Odocoileus hemionus californicus*) and coyote (*Canis latrans*) use the undeveloped portions of the airport property for foraging and shelter. Although the proposed project components may reduce the available foraging and shelter area for resident deer and coyote, implementation of the project components is not expected to significantly disrupt a migratory corridor.

IV e) Less Than Significant with Mitigation Incorporated. The eastern segment of the proposed 2801 Monterey-Salinas Highway well water system well site, tank site, and existing access road are in the jurisdiction of the City of Monterey (city) and subject to Chapter 37, *Preservation of Trees and Shrubs*, of the City Code—specifically, Section 37-2.5, *Protection of Trees During Construction*; Section 37-8, *Removal or Damaging Trees on Private Property*; Permit Required; and Section 37-11, *Conditions of Removal/Mitigation Measures*. The following is a discussion of the potential impacts to trees of various species in relation to the City Code.

In addition to impacts to trees, the proposed project components that are in the city's jurisdiction would be conducted adjacent to vegetation types identified for protection in the *City of Monterey General Plan Conservation Element* goals and policies (City of Monterey 2019). The goals and policies listed below are pertinent to the 2801 Monterey-Salinas Highway well water system well site, tank site, and existing access road:

> ***Goal d.*** *Protect the character and composition of existing native vegetative communities. Conserve, manage, and restore habitats for endangered species and protect biological diversity represented by special-status plant and wildlife species.*
>
> > *Policy d.1. Protect existing native plants and promote the use of locally occurring, native vegetation for public and private landscaping and revegetation efforts.*
> >
> > *Policy d.2. Discourage the use of plant species on the California Exotic Pest Plant Council lists.*
> >
> > *Policy d.3. Protect existing sensitive habitats by careful planning to avoid and/or mitigate significant impacts to habitat areas identified as having high and moderate biological values.*
> >
> > *Policy d.4. Protect and manage habitats that support special-status species, are of high biological diversity, or are unusual or regionally restricted. Prepare biotic reports or habitat management plans as needed to ensure protection of habitat values.*

Policy d.5. Reduce biotic impacts to a less-than-significant level on project sites by ensuring that mitigation measures identified in biotic reports are incorporated as conditions of approval for development projects. Compliance with the City Tree Ordinance is the mechanism that will be used to address impacts of tree removals. As mitigation for significant impacts, avoidance, replacement, or restoration of habitats on- or off-site or other measures may be required.

Policy d.6. Within identified habitat areas with high biological value, the City will provide for a focused evaluation of areas identified as appropriate habitat for special- status species during the project review and approval process.

City Code Chapter 37 and the Conservation Element goals and policies focus on protecting trees and shrubs within the City of Monterey. Trees and shrubs subject to these policies occur on the borders of the 2801 Monterey-Salinas Highway well water system well site, tank site, and existing access road. However, the proposed project has been designed to avoid impacts to the trees and shrubs. In addition, the implementation of measures BIO-1 through BIO-4 will serve to facilitate the avoidance of trees and shrubs in the city's jurisdiction. BIO-6 is provided to ensure the removal of any tree(s) or shrub(s) from City of Monterey jurisdiction is mitigated.

IV f) Less Than Significant with Mitigation Incorporated. The construction of the RSA Project was completed in 2015. The Final EIR for the RSA Project identified impacts to sandmat manzanita chaparral, coast live oak woodland, and rare plants that occurred in the affected communities. As part of the mitigation for these impacts, the airport developed and adopted a Habitat Conservation and Enhancement Plan (HCEP) that established three conservation areas on the eastern part of the airport property. Conservation Area 1 includes 1.2 acres of central maritime chaparral that is dominated by sandmat manzanita, Conservation Area 2 includes 3.0 acres of coast live oak woodland, and Conservation Area 3 includes 1.2 acres of maritime chaparral restoration plantings within the vegetated RSA retaining walls and adjacent areas. The airport designated these areas as open space on the airport layout plan and has been conducting habitat management activities in these areas. The proposed project includes installation of the 2999 Monterey-Salinas Highway waterline and electrical conduit in Conservation Area 3.

Installation of these project components may result in the removal of up to one Monterey pine, five coast live oak, and 34 sandmat manzanita plantings. If removal of these plantings is required, the airport would replace the affected plantings to maintain compliance with the RSA Project's established mitigation. Measure BIO-5 will be implemented, as necessary, to replace the affected portions of the RSA Project mitigation areas.

Avoidance, Minimization, and/or Mitigation Measures

BIO-1: To the maximum extent possible, initial vegetation-clearing activities in the project areas should be conducted between October and February, which is outside of the typical bird breeding season. If the project schedule does not provide for late season vegetation removal, a nesting bird survey will be conducted by a qualified biologist no more than one week prior to the land clearing to determine presence/absence of nesting birds within the vegetated area. If an active nest or nests are observed, work activities will be avoided within 100 feet of the active

nest(s) until young birds have fledged and left the nest(s). The nests shall be monitored weekly by a biologist with experience with nesting birds to determine when the nest(s) become(s) inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones will be established in areas where the nest(s) must be avoided. The Monterey Regional Airport and appropriate regulatory agency will be contacted if any federally- or state-listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the *Migratory Bird Treaty Act* and/or *California Fish and Game Code* will not be moved or disturbed until the young have fledged.

BIO-2: Prior to ground disturbance, the airport shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the avoidance, minimization, and/or 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 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 conducted full-time during the initial disturbance phases of the project and at least weekly following completion of the initial disturbances.

The environmental monitor shall prepare a final report upon completion of the project that identifies the methods and results of the monitoring, provides daily monitoring reports, quantifies any impacts to sandmat manzanita, and, if necessary, provides the required mitigation quantities for mitigating any sandmat manzanita impacts (see BIO-5).

BIO-3: Prior to the commencement of site disturbances, the environmental monitor shall conduct an environmental awareness training for construction personnel. The environmental awareness training shall include discussions of the special-status species that occur in the project area. Topics of discussion shall include descriptions of the species' habitats, general provisions and protections afforded by the federal *Endangered Species Act* and *California Environmental Quality Act*, measures implemented to protect special-status species, review of the project boundaries and special conditions, the monitor's role in project activities, lines of communication, and procedures to be implemented in the event a special-status species is observed in the work area.

BIO-4: The project plans shall clearly show the location of project delineation fencing that excludes adjacent special-status resources from disturbance. The fencing shall consist of a 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 sensitive resources. Installation of the fencing or any other project activities shall not

have any impact on the known Yadon's piperia or seaside bird's beak occurrences that are adjacent to the project areas.

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 areas. The plans shall clearly show all staging areas, which shall be located within currently disturbed areas and outside the adjacent habitat areas.

BIO-5: Prior to the commencement of site disturbance, the environmental monitor shall coordinate with the project contractors to facilitate the avoidance of Monterey pine, coast live oak, and sandmat manzanita plantings to the maximum extent possible. Such coordination will include assisting the contractors in identifying the plants and recommending work areas that avoid the occurrences. The contractors shall make all reasonable efforts to avoid the plantings.

Once the plants that can be avoided are identified, the contractors – in coordination with the environmental monitor – shall install construction delineation fencing that protects the plantings to be avoided from accidental disturbance. In some cases, avoidance will not be feasible. Mitigation for each manzanita plant removed shall be at a 2:1 ratio and mitigation for each coast live oak and Monterey pine planting removed shall be at a 1:1 ratio. The environmental monitor shall document the exact number of Monterey pine, coast live oak, and sandmat manzanita plantings that are removed and shall establish the final planting replacement mitigation quantities.

It is estimated that the project could require the removal of up to one Monterey pine, five coast live oak, and 34 sandmat manzanita plantings. To mitigate this impact, the airport shall replace the coast live oak and Monterey pine plantings at a 1:1 ratio and replant two one-gallon sandmat manzanita container plants for each one sandmat manzanita shrub that is removed for the project. The airport shall plant the replacement coast live oak and Monterey pine trees in Conservation Area 3. Replacing the plants in this location will serve to maintain the aesthetic quality of the conservation area, as viewed from Highway 68. The airport shall plant the replacement sandmat manzanita plants in Conservation Area 4 on the north side of the airport property. Conservation Area 4 is currently being managed for the restoration and enhancement of maritime chaparral and sandmat manzanita, and an active irrigation system and maintenance program is in place. The replacement plants will be maintained and monitored by the airport to ensure their survival.

If the monitor and the contractors are successful at avoiding all the mitigation plantings in Conservation Area 3, the airport will not replace or mitigate for plants that were not impacted.

BIO-6: If avoidance of a tree or shrub located within the jurisdiction of the City of Monterey is not feasible during project implementation, the environmental monitor shall document the size (diameter at breast height), species, and quantity of trees or shrubs that are removed. MPAD shall coordinate with the City Forester to mitigate the removed tree(s) or shrub(s) per the applicable City of Monterey policies.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐

Impact Analysis

V a-c) Less Than Significant with Mitigation Incorporated. As part of the environmental review for the 2018 Airport Master Plan, all areas of the airport not previously surveyed for cultural resources were evaluated (MPAD 2018). This included the parcel east of the existing office buildings at 2801 Monterey-Salinas Highway. This parcel would be disturbed by Phase 1 of the proposed project for placement of electrical lines using HDD, trenches for the waterline, and grading for a concrete pad at the well site. Although no cultural resources were found during the prior survey, the Final EIR for the airport master plan recommended archaeological monitoring for this area prior to project implementation (**Exhibit 6**) (MPAD 2018). The parcel in question is comprised of dense vegetation and has not been subject to extensive prior disturbance, and could contain previously unidentified cultural resources despite previous survey efforts.

As a result of cultural resources surveys conducted at the airport for the prior RSA Project, cultural resources were identified, and data recovery efforts were completed near the 2999 Monterey-Salinas Highway project area (SWCA 2010; Holm et al. 2016). Subsequently, this project area was extensively disturbed by the east vehicle service road and retaining walls constructed as part of the airport's runway safety area project. The proposed project in this area would be completed using HDD with 10 ft by 20 ft sending and receiving pits. Although it is unlikely that there are intact cultural resources remaining in this area of the airport, given prior finds in this area, the potential exists for additional undiscovered cultural resources.

The airport will implement Measures CUL-1 through CUL-3 to ensure impacts to cultural resources would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

CUL-1: Prior to project implementation, a qualified archaeologist will 1) conduct a cultural resource awareness training for all construction personnel, or 2) prepare a training brochure, which will be made part of the construction documents. The training or brochure will cover the following items:

- **Types of prehistoric and historic resources that may be uncovered;**
- **Examples of common prehistoric and historic archaeological artifacts;**
- **Review what makes an archaeological resource significant to archaeologists and Native Americans;**
- **Procedures for notifying the airport in case of an unanticipated discovery, including intact human remains (see also CUL-3).**

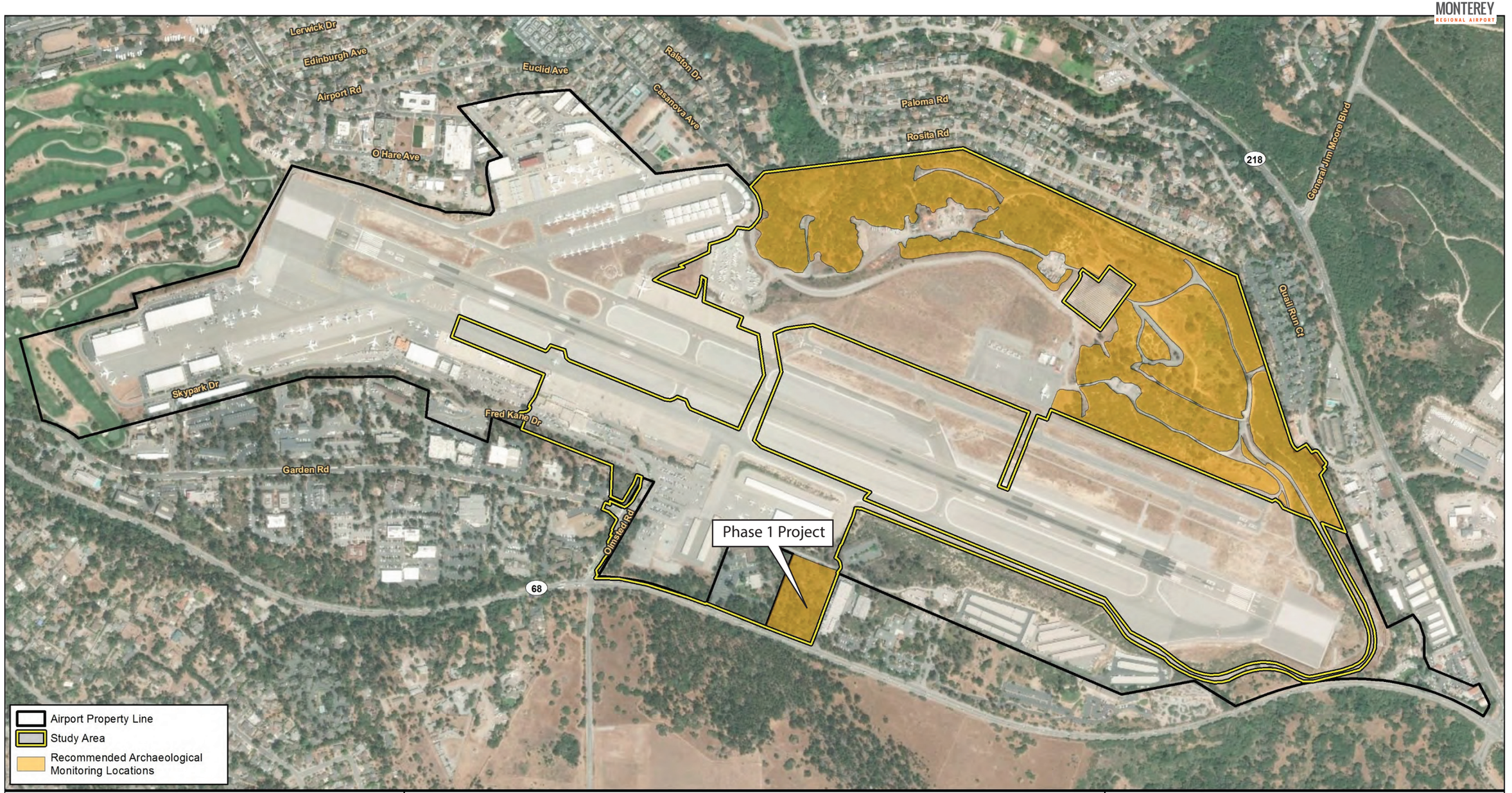
CUL-2: Archaeological monitoring of grading, trenching, and pit excavation in areas where there is a potential for undiscovered cultural resources due to the amount of dense vegetation present (i.e., the undisturbed area east of the office buildings for the 2801 Monterey-Salinas Highway waterline) will be conducted during ground disturbance activities.

CUL-3: MPAD will follow standard protocols for any unanticipated discovery of cultural resources, including human remains. If cultural resources are exposed during the construction of the proposed project, work will stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards will be retained to evaluate the find and recommend relevant mitigation measures. If human remains are discovered, MPAD will contact the County Coroner, who will notify the Native American Historic Commission (NAHC) within 24 hours if the remains are determined to be Native American. The NAHC, in turn, will notify a Most Likely Descendant to aid in the determination of the proper handling of the remains.

VI. ENERGY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐



Source: MPAD 2018. Final Airport Master Plan EIR (SCH #2015121105), Exhibit 4.5E.

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Impact Analysis

VI a) Less Than Significant Impact. The proposed project would require minimal consumption of energy during the construction of the proposed waterlines, which involves minor construction activity only. In the long term, the Phase 1 well water system would use 125 amperes (amp) (at 480 volts [v]) to 100 kilovolt-amps (kVA)[5]. The Phase 2 well water system would use 100 amps (at 480 v) to 74 kVA. Neither phase would result in an environmental impact due to wasteful, inefficient, or unnecessary consumption of energy sources.

VI b) Less Than Significant Impact. (See previous response.) The proposed project would not conflict with or obstruct state goals outlined by the California Energy Commission. The airport generates on-site electricity for its use through its solar farm.

VII. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks of life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

[5] A kilovolt-ampere (kVA) equates to 1,000 volt-amperes. A volt is electrical pressure, and an amp is the electrical current.

Impact Analysis

VII a, c, d) Less Than Significant Impact. The proposed well water systems are not within a state-designated Alquist-Priolo Zone nor within an area covered by the most recent state map for Liquefaction Zone or Landside Zone (California DOC website, Alquist-Priolo Earthquake Fault Zones). Expansive soils were not identified in the proposed project areas (Cornerstone Earth Group 2009). In addition, the proposed well water systems would not involve any people since the project is the installation of two waterlines (and associated ancillary structures, such as water tanks) at the airport.

VII b) Less Than Significant Impact. Most of the waterline alignments would occur along existing pavement. However, where the waterlines connect to the wells on the east ends of both proposed alignments, a less than significant loss of topsoil would occur due to the proposed grading of natural areas. The amount of existing topsoil disturbance in these areas would be minimal.

VII e) No Impact. No septic tanks or alternative wastewater disposal systems would be utilized as a result of the proposed waterlines.

VII f) Less Than Significant Impact. The proposed waterline alignments consist of geologic sediments that have a zero to low potential of containing paleontological resources (SWCA Environmental Consultants 2009).

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Analysis

In the State of California Assembly Bill (AB) 1279, the *California Climate Crisis Act* (2022), builds upon previous climate change legislation and establishes statewide regulations to achieve net zero greenhouse gas (GHG) emissions by no later than 2045, and to ensure that statewide anthropogenic GHG emissions are reduced to 85 percent below the 1990 levels. The bill requires the state Air Resources Board to work with relevant state agencies to achieve the policy goals outlined in the bill and to ensure that appropriate plans/strategies are identified that would enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California. As of 2023, the State of California is working towards implementing strategies to reduce GHG emissions outlined in the 2017 Scoping Plan Update, to further reduce its GHG emissions by 40 percent below 1990 levels by 2030.

State CEQA guidelines have not established a quantitative threshold of significance for GHG emissions. Rather, Section 15064.4 of the State CEQA Guidelines affirms the discretion of lead agencies to establish their own significance thresholds, provided such thresholds are supported by substantial evidence. Specifically, Section 15064.4 (a) recognizes that lead agencies should determine significance thresholds for GHG emissions utilizing (1) a model or methodology, and/or (2) qualitative analysis or performance-based thresholds. Section 15064.4 (b) further states that the lead agency should consider the following factors, among others, when determining the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions through a public review process. (Such requirements must be enough to reduce the project's incremental contribution of GHG emissions such that they are not cumulatively considerable.)

MBARD's *Guidelines for Implementing the California Environmental Quality Act* (MBARD 2016) includes a GHG threshold which can be used to evaluate operational emissions within the Monterey region and is used by MPAD for its airport projects. The MBARD GHG operational threshold states that "a proposed stationary source project[6] will not have a significant GHG impact, if operation of the project will emit less than the significance level of 10,000 metric tons per year (MT/yr) $CO2_e$." MBARD has not outlined any GHG construction thresholds.

VIII a) Less Than Significant Impact. The proposed project would generate temporary short-term GHGs during the construction of the waterlines from equipment that is powered by fossil fuels, including construction equipment, worker vehicles, and vehicles used to carry materials and equipment to and from the proposed project sites. This is a less than significant impact since the proposed project would entail minimal construction activity and haul trips, most of which would remain on the airport.

VIII b) Less Than Significant Impact. The proposed project would generate GHG emissions during the construction of the waterlines as a result of four months of construction activity per phase. However, MBARD has not developed GHG construction thresholds. Because the construction would create a temporary impact only, construction activity would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

[6] Stationary source projects include equipment, processes, and operations that require an Air District permit to operate.

IX. HAZARD AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Impact Analysis

IX a-c) Less Than Significant Impact. The proposed project would not require the routine transport, use, or disposal of hazardous materials, nor would it involve reasonably foreseeable upset or accidental release of hazardous materials. The proposed project would conduct construction activities with equipment and vehicles that utilize fossil fuels and other potential hazardous materials. However, construction activities would be subject to existing permit procedures for the handling, transporting, and disposal of hazardous materials. If previously unknown contaminants are discovered during construction or if a spill occurs, work would be halted, and the National Response Center would be notified.

The closest existing or proposed school to the proposed project is the Foothill Elementary School, located at 1700 Via Casoli in Monterey. This location is 0.50 mile from the Phase 1 project alignment and 0.90 mile from the Phase 2 project alignment to the south of the closest project area (U.S. Environmental Protection Agency [EPA] website, EJScreen; Google Earth Pro Aerial Imagery).

No long-term fossil fuel usage would occur as a result of the proposed project. Thus, hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would occur.

IX d) No Impact. The state's Cortese List (i.e., California Government Code section 65962.5) indicates that there are no sites at the airport on the state's cleanup list (California Department of Toxic Substances Control [DTSC] website, Hazardous Waste and Substances Site List [Cortese]). There are no Superfund or Brownfield sites in proximity to the airport. The closest Superfund site is at Fort Ord, a former United States Army post located more than six miles away from the proposed project (U.S. EPA, EJScreen website). The former military base at the airport was a Formerly Used Defense Site (FUDS) at which groundwater monitoring and remediation occurred (California DTSC EnviroStor website).

None of the above-mentioned existing or former hazardous materials sites are located within the proposed project area.

IX e) No Impact. The State of California requires that each airport and Airport Influence Area (AIA) be part of an Airport Land Use Compatibility Plan (ALUCP) (California Department of Transportation [Caltrans] 2011). MPAD has an approved *Airport Land Use Compatibility Plan for Monterey Regional Airport* (Monterey County Airport Land Use Commission 2019). The proposed project would not change any existing land uses or patterns or aircraft operations at the airport. No changes to the approved ALUCP would be required as a result of the project, nor would it result in a safety hazard or excessive noise for people residing or working in the project areas.

IX f) No Impact. The airport has an approved emergency response and evacuation plan (per 14 CFR 139.325) which addresses emergency procedures for all parts of the facility. The emergency plan does not need to be revised as a result of the proposed project.

IX g) No Impact. The airport is not located within a Fire Hazard Severity Zone (FHSZ), as mapped by the Office of the State Fire Marshall (OSFM) (Fire Hazard Severity Zones Map, website, 2022). No change to the airport's risk of wildland fires would occur as a result of the proposed project. In addition, the proposed project would provide the airport with another source of water for fire suppression if a brush fire at the airport occurred.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on or offsite;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis

X a) Less Than Significant Impact. The proposed project would not significantly violate water quality standards or waste discharge requirements, nor would it substantially degrade surface or water quality. BMPs to avoid erosion or sedimentation during storm events during construction activities would be implemented throughout the four-month construction periods for each phase of the project.

X b) Less Than Significant Impact. The proposed project would not substantially decrease groundwater supplies such that the demand for groundwater would exceed the supply of the nearby groundwater basin. Based on the well reports for each airport-installed replacement well, the source capacity of each well is "more than adequate" to meet minimum regulations for use (quantity and quality) (Bierman Hydrogeologic 2023a, 2023b).

X c.i) Less Than Significant Impact. The majority of the proposed project areas would occur along existing paved areas. HDD would be used in the vegetated areas of the two proposed well water systems, as well as for the installation of electric lines, to minimize the need for trenching and backfilling.

X c.ii-c.iii) Less Than Significant Impact. The proposed project would only increase the amount of impervious surface by minor amounts at the concrete pads where the new water tanks would be located. All other proposed improvements would be underground, and the ground surface would be restored to preconstruction conditions. No changes to the existing storm drain system are anticipated because of the proposed project.

X c.iv -d) Less Than Significant Impact. The proposed waterlines and related electric lines would be underground and would not affect flood patterns or significantly impede or redirect flood flows. Most of the proposed project lies within Zone X, an area of minimal flood hazard. However, on the eastern portion of the 2999 Monterey-Salinas Highway Waterline, part of the waterline is in Zone AE, an area without base flood elevation (U. S. Department of Homeland Security, Federal Emergency Management Agency website).

X e) Less Than Significant Impact. The proposed project would not conflict with or obstruct implementation of a water quality plan or sustainable groundwater plan. The airport would still need to comply with its allotment of water from the Monterey Peninsula Water Management District (MPWMD), regardless of the implementation of the proposed project.

XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact Analysis

XI a) No Impact. The proposed project would not be located along any residential corridors and would not divide any established communities.

XI b) Less Than Significant Impact. The airport is designated a Special District (MPAD). Land within the original airport district boundaries is not subject to the policies and land use plans of the cities of Monterey and Del Rey Oaks. A few airport land parcels purchased after the formation of the district must comply with local jurisdictional requirements in which the parcel is located (i.e., portions of the alignments that cross over into the City of Monterey's or City of Del Rey Oaks' municipal boundaries).

The proposed infrastructure in these areas would not conflict with these respective cities' policies related to avoiding or mitigating an environmental effect. See also Section IV e.

XII. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Impact Analysis

XII a-b) No Impact. No mineral extraction occurs on airport property. Furthermore, the airport is not identified as an area of "Identified Mineral Resource Significance" within the Monterey County General Plan Draft EIR (Monterey County 2008, Final EIR certified 2010).

XIII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

XIII a) Less Than Significant Impact. According to the City of Monterey's Land Use and Noise Compatibility Standards, Community Noise Equivalent Levels (CNEL) of 60 decibels (dB) or lower noise exposure are normally acceptable for low density residential areas, including single family residences, duplexes, and mobile homes. 65 dB CNEL and lower are normally acceptable for schools, libraries, churches, hospitals, and nursing homes (City of Monterey General Plan, last updated 2013).

The proposed project would not change noise related to the airport in the long term, and there would be no short-term construction exceedances of the noise standards as a result of the construction of the proposed project. During construction, short-term noise impacts associated with vehicular noise from heavy duty haul trucks and worker vehicles and the operation of construction equipment would occur. Temporary staging areas, haul roads, and borrow/stockpile areas would be necessary. Haul roads would be contained to existing paved roads and would be restricted to daytime hours (7 AM to 7 PM). The construction areas would be internal to the airport and would not be located near residents or other noise sensitive land uses.

XIII b) Less Than Significant Impact. Project activities that may generate groundborne vibration impacts would occur only during construction phases of the project. HDD would occur on the eastern portions of the proposed project during both phases. The construction areas would be internal to the airport and would not be located near residents of other land uses sensitive to groundborne vibration.

XIII c) No Impact. The proposed project would not change any existing airport land use plans, nor would it result in excessive noise levels for people residing or working in the project area.

XIV. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

XIV a) No Impact. The proposed project is the installation of two waterlines and ancillary infrastructure. The water would be used for the airport's current rental car operations and to offset water use for the new commercial passenger terminal. No changes in population growth would occur directly or indirectly as a result of the proposed project.

XIV b) No Impact. The proposed project would not displace existing housing or people.

XV. PUBLIC SERVICES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Impact Analysis

XV a) No Impact. The proposed project would not result in the development of any residential units or other land uses that would create an increase in demand on fire services, police service, schools, parks, or other public facilities. The airport provides its own fire protection and security.

XVI. RECREATION.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Impact Analysis

XVI a-b) No Impact. The proposed project would not create an increase in demand for parks and other recreational facilities.

XVII. TRANSPORTATION.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Impact Analysis

XVII a) No Impact. The proposed project would have no impact on any local or regional policies or plans related to transit, roadway, bicycle, and pedestrian facilities. Implementation of the proposed project would not result in additional long-term airport traffic or physical improvements and other changes to

the existing circulation system. The water would be used for the airport's current rental car operations and to offset water use for the new commercial passenger terminal.

XVII b) Less Than Significant Impact. The proposed project would not conflict with CEQA Guidelines section 15064.3, subdivision (b) regarding impacts on vehicle miles traveled (VMT). The City of Monterey's *Resolution No. 21-027 C.S.* states that projects are "presumed to cause a less-than-significant impact if the project generates less than 110 trips per day." The proposed project would neither generate 110 trips per day during construction phases of the project nor in the long term.

XVII c-d) No Impact. No impacts to design features or emergency uses of local roadways would occur.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Impact Analysis

XVIII a.i) No Impact. There are no historic resources listed or eligible for listing within the footprint of the proposed project.

XVIII a.ii) Less than Significant Impact. Native American tribes who have requested to be notified of projects at the airport were notified of the proposed project pursuant to PRC section 21080.3.1 via certified mail (postmarked June 13, 2023). At the end of the 30-day response time (July 14, 2023), no requests for consultation were received by MPAD. No tribal resources are known to be present within the project disturbance areas, and avoidance/minimization measures previously stated under V. Cultural Resources (CUL-1 through CUL-3) will be followed if unanticipated discoveries are found during construction.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

XIX a) Less Than Significant with Mitigation Incorporated. The proposed project is the construction of two new waterlines and ancillary structures and electric improvements to power the water infrastructure. Mitigation measures will be implemented to ensure that construction of the proposed project would not result in any significant environmental effects on the surrounding environment. See Section IV, Biological Resources and Section V, Cultural Resources.

XIX b) Less Than Significant Impact. The waterlines would obtain water from airport-installed replacement wells. Based upon two well reports conducted for these wells, the well source capacity is more than adequate for a Non-Transient, Non-Community Water System (NTNCWS) on airport property.

The reports further conclude that there will be a less than significant impact on Sensitive Environmental Receptors (SERs)[7] and neighboring wells/springs/creeks that share the same water source (Bierman Hydrogeologic 2023a, 2023b).

XIX c) No Impact. The proposed project would not result in wastewater or wastewater treatment.

XIX d-e) Less Than Significant Impact. No long-term generation of solid waste would occur as a result of the proposed project. During the construction phase, minimal solid waste would be generated as a result of the proposed waterline trenches, the sending and receiving pits needed for the HDD, and grading for concrete pads under proposed tanks and other ancillary structures. However, most of the soil removal that would occur due to the proposed waterlines would be replaced in the trenches and receiving pits.

Usable fill material generated by the project would be deposited on the north side of the airport in an existing stockpile area. Other solid waste disposal for the Monterey area is managed by the Monterey Regional Waste Management District and disposed of at the Monterey Peninsula Landfill. It is estimated by the project engineer that this would be a maximum of 50 cy. The Monterey Peninsula Landfill accepts approximately 600,000 tons of municipal solid waste annually and has space for an additional 100 years of waste disposal (ReGen Monterey website); thus, the proposed project solid waste would not adversely impact the landfill.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

[7] SERs include the following areas or locations: (1) the Carmel Valley Alluvial Aquifer as classified by the State Water Resources Control Board (SWRCB) in Order 95-10 as modified by Order 98-04; (2) the five tributaries: Tularcitos, Hitchcock Canyon, Garzas, Robinson Canyon, and Potrero Creeks; (3) Seaside Groundwater Basin; (4) Pacific Ocean; or (5) other locations as designated by Resolution of the Monterey Peninsula Water Management District (MPWMD) Board of Directors.

Impact Analysis

XX a-d) No Impact. The proposed project is not located within a FHSZ, nor would it impair an adopted emergency response plan or emergency evacuation plan. The installation and ongoing maintenance of the two waterlines and ancillary infrastructure would not exacerbate fire risk or adversely impact the surrounding environment. In addition, the proposed project would not expose people or structures to significant risks (i.e., flooding or landslides) due to post-fire instability or drainage changes.

The proposed project would provide the airport with an additional source of water, if needed, in the event of a wildfire or brush fire on the airport.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat for a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Analysis

XXI a) Less Than Significant with Mitigation Incorporated. The proposed project could have potential impacts to sensitive biological resources as discussed in Section IV of this Initial Study. Mitigation measures will be implemented to reduce these impacts below a level of significance. Similarly, mitigation measures are included to reduce the potential for impacts to cultural resources within previously undisturbed portions of the project site to below a level of significance (Section V).

XXI b) Less Than Significant Impact. Potential impacts that could be individually limited but cumulatively considerable are less than significant. This includes project-related air emissions and GHGs, which would be generated primarily during construction. The proposed project will not exceed thresholds for cumulatively significant impacts (Sections III and VIII).

XXI c) Less Than Significant Impact. The proposed project is a waterline improvement project that would provide the airport with a source of "grey" water for its rental car wash and landscaping for a new terminal. In the long term, it may also provide the new terminal with a source of potable water. No substantial adverse effects on human beings, either directly or indirectly, would result.

LIST OF PREPARERS & REFERENCES

Persons responsible for preparation of this Initial Study document and significant supporting background analysis and materials are listed below.

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
Coffman Associates		
Alyson Hulet	Land Use Planning; Environmental Analysis and Documentation	B.S., Urban Planning, with an emphasis in Sustainable Development; B.A., Sustainability.
Judi Krauss, ACIP	Project Management; Land Use Planning; Environmental Analysis and Documentation	
SWCA Environmental Consultants		
Travis Belt	Senior Biologist/Project Manager	B.S., Forestry and Natural Resources. 15 years of experience in biological resources management, special-status species surveys, *Endangered Species Act* compliance, wetland delineations, and environmental documentation.

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Appendix A
BIOLOGICAL RESOURCES TECHNICAL MEMORANDUM

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June 14, 2023

Judi Krauss
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Re: Biological Resources Technical Memorandum for Monterey Regional Airport Well Water Line Improvements Project – Phases 1 and 2, Monterey, Monterey County, California / SWCA Project No. 80584

Dear Judi Krauss:

Thank you for retaining SWCA Environmental Consultants (SWCA) to evaluate the proposed Monterey Regional Airport Well Water Line Improvements Project (project). The intent of this technical memo is to provide Coffman Associates with the results of botanical and wildlife surveys conducted in the proposed project areas, evaluate the project for potential impacts to sensitive natural resources, and provide avoidance, minimization, and/or mitigation measures to address the potential impacts, per the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The proposed project includes the installation of two water lines and ancillary infrastructure connected to previously installed water wells on Monterey Regional Airport (Airport) property in Monterey, Monterey County, California. Electricity for the proposed project would be provided through new connections to existing electrical hook-ups using horizontal directional drilling (HDD) methods to place the new electrical lines underground.

2801 Monterey-Salinas Highway Water Line

The first phase of the project would bring water from an existing well just north of buildings located at 2801 Monterey-Salinas Highway to the rental car wash west of the commercial terminal. Most of the alignment would follow existing roads or cross the overflow parking lot or pavement around two hangars. Adjacent to the well, two 10,000-gallon water tanks and a booster pump station would be installed on a 2,900-square-foot reinforced concrete pad surrounded by a 6-foot-high chain-link fence topped by three strands of barbed wire and equipped with a wildlife deterrent fence skirt. Access to this area would be through a secured pedestrian gate. The height of the water tanks would be 12 feet. The concrete pad would be 6 inches thick of heavy-duty concrete and 4 inches thick of aggregate base over 20 inches deep of recompacted soil.

The well water would first be passed through a chemical dosing feed and a green sand media filter before entering the water storage tank. The water would then go through a booster pump station equipped with a bladder tank and be conveyed west through 4-inch or 6-inch-diameter high-density polyethylene (HDPE) pipes.

Overall, 2,896 linear feet of pipe would be installed. Trenches would range from 3 to 14 feet wide, while the pavement saw cuts would be 8 inches wider than the trenches. The water line would be placed roughly 54 inches below ground surface on a minimum of 6 inches of bedding material.

HDD would be used for segments of the pipe that would be within vegetated areas, would go underneath two existing hangars to be protected in place, or would go across the slope and existing retaining wall at the west end of the commercial terminal building's front parking lot.

2999 Monterey-Salinas Highway Water Line

The second phase of the project would bring water from an existing well near a storage shed above and north of Tarpy's Roadhouse Restaurant at 2999 Monterey-Salinas Highway. The water line would continue west to an existing irrigation line present at the junction of the east vehicle service road and the Taxiway A pavement near the approach end of Runway 28L. This water line would be 1,915 linear feet long and 4 inches diameter and would also be comprised of HDPE pipe.

For the first 75 linear feet, the water line would be installed using HDD to minimize the need for trenching and backfilling. This area of the water line alignment is vegetated and crosses under an existing retaining wall and rock-lined drainage swale along the southeastern side of the airport's east vehicle service road.

Once the water line reaches the east vehicle service road, the line would follow the edge of the rock swale or be located within the pavement. Trenches would range from 3 to 7 feet wide, while the pavement saw cuts would be 8 inches wider than the trenches. The water line would be placed roughly 54 inches below ground surface on a minimum of 6 inches of bedding material.

A hydro-pneumatic water tank would be installed on an 11 × 20-foot reinforced concrete pad part way up the hill. The tank would allow the pressure to be adjusted as the water is conveyed up the steep slope to the plateau. The concrete pad would be 6 inches thick of heavy-duty concrete and 4 inches thick of aggregate base over 20 inches deep of recompacted soil.

METHODS

Prior to conducting a site visit, SWCA reviewed the California Natural Diversity Data Base (CNDDB) RareFind 5 (CNDDB 2023), administered by the California Department of Fish and Wildlife (CDFW), and a Trust Resources Report from the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database (USFWS 2023). SWCA also reviewed several environmental documents prepared for other projects on the airport property.

SWCA biologist Travis Belt conducted botanical and wildlife surveys in the project areas on February 28, March 28, and May 15, 2023. The biological surveys were conducted during the appropriate period to detect special-status plant species that have potential to occur in the project areas. To verify the blooming status of Monterey spineflower *(Chorizanthe pungens* var. *pungens*), Yadon's piperia (*Piperia yadonii*), and seaside bird's beak (*Cordylanthus rigidus* ssp. *littoralis*) in the vicinity of the study areas, T. Belt visited known populations of these species prior to each survey event. The seaside bird's beak and Monterey spineflower reference populations were visible and identifiable during the March and May survey events, and the Yadon's piperia was visible and identifiable during each survey.

SWCA mapped biological resources with a Geode® Global Positioning System (GPS) unit capable of sub-meter accuracy. In addition to the surveys conducted for this project, SWCA has conducted numerous other biological surveys on the airport property since February 2009. The knowledge and data obtained in

the previous survey efforts have been applied in this report. When necessary, the surveyors referred to *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012) and *The Plants of Monterey County* (Matthews and Mitchell 2015) to identify plant species. Classification and mapping of the vegetative communities in the Biological Study Area (BSA) was conducted in accordance with *A Manual of California Vegetation* (Sawyer et al. 2009).

RESULTS

2801 Monterey-Salinas Highway Water Line

The proposed 2801 Monterey-Salinas Highway Water Line and associated infrastructure includes the existing well head improvements, a staging area and access path, electrical infrastructure, and the water line. These project components are discussed in detail below.

Existing Well Head Improvements

The 2801 Monterey-Salinas Highway Water Line would be connected to an existing well head on the Fenton & Keller property. The well head and proposed improvements are situated among disturbed Monterey pine forest (*Pinus radiata* Forest Alliance) with an understory of sparse sandmat manzanita chaparral (*Arctostaphylos pumila* Provisional Shrubland Alliance). The immediate location of the well head and associated improvements avoids impacts to special-status species. However, a small population of seaside bird's beak (approximately 65 individuals) is located 108 linear feet southwest of the well head, two Yadon's piperia are located 93 linear feet from the well head, and several coast live oak (*Quercus agrifolia*) trees and sandmat manzanita (*Arctostaphylos pumila*) shrubs are located within 50 feet of the well head. The proposed well head improvements have been designed to avoid the seaside bird's beak, Yadon's piperia, sandmat manzanita shrubs, and coast live oak trees.

The existing well head improvements area would be accessed via an existing unimproved pathway that was created when the well head was installed. The unimproved pathway traverses through the Monterey pine (*Pinus radiata*) forest area and connects to an asphalt access road located just east of the existing Fenton & Keller buildings. Although numerous Monterey pine, coast live oak, and sandmat manzanita shrubs are adjacent to the unimproved pathway, use of the pathway would not impact these resources.

Staging Area and Access Road

The proposed staging area would be located on existing asphalt situated immediately east of an existing building and accessed via an asphalt road. Numerous occurrences of sandmat manzanita and seaside bird's beak are located immediately adjacent to the asphalt access road. Use of the existing asphalt at the staging area and the access road have been designed to avoid impacts to these special-status plant species. However, the proximity of these occurrences to the work areas warrants inclusion of protective fencing during construction to exclude inadvertent impacts to the rare plants.

Electrical from Existing Panel to Existing Well Head

Electrical for the water system would be supplied through an existing electrical panel that is at the southeast corner of the Fenton & Keller building and adjacent to the asphalt road that accesses the staging area. The proposed electrical would traverse north from the panel; under the asphalt access road and Monterey pine, coast live oak, and sandmat manzanita occurrences; and to the well head. To avoid impacts to the special-status resources in the area, the underground electrical lines would be installed using HDD trenchless methods. Three HDD sending/receiving pits would be required between the panel

and the well head improvements. The sending/receiving pits have been located to avoid impacts to sandmat manzanita and seaside bird's beak occurrences in the area.

Electrical and Water Lines from Existing Well Head to Rental Car Parking Area

The electrical and water lines would align north from the well head to the existing airport perimeter fence. In this segment, the electrical and water lines would be parallel but separated from each other. The electrical line would be installed using HDD, whereas the water line would be installed through open trench methods. Spoils from the water line trench would be temporarily situated adjacent to the trench and used to backfill the trench once the water line is installed. A sending/receiving pit for the electrical line would be excavated at the well head, as discussed above. Installation of the electrical and water lines between the well head and the airport perimeter fence would disturb approximately 1,500 square feet of native soils but has been designed to avoid special-status resources in the area.

The segments of the electrical and water lines inside the perimeter fence will be installed in an existing unimproved airport perimeter road, which is approximately 16 feet wide and bordered by special-status plant species. The southern edge of the perimeter road borders a narrow strip of undeveloped soil between the edge of the perimeter road and the perimeter fence; 147 Yadon's piperia individuals are situated in this narrow strip of land. The northern edge of the undeveloped perimeter road borders a narrow strip of Monterey pine forest with sandmat manzanita chaparral in the understory. Approximately 50 sandmat manzanita shrubs occur adjacent to the proposed water and electrical line alignments. Due to the narrow (tight) work area being bordered by special-status plant species, the water and electrical lines in this segment would be installed using HDD trenchless methods. These methods would serve to avoid impacts to the adjacent special-status plant occurrences. However, the proximity of these occurrences to the work areas warrants inclusion of protective fencing during construction to exclude inadvertent impacts to the rare plants.

The segment of the water and electrical lines that aligns west from the existing hangars to the rental car parking lot at the terminal is entirely within developed areas. The developed areas do not support special-status plant species.

2999 Monterey-Salinas Highway Water Line

The 2999 Monterey-Salinas Highway Water Line alignment would largely be in disturbed or developed areas. The existing well site and proposed tank site would be located on the graded but unimproved pad of an existing landscape materials storage area and outbuilding. The pad is situated among Monterey cypress - Monterey pine Woodland stand (*Hesperocyparis macrocarpa - Pinus radiata* Forest & Woodland Semi-Natural Alliance). This woodland community includes planted and/or naturalized Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine, and Italian stone pine (*Pinus pinea*) trees in the canopy with native coast live oak in the sub canopy. Since the Monterey cypress are planted or naturalized and not associated with the Pebble Beach or Point Lobos stands, the woodland area in the project site does not constitute a rare or sensitive resource. Other special-status plants were not observed at the well and tank sites.

The water line would be installed using HDD from the well site, under the retaining walls and into the existing Vehicle Service Road (VSR), through open trench methods. The open trench methods would be conducted in a portion of the VSR that runs through Conservation Area 3, which was established for mitigation during the Runway Safety Area Improvement Project (RSA Project) and includes Monterey pine, coast live oak, and sandmat manzanita plantings. One Monterey pine, five coast live oak, and 34 sandmat manzanita plantings are located immediately adjacent to the edge of the VSR asphalt. The VSR is approximately 16 feet wide, which is wide enough for the excavator but may not be wide enough for

stockpiling trench spoils adjacent to the trench or a dump truck to haul the spoils to temporary staging. As a result, there is potential for the trenching in the VSR to impact up to one Monterey pine, five coast live oak, and 34 sandmat manzanita plantings.

The proposed electrical line would be installed using HDD trenchless methods. The electrical line alignment would run under (subterranean) the Conservation Area 3 oak woodland planting areas. The HDD method will require a sending pit and a receiving pit to be excavated in the areas planted with coast live oak trees. The sending and receiving pit excavations have the potential to impact three coast live oak trees.

The hydro-pneumatic water tank that would be installed on an 11 × 20-foot reinforced concrete pad at Station 15+60 would be installed in an existing VSR turnout that does not support any special-status species. The turnout is comprised of a mix of fill soils and supports annual ruderal vegetation.

IMPACTS EVALUATION AND RECOMMENDED AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

This impact evaluation focuses on identifying potential impacts associated with implementation of the proposed project and is based on the site's existing conditions, the regulatory setting, and the project description provided by the Airport consultant team. The emphasis is on determining the potential effects of the project on federally, state-, and locally regulated species in the project areas. Adverse impacts could occur if a component of the proposed project would result in temporary or permanent modification to jurisdictional habitats or to special-status species. Where potential impacts to biological resources have been identified, measures for avoiding, minimizing, or mitigating adverse effects to the resources are recommended. This section is organized to reflect the State CEQA Guidelines Appendix G thresholds.

Threshold #1: Candidate, Sensitive, or Special-Status Species

The proposed project would be implemented in and among developed and undeveloped areas. The developed portions of the project area support landscape trees and shrubs and ruderal vegetation. The undeveloped areas support communities dominated by native trees and shrubs. The habitats occurring in the proposed project areas provide suitable nesting habitat for birds. Common passerines may use the trees and shrubs for nesting, and raptors may use the oak and pine trees for nesting. These available nesting habitats could be impacted by project activities such as tree removal and minor grading. If these activities are conducted between March and September, birds may be nesting within or adjacent to the affected area(s) and the individuals could be directly or indirectly impacted. Direct impacts may include loss of active nests during vegetation removal. Noise or other disturbances may cause an individual to abandon a nest resulting in an indirect impact. Measure BIO-1 is recommended to avoid the potential impacts to nesting birds.

BIO-1: To the maximum extent possible, initial vegetation-clearing activities in the project areas should be conducted between October and February, which is outside of the typical bird breeding season. If the project schedule does not provide for late season vegetation removal, a nesting bird survey will be conducted by a qualified biologist no more than 1 week prior to the land clearing to determine presence/absence of nesting birds within the vegetated area. If active nests are observed, work activities will be avoided within 100 feet of the active nest(s) until young birds have fledged and left the nest. The nests shall be monitored weekly by a biologist having experience with nesting birds to determine when the nest(s) become inactive. The buffer may be reduced but not eliminated during active nesting if deemed appropriate by the biologist. Readily visible exclusion zones will be established in areas where nests must be avoided. The Monterey Regional Airport and appropriate regulatory agency will be contacted

if any federally or state-listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the Migratory Bird Treaty Act and/or California Fish and Game Code will not be moved or disturbed until the young have fledged.

The proposed project would be constructed near special-status plants (Yadon's piperia, seaside bird's beak, and sandmat manzanita). The project design team has made significant efforts to avoid direct impacts to these resources. However, achieving avoidance of the resources will require direct coordination with the contractors in the field during project implementation. Measures BIO-2 through BIO-4 are provided to facilitate avoidance of the resources.

BIO-2 Prior to ground disturbance, the Monterey Regional Airport shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the avoidance, minimization, and/or 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 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 conducted full time during the initial disturbance phases of the project and at least weekly following completion of the initial disturbances.

The environmental monitor shall prepare a final report upon completion of the project that identifies the methods and results of the monitoring, provides daily monitoring reports, quantifies any impacts to sandmat manzanita, and if necessary, provides the required mitigation quantities for mitigating any sandmat manzanita impacts (see BIO-5).

BIO-3 Prior to the commencement of site disturbances, the environmental monitor shall conduct an environmental awareness training for construction personnel. The environmental awareness training shall include discussions of the special-status species that occur in the project area. Topics of discussion shall include descriptions of the species' habitats, general provisions and protections afforded by the federal Endangered Species Act and California Environmental Quality Act, measures implemented to protect special-status species, review of the project boundaries and special conditions, the monitor's role in project activities, lines of communication, and procedures to be implemented in the event a special-status species is observed in the work area.

BIO-4 The project plans shall clearly show the location of project delineation fencing that excludes adjacent special-status resources 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 sensitive resources. Installation of the fencing or any other project activities shall not have any impact on the known Yadon's piperia or Seaside bird's beak occurrences that are adjacent to the project areas.

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 areas. The plans

shall clearly show all staging areas, which shall be located within currently disturbed areas and outside the adjacent habitat areas.

Although the Yadon's piperia and seaside bird's beak can be avoided during project implementation, there is some potential that the Monterey pine, coast live oak, and/or sandmat manzanita located in Conservation Area 3 will be impacted during the trenching for the water line. The Monterey pine, coast live oak, and sandmat manzanita shrubs were planted to mitigate impacts to the species that occurred during the RSA Project development. Measure BIO-5 is provided to ensure impacts to the mitigation plantings are mitigated.

BIO-5 Prior to the commencement of site disturbance, the environmental monitor shall coordinate with the project contractors to facilitate the avoidance of Monterey pine, coast live oak, and sandmat manzanita plantings to the maximum extent possible. Such coordination will include assisting the contractors in identifying the plantings and recommending work areas that avoid the occurrences. The contractors shall make all reasonable efforts to avoid the plantings. Once the plantings that can be avoided are identified, the contractors in coordination with the environmental monitor shall install construction delineation fencing that protects the plantings to be avoided from accidental disturbance. In some cases, avoidance will not be feasible and mitigation for each manzanita plant removed shall be at a 2:1 ratio and mitigation for each coast live oak and Monterey pine planting removed shall be at a 1:1 ratio. The environmental monitor shall document the exact number of Monterey pine, coast live oak, and sandmat manzanita plantings that are removed and establish the final planting replacement mitigation quantities.

It is estimated that the project could require the removal of up to one Monterey pine, five coast live oak, and 34 sandmat manzanita plantings. To mitigate this impact, the Monterey Regional Airport (Airport) shall replace the coast live oak and Monterey pine plantings at a 1:1 ratio and replant two 1-gallon sandmat manzanita container plants for each one sandmat manzanita shrub that is removed for the project. The Airport shall plant the replacement coast live oak and Monterey pine trees in Conservation Area 3. Replacing the plantings in this location will serve to maintain the aesthetic quality of the conservation area, as viewed from Highway 68. The Airport shall plant the replacement sandmat manzanita plants in Conservation Area 4 on the north side of the Airport property. Conservation Area 4 is currently being managed for the restoration and enhancement of maritime chaparral and sandmat manzanita, and an active irrigation system and maintenance program is in place. The replacement plantings will be maintained and monitored by the Airport to ensure their survival.

If the monitor and the contractors are successful at avoiding all of the mitigation plantings in Conservation Area 3, the Airport will not replace or mitigate for plants that were not impacted.

Threshold #2: Riparian Habitat or Sensitive Natural Community

The proposed project areas do not support riparian habitats; however, the proposed project will be conducted in developed areas, Monterey pine forest with an understory of sparse sandmat manzanita chaparral, and coast live oak woodland. The CDFW considers the communities to be Sensitive Natural Communities. The CDFW maintains a list of Sensitive Natural Communities that are evaluated using the NatureServe Heritage Methodology to assign Global and State rankings to the communities (NatureServe 2018). Natural Communities with State Ranks of "S1" through "S3" are considered Sensitive Natural Communities to be addressed in the environmental review processes of CEQA and its equivalents. The

Global and State ranking system does not imply that specific actions are required in review of projects that may impact the community; however, regulatory agencies may request that impacts to these communities be addressed in environmental documents.

Monterey pine forest and sandmat manzanita chaparral have "G1" Global Ranks and "S1" State Ranks, which indicate that these communities are "critically imperiled." Coast live oak woodland has a "G4" Global Rank and an "S4" State Rank, which indicate that coast live oak woodland is "apparently secure" in its range (Nature Serve 2018).

The proposed project will be conducted in the Monterey pine forest and sandmat manzanita chaparral habitat areas. However, the project has been designed to avoid removing the associate vegetation that comprises these communities. Avoiding direct removal of the vegetation that comprises the communities serves to avoid significant impacts to the sensitive natural community. In addition, permanent conversion of the sensitive natural communities to developed areas is not expected. The only permanent conversion of native soil in the project area will result from the development of the proposed 2801 Monterey-Salinas Highway well head development site, which will convert approximately 2,900 square feet of native soil to developed area. This conversion will not remove sensitive natural community associate plant species or hinder the ongoing existence of the adjacent community. Therefore, a significant impact to the communities will not occur and compensatory mitigation is not warranted.

Oak woodlands are also considered under Senate Bill (SB) 1334 and associated California Public Resources Code (PRC) Section 21083.4, which maintains that the potential conversion of oak woodland is subject to CEQA and is to be mitigated. The proposed electrical line for the 2999 Monterey-Salinas Highway Water Line will be installed in coast live oak woodland using HDD trenchless methods. Implementation of the HDD methods serves to avoid conversion of the coast live oak woodlands. Therefore, a significant impact to the community will not occur and compensatory mitigation is not warranted.

Threshold #3: Wetlands

The proposed project areas do not contain jurisdictional wetlands or other waters; therefore, impacts to jurisdictional wetlands or other waters are not expected.

Threshold #4: Movement of Resident or Migratory Species

The airport property is fenced per Federal Aviation Administration (FAA) safety requirements. Portions of the airport property that are not included in the existing perimeter fence are bordered by existing development. The existing perimeter fence and development in the area limits the use of the airport property as a migratory route for resident wildlife species. However, common wildlife species such as California mule deer (*Odocoileus hemionus californicus*) and coyote (*Canis latrans*) use the undeveloped portions of the airport property for foraging and shelter. Although the proposed project components may reduce the available foraging and shelter area for resident deer and coyote, implementation of the project components is not expected to significantly disrupt a migratory corridor.

Threshold #5: Local Policies or Ordinances Regarding Biological Resources

The eastern segment of the proposed 2801 Monterey-Salinas Highway Water Line well site, tank site, and existing access road are in the jurisdiction of the City of Monterey (City) and subject to Chapter 37, Preservation of Trees and Shrubs, of the City Code—specifically, Section 37-2.5, Protection of Trees During Construction; Section 37-8, Removal or Damaging Trees on Private Property; Permit Required;

and Section 37-11, Conditions of Removal/Mitigation Measures. The following is a discussion of the potential impacts to trees of various species in relation to the City Code.

In addition to impacts to trees, the proposed project components that are in the City jurisdiction will be conducted adjacent to vegetation types identified for protection in the *City of Monterey General Plan Conservation Element* goals and policies (City of Monterey 2019). The goals and policies listed below are pertinent to the 2801 Monterey-Salinas Highway Water Line well site, tank site, and existing access road.

> **Goal d.** Protect the character and composition of existing native vegetative communities. Conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special-status plant and wildlife species.
>
> > **Policy d.1.** Protect existing native plants and promote the use of locally occurring, native vegetation for public and private landscaping and revegetation efforts.
> >
> > **Policy d.2.** Discourage the use of plant species on the California Exotic Pest Plant Council lists.
> >
> > **Policy d.3.** Protect existing sensitive habitats by careful planning to avoid and/or mitigate significant impacts to habitat areas identified as having high and moderate biological values.
> >
> > **Policy d.4.** Protect and manage habitats that support special-status species, are of high biological diversity, or are unusual or regionally restricted. Prepare biotic reports or habitat management plans as needed to ensure protection of habitat values.
> >
> > **Policy d.5.** Reduce biotic impacts to a less-than-significant level on project sites by ensuring that mitigation measures identified in biotic reports are incorporated as conditions of approval for development projects. Compliance with the City Tree Ordinance is the mechanism that will be used to address impacts of tree removals. As mitigation for significant impacts, avoidance, replacement, restoration of habitats on- or off-site or other measures may be required.
> >
> > **Policy d.6.** Within identified habitat areas with high biological value, the City will provide for a focused evaluation of areas identified as appropriate habitat for special-status species during the project review and approval process.

City Code Chapter 37 and the Conservation Element goals and policies focus on protecting trees and shrubs within the city of Monterey. Trees and shrubs subject to these policies occur in the 2801 Monterey-Salinas Highway Water Line well site, tank site, and existing access road. The proposed project has been designed to avoid impacts to the trees and shrubs. The implementation of measures BIO-1 through BIO-4 will serve to facilitate the avoidance of trees and shrubs in the City jurisdiction. If avoidance of a tree or shrub is not feasible during project implementation, the environmental monitor will document the size (diameter at breast height), species, and quantity of tree(s) or shrub(s) that are removed. The MPAD will mitigate the removed tree(s) or shrub(s) per the City of Monterey policies above. BIO-6 is provided to ensure the removal of any tree(s) or shrub(s) from City jurisdiction is mitigated.

BIO-6 If avoidance of a tree or shrub located within the jurisdiction of the City of Monterey is not feasible during project implementation, the environmental monitor shall document the size (diameter at breast height), species, and quantity of trees or shrubs that are removed. MPAD shall coordinate with the City Forester to mitigate the removed tree(s) or shrub(s) per the applicable City of Monterey policies.

Threshold #6: Conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other Conservation Plan

In 2015 the construction of the RSA Project was completed. The Environmental Impact Report (EIR) for the RSA Project identified impacts to sandmat manzanita chaparral, coast live oak woodland, and rare plants that occurred in the affected communities. As part of the mitigation for these impacts, the Airport developed and adopted a Habitat Conservation and Enhancement Plan (HCEP) that established three conservation areas on the eastern part of the airport property. Conservation Area 1 includes 1.2 acres of central maritime chaparral that is dominated by sandmat manzanita, Conservation Area 2 includes 3.0 acres of coast live oak woodland, and Conservation Area 3 includes 1.2 acres of maritime chaparral restoration plantings within the vegetated Engineered Material Arresting System retaining walls and adjacent areas. The Airport designated these areas as open space on the Airport Layout Plan and have been conducting habitat management activities in these areas. The proposed project includes installation of the 2999 Monterey-Salinas Highway water line and electrical conduit in Conservation Area 3. Installation of these project components may result in the removal of up to one Monterey pine, five coast live oak, and 34 sandmat manzanita plantings. If removal of these plantings is required, the removal would conflict with the approved mitigation for the RSA Project. As such, the Airport should replace the affected plantings to maintain compliance with the RSA Project's established mitigation. Measure BIO-5 is recommended to replace the affected portions of the RSA Project mitigation areas.

Sincerely,



Travis Belt
Principal Biologist

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Appendix B

COMMENT LETTER FROM CITY OF MONTEREY

MRY™
MONTEREY
REGIONAL AIRPORT

COMMUNITY DEVELOPMENT DEPARTMENT

August 18, 2023

Chris Morello
Monterey Regional Airport
200 Fred Kane Drive #200
Monterey, CA 93940

RE: Monterey Regional Airport – Water Distribution System Lines

Dear Ms. Morello,

The City of Monterey appreciates the opportunity to comment on the Initial Study – Mitigated Negative Declaration for the proposed Water Distribution System Project. We have examined the document and offer the following comments:

1. City of Monterey Required Permits: Item no. 10 referenced on page 9 (PDF page13) of the draft document states "*The City of Monterey would be contacted by the airport for a permit for the proposed waterline improvements at 2801 Monterey-Salinas Highway where they cross the city limits."* The City would request that the necessary permits be further specified in this section. Upon preliminary review of the project, the required City permits would include, but would not be limited to the following:

    - Building Permits
    - Tree Removal Permit (If project construction would require tree removal)

Please feel free to contact me at lhill@monterey.org or (831) 646-3437 with any questions.

Sincerely,

Levi Hill

Levi Hill, AICP
Planning Manager

Response to Letter from City of Monterey, Community Development Department (dated August 18, 2023)

Item 10 of the Initial Study has been revised as requested.



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