

RESOLUTION NO. 2018-63

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA FINDING THE
MARINA MUNICIPAL AIRPORT MASTER PLAN UPDATE CONSISTENT WITH THE
FORT ORD BASE REUSE PLAN

WHEREAS, the Federal Aviation Administration (FAA) recommends that airports update their long-term planning documents every seven to 10 years, or as necessary to address local changes at an airport; and,

WHEREAS, the last Master Plan for Marina Municipal Airport (Airport) was finalized in 2008; and,

WHEREAS, in 2014, the City of Marina received a grant from the FAA to update the Airport Master Plan; and,

WHEREAS, Chapter 8 of the Fort Ord Reuse Authority (FORA) Master Resolution requires that all legislative land use decisions affecting property in Former Fort Ord be submitted to FORA for a determination of consistency with the Fort Ord Reuse Plan and Master Resolution; and,

WHEREAS, an analysis of consistency prepared in accordance with Master Resolution Chapters 8.02.010 and -.020 criteria for determining consistency shows that the project is consistent with the Fort Ord Reuse Plan and Master Resolution; and,

WHEREAS, an Initial Study (IS) and Mitigated Negative Declaration (MND) have been prepared in response to the requirements of the California Environmental Quality Act (CEQA) (under separate Resolution). Through the Initial Study, it has been determined that the project's environmental impacts are less than significant with mitigation measures. These mitigations measures relate to potentially significant impacts associated with biological and cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, transportation/circulation, and utilities and services systems. The Mitigation and Monitoring Program (MMRP) for the project is located on page 119 of the IS-MND.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Marina hereby finds the Marina Municipal Airport Master Plan Update consistent with the Fort Ord Base Reuse Plan as shown on **EXHIBIT A**.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting held on the 5th day of June 2018, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Morton, O'Connell, Brown, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ATTEST:

Bruce Delgado, Mayor

Anita Sharp, Deputy City Clerk

EXHIBIT A

FORA Consistency Determination Table

FORA Consistency Determination Analysis Table
Legislative Land Use Decisions
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FORA Master Resolution criteria	Discussion
LEGISLATIVE LAND USE DECISION CONSISTENCY	
8.02.010 (a) In the review, evaluation, and determination of consistency regarding legislative land use decisions, the Authority Board shall disapprove any legislative land use decision for which there is substantial evidence supported by the record, that	
(1) Provides a land use designation that allows more intense land uses than the uses permitted in the Reuse Plan for the affected territory;	The Airport Master Plan Update (AMP) does not intensify existing land uses
(2) Provides for a development more dense than the density of use permitted in the Reuse Plan for the affected territory;	The AMP does not include proposals for development
(3) Is not in substantial conformance with applicable programs specified in the Reuse Plan and Section 8.02.020 of this Master Resolution;	SEE SEPARATE WORKSHEET
(4) Provides uses which conflict or are incompatible with uses permitted or allowed in the Reuse Plan for the affected property or which conflict or are incompatible with open space, recreational, or habitat management areas within the jurisdiction of the Authority;	The Airport Master Plan Update (AMP) does not propose changes to existing land uses already found compatible with the Base Reuse Plan
(5) Does not require or otherwise provide for the financing and/or installation, construction, and maintenance of all infrastructure necessary to provide adequate public services to the property covered by the legislative land use decision; and	The AMP does not include proposals for development
(6) Does not require or otherwise provide for implementation of the Fort Ord Habitat Management Plan.	The AMP proposes are to the northeast of the runway as additional habitat to mitigate the future extension of the runway – the result is a net zero impact
(b) FORA shall not preclude the transfer of intensity of land uses and/or density of development involving properties within the affected territory as long as the land use decision meets the overall intensity and density criteria of Sections 8.02.010(a)(1) and (2) above as long as the cumulative net density or intensity of the Fort Ord Territory is not increased.	The Airport Master Plan Update (AMP) does not intensify or transfer existing land uses

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(c) The Authority Board, in its discretion, may find a legislative land use decision is in substantial compliance with the Reuse Plan when the Authority Board finds that the applicant land use agency has demonstrated compliance with the provisions specified in this section and Section 8.020.020 of this Master Resolution.

8.02.020 (a) Prior to approving any development entitlements, each land use agency shall act to protect natural resources and open spaces on Fort Ord Territory by including the open space and conservation policies and programs of the Reuse Plan, applicable to the land use agency, into their respective general, area, and specific plans.

(1) Each land use agency shall review each application for a development entitlement for compatibility with adjacent open space land uses and require suitable open space buffers to be incorporated into the development plans of any potentially incompatible land uses as a condition of project approval.

N/A

(2) When buffers are required as a condition of approval adjacent to Habitat Management areas, the buffer shall be designed in a manner consistent with those guidelines set out in the Habitat Management Plan. Roads shall not be allowed within the buffer area adjacent to Habitat Management areas except for restricted access maintenance or emergency access roads.

N/A

(b) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that will ensure consistency of future use of the property within the coastal zone through the master planning process of the California Department of Parks and Recreation, if applicable. All future use of such property shall comply with the requirements of the Coastal Zone Management Act and the California Coastal Act and the coastal consistency determination process.

N/A

(c) Monterey County shall include policies and programs in its applicable general, area, and specific plans that will ensure that future development projects at East Garrison are compatible with the historic context and associated land uses and development entitlements are appropriately conditioned prior to approval.

(this row does not apply to City proposals)

(d) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that shall limit recreation in environmentally sensitive areas, including, but not limited to, dunes and areas with rare, endangered, or threatened plant or animal communities to passive, low intensity recreation, dependent on the resource and compatible with its long

N/A

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term protection. Such policies and programs shall prohibit passive, low-density recreation if the Board finds that such passive, low-density recreation will compromise the ability to maintain an environmentally sensitive resource.	
(e) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas. Reuse of property in the Army urbanized footprint should be encouraged.	N/A
(f) Each land use agency with jurisdiction over property in the Army urbanized footprint shall adopt the cultural resources policies and programs of the Reuse Plan concerning historic preservation, and shall provide appropriate incentives for historic preservation and reuse of historic property, as determined by the affected land use agency, in their respective applicable general, area, and specific plans.	N/A
(g) The County of Monterey shall amend the Greater Monterey Peninsula Area Plan and designate the Historic East Garrison Area as an historic district in the County Reservation Road Planning Area. The East Garrison shall be planned and zoned for planned development mixed uses consistent with the Reuse Plan. In order to implement this aspect of the plan, the County shall adopt at least one specific plan for the East Garrison area and such specific plan shall be approved before any development entitlement shall be approved for such area.	(this row does not apply to City proposals)
(h) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that shall support all actions necessary to ensure that sewage treatment facilities operate in compliance with waste discharge requirements adopted by the California Regional Water Quality Control Board.	N/A
(i) Each land use agency shall adopt the following policies and programs:	
(1) A solid waste reduction and recycling program applicable to Fort Ord Territory consistent with the provisions of the California Integrated Waste Management Act of 1989, Public Resources Code Section 40000 <i>et seq.</i>	N/A
(2) A program that will ensure that each land use agency carries out all action necessary to ensure that the installation of water supply wells comply with State of California Water Well Standards and well standards established by the Monterey County Health Department; and	N/A

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(3) A program that will ensure that each land use agency carries out all actions necessary to ensure that distribution and storage of potable and non-potable water comply with State Health Department regulations.	N/A
(j) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans to address water supply and water conservation. Such policies and programs shall include the following:	
(1) Identification of, with the assistance of the Monterey County Water Resources Agency and the Monterey Peninsula Water Management District, potential reservoir and water impoundment sites and zoning of such sites for watershed use, thereby precluding urban development;	N/A
(2) Commence working with appropriate agencies to determine the feasibility of development additional water supply sources, such as water importation and desalination, and actively participate in implementing the most viable option or options;	N/A
(3) Adoption and enforcement of a water conservation ordinance which includes requirements for plumbing retrofits and is at least as stringent as Regulation 13 of the Monterey Peninsula Water Management District, to reduce both water demand and effluent generation.	N/A
(4) Active participation in support of the development of "reclaimed" or "recycled" water supply sources by the water purveyor and the Monterey Regional Water Pollution Control Agency to ensure adequate water supplies for the territory within the jurisdiction of the Authority.	N/A
(5) Promotion of the use of on-site water collection, incorporating measures such as cisterns or other appropriate improvements to collect surface water for in-tract irrigation and other non-potable use.	N/A
(6) Adoption of policies and programs consistent with the Authority's Development and Resource Management Plan to establish programs and monitor development of territory within the jurisdiction of the Authority to assure that it does not exceed resource constraints posed by water supply.	N/A
(7) Adoption of appropriate land use regulations that will ensure that development entitlements will not be approved until there is verification of an assured long- term water supply for such development entitlements.	N/A
(8) Participation in the development and implementation of	N/A

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measures that will prevent seawater intrusion into the Salinas Valley and Seaside groundwater basins.	
(9) Implementation of feasible water conservation methods where and when determined appropriate by the land use agency, consistent with the Reuse Plan, including; dual plumbing using non-potable water for appropriate functions; cistern systems for roof-top run-off; mandatory use of reclaimed water for any new golf courses; limitation on the use of potable water for golf courses; and publication of annual water reports disclosing water consumption by types of use.	N/A
(k) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that will require new development to demonstrate that all measures will be taken to ensure that storm water runoff is minimized and infiltration maximized in groundwater recharge areas. Such policies and programs shall include:	
(1) Preparation, adoption, and enforcement of a storm water detention plan that identifies potential storm water detention design and implementation measures to be considered in all new development, in order to increase groundwater recharge and thereby reduce potential for further seawater intrusion and provide for an augmentation of future water supplies.	N/A
(2) Preparation, adoption, and enforcement of a Master Drainage Plan to assess the existing natural and man-made drainage facilities, recommend area-wide improvements based on the approved Reuse Plan, and develop plans for the control of storm water runoff from future development. Such plans for control of storm water runoff shall consider and minimize any potential for groundwater degradation and provide for the long term monitoring and maintenance of all storm water retention ponds.	N/A
(l) Each land use agency shall adopt policies and programs that ensure that all proposed land uses on the Fort Ord Territory are consistent with the hazardous and toxic materials clean-up levels as specified by state and federal regulation.	N/A
(m) Each land use agency shall adopt and enforce an ordinance acceptable to the California Department of Toxic Substances Control ("DTSC") to control and restrict excavation or any soil movement on those parcels of the Fort Ord Territory, which were contaminated with unexploded ordnance, and explosives. Such ordinance shall prohibit any digging, excavation, development, or ground disturbance of any type to be caused or otherwise allowed to occur without compliance with the ordinance. A land use agency shall not make any substantive change to such ordinance without prior notice to and approval by DTSC.	N/A

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(n) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that will help ensure an efficient regional transportation network to access the territory under the jurisdiction of the Authority, consistent with the standards of the Transportation Agency of Monterey County. Such policies and programs shall include:	
(1) Establishment and provision of a dedicated funding mechanism to pay for the “fair share” of the impact on the regional transportation system caused or contributed by development on territory within the jurisdiction of the Authority; and	N/A
(2) Support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation effort to access Fort Ord Territory.	N/A
(o) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that ensure that the design and construction of all major arterials within the territory under the jurisdiction of the Authority will have direct connections to the regional network consistent with the Reuse Plan. Such plans and policies shall include:	
(1) Preparation and adoption of policies and programs consistent with the Authority’s Development and Resource Management Plan to establish programs and monitor development to assure that it does not exceed resource constraints posed by transportation facilities:	N/A
(2) Design and construction of an efficient system of arterials in order to connect to the regional transportation system; and	N/A
(3) Designate local truck routes to have direct access to regional and national truck routes and to provide adequate movement of goods into and out of the territory under the jurisdiction of the Authority.	N/A
(p) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans to provide regional bus service and facilities to serve key activity centers and key corridors within the territory under the jurisdiction of the Authority in a manner consistent with the Reuse Plan.	N/A
(q) Each land use agency shall adopt policies and programs that ensure development and cooperation in a regional law enforcement program that promotes joint efficiencies in operations, identifies additional law enforcement needs, and identifies and seeks to secure the appropriate funding mechanisms to provide the required services.	N/A
(r) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that ensure	N/A

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development of a regional fire protection program that promotes joint efficiencies in operations, identifies additional fire protection needs, and identifies and seeks to secure the appropriate funding mechanisms to provide the required services.	
(s) Each land use agency shall include policies and programs in their respective applicable general, area, and specific plans that will ensure that native plants from on-site stock will be used in all landscaping except for turf areas, where practical and appropriate. In areas of native plant restoration, all cultivars, including, but not limited to, manzanita and ceanothus, shall be obtained from stock originating on Fort Ord Territory.	N/A
(t) Each land use agency shall include policies and programs in their general, area, and specific plans that will ensure compliance with the 1997 adopted FORA Reuse Plan jobs/housing balance provisions. The policies and programs for the provision of housing must include flexible targets that generally correspond with expected job creation on the former Fort Ord. It is recognized that, in addressing the Reuse Plan jobs/housing balance, such flexible targets will likely result in the availability of affordable housing in excess of the minimum 20% local jurisdictional inclusionary housing figure, which could result in a range of 21% - 40% below market housing. Each land use agency should describe how their local inclusionary housing policies, where applicable, address the Reuse Plan jobs/housing balance provisions.	N/A
Additional Consistency Determination considerations	
Is consistent with FORA's prevailing wage policy, section 3.03.090 of the FORA Master Resolution.	N/A – No construction

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At the June 10, 2016 FORA Board Meeting, the Board unanimously approved and adopted the Regional Urban Design Guidelines (RUDG). Is compliant with the RUDG.	SEE SEPARATE RUDG COMPLIANCE CHECKLIST
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RESOLUTION NO. 2018-62

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING THE MARINA MUNICIPAL AIRPORT MASTER PLAN UPDATE

WHEREAS, the Federal Aviation Administration (FAA) recommends that airports update their long-term planning documents every seven to 10 years, or as necessary to address local changes at an airport and the last Master Plan for Marina Municipal Airport (Airport) was finalized in 2008; and,

WHEREAS, in 2014, the City of Marina received a grant from the FAA to update the Airport Master Plan and the FAA grant covers 90 percent of the fixed fee project cost, with the City providing a ten percent match; and,

WHEREAS, following federal guidelines for consultant selection based on qualifications, the City of Marina selected Tartaglia Engineering to perform various projects for the Airport. Tartaglia Engineering has subcontracted with Coffman Associates, a national aviation planning firm, to undertake the Master Plan. After project scope negotiations and an independent review of study costs, a contract was approved by the City of Marina in November 2013; and,

WHEREAS, the goal of the Airport Master Plan (**EXHIBIT A**) is to provide the framework necessary to guide possible future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic issues; and,

WHEREAS, the Airport Master Plan does not include land use policies that guide growth in the manner that a specific plan or general plan provides, nor does the Airport Master Plan work in conjunction with any type of implementing regulations, such as a zoning ordinance; and,

WHEREAS, the Airport Master Plan is comparable to a long-term plan for any major institutional campus (e.g., a hospital or university) in that space should be reserved for potentially needed facilities; however, those facilities are only constructed when actual demand occurs; and,

WHEREAS, the overall objective of the Airport Master Plan is to provide the sponsor with guidance for future development of the Airport, meeting the needs of existing and future users, while also being compatible with the environment. This master planning effort identifies and provides justification, when it exists, for new priorities. This plan was closely coordinated with other existing and on-going planning studies in the area, and with aviation plans developed by the FAA and the state. Specific objectives of the study include:

- Research factors likely to affect air transportation demand in the Monterey Bay area over the next 20 years and develop new operational and basing forecasts.
- Determine projected needs of airport users, taking into consideration recent changes to FAA design standards, global positioning (GPS) aircraft approach capability, and transitions in the type of aircraft flown by corporate and general aviation users.
- Recommend improvements which will enhance the airport's ability to satisfy future aviation needs.
- Develop new airport layout drawings using updated aerial photography and mapping.
- Establish a schedule of development priorities and a financial program for implementation of development, and analyze potential funding sources, consistent with FAA planning.
- Provide specific recommendations for aviation and non-aviation related land uses on airport property and review existing or proposed land use, economic development, and zoning documents to ensure future compatibility with off-airport development.
- Develop active and productive public involvement throughout the planning process.
- Be consistent with the City's General Plan as related to the Airport: to protect aviation uses and to promote economic development; and,

WHEREAS, an Initial Study (IS) and Mitigated Negative Declaration (MND) have been prepared in response to the requirements of the California Environmental Quality Act (CEQA) (under separate Resolution). Through the Initial Study, it has been determined that the project's environmental impacts are less than significant with mitigation measures. These mitigations measures relate to potentially significant impacts associated with biological and cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, transportation/circulation, and utilities and services systems. The Mitigation and Monitoring Program (MMRP) for the project is located on page 119 of the IS-MND and attached hereto as **(EXHIBIT B)**.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Marina hereby approves the Marina Municipal Airport Master Plan Update with the following findings for decision:

FINDINGS

1. One of the goals set forth in the Marina Municipal Airport Master Plan Update is to ensure that proposed development on the Airport will be compatible with development surrounding the Airport with regard to noise, safety and overflight impacts created by the operations of the Airport.
2. Projects identified in the Marina Municipal Airport Master Plan Update will be compatible with the goals, policies and programs of the Zoning Ordinance of the City of Marina, in that, planned improvements are consistent with Section 17.28 (Airport District).
3. The Marina Municipal Airport Master Plan Update and Airport Layout Plan promote the following applicable objectives listed in the Zoning Ordinance as follows:
 - a. Encourage quality development that protects the investments made in the areas by the city, other public entities, and private enterprises.
 - b. Encourage functionally and aesthetically compatible relationships among existing and future uses located within the Airport and Business Park.
 - c. Reserve land adjoining aircraft operating areas for aviation-related uses.
 - d. Provide opportunities for non-aviation related uses providing goods or services desired by tenants in the aviation-related zones and their clients and visitors to locate close to the airport.
 - e. Provide opportunities, and appropriate sites and environment for a broad range of commercial and industrial uses.
 - f. Maintain an overall level of development consistent with existing and planned capacity of city streets and utilities.
 - g. Contribute to public safety and efficient traffic movement by providing sufficient on-site areas for maneuvering and parking motor vehicles that are attracted to or generated by the Airport.

4. The Marina Municipal Airport Master Plan Update ensures it is consistent with the General Plan and meets the following goals, phrased in the form of planning principles, provided the basis for developing appropriate land use, infrastructure, and community design proposals for specific areas of the city. As incorporated into the General Plan, these framework goals provide the overall direction necessary to ensure that, as it grows, the city will be well functioning and attractive; that it will balance the needs of residents and business; and that appropriate use will be made of its natural, human and economic resources:
- a. A balance of jobs and housing that provides the greatest possible opportunity both to live and work in Marina.
 - b. A balanced land use/transportation system which minimizes traffic congestion, noise, excessive energy consumption, and air pollution.
 - c. A city that helps avoid sprawl in the region by making efficient use of lands designated for community development purposes.
 - d. A city physically and visually distinguish-able from the other communities of the Monterey Bay region, with a sense of place and identity in which residents can take pride.
 - e. A diversified and sound economic base that will permit the delivery of high-quality public services to city residents and businesses.
 - f. One or more centers which bring together commercial, civic, cultural and recreational uses and serve as a focus for community life.
 - g. A physically and socially cohesive community in which existing and future land uses, transportation facilities, and open spaces are well integrated.
 - h. Development which maintains continuity with the city's history and is responsive to the climate and the natural and scenic features of the local and regional setting, including the city's strategic position as the Monterey Peninsula's scenic entry.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting held on the 5th day of June 2018, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Morton, O'Connell, Brown, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Bruce Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

EXHIBIT A

Draft Airport Master Plan Update

Copies of the Draft Airport Master Plan were previously distributed to the City Council at a study session on February 9, 2016 and no changes to the draft plan have occurred to date. Due to the size of the document the Draft Airport Master Plan can be found in hard copy at the City of Marina Planning Division and electronically on the City of Marina Website using the following link:

<http://marina.airportstudy.com/master-plan/>

EXHIBIT B

Mitigation Monitoring Chart

**MITIGATION, MONITORING, AND REPORTING PROGRAM
FOR THE
PROPOSED AIRPORT MASTER PLAN
FOR MARINA MUNICIPAL AIRPORT**

The following mitigation, monitoring, and reporting program (MMRP) has been prepared pursuant to Section 15097 of the *California Environmental Quality Act* (CEQA). Section 15097 requires all State and local agencies establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated Negative Declaration or specified environmental findings related to Environmental Impact Reports.

The following MMRP for the proposed Airport Master Plan at Marina Municipal Airport describes the mitigation measures identified in the Initial Study, identifies responsible entities for implementing and monitoring the plan, and outlines the mitigation measure timeline. The MMRP is to be used by City of Marina Community Development Department staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation.

In addition, City Department of Airport staff will be responsible for the following:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Obtaining assistance, as necessary, from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

MARINA MUNICIPAL AIRPORT MASTER PLAN
Mitigation, Monitoring, and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources					
Future Impacts to Special-Status Species and Sensitive Natural Communities (Impacts IV a and b)	BIO/mm-1: Prior to the approval of future Master Plan-recommended projects, the City/Airport shall consult with all appropriate regulatory agencies to gain concurrence on necessary project-specific mitigation. This concurrence could take the form of compliance with an approved Fort Ord HCP or an individual take permit for species or actions not covered by an HCP.	Airport staff and/or consultant	City Airport Services Department/Manager	Prior to project approval.	
Biological Resources/Land Use and Planning					
Future Conflicts with an Adopted Habitat Conservation Plan (Biological Resources Impact IV f and (Land Use Impact X c)	BIO/mm-2: All Airport Master Plan exhibits shall be revised to show the revised Habitat Replacement Area (based on Exhibit 17) prior to adoption of the Final Airport Master Plan. At the time that approval of a westerly runway extension occurs, an official recording of the new area must occur between the City and FORA, in whatever form is required by FORA. See attached graphic.	Airport staff and/or consultant	City Airport Services Department/Manager	Prior to project approval.	
Cultural Resources					
Future Potential Impacts to Historic, Archaeological, Paleontological, or Human Remains (Impacts V a, b, c, and d)	CR/mm-1: The following recommendations to avoid and/or minimize impacts to historic, archaeological, paleontological, or other cultural resources shall be implemented for proposed Master Plan projects, as necessary, based on future project-specific analysis: • Records Search. For future projects, retain and review a copy of the study area records search	Airport staff and/or consultant	City Airport Services Department/Manager	Prior to project approval.	

	on file with SWCA Environmental, Inc. for review by archaeologists and architectural historians qualified to conduct cultural resource surveys in the City and County. If the existing records search is greater than five years old at the time of project implementation, request an updated records search from the Northwest Information Center. • Cultural Resources Assessment. The results of the records search may reveal that a proposed project in the study area has not yet been subject to a cultural resources assessment, or requires updated cultural resources study. A cultural resources assessment should then be conducted to identify cultural resources that have the potential to be impacted by future development and provide mitigation measures to avoid and/or minimize potential impacts. Under the direction of a cultural resource professional meeting the Secretary of the Interior's professional qualification standards, a proposed project should be inventoried for cultural resources, which may include intensive pedestrian survey and a built environment survey. Additional tasks, such as Native American coordination, historic evaluation, Phase II archaeological testing, Phase III data recovery, and historic research should then be conducted as necessary. The cultural resources assessment should identify cultural resources that have the potential to be impacted by future development and provide project-specific mitigation measures to avoid and/or minimize potential impacts. • Cultural Resources Technical Report. For each applicable individual proposed project and phase, a cultural resources technical report				
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	should be prepared by a cultural resources professional meeting the Secretary of the Interior's professional qualification standards that incorporates any future study or studies. It should describe the methods and provide recommendations for the management of cultural resources within the study area, including both direct and indirect impacts. The report should include maps depicting the area surveyed for cultural resources, the locations of cultural resources identified during the survey, and site records or updates for cultural resources encountered during the survey. The report should be prepared in accordance with the Office of Historic Preservation's Archaeological Resources Management Reports guidelines. • <u>Avoidance.</u> Future development or management projects that may result in direct or indirect impacts to NRHP/CRHR listed or eligible cultural resources should be designed or modified to avoid potentially significant archaeological sites and built environment resources. • <u>Previously Undiscovered Resources.</u> If archaeological resources (artifacts or features) are exposed during ground-disturbing activities associated with any future project(s), construction activities in the immediate vicinity (25 feet) of the discovery shall be halted while the resources are evaluated for significance by a qualified archaeologist. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as archaeological data recovery or project redesign, may be warranted and would be discussed in consultation with the lead agency.				
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	• Previously Undiscovered Human Remains. If human remains are discovered during any future project work, all work within 50 feet of the discovery shall cease and the County Coroner shall be notified. State of California Health and Safety Code §7050.5 stipulates that no further disturbance will occur until the County Coroner has determined the origin and disposition pursuant to Public Resources Code §5097.98 and that the County Coroner will be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant (MLD). The MLD will complete inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.				
Geology and Soils					
Future Potential Impacts Related to Earthquakes, Seismic Ground shaking or Ground Failure and Unstable Soils (Impacts VI a, b, and c)	GEO/mm-1: The following state and local regulations and policies shall be required as mitigation for future development at the Airport: • Site-specific SWPPPs shall be required for all construction projects with ground disturbance of more than one acre if there is a potential for discharges to regulated waters per the Central Coast RWQCB's General Construction permitting process. • Consistent with City General Plan Policy 4.100, all future airport development shall be consistent with the most recent edition of the Uniform Building Code.	Airport staff and/or engineer	City Airport Services Department/Manager	Prior to project approval.	

	• Consistent with City General Plan Policy 4.124, all future airport development will incorporate erosion-control and landscape plans, as necessary. Such plans should be prepared by a licensed civil engineer or other appropriately certified professional and approved by the City Public Works Director prior to issuance of a grading permit. All erosion-control plans shall incorporate BMPs to protect water quality and minimize water quality impacts and shall include a schedule for the completion of erosion and sediment-control structures, which ensures that all such erosion-control structures are in place by mid-October of the year that construction begins. Site monitoring by the applicant's erosion-control specialist should be undertaken, and a follow-up report should be prepared that documents the progress and/or completion of required erosion-control measures both during and after construction is completed. • Consistent with City General Plan Policy 4.102 (5), where new airport development is proposed on soils with moderate to potentially severe limitations as substrates for construction or engineering purposes, geotechnical reports shall be prepared and engineering and design measures be implemented as part of the project approval process.				
Hazards and Hazardous Materials					
Future Potential Impacts Related to Hazardous Materials Sites (Impact VIII d)	HAZ/mm-1: If additional hazardous materials are discovered within Airport construction areas, measures shall be taken to investigate and correct any problems as soon as possible after discovery, in accordance with all applicable regulations.	Airport staff and/or contractor	City Airport Services Department/Manager	As soon as possible, when necessary, and prior to additional ground disturbance.	

Future Potential Impacts Related to Adopted Emergency Plans (Impact VIII g)	HAZ/mm-2: The City shall review its emergency response and evacuation plan, as it relates to the Airport, on an annual basis, and update as necessary to account for additional airport development or changes in operations.	City Community Development Department	City Airport Services Department/Manager	As part of overall City updates.	
Hydrology and Water Quality					
Future Potential Hydrologic and/or Water Quality Impacts (Impacts IX a-f)	HYD/mm-1: When applicable, and prior to construction, the contractor shall be responsible for obtaining a General Construction permit from the Central Coast RWQCB. As part of this process, a project-specific construction SWPPP shall be prepared and all approved BMPs shall be implemented throughout the construction process.	Airport staff and/or contractor	City Airport Services Department/Manager	Prior to project approval.	
	HYD/mm-2: When applicable, and during project design, pre-construction and post-construction runoff rates shall be determined and drainage improvements shall be incorporated into project design, as necessary, to meet the Central Coast RWQCB requirements. If necessary, a storm water management plan shall be developed to retain the runoff for an 85th percentile storm, in compliance with Resolution R3-2013-0032, <i>Post-Construction Requirements for Development in the Central Coast Region</i>.	Airport staff and/or contractor	City Airport Services Department/Manager	Prior to project approval.	
	HYD/mm-3: The adequacy of onsite drainage facilities to convey runoff from a 10-year frequency storm at minimum shall be determined through the preparation of storm drainage reports and plans, approved by the City Public Works Director, per City General Plan Policy 3.57.	Airport staff and/or engineer	City Public Works Department	Prior to project approval.	
Transportation/Circulation					
Future Cumulative Impacts Related to City Level of Service Thresholds (Impact XVI a)	TR/mm-1: Future development projects at the Airport shall comply with all City traffic policies, including the payment of traffic mitigation fees towards needed street or intersection improvements, when applicable.	Airport staff and/or engineer	City Public Works Department	Prior to project approval.	
Utilities and Service Systems					

Future Potential Impacts Related to New Storm Water Drainage Facilities (Impact XVIII c)	U/mm-1: The City's NPDES/RWQCB permit and permit conditions shall be implemented whenever a project affecting drainage or the amount of impervious surface at the Airport is undertaken in keeping with the <i>Clean Water Act</i> and the Central Coast RWQCB regulations.	Airport staff and/or engineer	City Public Works Department	Prior to project approval.	
Future Potential Impacts Related to Water Supply (Impact XVIII d)	U/mm-2: All future airport development creating additional demand for potable water shall occur in keeping with the Airport's designated water allocation for that portion of former Fort Ord within the City.	Airport staff	City Public Works Department	Prior to project approval.	

mm = mitigation measure

HCP = Habitat Conservation Plan

FORA = Fort Ord Reuse Agency

NRHP = National Register of Historic Places

CRHR = California Register of Historic Resources

MLD = Most Likely Descendant

SWPPP = storm water pollution prevention plan

RWQCB = Regional Water Quality Control Board

BMPs = best management practices

NPDES = National Pollutant Discharge Elimination System

RESOLUTION NO. 2018-64

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA ADOPTING THE MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT FOR THE MARINA MUNICIPAL AIRPORT MASTER PLAN UPDATE

WHEREAS, the proposed Master Plan provides a framework to guide possible future airport development over the next 20 years in a cost-effective manner that both supports projected aviation demand and considers environmental and socioeconomic issues; and,

WHEREAS, the proposed Master Plan does not include land use policies that would guide growth in a manner similar to a specific or general land use plan; rather, the objective of the proposed Master Plan is to coordinate future on-airport land uses in a manner that meets with FAA design standards and is compatible with the airport environs; and,

WHEREAS, there are two primary goals for airport master planning:

- To secure those areas essential to the safe and efficient operation of the Airport; and
- To determine compatible land uses for the balance of the property which would be most economically advantageous to the Airport and the community; and,

WHEREAS, the City has accepted federal grants for capital improvements from the FAA. When airport owners accept federal grants, they agree to preserve and operate their facilities in a safe and efficient manner and comply with certain conditions and assurances (see the proposed Master Plan, Chapter Five, On-Airport Land Use Obligations for a partial list) (City of Marina 2015); and,

WHEREAS, the proposed Master Plan seeks to reserve space for potentially needed facilities and to provide a capital improvement program that plans the timing and funding of recommended development projects and actual facility construction would occur only when actual demand is realized, and in conjunction with the necessary funding; and,

WHEREAS, both FAA and the California Department of Transportation (Caltrans) maintain a list of priorities with which to evaluate grant applications, which focus first on safety and security, meeting design standards, and maintaining existing facilities and an Airport Capital Improvement Program (ACIP) is updated each year by the Airport in coordination with FAA and Caltrans and should respond to FAA's emphasis on the following goals (FAA 2000):

- (1) Ensure that the air transport of people, services, and goods is provided in a safe and secure environment;
- (2) Preserve and upgrade the existing airport system in order to allow for increased capacity, as well as to ensure reliable and efficient use of existing capacity;
- (3) Improve the compatibility of airports with the surrounding communities; and
- (4) Provide sufficient access to an airport for the majority of the American public; and,

WHEREAS, adoption of the proposed Master Plan is a "project" subject to the *California Environmental Quality Act* (CEQA) (Public Resources Code [PRC], §§21000 et seq.) and CEQA Guidelines (California Code of Regulations [Cal. Code Regs.], Title 14, Division 6, Chapter 3); and,

WHEREAS, before any actual ground-disturbing actions take place, they would be evaluated in subsequent site-specific environmental analyses. Future development at the Airport under the proposed Master Plan would be subject to the *National Environmental Policy Act (NEPA) of 1969* (Title 42 United States Code [USC] §§4321 et seq.), CEQA, various federal and state special purpose laws, and FAA oversight and approval, as applicable. In addition, compliance with existing local laws, regulations, and policies would be required of all future development proposals.; and,

WHEREAS, an Initial Study was prepared pursuant to CEQA, the CEQA Guidelines, and the City's *Implementation Policies and Procedures for the California Environmental Quality Act*, adopted by the City Council on May 2, 2006 (**EXHIBIT A**); and,

WHEREAS, through the Initial Study, it has been determined that the project's potentially significant environmental impacts specifically related to impacts to biological and cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, transportation and circulation, and utilities and service systems, associated with future project construction can be made less than significant with mitigation measures; and,

WHEREAS, a 33-day public review period for the Initial Study/ Mitigated Negative Declaration was established beginning on November 20, 2017 and ending on December 22, 2017 and a copy of the Notice of Intent to Adopt a Mitigated Negative Declaration was sent to responsible agencies and trustee agencies concerned with the project and posted with the Office of the Monterey County Clerk on November 17, 2017; and,

WHEREAS, two comment letters were received within the public review period by the Monterey Bay Air Resources District and Caltrans (**EXHIBIT B**); and,

WHEREAS, the City incorporated minor text changes into the final Initial Study and prepared a Response to Comments (**EXHIBIT C**); and,

WHEREAS, pursuant to SB 18, California Native American Cultural Places legislation, a formal invitation for consultation on the project was mailed to contacts provided by the Native American Heritage Commission on October 25, 2016 and no tribes requested consultation; and,

WHEREAS, the City Council of the City of Marina conducted a duly noticed public hearing to consider the Mitigated Negative Declaration of environmental impact for the Project, which includes a Mitigation Monitoring and Reporting Program, considered all public testimony, written and oral, presented at the public hearing; and received and considered the written information and recommendation of the staff report for the June 5, 2018 meeting related to the proposed project.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Marina hereby adopts the Mitigated Negative Declaration of environmental impact for the Marina Airport Master Plan Update, making the following findings:

FINDINGS

1. The Initial Study and corresponding Mitigated Negative Declaration of environmental impact were released for public review and said mitigation measures would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and;
2. There is no substantial evidence in light of the whole record before the City of Marina that the project may have a significant effect on the environment.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting held on the 5th day of June 2018, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Morton, O'Connell, Brown, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Bruce Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

EXHIBIT A

Due to the size of the document, Exhibit A, the Mitigated Negative Declaration, can be found in hard copy at the City of Marina Planning Division and electronically on the City of Marina Website using the following link:

1. Draft Mitigated Negative Declaration - <http://marina.airportstudy.com/files/2012/12/Marina-Initial-Study-11.10.17-cd.pdf>

EXHIBIT B

Comment Letters

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Serious drought
Help save water!*

December 20, 2017

MON-1-R86.5
SCH#2017111067

Mr. Jeff Crechriou
City of Marina – Airport Services
781 Neeson Road, Building 540
Marina, CA 93933

Dear Mr. Crechriou:

**COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) – MARINA
MUNICIPAL AIRPORT MASTER PLAN, MARINA, CA**

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the Marina Municipal Airport Master Plan which provides a framework to guide future development over the next 20 years. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals. Caltrans offers the following comments in response to the MND for the Marina Municipal Airport Master Plan:

1. Please be aware that if any work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>.
2. The Transportation Agency for Monterey County (TAMC) collects development impact fees to help fund transportation projects of regional significance which address a project's long-range traffic impacts. Caltrans supports payment of the adopted TAMC development impact fees as required to mitigate any cumulative impacts for future development projects.

Mr. Jeff Crechriou
December 20, 2017
Page 2

3. Since it was not included in the MND, Caltrans looks forward to reviewing the traffic analysis of project specific impacts on the State system as a result of the future development.
4. At any time during the environmental review and approval process, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1].

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3282 or email jill.morales@dot.ca.gov.

Sincerely,



JILLIAN R. LEAL-MORALES
Associate Transportation Planner, District 5
jill.morales@dot.ca.gov

cc: Grant Leonard (TAMC)

December 22, 2017

City of Marina
Community Development Dept.—Planning Services
ATTN: David J.R. Mack, AICP
209 Cypress Ave
Marina, CA 93933

Email: dmack@cityofmarina.org

Subject: Comments on Draft Mitigated Neg. Dec. for the Marina Municipal Airport Master Plan

Dear Mr. Mack,

Thank you for providing the Monterey Bay Air Resources District (Air District) the opportunity to comment on the Marina Municipal Airport Draft Mitigated Negative Declaration. The Air District has reviewed the document and has provided the following:

III. Air Quality

- Pg.25: To be noted, the 2012-2015 Air Quality Management Plan is the updated version of the 2009-2011 Triennial Plan. Previously, the AQMP was called “Triennial Plan”. To accurately describe the purpose of the document, the most recent update saw a title change—it is the Air Quality Management Plan (AQMP) for the NCCAB.
- Pg.28: Please refer to the 2012-2015 AQMP references to ozone (O₃) standards. In Table 3-1, Page 6 of the 2012-2015 AQMP it outlines the updated CA and Federal O₃ standards. The state designation for O₃ for this Air District is Nonattainment-Transitional. Please see Table 3-2 of the 2012-2015 AQMP on Page 7.
- P.30: Please explain the statement made that “the Master Plan would not expose sensitive receptors to substantial pollutant concentrations or objectionable odors.” Exhibit 7, 8, 10, show that the Marina Station is anticipated to border the proposed expanded airport. If the Marina Station proximity is correctly understood, this area will include residential houses and should be considered a sensitive receptor due to its location.
- P.29: The Air District appreciates the inclusion of the FAA-approved Airport Environmental Design Tool (AEDT).
- P.30: To further reduce the odors associated with off-road equipment, it is recommended that only off-road construction equipment with a Tier 3 engine or cleaner be used. We further recommend that, whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.
 - Please make sure to consult the Air District Compliance Division on the matter of portable engines. Per *Rule 201, Section 4.14.1 (10/15/2014)* any stationary IC engine greater than 50 HP must be permitter or registered.

EXHIBIT B

- P.68: The Air District appreciates the mentioning that “Prior to implementation, additional CEQA analysis would be undertaken and project-specific construction modeling should be performed, using CalEEMod or another CARB-approved model.” The CalEEMod model is a great modeling tool for estimating construction and operation emissions.

Please let me know if you have any questions. I can be reached at (831) 718-8021 or hmuegge@mbard.org.

Best Regards,

A handwritten signature in blue ink that reads "Hanna Muegge". The signature is written in a cursive, flowing style.

Hanna Muegge
Air Quality Planner

cc: David Frisbey
JoAnne Marcuzzo

EXHIBIT C

Response to Comments

Marina Draft Initial Study and Mitigated Negative Declaration (dated November 2017)

The following comments were received during the 30-day comment period on the draft Initial Study and Mitigated Negative Declaration:

California Department of Transportation (letter dated December 20, 2017)

1. Comment: Please be aware that if any work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at:
<http://www.dot.ca.gov/trafficops/ep/index.html>.

Response: Comment noted. No encroachment permits are being requested at this time.

2. Comment: The Transportation Agency for Monterey County (TAMC) collects development impact fees to help fund transportation projects of regional significance which address a project's long-range traffic impacts. Caltrans supports payment of adopted TAMC development impact fees as required to mitigate any cumulative impacts for future development projects.

Response: Comment noted.

3. Comment: Since it was not included in the MND, Caltrans looks forward to reviewing the traffic analysis of project specific impacts on the State system as a result of the future development.

Response: Comment noted. No specific projects are being addressed at this time.

4. Comment: At any time during the environmental and approval process, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9[a][1].

Response: Comment noted. No formal scoping meeting requests have been received on this project.

Monterey Bay Air Resources District (letter dated December 22, 2017)

1. Comment: Pg.25: To be noted, the 2012-2016 Air Quality Management Plan is the updated version of the 2009-2011 Triennial Plan. Previously, the AQMP was called "Triennial Plan." To accurately describe the purpose of the document, the most recent update saw a title change -- it is the Air Quality Management Plan (AQMP) for the NCCAB.

Response: Comment noted. The reference to the 2009-2011 Triennial Plan has been struck out in the Final Initial Study.

2. Comment: Pg.28: Please refer to the 2012-2015 AQMP references to ozone (O₃) standards. In Table 3-1, Page 6 of the 2012-2015 AQMP it outlines the updated CA and Federal standards. The state designation for O₃ for this Air District is Nonattainment-Transitional. Please see Table 3-2 of the 2012-2015 AQMP on Page 7.

Response: Comment noted. The paragraph referencing the 2009-2011 Triennial Plan on page 28 has been struck out in the Final Initial Study. The federal ppm for 8-hour O₃ in Table 1 of the Final Initial Study has been corrected to state 0.070 ppm, and the NCCAB Attainment Status has been revised to state Nonattainment-Transitional.

3. Comment: Pg.30: Please explain the statement made that “the Master Plan would not expose sensitive receptors to substantial pollutant concentrations or objectionable odors.” Exhibit 7, 8, 10 show that the Marina Station is anticipated to border the proposed expanded airport. If the Marina Station proximity is correctly understood, this area will include residential houses and should be considered a sensitive receptor due to its location.

Response: The planned Marina Station development would be more than 0.65 mile from a future runway extension, which would be the closest airport project to the development. At this distance, it is not anticipated that substantial pollutant concentrations or objectionable odors would be present. Project-specific analysis if, and when, a runway extension project is proposed would analyze this concern further if buildout of Marina Station has occurred or would occur prior to construction of the runway project.

4. Comment: Pg. 29: The Air District appreciates the inclusion of the FAA-approved Airport Environmental Design Tool (AEDT).

Response: Comment noted.

5. Comment: Pg.30: To further reduce the odors associated with off-road equipment, it is recommended that only off-road construction equipment with a Tier 3 engine or cleaner be used. We further recommend that, whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity, or biodiesel.

- Please make sure to consult the Air District Compliance Division on the matter of portable engines. Per *Rule 201, Section 4.14.1 (10/15/2014)* any stationary IC engine greater than 50 HP must be permitted or registered.

Response: Comment noted. These recommendations have been added to the text under III d, e).

6. Comment: Pg. 68: The Air District appreciates the mentioning that “Prior to implementation, additional CEQA analysis would be undertaken and project-specific construction modeling should be performed

using CalEEMod or another CARB-approved model.” The CalEEMod is a great modeling tool for estimating construction and operation emissions.

Response: Comment noted.

**CHANGES TO THE DRAFT INITIAL STUDY
FOR MARINA MUNICIPAL AIRPORT'S
PROPOSED AIRPORT MASTER PLAN**

SUMMARY

On November 20, 2017, the Marina Municipal Airport's Proposed Airport Master Plan Draft Mitigated Negative Declaration and Initial Study was published for review by all interested parties. The following text changes have been made to the Air Quality section in this Final Initial Study in response to comments from the Monterey Bay Air Resources District. Text removed is shown in strike-outs. Added text is underlined.

TEXT CHANGES

- Page 25, second paragraph and Page 28, Section III a) third paragraph: References to the *Triennial Plan Revisions 2009-2011* have been removed.
- Page 26, Table 1: The federal standard for 8-hour ozone has been corrected to 0.070 ppm. The status of NCCAB Attainment for ozone has been updated.
- Page 30, Section III d, e): MBARD recommendations for off-road equipment have been added.

Similar to federal regulations, an area within California that violates the CAAQS is considered in nonattainment and an area with ambient air concentrations below the CAAQS is in attainment. As with the federal regulations, air quality management agencies in areas designated nonattainment for any of the CAAQS must develop air quality management plans (AQMPs), including strategies and timelines required to bring the air basin into attainment of the standards as expeditiously as possible.

Local Regulations

The Monterey Bay Air Resources District (MBARD), formerly known as the 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. The MBARD assists CARB in air quality regulation and program enforcement within the NCCAB and is the agency responsible for adopting and updating an AQMP for the NCCAB to ensure attainment of the CAAQS. MBARD coordinates closely with the Association of Monterey Bay Area Governments (AMBAG) and other regional and local governmental agencies to develop and implement the AQMP. ~~The Triennial Plan Revision 2009-2011 (MBUAPCD 2013) outlines MBARD planning requirements necessary to maintain the state-level O₃ standard and continue the five percent per year O₃ reduction goal established by CARB.~~ MBARD also enforces local rules to help further the goals of the *2012-2015 Air Quality Management Plan* (MBARD 2017), of which the following are potentially relevant to proposed Master Plan improvements:

- Rule 400 – Visible Emissions. Imposes general and industry-specific restrictions on particulate emissions that would obscure visibility in the NCCAB.
- Rule 402 – Nuisances. Restricts discharges of air contaminants or other materials that cause injury, nuisance, or annoyance to the public or businesses.
- Rule 403 – Particulate Matter. Establishes an overall emissions discharge limit of 0.15 grain per standard dry cubic foot of exhaust gas, as well as hourly limits based on process rates.
- Rule 412 – Sulfur Content of Fuels. Restricts burning of gaseous fuels containing more than 50 grains per 100 cubic feet of hydrogen sulfide, or any fuels with a gross sulfur content exceeding 0.5 percent by weight.
- Rule 425 – Use of Cutback Asphalt. Imposes restrictions on the manufacture, sale, and use of rapid cure, medium cure, slow cure, and emulsified asphalts within the district.

Regional Setting

Table 1 details the NAAQS, as well as NCCAB's attainment status, for all regulated pollutants at the federal level. The NCCAB is currently in attainment for all federal criteria air pollutants. **Table 1** also details the CAAQS and describes the NCCAB's status with respect to these standards. The area in which the Airport is located is in violation of the CAAQS for O₃ and PM₁₀.

TABLE 1

National and California Ambient Air Quality Standard Attainment Levels

Pollutant	Averaging Time	NAAQS	NCCAB Attainment Status	CAAQS ^a	NCCAB Attainment Status
Carbon Monoxide (CO)	8-hour	9 ppm ^b	Attainment	9 ppm	Attainment
	1-hour	35 ppm ^b	Attainment	20 ppm	Attainment
Nitrogen Dioxide (NO ₂)	Annual	0.053 ppm	Attainment	0.030 ppm	Attainment
	1-hour	0.100 ppm	Attainment	0.18 ppm	Attainment
Particulate Matter (PM ₁₀)	24-hour	150 µg/m ³ ^c	Attainment	50 µg/m ³	Nonattainment
	Annual	--	--	20 µg/m ³	
Particulate Matter (PM _{2.5})	Annual	15.0 µg/m ³ ^d	Attainment	12.0 µg/m ³	Attainment
	24-hour	35 µg/m ³ ^e	Attainment	--	--
Ozone (O ₃)	8-hour	0.0705 ppm ^f	Attainment	0.07 ppm	Nonattainment - Transitional
	1-hour	0.12 ppm ^g	Attainment	0.09 ppm	
Sulfur Dioxide (SO ₂)	Annual	0.03 ppm	Attainment	--	--
	24-hour	0.14 ppm ^b	Attainment	0.04 ppm	Attainment
	3-hour	0.5 ppm ^b	Attainment	--	--
	1-hour	--	--	0.25 ppm	Attainment
Lead (Pb)	Rolling 3-month	0.15 µg/m ³	Attainment	--	--
	Quarterly	1.5 µg/m ³	Attainment	--	--
	30-day	--	--	1.5 µg/m ³	Attainment
Visibility Reducing Particles	8-hour	--	--	0.23 ^h	Attainment
Sulfates	24-hour	--	--	25 µg/m ³	Attainment
Hydrogen Sulfide	1-hour	--	--	0.03 ppm	Attainment
Vinyl Chloride	24-hour	--	--	0.01 ppm	Attainment

Source: U.S. EPA 2016, <https://www.epa.gov/criteria-air-pollutants/naaqs-table>; CARB 2016a, <https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm#table>.

ppm = parts per million; µg/m³ = one-millionth of a gram per cubic meter air

^a The CAAQS for O₃, CO, SO₂ (1 and 24 hour), NO₂, particulate matter and visibility reducing particles are not to be exceeded. All other standards are not to be equaled or exceeded.

^b Not to be exceeded more than once per year.

^c Not to be exceeded more than once per year on average over three years.

^d To attain this standard, the three-year average of the weighted annual mean PM_{2.5} concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m³.

^e To attain this standard, the three-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m³.

^f To attain this standard, the three-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm.

^g The 1997 1-hour O₃ NAAQS, including any implementation rules, only applies to limited areas, but shall remain in place for implementation purposes until EPA undertakes rulemaking to address the transition from the 1997 standard to the 2008 8-hour standard. The 1-hour standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is ≤ 1.

^h The visibility reducing particles standard refers to an extinction coefficient of 0.23 per kilometer; visibility of ten miles or more when relative humidity is <70 percent.

- Emit (from all project sources, mobile, area, and stationary) less than:
 - 137 pounds per day of NO_x
 - 137 pounds per day of ROG
 - 82 pounds per day of PM₁₀
 - 55 pounds per day of PM_{2.5}
 - 550 pounds per day CO

Impact Analysis

III a) Less than Significant Impact. The *2012-2015 Air Quality Management Plan* includes the most recent emissions inventory for the MBARD and estimates the amount of ozone precursors emitted by human activities (MBARD 2017). The emissions inventory is expressed in tons per day and is based on a typical weekday.

ROG emissions from stationary sources, which include airports, are expected to grow from 9.70 tons per day in 2015 to 10.82 tons per day in 2035. Oxides of nitrogen are also included in the inventory and are anticipated to increase from 8.26 tons per day in 2015 to 9.86 tons per day in 2035.¹¹ As a comparison, the emissions attributed to operations at the Airport in either 2013 or the proposed Master Plan's 2033 forecast are less than 0.0001 tons per day for both ROG and NO_x. Thus, airport growth anticipated by the proposed Master Plan would not conflict or obstruct with the 2012-2015 AQMP.

~~The *Triennial Plan Revisions 2009-2011* (Triennial Plan) outlines MBARD planning requirements necessary to maintain the state-level O₃ standard and continue a five percent per year O₃ reduction goal established by CARB (MBUAPCD 2013). Although aircraft emissions would increase with growth at the Airport throughout the 20-year planning horizon of the proposed Master Plan, the overall MBARD ROG and NO_x emissions from mobile sources are expected to decrease with, "the introduction of cleaner fuels and the use of improved control technologies for recreational boats, off-road equipment and farm equipment" (MPUAPCD 2013). Thus, although there are projected increases in emissions from aircraft operating at the Airport, these would be offset by improvements in other transportation segments and the proposed Master Plan would not conflict with or obstruct implementation of the Triennial Plan.~~

III b, c) Less than Significant Impact. Monterey County is a CAAQS nonattainment area for O₃ and PM₁₀ (CARB 2016b). Implementation of the proposed Master Plan could generate additional criteria air pollutant and TAC emissions from a variety of emission sources. Additionally, vehicle trips to and from the Airport, and their related emissions, may increase because of additional improvements to the Airport.

¹¹ *2012-2015 Air Quality Management Plan*, Table 4-1 Emission Inventory and Forecasts for NO_x and Table 4-2 Emissions Inventory and Forecasts for ROG (MBARD 2017).

Construction Emissions

Air emissions occurring due to construction activity vary based on the project's duration and level of activity. Construction emissions occur mostly 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. Construction emissions modeling requires detailed assumptions regarding equipment activity, which is not available due to the programmatic nature of the proposed Master Plan. Prior to implementation, additional CEQA analysis would be undertaken and project-specific construction modeling (using CalEEMod or other CARB-approved models) may be required at that time. All projects would need to comply with the applicable dust permitting procedures in effect at the time of approval.

Construction-related ozone precursor emissions have been included in the previously discussed emission inventories and construction ozone emission impacts would be less than significant. MBARD's AQMP states, "Mobile sources consist of the numerous cars and trucks that travel the streets and highways of the NCCAB, as well as other mobile sources such as off-road agricultural and construction equipment."

III d, e) Less than Significant Impact. Future airport projects proposed in the Master Plan would not expose sensitive receptors to substantial pollutant concentrations or objectionable odors. For the purposes of this study, a sensitive receptor is any residence, including private homes, condominiums, apartments, and living quarters; education resources, such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities, such as hospitals or retirement and nursing homes. A sensitive receptor can also include long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

Construction-related activities would generate fugitive particulate matter that could temporarily affect local air quality. The effects of construction activities would increase fugitive dust and locally elevated levels of particulate matter. However, the nearest sensitive receptors are located south of Reservation Road, approximately 0.5 mile south of the AOA.

During construction, the various diesel-powered vehicles and equipment in use on the site would create odors. These odors are temporary and not likely to be noticeable beyond the project boundaries. Thus, future airport operations could result in intermittent odors, but would not affect a substantial number of people.

To further reduce the odors associated with off-road equipment, MBARD recommends that only off-road construction equipment with a Tier 3 engine or cleaner be used and that, whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity, or biodiesel. In addition, the Air District Compliance Division should be consulted on the matter of portable engines per Rule 201, Section 4.14.1 (10/15/2014).

May 30, 2018

Item No. **9b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 5, 2018

REQUEST TO OPEN A PUBLIC HEARING, TAKE TESTIMONY FROM THE PUBLIC AND CONSIDER PLANNING COMMISSION RECOMMENDATION TO ADOPT RESOLUTIONS 1) APPROVING THE MITIGATED NEGATIVE DECLARATION FOR ENVIRONMENTAL IMPACT FOR THE MARINA MUNICIPAL AIRPORT MASTER PLAN UPDATE; 2) APPROVE THE MARINA MUNICIPAL AIRPORT MASTER PLAN UPDATE; AND, 3) FIND THE MARINA MUNICIPAL AIRPORT MASTER PLAN UPDATE CONSISTENT WITH THE FORT ORD BASE REUSE PLAN

RECOMMENDATION:

It is recommended that the City Council adopt resolutions:

1. Approving the Mitigated Negative Declaration for Environmental Impact for the Marina Municipal Airport Master Plan Update;
2. Approving the Marina Municipal Airport Master Plan Update; and,
3. Finding the Marina Municipal Airport Master Plan Update Consistent with the Fort Ord Base Reuse Plan

BACKGROUND:

The Federal Aviation Administration (FAA) recommends that airports update their long-term planning documents every seven to 10 years, or as necessary to address local changes at an airport. The last Master Plan for Marina Municipal Airport (Airport) was finalized in 2008. In 2014, the City of Marina received a grant from the FAA to update the Airport Master Plan. The FAA grant covers 90 percent of the fixed fee project cost, with the City providing a ten percent match.

Following federal guidelines for consultant selection based on qualifications, the City of Marina selected Tartaglia Engineering to perform various projects for the Airport. Tartaglia Engineering has subcontracted with Coffman Associates, a national aviation planning firm, to undertake the Master Plan. After project scope negotiations and an independent review of study costs, a contract was approved by the City of Marina in November 2013.

The goal of the Airport Master Plan (**EXHIBIT A to 1st Resolution***) is to provide the framework necessary to guide possible future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic issues. The Airport Master Plan does not include land use policies that guide growth in the manner that a specific plan or general plan provides, nor does the Airport Master Plan work in conjunction with any type of implementing regulations, such as a zoning ordinance. The Airport Master Plan is comparable to a long-term plan for any major institutional campus (e.g., a hospital or university) in that space should be reserved for potentially needed facilities; however, those facilities are only constructed when actual demand occurs.

The overall objective of the Airport Master Plan is to provide the sponsor with guidance for future development of the Airport, meeting the needs of existing and future users, while also being compatible with the environment. This master planning effort identifies and provides justification, when it exists, for new priorities. This plan was closely coordinated with other existing and on-going planning studies in the area, and with aviation plans developed by the FAA and the state. Specific objectives of the study include:

- Research factors likely to affect air transportation demand in the Monterey Bay area over the next 20 years and develop new operational and basing forecasts.
- Determine projected needs of airport users, taking into consideration recent changes to FAA design standards, global positioning (GPS) aircraft approach capability, and transitions in the type of aircraft flown by corporate and general aviation users.
- Recommend improvements which will enhance the airport's ability to satisfy future aviation needs.
- Develop new airport layout drawings using updated aerial photography and mapping.
- Establish a schedule of development priorities and a financial program for implementation of development, and analyze potential funding sources, consistent with FAA planning.
- Provide specific recommendations for aviation and non-aviation related land uses on airport property and review existing or proposed land use, economic development, and zoning documents to ensure future compatibility with off-airport development.
- Develop active and productive public involvement throughout the planning process.
- Be consistent with the City's General Plan as related to the Airport: to protect aviation uses and to promote economic development.

ANALYSIS:

On May 24, 2018, the Planning Commission reviewed the project and recommended the City Council approve Airport Master Plan and the associated environmental document as well as find that the update to the plan is consistent with the Fort Ord Base Reuse Plan. There were no issues raised by the Commission or the public at the meeting.

AIRPORT MASTER PLAN UPDATE

One of the goals set forth in the Marina Municipal Airport Master Plan Update is to ensure that proposed development on the Airport will be compatible with development surrounding the Airport with regard to noise, safety and overflight impacts created by the operations of the Airport.

Projects identified in the Marina Municipal Airport Master Plan Update will be compatible with the goals, policies and programs of the Zoning Ordinance of the City of Marina, in that, planned improvements are consistent with Section 17.28 (Airport District).

The Marina Municipal Airport Master Plan Update and Airport Layout Plan promote the following applicable objectives listed in the Zoning Ordinance as follows:

1. Encourage quality development that protects the investments made in the areas by the city, other public entities, and private enterprises.
2. Encourage functionally and aesthetically compatible relationships among existing and future uses located within the Airport and Business Park.
3. Reserve land adjoining aircraft operating areas for aviation-related uses.
4. Provide opportunities for non-aviation related uses providing goods or services desired by tenants in the aviation-related zones and their clients and visitors to locate close to the airport.
5. Provide opportunities, and appropriate sites and environment for a broad range of commercial and industrial uses.
6. Maintain an overall level of development consistent with existing and planned capacity of city streets and utilities.
7. Contribute to public safety and efficient traffic movement by providing sufficient on-site areas for maneuvering and parking motor vehicles that are attracted to or generated by the Airport.

The Marina Municipal Airport Master Plan Update ensures it is consistent with the General Plan and meets the following goals, phrased in the form of planning principles, provided the basis for developing appropriate land use, infrastructure, and community design proposals for specific areas of the city. As incorporated into the General Plan, these framework goals provide the overall direction necessary to ensure that, as it grows, the city will be well functioning and attractive; that it will balance the needs of residents and business; and that appropriate use will be made of its natural, human and economic resources:

1. A balance of jobs and housing that provides the greatest possible opportunity both to live and work in Marina.
2. A balanced land use/transportation system which minimizes traffic congestion, noise, excessive energy consumption, and air pollution.
3. A city that helps avoid sprawl in the region by making efficient use of lands designated for community development purposes.
4. A city physically and visually distinguish-able from the other communities of the Monterey Bay region, with a sense of place and identity in which residents can take pride.
5. A diversified and sound economic base that will permit the delivery of high-quality public services to city residents and businesses.
6. One or more centers which bring together commercial, civic, cultural and recreational uses and serve as a focus for community life.
7. A physically and socially cohesive community in which existing and future land uses, transportation facilities, and open spaces are well integrated.
8. Development which maintains continuity with the city's history and is responsive to the climate and the natural and scenic features of the local and regional setting, including the city's strategic position as the Monterey Peninsula's scenic entry.

FORT ORD REUSE AUTHORITY (FORA) CONSISTENCY DETERMINATION

Chapter 8 of the Fort Ord Reuse Authority (FORA) Master Resolution requires that all legislative land use decisions affecting property in Former Fort Ord be submitted to FORA for a determination of consistency with the Fort Ord Reuse Plan and Master Resolution.

An analysis of consistency prepared in accordance with Master Resolution Chapters 8.02.010 and - .020 criteria for determining consistency shows that the project is consistent with the Fort Ord Reuse Plan and Master Resolution (**EXHIBIT A to 2nd Resolution**).

ENVIRONMENTAL DETERMINATION

An Initial Study (IS) and Mitigated Negative Declaration (MND) have been prepared in response to the requirements of the California Environmental Quality Act (CEQA) (**EXHIBIT A to 3rd Resolution***). Through the Initial Study, it has been determined that the project's environmental impacts are less than significant with mitigation measures. These mitigations measures relate to potentially significant impacts associated with biological and cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, transportation/circulation, and utilities and services systems. The Mitigation and Monitoring Program (MMRP) for the project is located on page 119 of the IS-MND.

A 33-day public review period for the Initial Study/ Mitigated Negative Declaration was established beginning on November 20, 2017 and ending on December 22, 2017. A copy of the Notice of Intent to Adopt a Mitigated Negative Declaration was sent to responsible agencies and trustee agencies concerned with the project and posted with the Office of the Monterey County Clerk on November 17, 2017.

Two comment letters were received within the public review period by the Monterey Bay Air Resources District and Caltrans (**EXHIBIT B to 3rd Resolution***). In response to the letters, the City incorporated minor text changes into the final Initial Study and prepared a Response to Comments (**EXHIBIT C to 3rd Resolution***).

Pursuant to SB 18, California Native American Cultural Places legislation, a formal invitation for consultation on the project was mailed to contacts provided by the Native American Heritage Commission on October 25, 2016 and no tribes requested consultation.

**Copies of the Draft Airport Master Plan were previously distributed to the City Council at a study session on February 9, 2016 and no changes to the draft plan have occurred to date. Due to the size of the documents, Exhibit A to the 1st Resolution (Draft Airport Master Plan) and Exhibit A to the 3rd Resolution (Draft Mitigated Negative Declaration) can be found in hard copy at the City of Marina Planning Division and electronically on the City of Marina Website using the following links:*

1. Draft Airport Master Plan Update - <http://marina.airportstudy.com/master-plan/>
2. Draft Mitigated Negative Declaration - <http://marina.airportstudy.com/files/2012/12/Marina-Initial-Study-11.10.17-cd.pdf>

FISCAL IMPACT:

None.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

Christy Hopper
Planning Services Manager, Planning Division
Community Development Department
City of Marina

REVIEWED/CONCUR:

J. Fred Aegerter, AICP
Community Development Director
City of Marina

Layne P. Long
City Manager
City of Marina