

Appendix A

Notice of Preparation (NOP) and Comments on the NOP



Date of Notice: February 7, 2019

**PUBLIC NOTICE OF PREPARATION OF A
PROGRAM ENVIRONMENTAL IMPACT REPORT
AND SCOPING MEETING
PLANNING DEPARTMENT**

PUBLIC NOTICE: The City of San Diego as the Lead Agency has determined that the project described below will require the preparation of a Program Environmental Impact Report (PEIR) in compliance with the California Environmental Quality Act (CEQA). This Notice of Preparation of a PEIR and Scoping Meeting was publicly noticed and distributed on February 7, 2019. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego website at:

<http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>, and on

the Planning Department website at:

<https://www.sandiego.gov/planning/programs/ceqa>

SCOPING MEETING: The City of San Diego Planning Department will hold a public scoping on **Thursday February 21st** from 6:00 PM to 7:30 PM at the Metropolitan Operations Complex (MOC II) Auditorium, located at 9192 Topaz Way, San Diego, CA 92123. **Please note that depending on the number of attendees, the meeting could end earlier than 7:30 PM.** Written comments regarding the proposed PEIR's scope and alternatives will be accepted at the meeting.

Written/mail-in comments may also be sent to the following address: **Rebecca Malone, Environmental Planner, City of San Diego Planning Department, 9485 Aero Drive, MS 413, San Diego, CA 92123 or e-mail your comments to PlanningCEQA@sandiego.gov with the Project Name in the subject line** no later than March 9, 2019. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding. A PEIR incorporating public input will then be prepared and distributed for public to review and comment.

PROJECT NAME: Montgomery-Gibbs Executive Airport Master Plan

COMMUNITY PLAN AREA: Kearny Mesa

COUNCIL DISTRICT: Districts 6 and 7

PROJECT DESCRIPTION: The City of San Diego owns and operates the Montgomery-Gibbs Executive Airport (MYF) as a General Aviation (GA) airport located within the Kearny Mesa community north of Aero Drive, east of SR-163, south of Balboa Avenue, and west of Ruffin Road (Attachment 1, *Project Location*). Airport planning occurs at the national, state, regional, and local level; and in 2017, the City began developing an Airport Master Plan (Project) to determine the extent, type, and schedule of development needed. An Airport Master Plan presents the community and airport's vision for a 20-year strategic development plan based on the forecast of activity. It is used as a decision-making tool and is intended to complement other local and regional plans. The Airport Master Plan consists of a report documenting existing conditions of the airport, a forecast of activity, facility requirements (the airport's needs based on the forecast and compliance with Federal Aviation Administration (FAA) Design Standards for airports), development and evaluation of alternatives to meet those needs, and a funding plan for that

development. The Airport Master Plan also includes an Airport Layout Plan (ALP) which graphically depicts all planned development at the airport within the 20-year planning period as determined in the Airport Master Plan. This drawing requires approval by the FAA, which makes the airport eligible to receive federal funding for airport improvements and maintenance under the FAA's Airport Improvement Program.

As shown on Attachment 2, *Proposed Airport Plan*, the Project would involve both landside and airside components. The landside components include a hangar site within the westernmost portion of the airport. The Airport Master Plan identifies up to 92 new hangars, as well as space for 48 new tie-down areas. Some of the smaller hangars would be designed to meet a demand for luxury hangars. Implementation of several of the larger 75,000 square-foot (sf) hangars would require modification of the hotel leasehold. Also, within the westernmost area are the three existing structures which will be evaluated as part of the PEIR for their historic potential. A 6,000 sf expansion to the existing terminal building is proposed (due to a deficit of space), along with other improvements such as a public viewing area (outside the fence line), aircraft wash racks, and a self-service fueling facility (fuel island). As denoted by the green hatch on Attachment 2, there are several areas of the airport that are subject to private leases which are not a part of the Project. In addition, the expansion of the San Diego Fire Department station within airport property is a separate City of San Diego project that is not a part of the Project to be analyzed in the PEIR.

Airside improvements proposed by the Airport Master Plan include removal of pavement at the end of Runway 5 and Taxiway Foxtrot, along with reconfigurations of several other taxiways (refer to Attachment 2). Construction of a new taxiway Delta and new run-up areas is also proposed. The main airside improvement proposed is the removal of the Runway 28R displaced threshold which was put into place by City of San Diego Resolution R-280194 passed in 1992. The resolution was intended to limit the size of aircraft capable of operating at MYF by reducing the amount of runway available when landing to the west. This would result in the threshold being moved 1,200 feet from approximately the location of Taxiway Bravo, eastward to Taxiway Alpha. This component would move safety areas such as the Runway Protection Zone (RPZ) and approach surfaces, as well as require associated improvements such as relocation of glideslope and related equipment. As part of this project, the City will also request from the FAA that an approximately 4-acre area adjacent to Aero Drive and Glenn H Curtis Road be converted to "Non-Aeronautical Land Use"

APPLICANT: City of San Diego, Airports Division

RECOMMENDED FINDING: Pursuant to Section 15060(d) of the CEQA Guidelines, the proposed project may result in significant environmental impacts in the following areas: **Air Quality, Biological Resources, Energy Conservation, Geology and Soils, Greenhouse Gas Emissions, Historical Resources (Built-Environment, Archaeology, and Tribal Cultural Resources), Health and Safety, Hydrology and Water Quality, Land Use, Noise, Paleontological Resources, Public Services and Facilities, Public Utilities, Transportation/Circulation, and Visual Effects and Neighborhood Character.**

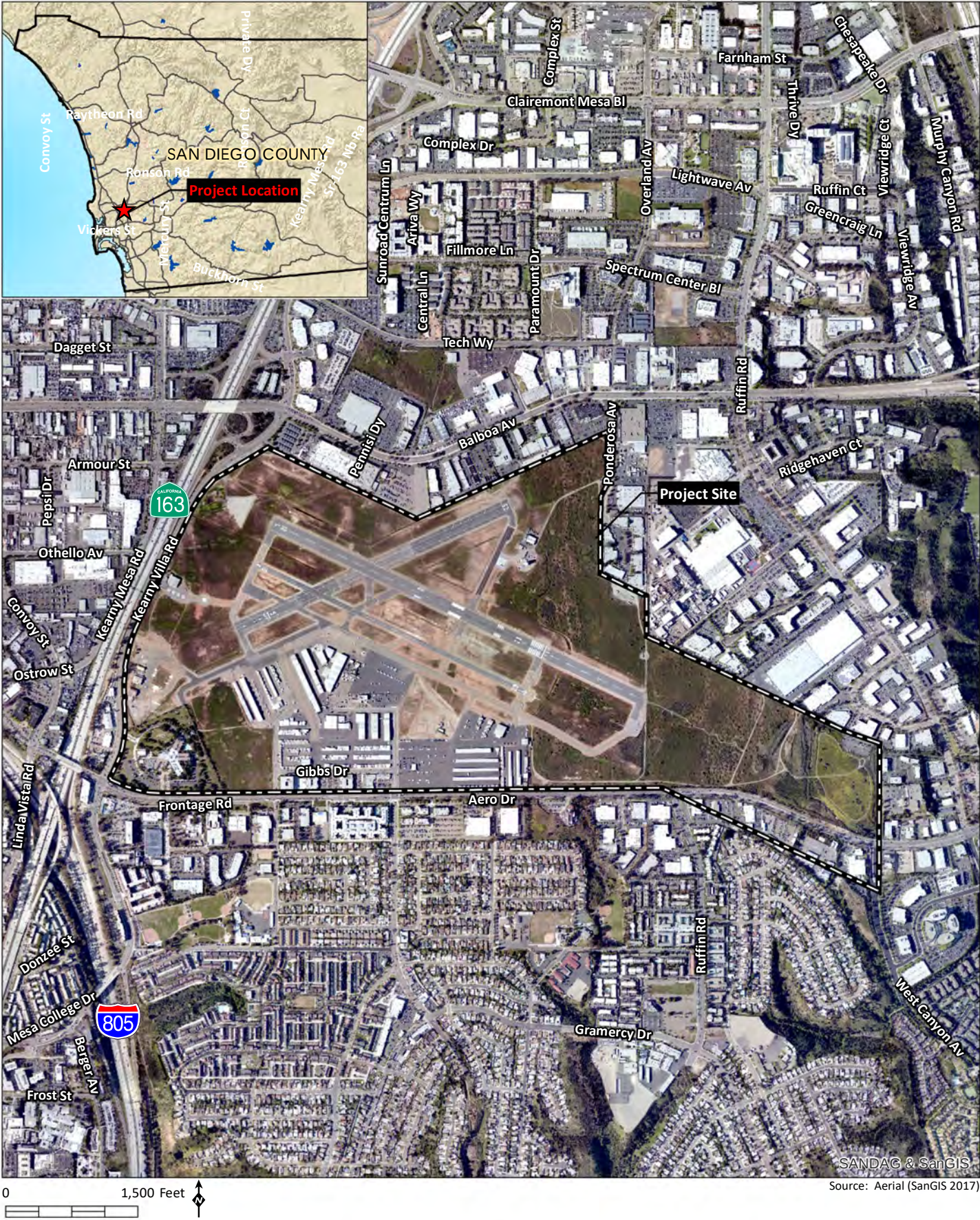
AVAILABILITY IN ALTERNATIVE FORMAT: To request this Notice in alternative format, call the Planning Department at (619) 235-5200 OR (800) 735-2929 (TEXT TELEPHONE).

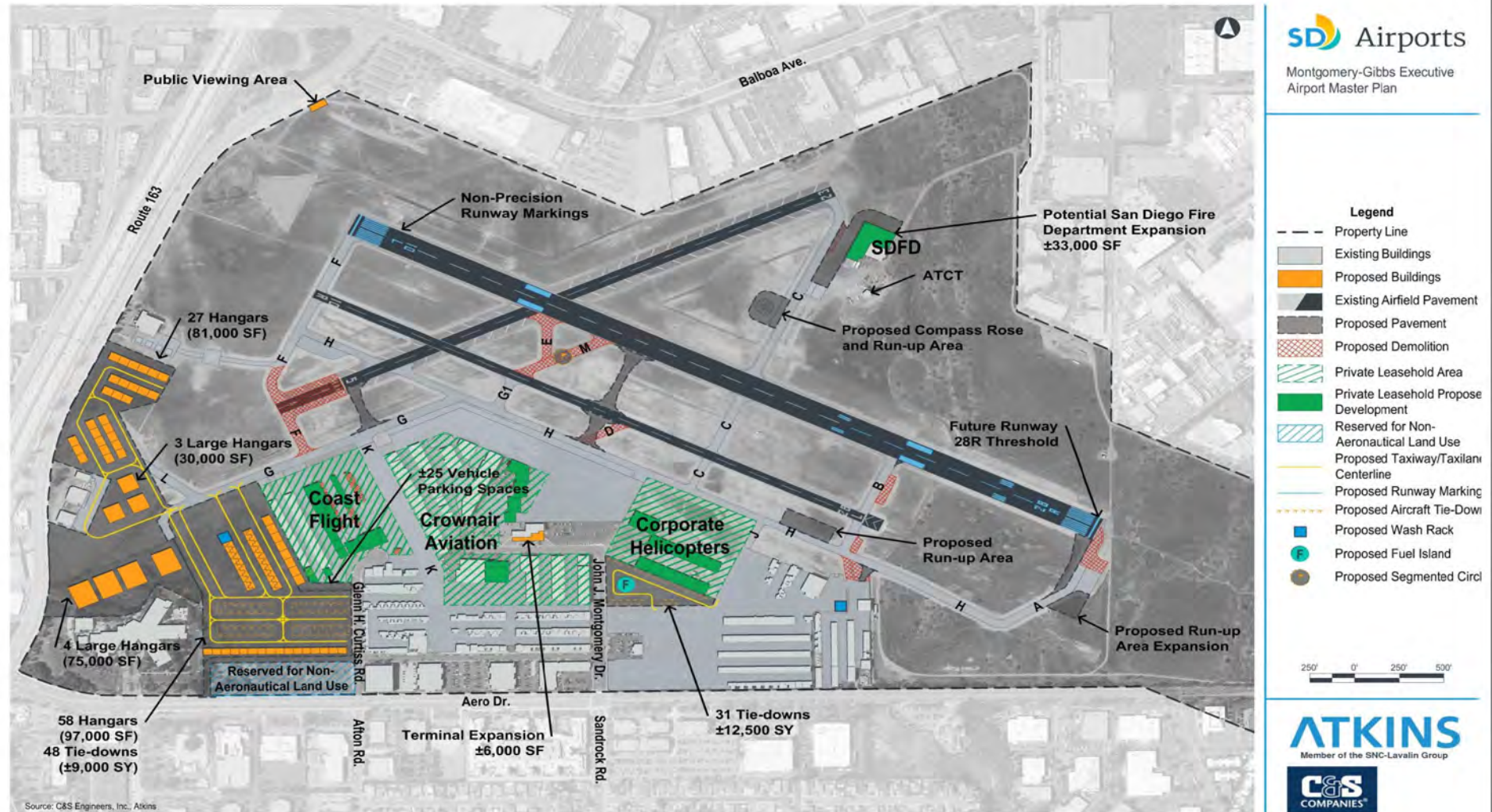
ADDITIONAL INFORMATION: For environmental review information, contact **Rebecca Malone at (619) 446-5371**. For information regarding public meetings/hearings on this project, contact the Airport Program Manager, **Wayne Reiter, at (858) 573-1436**. This Notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on February 7, 2019.

Alyssa Muto
Deputy Director
Planning Department

DISTRIBUTION: See Attached

ATTACHMENTS: Project Location (Attachment 1)
Proposed Airport Plan (Attachment 2)





Source: C&S Companies 2018

PUBLIC REVIEW DISTRIBUTION:

FEDERAL GOVERNMENT

Federal Aviation Administration (1)
U.S. Department of Transportation, Federal Highway Administration (2)
Naval Facilities Engineering Command Southwest, Karen Ringel-Director of Real Estate (8)
Naval Facilities Engineering Command Southwest (12)
Army Corps of Engineers (16 & 26)
U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
USDA Natural Resources Conservation Services (25)

STATE OF CALIFORNIA

State Clearinghouse (46A)
Caltrans District 11 (31)
Department of Fish and Wildlife (32)
Cal Recycle (35)
California Environmental Protection Agency (37A)
Department of Toxic Substance Control (39)
Natural Resources Agency (43)
Regional Water Quality Control Board, Region 9 (44)
California Air Resources Board (49)
California Transportation Commission (51)
California Department of Transportation (51A & 51B)
Native American Heritage Commission (56)
Highway Patrol (58)
California Energy Commission (59)

COUNTY OF SAN DIEGO

Air Pollution Control District (65)
Planning and Development Services (68)
County Water Authority (73)
Department of Environmental Health (76)

CITY OF SAN DIEGO

Office of the Mayor (91)
Council President Gomez, District 9
Council President Pro Tem Bry, District 1
Councilmember Campbell, District 2
Councilmember Ward, District 3
Councilmember Montgomery, District 4
Councilmember Kersey, District 5
Councilmember Cate, District 6
Councilmember Sherman, District 7
Councilmember Moreno, District 8

Planning Department

Mike Hansen, Director
Tom Tomlinson, Assistant Director
Alyssa Muto, Deputy Director
Heidi Vonblum, Program Manager

Planning Department, cont.

Rebecca Malone, Senior Planner
Jordan Moore, Assistant Planner
Lisa Lind, Senior Planner
Samir Hajjiri, Senior Traffic Engineer
Christine Mercado, Associate Traffic Engineer
Myra Herrmann, Senior Planner
Kelley Stanco, Senior Planner – Historic Resources

Real Estate Assets Department–Airports Division

Wayne Reiter, Airports Program Manager

Office of the City Attorney

Corrine Neuffer

Environmental Services Department

Lisa Wood, Senior Planner

Libraries

Central Library, Government Documents (81 & 81A)
Serra Mesa Branch Library (81GG)

City Advisory Boards or Committees

Historical Resources Board (87)
Wetlands Advisory Board (91A)

OTHER CITY GOVERNMENTS

San Diego Association of Governments (108)
Metropolitan Transit System (112/115)
San Diego Gas & Electric (114)

SCHOOL DISTRICTS

San Diego Unified School District (132)
San Diego Community College District (133)

COMMUNITY PLANNING GROUPS OR COMMITTEES

Serra Mesa Planning Group (263A)
Mary Johnson (263B)
Serra Mesa Community Council (264)
Kearny Mesa Planning Group (265)

OTHER AGENCIES, ORGANIZATIONS, AND INDIVIDUALS

Sierra Club San Diego Chapter (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
Jim Peugh (167A)
Environmental Health Coalition (169)
California Native Plant Society (170)
Citizens Coordinate for Century 3 (179)
Endangered Habitats League (182 & 182A)
Vernal Pool Society (185)

OTHER AGENCIES, ORGANIZATIONS, AND INDIVIDUALS, cont.

League of Women Voters (192)

Carmen Lucas (206)

South Coastal Information Center (210)

San Diego Archaeological Center (212)

Save Our Heritage Organisation (214)

Clint Linton (215B)

Frank Brown - Inter-Tribal Cultural Resource Council (216)

Campo Band of Mission Indians (217)

San Diego County Archaeological Society Inc. (218)

Native American Heritage Commission (222)

Kuumeyaay Cultural Heritage Preservation (223)

Kuumeyaay Cultural Repatriation Committee (225)

Native American Distribution

Barona Group of Capitan Grande Band of Mission Indians (225A)

Campo Band of Mission Indians (225B)

Ewiiapaayp Band of Mission Indians (225C)

Inaja Band of Mission Indians (225D)

Jamul Indian Village (225E)

La Posta Band of Mission Indians (225F)

Manzanita Band of Mission Indians (225G)

Sycuan Band of Mission Indians (225H)

Viejas Group of Capitan Grande Band of Mission Indians (225I)

Mesa Grande Band of Mission Indians (225J)

San Pasqual Band of Mission Indians (225K)

Ipai Nation of Santa Ysabel (225L)

La Jolla Band of Mission Indians (225M)

Pala Band of Mission Indians (225N)

Pauma Band of Mission Indians (225O)

Pechanga Band of Mission Indians (225P)

Rincon Band of Luiseno Indians (225Q)

San Luis Rey Band of Luiseno Indians (225R)

Los Coyotes Band of Mission Indians (225S)

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-6075
FAX (619) 688-4299
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

March 6, 2019

11-SD-VAR

PM VAR

Montgomery Gibbs Executive Airport Program EIR
NOP/SCH#20190209034

Ms. Rebecca Malone
City of San Diego
9485 Aero Drive, MS 413
San Diego, CA 92123

Dear Ms. Rebecca Malone:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation for the Montgomery Gibbs Executive Airport Program EIR located near Interstate 163 (I-163) and Interstate 805 (I-805). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Traffic Impact Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures.

- Please include ramp intersections at I-163/ Balboa Avenue and I-805/Mesa College Drive. The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity.

- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.
- Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
- The data used in the TIS should not be more than 2 years old.

Hydrology and Drainage Studies

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.
- Provide a pre and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details. Include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, show Caltrans' Right of Way (R/W).

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of San Diego, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Ms. Rebecca Malone
March 6, 2019
Page 3

Mitigation measures to State facilities should be included in TIS/TIA. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

Right-of-Way

Any work performed within Caltrans' right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies.

Early coordinate with Caltrans is recommended. If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to kimberly.dodson@dot.ca.gov.

Sincerely,



MELINA PEREIRA, Acting Branch Chief
Local Development and Intergovernmental Review Branch

From: talismanj
To: [PLN_PlanningCEQA](#)
Subject: Montgomery-Gibbs Executive Airport
Date: Sunday, March 03, 2019 7:37:19 AM

Hi Rebecca,

Trying to keep up with the planning of this, but nowhere have I seen a description of the goals of the plan: for example WHY are the expansions needed and WHY is the plan reversing a 1992 resolution to regulate jet sizes? What size aircraft is the plan being expanded to support, and does that include commercial airlines to offset Lindberg's traffic? Are the flight paths in use being reviewed and changing as well? An article mentioned the FAA would release a statement or guidance on unleaded fuel at end of 2018. Has this been completed? Will facilities be planned to support a transition to this fuel?

Thanks for your attention to these questions.

J Tessier

From: marcelo bermann
To: [PLN_PlanningCEQA](#)
Cc: [Faulconer, Mayor Kevin](#)
Subject: Project Name: Montgomery-Gibbs Executive Airport Master Plan
Date: Friday, March 08, 2019 9:25:55 AM

to whom it may concern

re

Airport expansion

I am an 11+ year resident of kearney mesa near "carnival" supermarket. As I write these words I count one airplane flying overhead, a small craft, noisy, banking a turn on its return to the airport. We're right on the flight path of the smaller runway, the one that goes directly to the civilian areas, the one that the tower COULD direct pilots not to use-but they don't!-

what's left underneath the plane is a populace now under a near-constant barrage of noise AND pollution. Non-Leaded fuel though available is not mandated by the city or the airport, so on top of the noise (I now hear ANOTHER airplane flying above, right over my house, loud, annoying!) I am also being poisoned, all day, everyday. Hopefully soon we will gather enough support to file a class-action suit against a city that would allow not one but seven flight schools to operate on a civilian area for their own profit at the expense of the civilians below...circumventing their duty to serve and protect those that are under their care. once one of these planes fails and falls on a house killing innocent people the repercussions for such criminal activity will not go unpunished!

(I now hear another plane in the vicinity.)

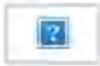
after previous (it's very loud and over my house now) failed attempts to expand the airport, met with occupants' resistance in the neighborhood the airport is now resorting to a stealth technique, such as not publishing in the local paper or the neighborhood watch email, or posting in shops about this opportunity to voice our opinion re. Airport expansion, hoping to minimize the blow-back. All of these tactics will be voiced in the suit. (I now hear another plane.) they plan to enlarge the airport under pretenses that are falsely hiding the fact that they want to bring in larger aircraft and increase traffic, noise and lead pollution and danger to civilians as well as the military craft within the area notwithstanding, only profiteering at the expense of the people is being offered here.

How do I feel about it? I only wish that those vile enough to allow this outrage may spend the rest of their days living under an airplanes' path, so that they too may, in their own skin, come to know what they are subjecting their citizens to!

I am dead against it, as any reasonable human being would also be!

For how long must the people bear the burden of a corrupt governing body that allows such abuse to take place within their jurisdiction and under their watch?

Marcelo bermann 3/8/2019 kearney mesa, san diego.



Virus-free. www.avg.com

From: Marie B
To: [PLN_PlanningCEQA](#)
Subject: Project Name: Montgomery-Gibbs Executive Airport Master Plan
Date: Friday, March 08, 2019 8:30:45 PM

Rebecca Malone
Environmental Planner
City of San Diego Planning Department
9485 Aero Dr., MS 413
San Diego, CA 92123

March 8, 2019

RE: Scoping Notice dated February 7, 2019 for Preparation of PEIR
Project Name: Montgomery-Gibbs Executive Airport Master Plan
Community Plan Area: Kearny Mesa

Dear Ms. Malone:

Montgomery-Gibbs Executive Airport poses a serious environmental health risk to people & wildlife living in the surrounding area, as well as pilots, airport employees, and FBO maintenance workers.

According to the Montgomery-Gibbs Executive Airport Master Plan – Environmental Working Paper 4, airport operations generate 1.4 metric tons of lead particles annually. Lead is a toxic heavy metal and the World Health Organization, **and the** following medical experts, say no amount of lead is safe.

- American Academy of Pediatrics (AAP)
- National Institute of Environmental Health Sciences
- Emory University School of Medicine
- Duke University Researchers

Lead is especially dangerous for young children.

Scientific Evidence shows even the smallest amount of lead can affect a child's brain development resulting in

- lower IQ
- reduced attention span
- increased antisocial behavior

...among other things

Adults can also suffer the following health problems from exposure to lead.

1. Reproductive Effects
 - Miscarriages/Stillbirths
 - Reduced sperm count

- Abnormal sperm

1. Neurological Effects

- Fatigue / Irritability
- Impaired concentration
- High blood pressure

There is also an environmental risk to the endangered Fairy Shrimp within the vernal pools of Montgomery-Gibbs Executive Airport due to the 1.4 metric tons of lead contamination. An environmental risk to water in the San Diego River also exists because of planes flying low over the river that runs through Admiral Baker Field as they descend to land & depositing lead particles in the exhaust.

So, please address the following in the Program Environmental Impact Report (PEIR):

* Recommend further Green House Gas analysis, and Ambient Air Quality analysis to include testing for lead particle pollution, related to aircraft exhaust and leaded aviation fuel, both on airport proper and in surrounding neighborhoods

* Recommend further hazardous material analysis because workers and nearby homes, schools and businesses will be exposed to toxic lead dust during construction.

* Recommend soil testing for lead contamination at all the schools near the airport, such as Angier Elementary, Wegeforth Elementary, and Taft Middle School, as well as at all nearby parks, including Cabrillo Heights Park, and Serra Mesa Community Park. .

* Recommend updated testing of vernal pools on airport proper for lead contamination & if possible DNA testing to see how the toxic lead is affecting Fairy Shrimp reproduction

Recommend as much mitigation of the lead pollution as possible on airport proper by:

- Installing vapor recovery systems: Vapor recovery systems, similar to those found at automotive filling stations, could be installed in bulk fuel delivery systems to minimize the release of avgas vapors which contain lead.
- Ensuring pilots & aircraft mechanics use proper hazardous material disposal and don't "sump & dump."

Thank you for consideration of these important environmental concerns,

Marie Brill

From: Mark Ogonowski
To: [PLN_PlanningCEQA](#)
Cc: [Councilmember Scott Sherman](#); [Faulconer, Mayor Kevin](#)
Subject: Montgomery Gibbs Executive Airport Master Plan CEQA Comments
Date: Tuesday, March 05, 2019 8:31:05 AM

Dear Ms. Malone:

I have been a resident of Tierrasanta for the past 25 years. In that time I have experienced the enormous growth along I-15 of housing and traffic. I believe that there is an opportunity now to look at an alternative use for the property now home to the MGEA which would serve San Diego in a much better way than the current airfield and is aligned with the mayors proposals in his State of the City address in January.

I would propose eliminating the airfield and replacing it with a combination of affordable high rise condominiums and apartments and an extension of the trolley to the Montgomery area and hopefully further north which is long overdue. I applaud the mayor for his turnaround regarding height limits and density in areas served by transit hubs. The mayors proposals were reported in the February 26, 2019 LA Times. I believe my plan for the property would be of greater value to San Diego than the airport master plan currently proposed which would serve a much smaller number of people than a new community would. As the mayor stated "You either have a housing crisis or you don't. We know that we need to increase our ability to produce housing that San Diego can afford. So let's act like it." Right on!

Regards,
Mark Ogonowski
mo26984@gmail.com
858-354-4584

Montgomery-Gibbs Environmental Coalition (MGEC)
PO Box 231294
San Diego, CA 92193
619-736-9522
megecsd@outlook.com

March 8, 2019

Rebecca Malone
Environmental Planner
City of San Diego Planning Department
9485 Aero Dr.
MS 413
San Diego, CA 92123

Dear Ms. Malone:

This letter is in response to Scoping Notice dated February 7, 2019 for the Preparation of a PEIR and Scoping of:

Project Name:	Montgomery-Gibbs Executive Airport Master Plan
Community Plan Area:	Kearny Mesa
Council Districts:	Districts 6 and 7

The MGEC believes that there are certain environmental concerns involving the operations of the Montgomery-Gibbs Executive Airport (MYF) that negatively affect the residents and businesses of the surrounding communities, namely Kearny Mesa, Serra Mesa, Clairemont, and Tierrasanta.

Three of these concerns relate to the use of leaded fuel by the General Aviation aircraft, as well as aircraft noise, and the health and safety aspects of hazardous material exposure to toxic heavy metals, specifically lead (Pb), during construction.

Therefore, the Montgomery-Gibbs Environmental Coalition requests the following concerns be addressed in the Program Environmental Impact Report (PEIR) to evaluate the potential impacts of the proposed Montgomery Gibbs Executive Airport Master Plan, pursuant to the California Environmental Quality Act (CEQA)

Justification for Air Quality Impact study request:

- Recommend further Ambient Air Quality and Green House Gas analysis, including toxic lead (Pb) particle pollution related to the use of leaded aviation fuel (Avgas)

Justification for Health and Safety Impact study request:

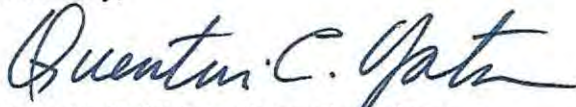
- Recommend further hazardous material analysis due to the 1.4 metric tons of lead generated by airport operations annually since workers as well as nearby residences, and schools and businesses will be exposed to toxic heavy metals during construction.
- Recommend soil testing for toxic lead contamination at all schools, public and private, within a mile radius of the airport due to the 1.4 metric tons of lead generated by the airport annually as documented in the Master Plan Working Paper 4 Environmental overview.

Justification for Noise Impact study request:

- Recommend the placement of noise monitors out in the community under the usual and customary flight paths in and out of the airport, including the circling flight path of "touch n' go" operations, to more adequately assess noise violations,

Thank you for receiving and reading these comments. We look forward to your prompt and thorough actions on them.

Sincerely,

A handwritten signature in black ink, reading "Quentin C. Yates". The signature is fluid and cursive, with the first name "Quentin" being the most prominent part.

Quentin C. Yates, Executive Director
Montgomery-Gibbs Environmental Coalition

MONTGOMERY-GIBBS EXECUTIVE AIRPORT MASTER PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Scoping Comment Form



Comments must be postmarked by **March 9, 2019** to be considered in the draft PEIR. Comments may be submitted at the public meeting, via email to **PlanningCEQA@sandiego.gov** with the project name in the subject line, or by U.S. Postal Service (this form can be folded and mailed to the **address as shown on reverse** without an envelope; standard postage [\$0.55] required).

MY COMMENT IS ABOUT (please mark an "X" next to all that apply):

- | | | |
|---|---|--|
| ☐ Air Quality | ☒ Health and Safety | ☐ Public Services and Facilities |
| ☐ Biological Resources | ☐ Hydrology and Water Quality | ☐ Public Utilities |
| ☐ Energy Conservation | ☐ Land Use | ☐ Transportation and Circulation |
| ☐ Geology and Soils | ☐ Noise | ☐ Visual Effects and Neighborhood Character |
| ☐ Greenhouse Gas Emissions | ☐ Paleontological Resources | ☐ Other: _____ |
| ☐ Historical Resources | | |

Will the PEIR address/evaluate
flight patterns and/or changes
in safety & noise contours?

Please Print (use additional sheets if necessary)

NAME: Karen Ruggels
ORGANIZATION (if applicable): KLR Planning
ADDRESS: P.O. Box 882676 San Diego CA 92168
EMAIL (OPTIONAL): _____
PHONE (OPTIONAL): _____

Do you wish to withhold your name and contact information from public review or from disclosure under the Freedom of Information Act? ☐ Yes ☒ No

MONTGOMERY-GIBBS EXECUTIVE AIRPORT MASTER PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Scoping Comment Form



Comments must be postmarked by **March 9, 2019** to be considered in the draft PEIR. Comments may be submitted at the public meeting, via email to **PlanningCEQA@sandiego.gov** with the project name in the subject line, or by U.S. Postal Service (this form can be folded and mailed to the **address as shown on reverse** without an envelope; standard postage [\$0.55] required).

MY COMMENT IS ABOUT (please mark an "X" next to all that apply):

- | | | |
|---|---|--|
| ☒ Air Quality | ☒ Health and Safety | ☐ Public Services and Facilities |
| ☐ Biological Resources | ☒ Hydrology and Water Quality | ☐ Public Utilities |
| ☐ Energy Conservation | ☐ Land Use | ☐ Transportation and Circulation |
| ☐ Geology and Soils | ☐ Noise | ☐ Visual Effects and Neighborhood Character |
| ☐ Greenhouse Gas Emissions | ☐ Paleontological Resources | ☐ Other: _____ |
| ☐ Historical Resources | | |

Please evaluate the impact of treated fuel use in the air over residential and dense commercial areas. I am concerned that components of the fuel containing lead can cover surfaces that children will contact and that it will enter the storm water system potentially harming natural ecosystems.

Please plan to provide untreated fuel availability to aircraft to minimize the potential harm.

Please Print (use additional sheets if necessary)

NAME: Margaret Schmitt

ORGANIZATION (if applicable): _____

ADDRESS: 2122 Tokalon St.

EMAIL (OPTIONAL): _____

PHONE (OPTIONAL): _____

Do you wish to withhold your name and contact information from public review or from disclosure under the Freedom of Information Act? ☐ Yes ☒ No

+2

**MONTGOMERY-GIBBS EXECUTIVE AIRPORT MASTER PLAN
PROGRAM ENVIRONMENTAL IMPACT REPORT
PUBLIC SCOPING MEETING**

Sign-In Sheet



Date: Feb. 21, 2019

Name (please print)	Organization (if applicable)	Would you like to be added to the email list?	Email Address
1. MIKE OGILVIE	PLUS ONE FLYERS TIERRASANTA COMMUNITY COUNCIL	☐ YES ☐ NO	M.OGILVIE@SBCGLOBAL.NET
2. Lynn Lessard	Pilot	☒ YES ☐ NO	Lynn Lessard@GMail.com
3. Wayne Seim	home owner	☒ YES ☐ NO	WAS55@hotmail.com
4. Karen Ruggels	KLR Planning	☒ YES ☐ NO	karen@klrplanning.com
5. Scott Hasson	ADC	☒ YES ☐ NO	SCOTTHASSON@aol.com
6. Garret Hollan	SDCRAA	☐ YES ☒ NO	ghollan@san.org
7. Peter Smith	Home Owner	☒ YES ☐ NO	climbing101@yahoo.com
8. Margaret Schmitt	CCPG	☒ YES ☐ NO	margiesandiego@aol.com
9.		☐ YES ☐ NO	
10.		☐ YES ☐ NO	

NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department

1550 Harbor Blvd., Suite 100

West Sacramento, CA 95691 Phone (916) 373-3710

Email: nahc@nahc.ca.govWebsite: <http://www.nahc.ca.gov>

Twitter: @CA_NAHC



March 6, 2019

Rebecca Malone
City of San Diego
9485 Aero Drive, MS 413
San Diego, CA 92123

RE: SCH# 2019029034 Montgomery Gibbs Executive Airport Program EIR, San Diego County

Dear Ms. Malone:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074), and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email

address: Steven.Quinn@nahc.ca.gov.

Sincerely,



for
Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

From: Pete Smith
To: [PLN_PlanningCEQA](#)
Subject: Montgomery-Gibbs Executive Airport Master Plan
Date: Sunday, March 03, 2019 1:51:40 PM

Hello,

For future public meetings and announcement for the circulation of the draft Environmental Impact Report please consider mailing announcements to the residents and businesses around the airport that are most impacted by the project. Most of the businesses and residents around the project are likely unaware of the master plan update and do not subscribe to the San Diego Daily Transcript or visit the City's Planning Department website.

Thank you.

Peter Smith

From: Phoebe Puerner
To: [PLN_PlanningCEQA](#)
Subject: Scoping plan
Date: Tuesday, February 12, 2019 10:19:58 AM

Hi this is phoebe,

I'm a resident here in San Diego County and I'm not quite sure what input I'm supposed to say but for the list

- Air Quality
- Biological Resources
- Energy Conservation
- Geology and Soils
- Greenhouse Gas Emissions
- Health and Safety
- Hydrology and Water Quality
- Land Use
- Noise
- Paleontological Resources
- Public Services and Facilities
- Public Utilities
- Transportation/Circulation
- No "too fast construction"
- Animal conservation

I personally and many others would like them to have to check these before building goes further with the airports.



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

Notice of Preparation

February 7, 2019

To: Reviewing Agencies

Re: Montgomery Gibbs Executive Airport Program EIR
SCH# 2019029034

Attached for your review and comment is the Notice of Preparation (NOP) for the Montgomery Gibbs Executive Airport Program EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Rebecca Malone
City of San Diego
9485 Aero Drive, MS 413
San Diego, CA 92123

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2019029034
Project Title Montgomery Gibbs Executive Airport Program EIR
Lead Agency San Diego, City of

Type NOP Notice of Preparation

Description The City of San Diego owns and operates the Montgomery-Gibbs Executive Airport (MYF) as a General Aviation (GA) airport located within the Kearny Mesa community north of AeroDrive, east of SR-163, south of Balboa Avenue, and west of Ruffin Road (Attachment 1, project Location). Airport planning occurs at the national, state, regional, and local level; and in 2017, the City began developing an Airport Master Plan (Project) to determine the extent, type, and schedule of development needed. An Airport Master Plan represents the community and airport's vision for a 20-year strategic development plan based on the forecast of activity. It is used as a decision-making tool and is intended to complement other local and regional plans. The Airport Master plan consists of a report documenting existing conditions of the airport, a forecast of activity, facility requirements (the airports needs based on the forecast and compliance with federal Aviation Administration (FAA) Design Standards for airport), development and evaluation of alternatives to meet those needs, and a funding plan for that.

Lead Agency Contact

Name	Rebecca Malone		
Agency	City of San Diego		
Phone	(619) 446-5371	Fax	
email			
Address	9485 Aero Drive, MS 413		
City	San Diego	State CA	Zip 92123

Project Location

County	San Diego			
City	San Diego			
Region				
Cross Streets	John J. Montgomery Drive and Gibbs Drive			
Lat / Long	32.8157222N° N / -117.1395556° W' W			
Parcel No.	Multiple			
Township	15S*	Range	2W/3W	Section
				Base

Proximity to:

Highways	SR-163, SR-52
Airports	
Railways	
Waterways	
Schools	San Diego Unified Schools
Land Use	Unzoned / Industrial / Airport

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Cal Fire; Office of Historic Preservation; Department of Water Resources; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Office of Emergency Services, California; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board; State Water Resources Control Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Document Details Report
State Clearinghouse Data Base

Date Received 02/07/2019 ***Start of Review*** 02/07/2019 ***End of Review*** 03/08/2019

NOP Distribution List

County: SAN DIEGO

SCH# 2019029034

Resources Agency

Resources Agency
Nadell Gayou

- ☐ **Dept. of Boating & Waterways**
Denise Peterson
- ☐ **California Coastal Commission**
Allyson Hitt
- ☐ **Colorado River Board**
Elsa Contreras
- ☐ **Dept. of Conservation**
Crina Chan
- ☒ **Cal Fire**
Dan Foster
- ☐ **Central Valley Flood Protection Board**
James Herota
- ☒ **Office of Historic Preservation**
Ron Parsons

Dept of Parks & Recreation
Environmental Stewardship Section

- ☐ **S.F. Bay Conservation & Dev't. Comm.**
Steve Goldbeck
- ☒ **Dept. of Water Resources**
Resources Agency
Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Wildlife**
Scott Flint
Environmental Services Division
- ☐ **Fish & Wildlife Region 1**
Curt Babcock
- ☐ **Fish & Wildlife Region 1E**
Laurie Harnsberger
- ☐ **Fish & Wildlife Region 2**
Jeff Drongesen
- ☐ **Fish & Wildlife Region 3**
Craig Weightman

- ☐ **Fish & Wildlife Region 4**
Julie Vance
- ☒ **Fish & Wildlife Region 5**
Leslie Newton-Reed
Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6**
Tiffany Ellis
Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M**
Heidi Calvert
Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M**
William Paznokas
Marine Region

Other Departments

- ☐ **California Department of Education**
Lesley Taylor
- ☒ **OES (Office of Emergency Services)**
Monique Wilber
- ☐ **Food & Agriculture**
Sandra Schubert
Dept. of Food and Agriculture
- ☐ **Dept. of General Services**
Cathy Buck
Environmental Services Section
- ☐ **Housing & Comm. Dev.**
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

- ☐ **Delta Protection Commission**
Erik Vink
- ☐ **Delta Stewardship Council**
Anthony Navasero
- ☐ **California Energy Commission**
Eric Knight

- ☒ **Native American Heritage Comm.**
Debbie Treadway
- ☐ **Public Utilities Commission**
Supervisor
- ☐ **Santa Monica Bay Restoration**
Guangyu Wang
- ☐ **State Lands Commission**
Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)**
Cherry Jacques

Cal State Transportation Agency CalSTA

- ☒ **Caltrans - Division of Aeronautics**
Philip Crimmins
- ☐ **Caltrans - Planning**
HQ LD-IGR
Christian Bushong
- ☒ **California Highway Patrol**
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

- ☐ **Caltrans, District 1**
Rex Jackman
- ☐ **Caltrans, District 2**
Marcelino Gonzalez
- ☐ **Caltrans, District 3**
Susan Zanchi
- ☐ **Caltrans, District 4**
Patricia Maurice
- ☐ **Caltrans, District 5**
Larry Newland
- ☐ **Caltrans, District 6**
Michael Navarro
- ☐ **Caltrans, District 7**
Dianna Watson
- ☐ **Caltrans, District 8**
Mark Roberts

- ☐ **Caltrans, District 9**
Gayle Rosander
- ☐ **Caltrans, District 10**
Tom Dumas
- ☒ **Caltrans, District 11**
Jacob Armstrong
- ☐ **Caltrans, District 12**
Maureen El Harake

Cal EPA

Air Resources Board

☒ **Airport & Freight**
Jack Wursten

- ☐ **Transportation Projects**
Nesamani Kalandiyyur
- ☐ **Industrial/Energy Projects**
Mike Tollstrup
- ☐ **California Department of Resources, Recycling & Recovery**
Kevin Taylor/Jeff Esquivel

☐ **State Water Resources Control Board**
Regional Programs Unit
Division of Financial Assistance

☒ **State Water Resources Control Board**
Cindy Forbes - Asst Deputy
Division of Drinking Water

☐ **State Water Resources Control Board**
Div. Drinking Water # _____

☐ **State Water Resources Control Board**
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality

☐ **State Water Resources Control Board**
Phil Crader
Division of Water Rights

☒ **Dept. of Toxic Substances Control Reg. # _____**
CEQA Tracking Center

☐ **Department of Pesticide Regulation**
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
Cathleen Hudson
North Coast Region (1)
- ☐ **RWQCB 2**
Environmental Document
Coordinator
San Francisco Bay Region (2)
- ☐ **RWQCB 3**
Central Coast Region (3)
- ☐ **RWQCB 4**
Teresa Rodgers
Los Angeles Region (4)
- ☐ **RWQCB 5S**
Central Valley Region (5)
- ☐ **RWQCB 5F**
Central Valley Region (5)
Fresno Branch Office
- ☐ **RWQCB 5R**
Central Valley Region (5)
Redding Branch Office
- ☐ **RWQCB 6**
Lahontan Region (6)
- ☐ **RWQCB 6V**
Lahontan Region (6)
Victorville Branch Office
- ☐ **RWQCB 7**
Colorado River Basin Region (7)
- ☐ **RWQCB 8**
Santa Ana Region (8)
- ☒ **RWQCB 9**
San Diego Region (9)

☐ **Other** _____

☐ _____
Conservancy



San Diego County Archaeological Society, Inc.

Environmental Review Committee

24 February 2019

To: Ms. Rebecca Malone
Planning Department
City of San Diego
9485 Aero Drive, MS 413
San Diego, California 92123

Subject: Notice of Preparation of a Draft Program Environmental Impact Report
Montgomery-Gibbs Executive Airport Master Plan

Dear :

Thank you for the Notice of Preparation for the subject project, received by this Society earlier this month.

We are pleased to note the inclusion of historical resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the City's environmental review process for this project.

Sincerely,

A handwritten signature in black ink, which appears to read "James W. Royle, Jr.", is written over the typed name.

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

From: Serra Mesa Planning Group
To: [PLN_PlanningCEQA](#); [Serra Mesa Planning Group](#)
Subject: Notice of Preparation for the Draft Program Environmental Impact Report for the Montgomery Gibbs Executive Airport Master Plan
Date: Monday, March 04, 2019 5:14:00 PM

Notice of Preparation for the Draft Program Environmental Impact Report for the Montgomery Gibbs Executive Airport Master Plan

March 4th, 2019

Rebecca Malone, Environmental Planner,
City of San Diego Planning Department,
9485 Aero Drive, MS 413,
San Diego, CA 92123
PlanningCEQA@sandiego.gov

Rebecca Malone,

Re: Notice of Preparation for the Draft Program Environmental Impact Report for the Montgomery Gibbs Executive Airport Master Plan

The Serra Mesa Planning Group unanimously passed a motion on February 21st, 2019 to request that the Montgomery Gibbs Executive Airport Master Plan study the impacts on Serra Mesa, specifically air quality, health and safety, noise, parks and recreation and schools.

"Bryce Niceswanger (Chair) is to write a letter to the City of San Diego responding to the Montgomery Gibbs Executive Airport Master Plan and addressing the community's concerns. We encourage the City of San Diego to study the impact of the Montgomery Gibbs Executive Airport Master Plan on the Serra Mesa Community. Vote: 10-0-0."

The Serra Mesa Planning Group is requesting the following concerns be addressed in the Montgomery Gibbs Executive Airport Master Plan:

Justification for Air Quality Impact study request:

- Recommend further Air Quality and Green House Gas analysis relating to air quality due to exhaust from Aviation aircraft, increasing concerns of use of leaded fuel.

Justification for Health and Safety Impact study request:

- Recommend further hazardous material analysis due to the 1.4 metric tons of lead generated by airport operations annually since workers as well as nearby residence will be exposed to toxic heavy metals during construction.
- Recommend soil testing for toxic lead contamination at all schools, public and private, within a mile radius of the airport due to the 1.4 metric tons of lead generated by the airport annually as documented in the Master Plan Working Paper 4 Environmental overview.

Justification for Noise Impact study request:

- Recommend the placement of noise monitors in the usual and customary flight paths in and out of the communities surrounding the airport to more adequately assess noise violations.

Justification for Parks and Recreation Impact study request:

- The Serra Mesa Recreation Center and Parks are in the flight path of the airport. What will be the impact on the recreation center and parks in terms of pollutants and noise?
- The Serra Mesa parks closest to the Montgomery Airport include Cabrillo Heights Park, Angier Joint Use Park, Wegeforth Joint Use Park, and Serra Mesa Community Park. What will be the impact on these parks?

Justification for School Impact study request:

- The closest, non-charter public schools are Serra Mesa schools, specifically Angier Elementary School, Wegeforth Elementary School, and Taft Middle School. What will be the impact on Serra Mesa schools?

Sincerely,

Bryce Niceswanger
Chair, Serra Mesa Planning Group



Save Our Heritage Organisation
Protecting San Diego's architectural and cultural heritage since 1969

Tuesday, March 5, 2019

Rebecca Malone, Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, CA 92123

Re: Montgomery-Gibbs Executive Airport Master Plan

Ms. Malone,

Save Our Heritage Organisation (SOHO) acknowledges that the City of San Diego is moving forward in developing a Montgomery-Gibbs Executive Airport Master Plan and has issued a Notice of Preparation to solicit comments. SOHO's scoping comments are as follows:

- 1) SOHO supports the addition of a public viewing area, which will help to ensure future public interest and an understanding of aviation;
- 2) Three hangars at the western end of the site should be evaluated impartially for their historical significance, especially the Spiders Aircraft Service hanger and its iconic Quonset hut. SOHO looks forward to reviewing this report;
- 3) The chapparal area at the southwestern corner of the field is a vernal pool habitat that has likely remained untouched since the airport's opening. This area should be evaluated and possibly avoided to the fullest extent possible; and
- 4) The 1950 plaque dedicating Montgomery Field should have a prominent location near the terminal's expansion, or within a new interpretive display, and new signage should be sensitive not to eliminate the historic name or history of the site. Last, an interpretive display should be devised to express the full history of the site to the public, and include the gliding history of John J. Montgomery and Bill Gibbs.

Thank you for the opportunity to comment,

Bruce Coons
Executive Director
Save Our Heritage Organisation

From: steve gilbert
To: [PLN_PlanningCEQA](#)
Subject: Airplane noise
Date: Wednesday, February 13, 2019 4:09:24 PM

Our family has lived in Del Cerro of San Diego for 16years now,(5832 Lancaster Dr. zip 92120) and we have noticed a definite increase in airplane noise.The planes seem to be much lower and noisier then ever.Many of the smaller single-engine planes sound as if there is no muffler at all.It's ridiculous how loud they are.Can't they be written citation's for being above the lawful decibel level? Does anyone even regulate this or even check the mufflers or sound levels of these planes?I called your number to complain and the guy was very flippant and cocky and said" you live under a flight path and you can't really do anything about that" I responded by asking a question,"Who would I complain to about the crazy noise that some of these planes make,my city council person?" He responded with" yeah and guess who they are going to call? Me!! and besides airplanes aren't like cars and they are just louder then cars" I really hope in your meetings coming up you consider the the people(tax payers that fund airports) that live directly under flight paths and also make sure each and every aircraft is within legal decimal and ange.Another thing we have noticed in the last 10 months is that the smaller planes are extremely low for being so far away from the actual landing strip.Granted I am not a pilot but for goodness sakes,our house is very close to I-8 freeway and College Ave.near SDSU. We hope you can work out a better system in the near future so we can all enjoy a beautiful city called San Diego.Thanks very much.

Steve Gilbert



U.S. FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



CALIFORNIA DEPARTMENT OF
FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, California 92123

In Reply Refer To:
FWS-SDG-19B0084 -19TA0504

March 8, 2019
Sent by Email

Ms. Rebecca Malone
Environmental Planner
City of San Diego Planning Department
9485 Aero Drive, MS 413
San Diego, California 92123

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Montgomery-Gibbs Airport Master Plan, San Diego, California

Dear Ms. Malone:

The U.S Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (Department), hereafter collectively referred to as the Wildlife Agencies, have reviewed the Notice of Preparation (NOP) dated February 7, 2019, for a draft Program Environmental Impact Report (DPEIR) for the Montgomery-Gibbs Airport Master Plan (AMP). The project details and comments provided herein are based on the information provided in the NOP, our knowledge of the sensitive biological resources on the Montgomery-Gibbs Airport and surrounding region, and our participation in the Multiple Species Conservation Program (MSCP) and the City of San Diego's (City) MSCP Subarea Plan (SAP) and Vernal Pool Habitat Conservation Plan (VPHCP).

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), including habitat conservation plans (HCPs) developed under section 10(a)(1) of the Act.

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program. The City is participating in the Department's NCCP and the Service's HCP programs through implementation of its SAP and VPHCP.

Montgomery-Gibbs Airport is located within the Kearny Mesa community north of Aero Drive, east of SR-163, south of Balboa Avenue, and west of Ruffin Road. Montgomery-Gibbs Airport is within the City's SAP and VPHCP and approximately 167.9 acres of the Multiple Habitat Planning Area (MHPA or preserve) established by these plans are found on site.

The City has been developing an AMP to determine the extent, type and schedule of development for the next 20 years. The AMP will document existing conditions of the airport, forecast future activity and facility requirements [i.e., the airport's needs based on the forecast and compliance with Federal Aviation Administration (FAA) Design Standards for airports], and identify a funding plan for that development. In addition, the AMP includes an Airport Layout Plan (ALP), which graphically depicts all planned development at the airport within the 20-year planning period as determined in the AMP. The ALP requires approval by the FAA for the airport to be eligible to receive federal funding for improvements and maintenance under the FAA's Airport Improvement Program.

The Montgomery-Gibbs Airport property supports the following federally and/or state listed species which are also covered species under the City's SAP or VPHCP: coastal California gnatcatcher (*Poliophtila californica californica*), San Diego fairy shrimp (*Branchinecta sandiegonensis*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), and endangered San Diego mesa mint (*Pogogyne abramsii*). Federally designated critical habitat for San Diego fairy shrimp and spreading navarretia (*Navarretia fossalis*) also occur on the property. Implementation of the AMP may impact these species and critical habitat.

Overall, the AMP should be consistent with the City's SAP and VPHCP and the DPEIR should include an evaluation of consistency with these plans. Impacts to covered species may be authorized under the City's SAP and VPHCP if the AMP is consistent with these plans.

We offer the following comments (Appendix) to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with its SAP and VPHCP.

We appreciate the opportunity to comment on the subject NOP and look forward to further coordination on the ADP. Should you have any questions regarding this letter, please contact Patrick Gower of this office at 760-431-9440, extension 274 or Patrick Tilley of the Department at 858-467-4237.

Sincerely,



for Karen A. Goebel
Assistant Field Supervisor
U.S. Fish and Wildlife Service

Gail K. Sevens
Environmental Program Manager
California Department of Fish and Wildlife

Appendix

cc:
State Clearinghouse, Sacramento

APPENDIX

Comments and Recommendations on the Notice of Preparation of a Draft Programmatic Environmental Impact Report For the Montgomery-Gibbs Airport Master Plan

Specific Comments

1. The Wildlife Agencies recommend the City coordinate with the Wildlife Agencies and the FAA to ensure that project mitigation occurs on site as much as possible consistent with the City's SAP and VPHCP.

General Comments

To enable us to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DPEIR:

1. A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
2. A complete list and assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying State or federally listed rare, threatened, endangered, or proposed candidate species, California Species-of-Special Concern and/or State Protected or Fully Protected species, and any locally unique species and sensitive habitats. Specifically, the DEIR should include:
 - a. A thorough assessment of Rare Natural Communities on site and within the area of impact. We recommend following the California Department of Fish and Wildlife's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.
 - b. A current inventory of the biological resources associated with each habitat type on site and within the area of impact.
 - c. An inventory of rare, threatened, and endangered species on site and within the area of impact.
 - d. Discussions regarding seasonal variations in use by sensitive species of the project site as well as the area of impact on those species, using acceptable species-specific survey procedures as determined through consultation with the Wildlife Agencies. Focused species-specific surveys, conducted in conformance with established protocols at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.

3. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources. All facets of the project should be included in this assessment. Specifically, the DEIR should provide:
 - a. Specific acreage and descriptions of the types of wetlands, coastal sage scrub, and other sensitive habitats that will or may be affected by the proposed project or project alternatives. Maps and tables should be used to summarize such information.
 - b. Discussions regarding the regional setting, pursuant to the CEQA Guidelines, Section 15125(a), with special emphasis on resources that are rare or unique to the region that would be affected by the project. This discussion is critical to an assessment of environmental impacts.
 - c. Detailed discussions, including both qualitative and quantitative analyses, of the potentially affected listed and sensitive species (fish, wildlife, plants), and their habitats on the proposed project site, area of impact, and alternative sites, including information pertaining to their local status and distribution. The anticipated or real impacts of the project on these species and habitats should be fully addressed.
 - d. Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed NCCP reserve lands. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.
 - e. Discussions regarding possible conflicts resulting from wildlife-human interactions at the interface between the development project and natural habitats. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions.
 - f. An analysis of cumulative effects, as described under CEQA Guidelines, Section 15130. General and specific plans, and past, present, and anticipated future projects, should be analyzed concerning their impacts on similar plant communities and wildlife habitats.
 - g. An analysis of the effect that the project may have on implementation of regional and/or subregional conservation programs. We recommend that the Lead Agency ensure that the development of this and other proposed projects do not interfere with the goals and objectives of established or planned long-term preserves and that projects conform with other requirements of the NCCP program.

4. Mitigation measures for unavoidable adverse project-related impacts on sensitive plants, animals, and habitats should be consistent with the MSCP and/or Vernal Pool HCP, as applicable. Mitigation measures should emphasize avoidance, and where avoidance is infeasible, reduction of project impacts. For unavoidable impacts, off-site mitigation through acquisition and preservation in perpetuity of the affected habitats should be addressed. We generally do not support the use of relocation, salvage, and/or transplantation as mitigation for impacts on rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful

MONTGOMERY-GIBBS EXECUTIVE AIRPORT MASTER PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Scoping Comment Form



Comments must be postmarked by **March 9, 2019** to be considered in the draft PEIR. Comments may be submitted at the public meeting, via email to **PlanningCEQA@sandiego.gov** with the project name in the subject line, or by U.S. Postal Service (this form can be folded and mailed to the **address as shown on reverse** without an envelope; standard postage [\$0.55] required).

MY COMMENT IS ABOUT (please mark an "X" next to all that apply):

- | | | |
|---|---|---|
| ☐ Air Quality | ☒ Health and Safety | ☐ Public Services and Facilities |
| ☐ Biological Resources | ☐ Hydrology and Water Quality | ☐ Public Utilities |
| ☐ Energy Conservation | ☐ Land Use | ☒ Transportation and Circulation |
| ☐ Geology and Soils | ☒ Noise | ☒ Visual Effects and Neighborhood Character |
| ☐ Greenhouse Gas Emissions | ☐ Paleontological Resources | ☐ Other: _____ |
| ☐ Historical Resources | | |

In 1984 a curfew on night flights was enacted at Montgomery field. In 1992 the north Runway with lengthened, we were told the noise level would go down, Safety would go up. Airport program manager Wayne Reiter has stated there never has been a curfew at Montgomery field, he is the same person who is supposed to fine the pilots for violating noise levels. But noise has increased immensely over the years, some complain, but we shouldn't have to complain. Complaints need to be easier to submit. The city needs to increase monitoring tenfold! Planes fly over our homes at low altitudes while banking to land or do touch-and-go's on the south runway. They are too close to our homes, nobody is enforcing safe operation. The south runway needs to be closed to touch-and-goes. The city must abide by their promise made in 1992 that the east end of the north runway will not be available for landing aircraft and the 1984 night flight curfew needs to be reinstated. Sound walls would reduce the annoying sound of revved up engines that we are often awakened by.

NAME: Wayne Seim

ORGANIZATION (if applicable): _____

ADDRESS: 9001 Sovereign Rd San Diego CA 92123

EMAIL (OPTIONAL): was55@hotmail.com

PHONE (OPTIONAL): _____

Do you wish to withhold your name and contact information from public review or from disclosure under the Freedom of Information Act? ☒ Yes ☐ No

MONTGOMERY-GIBBS EXECUTIVE AIRPORT MASTER PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

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- | | | |
|--|---|--|
| ☒ Air Quality | ☒ Health and Safety | ☒ Public Services and Facilities |
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| ☐ Energy Conservation | ☒ Land Use | ☐ Transportation and Circulation |
| ☒ Geology and Soils | ☐ Noise | ☐ Visual Effects and Neighborhood Character |
| ☐ Greenhouse Gas Emissions | ☐ Paleontological Resources | ☐ Other: _____ |
| ☐ Historical Resources | | |

Montgomery-Gibbs is home to 276 Vernal Pools as noted by the San Diego planning departments Multiple Species Conservation Program. The last survey of the Vernal Pools was prior to 2003. The health of the Vernal Pools is not known. The master plan states 1.442 Metric Tons of lead are released over the Montgomery-Gibbs and surrounding neighborhoods yearly, much of it falling on and into the vernal pools. The city is in the negative of meeting their MHPA requirements. The master plan calls for the removal of more vernal pools. A complete survey should be performed in conjunction with the PEIR. The master plan also calls for two wash stations to be built on the airport grounds. How will these be monitored and policed to ensure Wastewater and Contaminants are contained and recycled? Will they be self-serve?

Please Print (use additional sheets if necessary)

NAME: Wayne Seim
ORGANIZATION (if applicable): _____
ADDRESS: 9001 Sovereign Rd
EMAIL (OPTIONAL): WAS55@hotmail.com
PHONE (OPTIONAL): _____

Do you wish to withhold your name and contact information from public review or from disclosure under the Freedom of Information Act? ☒ Yes ☐ No



attachment: Aircraft too close
Wayne Seim