

## **Appendix I**

### **DRAFT MITIGATION MONITORING PLAN**

---

The following mitigation and monitoring plan (MMP) 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 MMP for the proposed Runway Safety Area improvements at Monterey Peninsula Airport describes the mitigation measures identified in the project Draft Environmental Impact Report, identifies responsible entities for implementing and monitoring the plan, and outlines the mitigation measure timeline. The intent of the MMP is to identify and enforce a means for properly and successfully implementing the mitigation measures as identified within the DEIR.

This MMP is intended to be used by MPAD staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. The MMP will provide for monitoring activities prior to construction, during construction and following project completion. MPAD 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 MMP.

- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures.
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.
- Reporting to the MPAD Board of Directors the status of the MMP at three points during implementation of the project: at the completion of the design phase, prior to groundbreaking, and following project completion.

**MONTEREY PENINSULA AIRPORT RUNWAY SAFETY AREA IMPROVEMENT**

**Mitigation Monitoring Plan**

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b><i>Impact BIO-01. The proposed project could result in indirect effects on coast live oak woodland and maritime chaparral.</i></b>					
BIO/mm-1	Prior to ground disturbance, the project sponsor shall retain an environmental monitor for all measures requiring environmental mitigation to ensure compliance with the EA/EIR mitigation measures.	MPAD	MPAD	Prior to construction	
BIO/mm-2	At the time of application for grading permits, all grading plans shall clearly show the location of project delineation fencing that excludes adjacent sensitive communities from disturbance.	MPAD	MPAD	Prior to construction	
BIO/mm-3	At the time of application for grading permits, all grading plans shall show the location of silt fence	MPAD	MPAD	Prior to construction	
BIO/mm-4	Prior to the commencement of site grading, the environmental monitor shall conduct an environmental awareness training for all construction personnel.	MPAD	MPAD	Prior to construction	
BIO/mm-5	Prior to issuance of construction permits, the project sponsor shall prepare a detailed erosion control plan, which shall address both temporary and permanent measures to control erosion.	MPAD	MPAD	Prior to construction	

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b><i>Impact BIO-02. The proposed project would permanently remove 5.13 acres of coast live oak woodland and 2.82 acres of central maritime chaparral. Grading activities require the removal of approximately 201 coast live oak trees and several special-status plant species that exist in the communities.</i></b>					
BIO/mm-6	Prior to ground-disturbing activities, the project sponsor shall prepare a Habitat Conservation and Enhancement Plan (HCEP) for review and approval by CDFG and USFWS.	MPAD	MPAD, CDGF, USFWS	Prior to construction	
BIO/mm-7	The project sponsor shall retain a qualified biologist/botanist to supervise and monitor the implementation of the HCEP.	MPAD	MPAD	Prior to construction (monitoring will continue for 7 years following project completion and will be documented with 6 annual reports and 1 final report)	
BIO/mm-8	Project landscape plans shall show the use of sandmat manzanita, Toro manzanita, Monterey ceanothus, Eastwood's goldenbush, and Monterey spineflower in the retaining wall landscape designs.	MPAD	MPAD	Prior to construction	
BIO/mm-9	At the time of application for grading permits, the project plans shall identify a water source in the vicinity of Conservation Areas 3 and 4.	MPAD	MPAD	Prior to construction	
BIO/mm-10	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect a sufficient amount of toro and sandmat manzanita cuttings from the disturbance areas to propagate a minimum of 50 toro manzanita clones and 3,000 sandmat manzanita clones.	MPAD	MPAD	Prior to construction	

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b>Impact BIO-03. Construction of the proposed project could impact approximately 13 to 26 <i>Toro manzanita</i> individuals and 1,000 to 2,000 <i>sandmat manzanita</i> individuals.</b>					
BIO/mm-11	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect a sufficient amount of Monterey ceanothus seed and Eastwood's goldenbush seed from individuals on the airport property to propagate a minimum of seventy (70) Monterey ceanothus and forty (40) Eastwood's goldenbush container plants.	MPAD	MPAD	Prior to construction	
<b>Impact BIO-04. Construction of the proposed project could impact approximately 25 to 35 <i>Monterey ceanothus</i> and 5 to 10 <i>Eastwood's goldenbush</i> individuals.</b>					
BIO/mm-12	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect a sufficient amount of Monterey ceanothus seed and Eastwood's goldenbush seed from individuals on the airport property to propagate a minimum of seventy (70) Monterey ceanothus and forty (40) Eastwood's goldenbush container plants.	MPAD	MPAD	Prior to construction	
<b>Impact BIO-05. Construction of the proposed project would impact populations of <i>Lewis's clarkia</i> and <i>San Francisco collinsia</i>.</b>					
BIO/mm-13	Prior to any site disturbances, the project sponsor shall retain a qualified horticulturalist to collect seed from the <i>Lewis's clarkia</i> and <i>San Francisco collinsia</i> populations located in the proposed project area.	MPAD	MPAD	Prior to construction	

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b>Impact BIO-06. Construction of the proposed project would impact approximately 1.77 acres of occupied Monterey spineflower habitat.</b>					
BIO/mm-14	As directed by the USFWS and the ESA Section 7 consultation between the project sponsor and USFWS, the project sponsor shall implement Monterey spineflower soil and seed bank conservation measures	MPAD	MPAD, USFWS	Prior to construction	
<b>Impact BIO-07. It is assumed that construction of the proposed project would impact Michael's orchid.</b>					
BIO/mm-15	Implement BIO/mm-6 and BIO/mm-7	See BIO/mm-6 and BIO/mm-7	See BIO/mm-6 and BIO/mm-7	See BIO/mm-6 and BIO/mm-7	
<b>Impact BIO-08. It is assumed that construction of the proposed project would impact approximately two Yadon's rein orchid.</b>					
BIO/mm-16	The project sponsor shall extend the monitoring and invasive species removal efforts for a duration determined by the USFWS and FAA Section 7 consultation for the proposed project.	MPAD	MPAD, USFWS	Prior to construction	
<b>Impact BIO-09. Construction of the proposed project would remove seven Monterey pine trees.</b>					
BIO/mm-17	Implement BIO/mm-6 and BIO/mm-7	See BIO/mm-6 and BIO/mm-7	See BIO/mm-6 and BIO/mm-7	See BIO/mm-6 and BIO/mm-7	
<b>Impact BIO-10. Construction activities conducted during the nesting season (March through September) could directly or indirectly impact nesting birds.</b>					
BIO/mm-18	Within 30 days prior to installation of the project delineation fencing and the commencement of site grading, the environmental monitor shall conduct pre-construction nesting bird surveys.	MPAD	MPAD	Within 30 days prior to construction	

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b>Impact BIO-11. The proposed project could result in direct take of the black legless lizard.</b>					
BIO/mm-19	Within 30 days prior to site grading, the environmental monitor shall conduct surveys for black legless lizards and other reptiles.	MPAD	MPAD	Within 30 days prior to construction	
<b>Impact GEO-01. Preliminary slope stability analyses indicate that acceptable factors of safety with respect to slope movement under static and seismic loading conditions can be achieved provided the cuts and fills are supported with appropriate retaining wall systems.</b>					
GEO/mm-1	During project design, the identification of suitable retaining wall systems will be undertaken taking into account the magnitude of cut and fill required for the project.	MPAD	MPAD	During project design	
<b>Impact GEO-02. Loose sands present a number of concerns regarding the installation of the retaining walls.</b>					
GEO/mm-2	A flexible facing element, such as Sierrascape retaining wall system by Tensar (or equivalent), or additional ground improvement measures, will be employed for construction of the retaining wall systems.	MPAD	MPAD	During design process	
<b>Impact GEO-03. The dune sands consist of fine to medium sands with silty and clayiness ranging up to about 18 percent. These types of soils are highly subject to erosion from wind and water. Additionally, the sands will not stand vertical when excavated.</b>					
GEO/mm-3	All exposed surfaces, especially the benches between vertical wall segments and the toes of slopes below new walls, will be vegetated or otherwise protected from erosion.	MPAD	MPAD	During project construction	
GEO/mm-4	Temporary vertical elements for face stability soil nails and/or temporary slopes during soil nail construction may be required.	MPAD	MPAD	During project construction	

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b><i>Impact WQ-01. The proposed project will result in changes to the drainage patterns at the airport as well as an increase of impermeable surfaces.</i></b>					
WQ/mm-1	The project will be designed to ensure all drainage is captured on-site and discharge will not exceed available sewer capacity.	MPAD	MPAD	During project design	
WQ/mm-2	The airport's General Permit Number CAS000001 for Discharges of Storm Water Associated with Industrial Activities will be modified to reflect the increase in impermeable surfaces and associated drainage improvements/modifications.	MPAD	MPAD	Post construction	
<b><i>Impact WQ-02. Construction of the proposed improvements may have limited, short-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events in the construction phase.</i></b>					
WQ/mm-3	The airport sponsor will comply with the NPDES program regarding filing a Notice of Intent prior to construction activities affecting more than one acre. This program is managed by the State of California.	MPAD	MPAD, California State Water Board	During project construction	
WQ/mm-4	The will comply with BMPs outlined in FAA Advisory Circular 150/5370-10, <i>Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control</i>	MPAD	MPAD	During project construction	
<b><i>Impact N-01. Construction of the proposed improvements may have limited, short-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events in the construction phase.</i></b>					
N/mm-1	The MPAD will continue to work with Monterey County to update the CLUP to reflect current and anticipated future noise exposure contours at the airport.	MPAD	MPAD, Monterey County	Post construction	



Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
<b><i>Impact T-01. To provide emergency, operational, maintenance, and user access to the east and northern portions of airport property, the relocated airport access road will need to tie into Highway 68. An on-airport connection is not feasible due to terrain in the project area. The level of service for Highway 68 in this area is compromised.</i></b>					
T/mm-1	At the request of CalTrans, the existing, gated, gravel airport access to Highway 68 will be closed.	MPAD	MPAD, Caltrans	During design process	
T/mm-2	During detailed project design, analysis will be undertaken to evaluate the effectiveness of consolidating the access points for Tarp's Restaurant and the airport.	MPAD	MPAD, Caltrans	During design process	
T/mm-3	The portions of the access to Highway 68 which provide access to the eastern and northern portions of airport property will be gated and access will be controlled.	MPAD	MPAD, Caltrans	During design process	
T/mm-4	During the project design phase, Monterey Peninsula Airport will complete a traffic impact study and finalize the design for the access road/Hwy 68 connection in a manner that results in a net improvement to the subject segment of Highway 68 and is acceptable to Caltrans.	MPAD	MPAD, Caltrans	During design process	

Mitigation Measure	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
	<b><i>Impact T-02. An airport tenant, Tarp's Restaurant, may be impacted by the requirements of the CalTrans Encroachment Permit.</i></b>				
T/mm-5	MPAD will continue to coordinate with the restaurant owner regarding potential access impacts.	MPAD	MPAD, Caltrans	During design process	
T/mm-6	Restaurant access will be maintained in a manner similar to the current condition	MPAD	MPAD, Caltrans	During design process	