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FINAL ENVIRONMENTAL IMPACT REPORT

CITY OF MONTEREY
GENERAL PLAN UPDATE

State Clearinghouse Number 2003081011

PREPARED FOR

City of Monterey

October 11, 2004

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CITY OF MONTEREY GENERAL PLAN UPDATE

Final Environmental Impact Report

PREPARED FOR

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Table of Contents

1.0	Introduction	1-1
2.0	Comments on the Draft EIR	2-1
	Michael W. Stamp	2-3
	Department of Transportation	2-17
	Monterey Salinas Transit (MST)	2-26
	Transportation Agency for Monterey County (TAMC)	2-29
	Sharon Dwight	2-36
	Rick Heuer	2-39
	Monterey Bay Unified Air Pollution Control District (MBUAPCD)	2-41
	Leon Garden	2-43
	Public comments received during Planning Commission Public Hearing on the General Plan Update Draft EIR	2-45
3.0	Changes to the Draft EIR	3-1

Appendices

Appendix A – Mitigation Monitoring Program

List of Tables

Table 1	Response to Comments Summary by Topic	2-2
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List of Figures

Figure 4a	Fort Ord Annexation Area	2-11
------------------	---------------------------------------	-------------

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1.0 Introduction

The City of Monterey, acting as the Lead Agency, determined that the City of Monterey General Plan Update (hereinafter “project”) may result in significant adverse environmental effects, as defined by the California Environmental Quality Act (CEQA) Guidelines Section 15064. Therefore, the City of Monterey had a draft environmental impact report (EIR) prepared to evaluate the potentially significant adverse environmental impacts of the project. The Draft EIR was circulated for public review between August 3, 2004 and September 16 2004, and public comments were received. CEQA Guidelines section 15200 indicates that the purposes of the public review process include sharing expertise, disclosing agency analysis, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This Final EIR has been prepared to address comments received during the public review period and, together with the Draft EIR, constitutes the City of Monterey General Plan Update EIR.

This Final EIR is organized into the following sections:

- **Section 1** contains the introduction to the Final EIR.
- **Section 2** contains written comments on the Draft EIR, as well as the responses to those comments.
- **Section 3** contains the revisions to the text of the Draft EIR resulting from comments on the Draft EIR. Changed text shown in this section replaces the original Draft EIR text.

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2.0 Comments on the Draft EIR

CEQA Guidelines section 15132(c) requires that the Final EIR contain a list of persons, organizations, and public agencies that have commented on the Draft EIR. A list of the correspondence received during the public review period is presented below.

CEQA Guidelines sections 15132(b) and 15132(d) require that the Final EIR contain the comments that raise significant environmental points in the review and consultation process, and written response to those comments. A copy of each correspondence received during the public review period is presented on the following pages. Numbers along the left-hand side of the letter identify each comment. A response to each comment that raises a significant environmental point is presented immediately following the letter. Where required, revisions have been made to the text of the Draft EIR based on the responses to comments, and these are included in Section 3, Changes to the Draft EIR.

The following comment letters were received during the 45-day public review period, which ended on September 16, 2004.

1. Michael W. Stamp (September 14, 2004)
2. Department of Transportation (September 14, 2004)
3. Monterey Salinas Transit (MST)(September 14, 2004)
4. Transportation Agency for Monterey County (TAMC)(September 14, 2004)
- 5/6. Sharon Dwight (August 8 and 28, 2004)
7. Rick Heuer (August 24, 2004)
8. Monterey Bay Unified Air Pollution Control District (MBUAPCD)(August 16, 2004)
9. Leon Garden (August 25, 2004)
10. Public comments received during Planning Commission public hearing on the General Plan Update Draft EIR (August 24, 2004)

Table 1 summarizes the significant environmental issues raised in the letters.

An acknowledgment letter was also received from the Office of Planning and Research (State Clearinghouse).

TABLE 1
Response to Comments Summary by Topic

Draft EIR Topic	Comments From								
	Michael W. Stamp	Department of Transportation	MST	TAMC	Sharon Dwight	Rick Heuer	MBUAPCD	Leon Garden	Planning Commission Hearing Comments
No Comment on Draft EIR Content		X	X	X	X			X	
Project Description	X								
Policy Consistency	X							X	X
Mitigation Adequacy	X								X
Air Quality							X		
Biological Resources	X								
Cultural Resources									
Hydrology/Water Quality									
Land Use and Planning	X					X			X
Public Services									
Transportation/Traffic	X								X
Airport Noise/Land Use									
Cumulative Impacts	X								
Growth Inducing Impacts	X								
Alternatives	X								X

Source: EMC Planning Group Inc.

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September 14, 2004

Via Facsimile
Bill Fell
Planning Department
City Hall
Monterey, CA 93940

Subject: General Plan Update DEIR Comments

Dear Mr. Fell:

On behalf of my client The Open Monterey Project, we offer comments on the City's General Plan Update DEIR and its inadequacy under CEQA. The comments are not offered in any particular order.

①

The alternatives section is impermissibly vague and confusing. The alternatives are not described in a way that is comprehensible to the reader, so the subsequent EIR discussion of impacts is not understandable. The alternative involving the Old Capitol site should address the prior litigation and settlement issues that affect development of that site.

②

The EIR should clarify the discussion of the 166 new military dwelling units, including their location and how they result in a population increase of only 45 new inhabitants. Barracks can house tens or hundreds of occupants, and recently built DLI barracks have done just that. Additionally, the EIR should address the other existing and development on the DLI, including water demand and supply.

③

The extensive development – recently built, under way, and planned – on the Defense Language Institute should be identified and discussed, including but not limited to impacts on traffic and water. The EIR does not identify the baseline usage by each sector compared to the increase. The Project Water Demand Tables are confusing and incomplete. The table do not compare the project demand with current usage, or compare it to what would have been built under the current GP. The table provides numbers in a vacuum, with no context.

④

All maps should be clearly dated and labeled "proposed" (for the GPU) or "existing" or other identifying description. There is no baseline or comparison to put the maps in context.

⑤

The Figure 4 map should be compared to the existing map, and comparisons and contrasts identified and discussed. The colors used for Figure 4 are very

September 14, 2004
The Open Monterey Project: General Plan Update DEIR Comments
Page 2 of 4

misleading, specifically the two close shades of green. Instead of a shade of green very similar to Parks, a different color should be used for Very Low Density Residential.

6 Many elements of Figure 4 are inaccurate. For example, the map designates an entire block of Van Buren (between Jefferson and Franklin) as Public/Semi Public, although the block includes multiple privately-owned residential properties. As another example, the map designates all of East Downtown as Commercial, although it is filled with residential properties (both single family and multi family). As another example, the map designates some properties owned by religious organizations -- such as the Marsh building and Church Street properties -- as Public/Semi-Public, but does not similarly designate other properties owned or occupied by religious organizations. As another example, what are the Public/Semi-Public properties shown on Pacific, north and east of the El Dorado intersection? There are just a few examples of the EIR maps' inaccuracies. The maps should be carefully reviewed.

7 The document should identify and analyze the fact that open space designation can have significant development on it, including large buildings and parking lots. See, e.g., 1-11 and elsewhere.

8 The EIR should clearly identify how many new units are proposed for each specific area within the City, and evaluate the impacts on that area. The citywide general numbers are inadequate and not understandable.

9 There is no identification and discussion of mitigation measures to require conservation of natural features and resources "to the maximum extent possible" at Fort Ord. See, e.g., 2-7.

10 The discussion of the policies encouraging a new water supply is inadequate. The DEIR claims there is a "significant drop in total available (water) supply" without any support for that claim. See 2-70. The discussion fails to acknowledge the serious problems of Ryan Ranch water supply and the repeated well failures. The discussion fails to include discussion of the increasing number of private wells in Monterey, and their potential impacts on and implications for the water supply.

11 The references to the "domestic water supply" are confusing and ambiguous. See, e.g., 2-73 and elsewhere. It is unclear what is meant by that term. The water demand of all sectors -- residential, commercial, industrial and military -- will increase under the GPU. The EIR fails to discuss those sectors, the increase and the impacts thereof.

12 The EIR incorrectly states that "substantial depletion of groundwater supply is being adequately avoided." The EIR ignores the over pumping of the Carmel River

September 14, 2004
The Open Monterey Project: General Plan Update DEIR Comments
Page 3 of 4

(despite the SWRCB Order 95-10) and the Seaside Basin (despite the water agency statements on overdraft and the adjudication currently under way).

- 13 | The last sentence of the second paragraph on 2-77 is ambiguous and confusing. What is meant by "discretion"? The City's discretionary approvals and responsibility for impacts are not adequately identified and analyzed.
- 14 | The separate and combined environment impacts of the GPU policies that increase water demand and that encourage independent water supply are not identified or discussed. The potential cumulative and growth inducing impacts of these policies are not identified or discussed.
- 15 | The EIR fails to adequately discuss conflicts of the GPU's water policies (including m.1) with applicable plans, policies and regulations of agencies with jurisdiction over the project. These include but are not limited to plans, policies and regulations of MPWMD, California Coastal Commission, SWRCB, RWQCB, Fish & Game, NOAA Fisheries, and the national marine sanctuary.
- 16 | The EIR's identification of impacts of policy m.1 is inadequate and inconsistent with the City's position on the Ocean View Plaza project, where the City approved the private desalination plant. See, e.g., 2-74, 2-77 and elsewhere. The EIR incorrectly and ambiguously states that the MPWMD provides environmental review of the allocation and use of water. The MPWMD does not review the use of the water; the City has that role.
- 17 | The last sentence on 2-77 is not accurate under CEQA. If there are significant impacts, the City may well decide to purportedly adopt a statement of overriding considerations (as it has shown a tendency to do).
- 18 | "Historic buildings" are not a use. See, e.g., 1-11. This reference should be corrected and clarified.
- 19 | The conference center uses should be included in the Public/Semi Public category discussion, per the 1-11 definition.
- 20 | Traffic and Parking issues should be addressed now, not impermissibly deferred for future evaluation. See, e.g., 1-12 and elsewhere.
- 21 | The discussion of the constraints and opportunities for new/additional residential development in Downtown/East Downtown should identify the specifics. It is overly vague and confusing. See, e.g., 2-82 and elsewhere. The EIR fails to identify and evaluate the impacts on Parking and Traffic resulting from GPU's proposed land use intensification policies in these areas.

September 14, 2004

The Open Monterey Project: General Plan Update DEIR Comments

Page 4 of 4

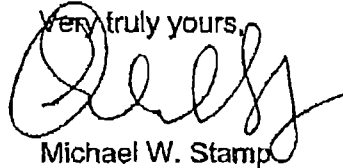
22

The environmental impacts of the development incentives and policies that promote intensification of land use should be identified and evaluated in the EIR.

23

This City EIR's identification and treatment of the properties on Van Buren between the High School and Madison are inconsistent with the City Public Service Center EIR's identification and treatment of the same properties. See, e.g., Figure 4, Figure 5 and elsewhere.

Very truly yours,



Michael W. Stamp

Response to Letter #1

Michael Stamp

1. Three alternatives are described in the Draft EIR: no project alternative, market rate growth alternative, and south of Highway 1 alternative. Each alternative is defined and a general assessment of its effects relative to the proposed project is provided. For market rate growth and south of Highway 1 alternatives, the relative intensity of anticipated development and the areas of the City where new development would be focused are described. This information, along with additional more site-specific information included in discussions of each potential impact, allows a general understanding of the impacts of each alternative.

As stated in CEQA Guidelines Section 15456 the level of specificity required in an EIR will correspond to the level of specificity involved in the underlying activity that is being described in the EIR. Section 15146(b) is as follows:

An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption of or amendment, the EIR need not be as detailed as an EIR on the specific construction project that might follow.

The Draft EIR assesses the potential effects of a local general plan update. The effects of project implementation are therefore considered from a more general, citywide perspective consistent with the level of detail provided in the General Plan Update. The Draft EIR does not address environmental impacts at a project level, as the proposed project is the implementation of a plan rather than a project. The Draft EIR does evaluate potential secondary effects that may arise from implementation of the General Plan Update, including general development in areas the City has identified as potential growth areas under the alternatives described in the Draft EIR. Per the requirements of CEQA for level of specificity, the discussion of alternatives and evaluation of potential project impacts is believed to be adequate. Without more specific information on why the commentator believes the alternative discussion is vague, no additional response can be made.

The litigation and settlement issue the comment references appears to pertain to a memorandum of understanding between the City and the Pebble Beach Company entered into in 1993 regarding the disposition and use of the Old Capitol site. The Pebble Beach Company has the right to develop the Old Capitol. However, the City requested the Pebble Beach Company retain the site

in open space. The Pebble Beach Company has agreed in the memorandum to do so if its development goals within Pebble Beach are realized through its proposed Lot Program. The County of Monterey is currently considering the Pebble Beach Company's Lot Program. If the Lot Program is approved, the site could be retained as open space consistent with the memorandum. If the Lot Program is not approved, the Pebble Beach Company may wish to pursue development on the Old Capitol site.

2. Officials at DLI and the Naval Postgraduate School were contacted to double check on dwelling figures and population increases. The Draft EIR states that approximately 166 new military dwelling units are planned at DLI and the Naval Postgraduate School. This figure should be revised upward by four units to 170 units total. Of these, 136 are proposed at DLI and 34 at the Naval Postgraduate School. The population increase of 45 persons noted in the Draft EIR for both institutions should be revised upward to 164 persons, 136 of which would reside at DLI and 28 of which would occupy new units at the Naval Postgraduate School. This represents an increase of 119 persons relative what was reported in Table 2, Existing Conditions/General Plan Update Residential Development and Population Potential in the Draft EIR. The increase in population would result in an incremental increase in traffic generation and in demand for utility services including water supply. However, the increase is not anticipated to result in changes that create new significant impacts or that increase the severity of environmental effects already identified in the Draft EIR. Table 2, Existing Conditions/General Plan Update Residential Development and Population Potential in the Draft EIR has been modified to show the changes noted. In addition, references are made in section 3.0, Changes to the Draft EIR, to pages in the Draft EIR where this change in unit numbers and population should be assumed.

The U.S. Army has discretion over the development activities it undertakes at DLI. Projects that would result in new development at DLI are evaluated for their environmental effects by the U.S. Army through the National Environmental Policy Act (NEPA) process. The Draft EIR does evaluate changes in traffic and water demand that would result from development of additional residential development at DLI.

DLI typically requests funding from the U.S. Congress for projects DLI would like to implement during five-year cycles. Over the next funding period from 2005 to 2009, DLI has not received funding for any new development projects. A programmed project to replace an existing dental facility with a new dental facility has the highest probability of being implemented over the next five years. Several other projects are programmed for implementation over time. These include the following:

- Demolition of a 50-unit apartment complex to be replaced with parking and two instructional buildings - programmed for 2006-2007;

- Demolition of four large barracks and replacement with upgraded barracks that would not increase residential capacity – programmed for 2012;
- Continued implementation of a “barracks upgrade program” to gut existing buildings and upgrade them. Planned for three buildings with a net loss of 69 total living spaces – programmed for 2009; and
- New instructional buildings programmed for 2012 or beyond.

While these projects have been programmed, there is no assurance that funding for them will ever be allocated, as funding is highly dependent on the U.S. military’s frequently changing priorities. Therefore, there is no assurance that these or other future projects that DLI would like to implement will ever be constructed (Dewey Baird and John Elliott, DLI, pers. com., 10/1/04 and 10/4/04).

Water demand or traffic generation associated with future projects is also difficult to estimate, as specific designs have not been developed.

However, programmed projects at DLI may not intensify water demand above existing levels. The City has an understanding with DLI that water needed to supply programmed development must be “created” through water conservation projects implemented at DLI. DLI currently has a water credit of about 13.5 acre-feet per year that was generated by the installation of water conserving bathroom fixtures and other measures. The programmed projects would largely replace existing facilities that would be demolished. It is possible that the replacement projects could generate an incremental increase in demand relative to the existing functions they would replace. However, this would not be precisely known until specific project design was completed. The existing water credit can be applied to any incremental increase in demand, until such time that the credit is fully utilized.

It is possible that development of future projects at DLI may be constrained if net water demand of the projects exceeds that available to DLI. DLI is about to begin preparing a master plan that will specifically identify currently programmed and potential future projects.

3. See response #2 above.

As noted in the Draft EIR, the City’s entire water allocation from the MPWMD is either being used by existing development or allocated for use by planned developments. The City is also holding a small fraction in reserve. The total water allocation to the City from the MRWMD was about 125.2 acre-feet as of August 2004. Water that is not being used but is already allocated or being held in reserve totals about 16.27 acre-feet as of September 2004. Existing water use relative to the supply available from the MRWMD is the total allocation minus the allocated/reserved amount or approximately 109 acre-feet per year (Todd Bennett, City of Monterey Planning Division, pers. com., October 6, 2004).

The Draft EIR describes in section 2.13, Utilities and Service Systems that projected water use for new residential development is 295.9 acre-feet per year above the City's existing baseline usage as described above. The City estimates that water demand for new commercial uses would add additional demand of about 60 acre-feet per year over existing baseline levels. No new net increase in water demand for industrial uses is anticipated. The Fort Ord Reuse Authority (FORA) has allocated water for use in the Fort Ord Annexation (designated for industrial and open space use) from a pool of water available from the U.S. Army that is unrelated to the City's allocation from the MPWMD. If specific future development within the Fort Ord annexation area would require more water than is available through the allocation from FORA, additional water supply would need to be secured. This issue would be addressed through the environmental review process at the time any specific development is proposed within the Fort Ord annexation area.

In total then, implementation of the General Plan Update would raise water demand by approximately 355.9 acre-feet per year, which is the sum of the project increases in demand from new residential and new commercial development.

4. Comment noted. The word "proposed" would have helped to clarify the titles of Figure 3, Planning Area and Figure 4, Land Use Plan Map, which are shown in the Draft EIR on pages 1-9 and 1-13 respectively. Once the General Plan Update is adopted by the City, these figures will no longer be proposed. Therefore, no change has been made to them.
5. Changes between the existing General Plan Land Use Map and the General Plan Update Proposed Land Use Map in terms of acreages within each land use category are shown in Table 1, Existing General Plan/General plan Update Land Use Comparison, of the Draft EIR. As stated on pages 1-12 through 1-18 of the Draft EIR, the only change in land use between the two above-noted plans results from the addition of the Fort Ord annexation area to the City. A new figure, Figure 4a, Fort Ord Annexation Area, has been included in this Final EIR to illustrate the area that has been annexed into the City.
6. The General Plan Update Land Use Map designates the entire block of Van Buren Street between Jefferson and Franklin as Public/Semi-Public because the Monterey Institute of International Studies is located in this area. The ultimate vision for this area is that the entire block is dedicated to the operations of the school.

The East Downtown Area is designated as Commercial on the General Plan Update Land Use Map. This is not a change from the 1983 General Plan Land Use Map. A mix of uses can be currently found in this area including single-family residential, multi-family, and mixed uses. The City's goal is to have this area continue this mixed-use tradition and continue a mix of commercial and

ORT

CANYON DEL REY

SOUTH BOUNDARY ROAD

UPPER RAGSDALE DR

LOWER RAGSDALE DR

YORK RD

STATE HIGHWAY 68

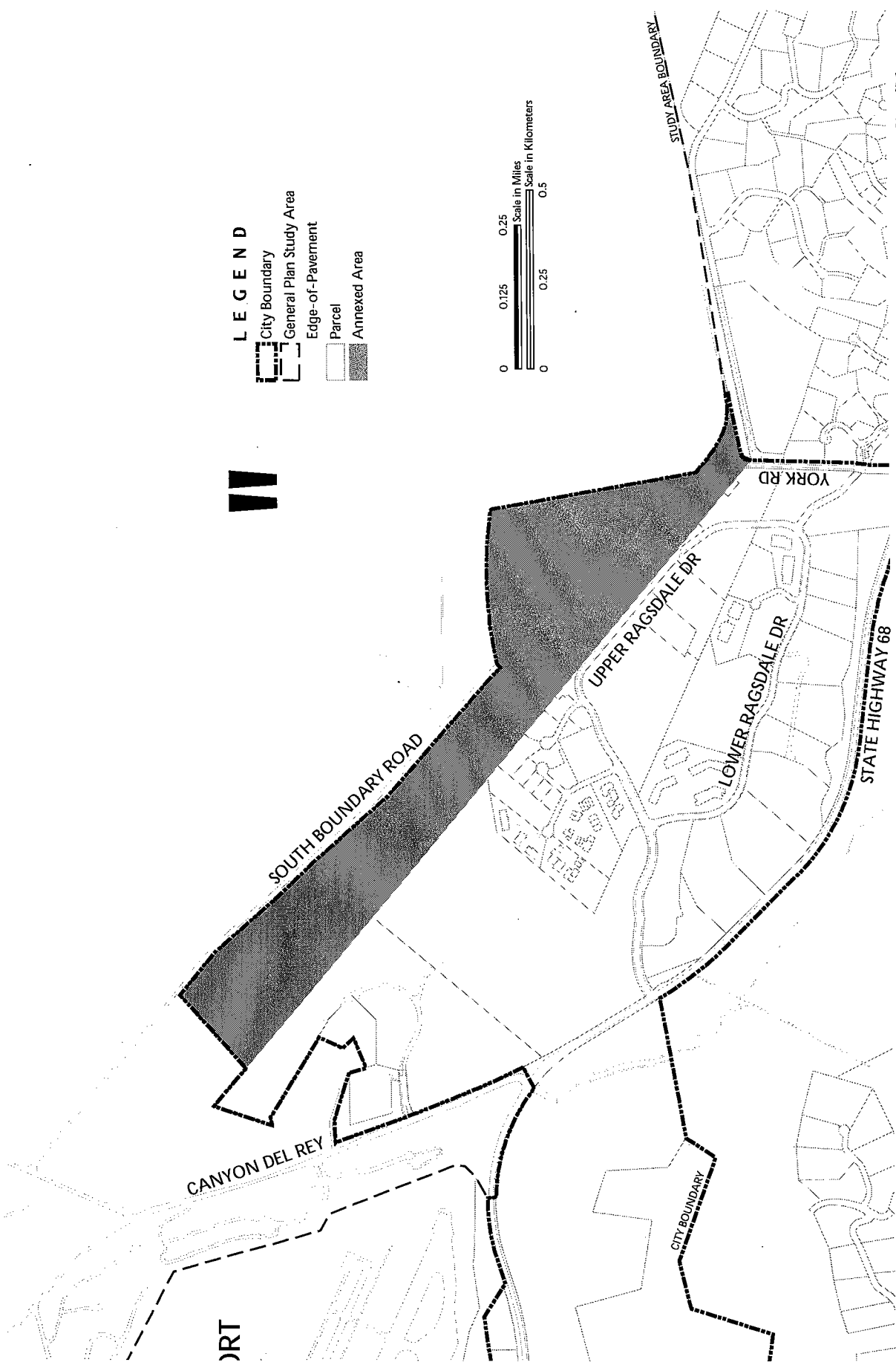
STUDY AREA BOUNDARY

CITY BOUNDARY



LEGEND

-  City Boundary
-  General Plan Study Area
-  Edge-of-Pavement
-  Parcel
-  Annexed Area



Source: City of Monterey

Figure 4 A

Fort Ord Annexation Area

City of Monterey General Plan EIR



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residential uses and as a result, it is identified as a mixed-use village. It is a typical planning approach to show mixed-use areas as commercial land uses.

The City intended to show all the churches in town as Public/Semi-Public. The commenter would need to provide additional specific information on what churches are not correctly identified so that the Land Use Plan Map can be modified as necessary.

The Public/Semi-Public properties north and east of the El Dorado intersection are associated with the Presbyterian Church.

The City believes the Land Use Plan Map is accurate and correctly reflects City policy.

7. The City of Monterey Zoning Ordinance standards for open space land use identify the allowed uses within areas that carry this land use designation. Please refer to the Zoning Ordinance for the allowed uses.
8. Table 2, Existing Conditions/General Plan Update Residential Development and Population Potential; Table 8, General Plan Update Residential Development Potential; and Table 9, Residential Development Potential within Mixed-Use Neighborhoods, in the Draft EIR show the number and relative distribution of new residential development potential in the City. Of the 2,131 units of new development potential, approximately 1,302 units would be located within the mixed-use commercial neighborhoods. The distribution of these units is shown in Table 9. Multiple family and other single-family units would be located throughout the City based on locations of vacant or underutilized land.

As described in response #1 above, the assessment of environmental effects of a general plan project need only be at the level of detail commensurate with the level of detail provided in the general plan. An evaluation of environmental effects of impacts of residential development within each area of the City would require that a specific project or projects be identified within each area. Such an evaluation would be at a project level of detail, not a general plan level of detail. Specific projects have not been identified to date. A project level CEQA review will be required at the time such projects are proposed.

9. The discussion on page 2-7 of the Draft EIR relates to visual resources and does not focus on conservation of natural resources. A range of policy mitigations for conservation of natural resources, including those within the Fort Ord annexation area are found in section 2.3, Terrestrial and Marine Biological Resources as well as throughout the remainder of the Draft EIR.
10. The text included in paragraph 3 on page 2-70 of the Draft EIR regarding a drop in total available water supply has been modified to reflect the comment. It is acknowledged wells within the Ryan Ranch area have failed to perform as anticipated and that an increase in requests for permits for private wells to serve

individual residences within the City has occurred. An incremental decrease in groundwater availability could be expected from this added demand.

11. The term “domestic” can be removed from the discussion. Use of the term “water supply” is sufficient and does not change any discussion or conclusion contained in the Draft EIR.

Increases in water supply from implementation of the General Plan Update are described in section 2.13, Utilities and Service Systems. The information in this section identifies projected increases in water demand from future residential development and from future commercial development. No increase in demand from the City’s existing water allocation is noted for future park or industrial development in the Fort Ord annexation area for reasons described in response #8 above. As stated in response #3 above, future development at DLI may not result in an increase in water demand, as DLI would implement water conservation projects to save the volume of water needed to supply future development. However, water availability could constrain future development if water conservation actions do not produce sufficient supply.

12. It is acknowledged that the ability of local water agencies to meet water demand without exceeding regulatory limits on extraction from the Carmel River or avoiding adjudication of use of the Seaside aquifer is a challenge. The statement in the Draft EIR is meant to indicate that substantial over extraction appears to have been avoided to date, not that over extraction has or will be entirely avoided.
13. The last sentence of paragraph two on page 2-77 refers to “discretion” of the MPWMD, not the City as the remainder of the comment implies. The MPWMD is responsible for allocating water supply to the local jurisdictions it serves. The term “discretion” simply refers to the fact that the MPWMD will continue to have a decisionmaking role in how water supply is allocated.
14. The comment appears to refer to General Plan Update Water policy m.1 and its accompanying implementation programs. As discussed in response #1 above, a general plan EIR is required to address environmental effects of a general plan at the level of detail contained in the general plan. Policy m.1 calls for the development of alternatives for long-term water supply. It does not propose a specific project for providing water supply. Therefore, a detailed environmental assessment of possible future projects that may arise from implementation of policy m.1 cannot be made at this time. Any specific project proposed by the City or considered by the City for providing water supply would be considered a project under CEQA and would be required to undergo environmental review. That process would identify project specific, cumulative, and growth-inducing impacts of the project.
15. Please see response #14 above. Since there is no specific water supply project proposed in the General Plan Update, an evaluation of consistency with

applicable plans, policies, and regulations of agencies with responsibility over the “project” cannot be made.

16. As stated in response #14 above, any public or private water supply project found by the City to be a potentially viable alternative to securing water supply through the MPWMD or Cal-Am per policy m.1, would be required to undergo environmental review per CEQA. The Ocean View Plaza project proposed a specific action to provide water supply for the project. The City acted as the Lead Agency in preparation of a project level EIR for the project and made findings that the desalination component of the project would not have significant, unavoidable adverse impacts. Therefore, the Ocean View project desalination component was approved consistent with the environmental review requirements inherent in the implementation of policy m.1.

The MPWMD may serve as the Lead Agency under CEQA for projects that include reallocation of water. The MPWMD would also serve as Lead Agency for projects it may propose for increasing water supply (Stephanie Pintar, MPWMD, pers. com., October 1, 2004). It is agreed that the MPWMD does not provide environmental review for decisions about the use of water. The Draft EIR text has been modified to delete the latter reference to the use of water.

17. Comment noted. Page 2-77 of the Draft EIR has been modified to reflect that a Lead Agency may make findings of overriding consideration for impacts found to be significant and unavoidable.
18. Historic buildings are not a land use. Reference to historic buildings as a land use has been deleted from the Draft EIR text on page 1-11 and the General Plan Update text will be revised for the same purpose.
19. Comment noted. The Draft EIR has been modified to include conference center uses in the Public/Semi Public land use category.
20. Impacts of implementing the General Plan Update are evaluated in section 2.12, Transportation/Traffic of the Draft EIR. Parking impacts are considered to be potentially significant as discussed on page 2-130. The General Plan Update contains a range of policies to address parking impacts. At a general plan EIR level of detail, the policies and programs are considered to be adequate to mitigate impacts to a less than significant level. Please also refer to response #1 above regarding the level of detail needed in a general plan versus project level EIR.
21. As noted in the Draft EIR on page 2-82, the primary variable used in distributing residential development within mixed-use commercial neighborhoods was land use compatibility.

At a general plan level of detail, evaluation of impacts of potential future development within specific areas of the City is not required in the Draft EIR. The parking and traffic and circulation impacts of implementing the General Plan

Update are described in section 2.12, Transportation/Traffic. As individual projects are defined and proposed within each of the Downtown and East Downtown mixed-use commercial neighborhoods, additional CEQA evaluation will be required. Adequacy of parking and circulation conditions within these areas and the impacts of specific projects on these conditions will be evaluated in detail at that time.

22. The development incentives and policies proposed for promoting mixed-use development would facilitate the implementation of the General Plan Update. Separate evaluation of these incentives and policies is not required because the Draft EIR describes the environmental effects of implementing the General Plan Update.
23. The properties to which the comment refers are currently designated for multiple-family residential uses and current zoning is consistent with the multiple-family land use designation. The General Plan Update Land Use Plan Map, with one exception, retains the multiple-family land use designation that now applies. One lot on the map is shown as a Public/Semi-Public use. This is a mistake. The Proposed Land Use Plan Map has been modified to correct this mistake. With this change, the proposed land uses in this area are consistent with those shown in the Public Service Center EIR.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

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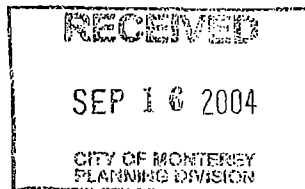
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September 14, 2004

Mr. Bill Fell
City of Monterey
Planning Division
City Hall, Pacific and Madison Streets
Monterey, CA 93940



Dear Mr. Fell:

Re: City of Monterey's Draft Environmental Impact Report (DEIR) for the General Plan Update; SCH# 2003081011

The California Department of Transportation (Department), Division of Aeronautics, reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division of Aeronautics has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public use airports and heliports. The following comments are offered for your consideration.

1. The proposal is for the implementation of the 2003 City of Monterey General Plan Update. The City of Monterey General Plan contains the following elements: Urban Design, Land Use, Circulation, Housing, Conservation, Open Space, Safety, Noise, Economic, Social, Historic Preservation and Public Facilities. Monterey Peninsula Airport is located within the General Plan Study Area just outside the City boundary.
2. Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9% of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/index.php>. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life. Monterey Peninsula Airport is an economic asset to the community as well as the state and should be protected through effective airport land use compatibility planning and awareness.

"Caltrans improves mobility across California"

Mr. Bill Fell
September 14, 2004
Page 2

3. As we stated in our September 8, 2003 comment letter on the Notice of Preparation for the General Plan update, Public Utilities Code (PUC) Section 21676 requires local general plans and any amendments be consistent with adopted airport land use compatibility plans developed by the Monterey County Airport Land Use Commission (ALUC). General Plans and Elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a General Plan and the ALUC criteria must be eliminated. A General Plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the General Plan. There are a number of ways for the City of Monterey to address the airport consistency issue, including:
 - Incorporating airport compatibility policies into the update
 - Adopting an airport combining zoning ordinance
 - Adopting an 'Airport Element' into the General Plan
 - Adopting the Airport Compatibility Plan as a 'stand alone' document or as a specific plan
4. The General Plan must acknowledge that until ALUC compatibility criteria are incorporated into the General Plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the General Plan at a minimum for it to be considered consistent with the airport compatibility land use plan.
5. Upon review, the August 2003 General Plan Noise element appears to be inconsistent with the Monterey Peninsula Airport Comprehensive Land Use Plan (CLUP). We also believe the Circulation and Safety Elements do not adequately address airport-related safety and land use concerns. We offer the following specific comments concerning the Noise, Circulation and Safety Elements.
6. Noise Element:
 - Table 7 states that within the 65-74 dB CNEL (Community Noise Equivalent Level), the General Plan recommends:
 - b. Soundproof (insulate) existing residences, schools, and other noise sensitive development to achieve interior noise levels of CNEL 45 or below.
 - c. Require adequate sound insulation for all new residential and other noise

Mr. Bill Fell
September 14, 2004
Page 3

sensitive development in areas exposed to noise levels from CNEL 65-69.
d. Avoid areas exposed to noise levels above CNEL 70 for new residential or noise sensitive development unless abated.

While we concur with "b." above, we have concerns with "c." and "d." New residential development and school sites should be prohibited within the 70 dB and above CNEL. We also recommend against new residential and schools within the 65 dB CNEL. As discussed in the Department's Airport Land Use Planning Handbook (Handbook), while most federal and state regulations set the DNL/CNEL 65 dB as the basic limit acceptable for noise exposure for residential and other noise-sensitive land uses, this was established with respect to noisy urban areas. For quieter settings, such as Monterey, CNEL 65 dB is too high of a noise level to be the appropriate standard for land use compatibility planning. As outlined in the enclosed Table 7C (taken from the Handbook), 60 dB CNEL is suggested by the California Office of Planning and Research General Plan Guidelines as the maximum "normally acceptable" noise exposure for residential areas.

[Note: CEQA, Public Resources Code 21096, requires the Handbook be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook also provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B. The Handbook is available at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/index.php>.]

- Map 17 in the General Plan shows the 5-year 2002 Noise Exposure Map (Figure 4-3 of the CLUP). The corresponding Land Use and Noise Compatibility Standards (Table 8), has a typo making it impossible to interpret the table. Beneath the heading, which should read "Community Noise Equivalent Level (CNEL) dB," the noise impact level of 55, 60, 65, 70, 75 or 80 dB CNEL should align with the appropriate corresponding column(s).
7. Circulation Element: Page 44, states that the "City must actively work through the Airport District liaison" to "ensure air transportation service does not adversely impact residential neighborhoods." We recommend that this be restated to "ensure air transportation service does not adversely impact *existing* residential neighborhoods, *while maintaining compatible land use zoning in the vicinity of the airport as designated by the ALUC.*"

Mr. Bill Fell
September 14, 2004
Page 4

8. Safety Element: Page 84, under section e. Airport, the General Plan states "The risk of aircraft accidents is an important consideration in planning around the Monterey Peninsula Airport. The areas of greatest concern are the areas under the approaches to the runways." We concur. We also concur with Goal e., to "Maximize aviation safety on and adjacent to the Monterey Airport." However, a policy needs to be added that requires promoting compatible land uses around the airport as designated by the airport safety zones.
9. General Plans/Elements must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. For further technical information, please refer to the FAA's web site at <http://www1.faa.gov/ats/ata/ATA400/oeaaa.html>.
10. Also, please be aware that Education Code, Section 17215 requires a school site investigation by the Department's Division of Aeronautics prior to acquisition of land for a proposed school site located within two miles of an airport runway. Our recommendations are submitted to the State Department of Education for use in determining acceptability of the site. Please be advised that Title 21 of the California Code of Regulations, Section 3570 (d), states that the "Department shall recommend against acquisition of any proposed school site that it determines may not provide an adequate level of safety or non-disruptive noise for students based on aviation safety and aircraft noise considerations at the proposed site." Sec. (d)(1)(B) further defines the 65 dB CNEL aircraft noise contour as the criteria for objecting to the acquisition of a proposed school site. This should be a consideration prior to designating residential uses in the vicinity of an airport.
11. Another consideration is the recently enacted legislation AB 2776 amending Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code. This bill changed buyer notification requirements for lands around airports. According to the new law, any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.
12. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33) entitled "Hazardous Wildlife Attractants on or Near Airports" and

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Mr. Bill Fell
September 14, 2004
Page 5

AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" address these issues. These advisory circulars can be accessed at http://www1.faa.gov/arp/150acs.cfm#Airport_Safety. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html.

13. Protection of airports from incompatible land use encroachment is vital to California's economic future. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.
14. These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.
15. The General Plan should also be coordinated with airport staff to ensure its compatibility with future as well as existing airport operations.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,


SANDY HESNARD
Aviation Environmental Planner

Enclosures

c: State Clearinghouse, Monterey County ALUC, Monterey Peninsula Airport

ESTABLISHING AIRPORT NOISE COMPATIBILITY POLICIES CHAPTER 7

	CNEL = 65 dB	CNEL = 60 dB	CNEL = 55 dB
<i>Criteria</i>	<ul style="list-style-type: none"> Set by the FAA and other federal agencies as level above which residential land uses may be incompatible if not acoustically treated. Established by California state regulations as the maximum normally acceptable for residential and certain other land uses at county-designated noise-problem airports. Schultz curve predicts that about 13% of the population will be highly annoyed at this noise exposure. 	<ul style="list-style-type: none"> The contour within which California Building Code (Section 1208A) requires an acoustical analysis of proposed residential structures, other than detached single-family dwellings. Suggested by the California Office of Planning and Research <i>General Plan Guidelines</i> as the maximum "normally acceptable" noise exposure for residential areas. Individual noise events will occasionally cause significant interference with residential land use activities, particularly outdoor activities, in quiet suburban/rural communities. Schultz curve indicates about 7% of population highly annoyed. 	<ul style="list-style-type: none"> Identified by the U.S. Environmental Protection Agency as the level below which "undue interference with activity and annoyance" will not occur. Individual noise events will seldom significantly interfere with residential land use activities (e.g., interference with speech). Schultz curve shows about 4% of population highly annoyed at this noise level. In urban areas, aircraft contribution to this noise level may be less than that of other noise sources.
<i>Suggested Applicability</i>	<ul style="list-style-type: none"> Generally not appropriate for most new development. May be acceptable in noisy urban locations and/or in hot climates where most buildings are air conditioned. 	<ul style="list-style-type: none"> Suitable for new development around most airports. Particularly appropriate in mild climates where windows are often open. 	<ul style="list-style-type: none"> Suitable for airports in quiet, rural locations.
<p>Note: When setting criteria for a specific airport, other characteristics of the airport and its environs also need to be considered. See Table 7B for normalization factors.</p>			

TABLE 7C

Noise Compatibility Criteria Alternatives
New Residential Land Uses



*Flex your power!
Be energy efficient!*

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS - M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531

September 8, 2003

Mr. Bill Fell
City of Monterey
Planning Division
Monterey, CA 93940

Dear Mr. Fell:

Re: *City of Monterey's Notice of Preparation (NOP) for the City of Monterey General Plan Update;*
SCH# 2003081011

The California Department of Transportation, Division of Aeronautics ("Department"), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The following comments are offered for your consideration.

1. The proposal is for the City of Monterey General Plan Update. As discussed in the NOP, Monterey Peninsula Airport is located within City boundaries.
2. In accordance with Public Utilities Code (PUC) Section 21676, local general plans and any amendments must be consistent with the adopted airport land use compatibility plans developed by the Monterey County Airport Land Use Commission (ALUC). This requirement is necessary to ensure that General Plan policies and recommendations for noise impact assessment and land use densities are appropriate, given the nature of airport operations. In addition to submitting the proposal to the ALUC, the General Plan should also be coordinated with the Monterey Peninsula Airport District.
3. To promote public awareness of the airport noise and safety impact area and ALUC jurisdiction, we strongly encourage the General Plan include the ALUC designated Airport Influence Area map and appropriate airport noise contour maps.
4. The Division of Aeronautics has technical expertise in the areas of airport-related noise, safety and compatible land use issues. The Division has permit authority for public use airports and heliports and we are a funding agency for airport projects. In accordance with CEQA, Public Resources Code 21096, the California Airport Land Use Planning Handbook (Handbook) published by Division of Aeronautics, must be utilized as a resource in the preparation of environmental documents for projects within airport comprehensive land use plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook can be accessed at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html>.
5. In accordance with the Education code Section 17215, prior to acquisition of land for a school site within two miles of an airport runway, the Division of Aeronautics must conduct an evaluation. This should be a consideration prior to designating residential uses in the vicinity of the airport.

"Caltrans improves mobility across California"

Mr. Bill Fell
September 8, 2003
Page 2

6. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33) entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" address these issues. These advisory circulars can be accessed at http://www1.faa.gov/arp/150acs.cfm#Airport_Safety. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html. For additional information concerning wildlife damage management, you may wish to contact Patrick L. Smith, United States Department of Agriculture, Wildlife Services, at (916) 979-2675.
7. The need for compatible and safe land uses near airports in California is both a local and a state issue. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. Airport land use commissions and airport land use compatibility plans, however, are key to protecting an airport and the people residing and working in the vicinity of an airport.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Original Signed by

SANDY HESNARD
Aviation Environmental Planner

Enclosures

c: State Clearinghouse
Monterey Peninsula Airport
Monterey County ALUC

Response to Letter #2

California Department of Transportation – Aeronautics Division

The letter from the Department of Transportation contained no specific comments on the Draft EIR. Therefore, no response is necessary. The Department of Transportation recommends several modifications to the General Plan Update regarding consistency with airport land use planning for the Monterey Peninsula Airport. None of the recommended changes would appear to result in new impacts or changes in significance of impacts already identified in the Draft EIR.

MST

MONTEREY-SALINAS TRANSIT

JOINT POWERS AGENCY MEMBERS:
City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Marina • City of Monterey • City of Pacific Grove
City of Salinas • City of Seaside • County of Monterey

September 14, 2004

Mr. Bill Fell
Chief of Planning
Planning Division, City of Monterey
City Hall – Pacific and Madison Streets
Monterey, CA 93940

**RE: City of Monterey General Plan Update
Draft Environmental Impact Report**

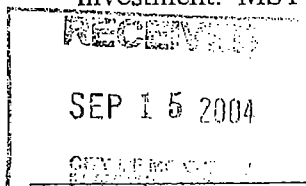
Dear Mr. Fell:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Monterey General Plan Update. In general, MST concurs with the city's vision of development in mixed-use corridors with access to transit and other alternative transportation modes. MST also supports the city's attempts to improve air quality through encouraging transit use.

Please note that any additional transit services within the City of Monterey that would be needed as a result of the General Plan Update must be funded with new money, given MST's current budget situation. We would recommend the city strongly support TAMC's efforts to pass a sales tax for transportation and transit as quickly as possible. Additional funds for transportation and transit can also be generated by the implementation of developer impact fees.

MST recognizes that large-scale development with Monterey has been curtailed by water issues. However, any development that does occur, whether in the traditional city center or in Monterey's recently annexed Fort Ord territory, should be conducted in a transit-friendly manner. As projects proceed, MST would be pleased to provide designers and architects with copies of its *Designing for Transit* handbook.

Given the resounding success of the first year of the MST Trolley (WAVE) service, where ridership was up by 65% over the previous year, MST strongly recommends that the City of Monterey identify a source of money to pay for year-round service. As a funding partner for the purchase of these vehicles, the city should be getting maximum utilization out of its investment. MST looks forward to working with the city to realize this goal.



Bill Fell
September 14, 2004
Page 2 of 2

If you have any questions regarding these comments, please contact me at 393-8129.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Hunter Harvath". The signature is fluid and cursive, with a large, sweeping flourish at the end.

B. Hunter Harvath, AICP
Planning Manager

C: Carl Anderson, *MST Board of Directors*
William Reichmuth, *Transportation Agency for Monterey County*

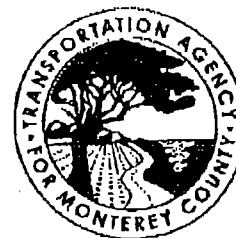
Response to Letter #3

MST

The letter from MST contained no specific comments on the Draft EIR. Therefore, no response is necessary.

TAMC

TRANSPORTATION AGENCY
FOR MONTEREY COUNTY



Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

September 14, 2004

Via Fax and Mail

Bill Fell
Chief of Planning
Planning Division
City of Monterey
City Hall
Monterey, CA 93940

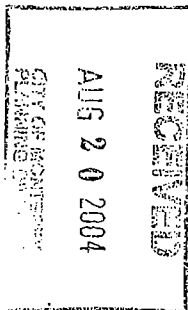
SUBJECT: Comments on the Draft General Plan and Draft Environmental Impact Report

Dear Mr. Fell:

Transportation Agency for Monterey County (TAMC) staff has reviewed the City of Monterey Draft General Plan, dated August 2003, and the Draft Environmental Impact Report (DEIR) dated July 14, 2004. The proposed project analyzed in the DEIR is the implementation of the 2003 City of Monterey General Plan Update, which is a comprehensive, long-term plan for physical development of the City of Monterey over the next 20 years. The document will act as a guide to future development by defining the location, intensity, and conditions under which future development is to take place.

As the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County, TAMC staff offers the following comments for your consideration:

1. **Smart Growth:** TAMC strongly supports the General Plan's focus on transit-oriented growth, mixed-use developments and bicycle- and pedestrian-centered neighborhood design. Our agency is specifically supportive of the plan's use of flexible Level of Service (LOS) standards to support the transit, bicycle, and pedestrian-friendly planning called-for in the Draft General Plan Update. The Circulation Element goals and policies are consistent with the "Transportation-Related Principles for Community Development" adopted by the TAMC Board earlier this year (see *Attachment I*). TAMC supports the application of these policies as a means of reducing demands on the county's regional transportation infrastructure, thereby reducing the long-term costs of improvements needed to serve the county's needs.
2. **Rail Transportation:** TAMC appreciates the City's support of regional and local rail service (General Plan Policy i.2, page 45). TAMC is fully committed to implementing rail service to relieve congestion within the City of Monterey and on regional routes (DEIR page 2-128).
 - a. TAMC is fully committed to providing safe crossings for bicycles, pedestrians and vehicles (General Plan Policy i.4, page 45), and appreciates the use of TAMC-



TAMC comments on the City of Monterey General Plan Update DEIR - E0470

Page 2

recommended policies for the design of rail crossings (i.2). TAMC suggests, however, that General Plan Programs i.2.2 and i.2.3, requiring grade separated crossings at all locations where the rail line intersects with bicycle trails or major or minor arterial streets, would be prohibitively expensive within the City of Monterey and recommends that these programs be revised to require grade separated crossings "where practical," and otherwise improve at-grade crossings to allow safe vehicular and non-vehicular movement across active rail lines.

- b. TAMC suggests the City change Policy i.5 to read: "Maintain the ability to restore rail service to the Monterey Peninsula. Restrict land use developments and improvements that are incompatible with the establishment of future rail service into the City of Monterey."
3. **Regional Road Network Improvements:** TAMC appreciates the support that is articulated in Policy c.13 of the general plan for several significant regional highway improvements included in TAMC's regional planning documents. Along these lines, the DEIR identifies a mitigation measure (#10, page 2-129) to continue to coordinate with TAMC and Caltrans to "identify improvements and funding for improvements . . . deemed important to the function of the regional transportation network . . ." To facilitate ongoing coordination between the City, TAMC, and Caltrans for mitigating the regional transportation impacts of development within the City of Monterey, TAMC urges the City to:
- a. Support the adoption of TAMC's proposed Regional Development Impact Fee program as mitigation for the cumulative regional impacts of development, and
 - b. Adopt a local traffic impact fee ordinance, as stated in Program j.3.1 of the General Plan, or continue to require pro-rata funding for needed transportation improvements of both local and regional significance on an ad-hoc basis. TAMC supports the language included in Policy j.3 of the Draft General Plan in this respect.

It is important to note that regional highway improvements supported by the City of Monterey cannot be constructed within the next twenty years without the application of revenues from both the proposed Regional Development Impact Fee and local transportation sales tax, which has also been developed by TAMC for voter consideration some time in 2005 or 2006. The list of eligible projects for these two funding sources include the City-sponsored **Del Monte Avenue widening project and Holman Highway (State Route 68) improvements between Highway 1 and CHOMP**, identified in the DEIR as necessary to serve traffic generated by implementation of the General Plan. TAMC recommends that the Final EIR note the inclusion of the City of Monterey-sponsored and supported regional projects in the local funding programs being developed by TAMC, which are necessary to construct these projects. As these projects are important for serving the City's projected needs, TAMC further asks for the City's continued support of these programs.

TAMC comments on the City of Monterey General Plan Update DEIR - E0470
Page 3

In addition to the projects discussed above, the DEIR has shown the need for improvements on State Route 68 at the intersections of Olmstead Road and York Road, and on Lighthouse Avenue in the City of Monterey, all of which would benefit regional travel. Our agency is committed to working with the City of Monterey to develop a strategy for delivering these improvements to accommodate regional traffic on State Route 68 and Lighthouse Avenue.

4. **Bicycle and Pedestrian Facilities:** TAMC commends the City for its emphasis on bicycle and pedestrian connections throughout the City, especially to the heavily used and popular Coastal Trail. Staff would like to suggest some edits to the language in the General Plan, as follows:
- a. Include "bicycling" along with "walking" in the text of the General Introduction to Section d: Bicycle and Pedestrian Circulation, of the Circulation Element (page 38).
 - b. Add "bicycle-friendly" to "pedestrian-friendly" in Policy d.4, and add "bike lanes, bike racks, bike lockers, employee shower and changing facilities" to the list of facilities to be considered for new development in Program d.4.1 (page 39).
 - c. Consider changing or including the other name for the coastal trail, "Monterey Bay Sanctuary Scenic Trail", wherever relevant, such as in Policy d.7 (page 39).
 - d. Add "ride their bikes or walk" in addition to "take transit" in Program e.8.2 of Section e.: Parking (page 40).
 - e. Add Program e.9.8: "Require new developments to provide bike racks and lockers."
 - f. In order to facilitate regional travel by bicycle, TAMC encourages its member agencies to construct bicycle facilities on new roadways:
 - i. In coordination with regional and local bikeways plans;
 - ii. According to the specifications in Chapter 1000 of the Caltrans Highway Design Manual;
 - iii. With consideration of bicycle lanes (Class 2 facilities) on all new major arterials and on new collectors with an Average Daily Traffic (ADT) greater than 3,000, or with a speed limit in excess of 30 miles per hour; and
 - iv. With special attention to safe design where bicycle paths intersect with streets.
 - g. With respect to the State Route 68 and Ragsdale Drive area, TAMC recommends that bicycle and pedestrian improvements be developed to better accommodate travel by these modes both to and within the Ryan Ranch area to reduce the number of automobile trips using State Route 68 to access Ryan Ranch. To this end, TAMC suggests that the Circulation Element of the Draft General Plan Update include additional policy language addressing bicycle and pedestrian improvements in this area.

SEP-14-2004 TUE 04:08 PM TAMC

FAX NO. 831 715 0891

P. 05

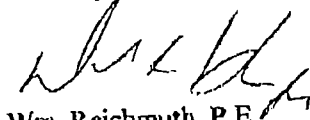
TAMC comments on the City of Monterey General Plan Update DEIR - E0470
Page 4

5. **Transit:** Policy f.6 of the Circulation Element encourages Monterey-Salinas Transit (MST) to improve service between residential areas and employment centers. TAMC suggests that the City do more than simply encourage improved transit links for work-related trips, and recommends that policy f.6 be revised to incorporate stronger language.

As an example, Ryan Ranch is an area where transit service could be improved to benefit the entire region. To work towards this end, the City should work with MST and other area jurisdictions to remove impediments to transit access and service to and within Ryan Ranch and thereby facilitate improved transit service between residential areas and this regionally significant employment center. TAMC would hope that this coordination would result in improved connections between Ryan Ranch and the surrounding road network. TAMC therefore recommends that Policy f.6 be revised to read: "Work with MST and area jurisdictions to improve transit links between high-density residential areas and areas of major city employment."

TAMC staff appreciates the opportunity to review this document. We would also like to request that any subsequent documentation on this project be forwarded to our agency for review. If you have any questions, please contact Andrew Cook of my staff at (831) 775-0903.

Sincerely,



Wm. Reichmuth, P.E.
Executive Director

Attachment

cc: Dave Murray, Caltrans District 5
Nicolas Papadakis, AMBAG
Douglas Quetin, MBUAPCD
Frank Lichtanski, MST
Kathy Paul, TAMC Counsel
TAMC Board, via TAMC Board agenda correspondence

TAMC Transportation-Related Principles for Community Development

TAMC Mission

The Transportation Agency for Monterey County (TAMC) aims to develop and maintain a multi-modal transportation system that enhances the mobility, safety, access, environmental quality, and economic activities in Monterey County.

The purpose of the following set of principles is to reduce future impacts to Monterey County's regional transportation system, reduce the cost of transportation infrastructure, and improve TAMC's ability to meet Monterey County's regional transportation needs. TAMC recommends that new land use development in the county adhere to the following set of principles, which emphasize developing a land use pattern that is supportive of non-single occupant auto modes of transportation so as to maximize the carrying-capacity of Monterey County's existing regional transportation infrastructure.

1. Land Use

- ❖ 1.a Encourage mixed use developments to accommodate short trips by non-auto modes
- ❖ 1.b Encourage growth in areas where transportation infrastructure exists or is most cost-effective to extend
- ❖ 1.c Encourage a balance of employment and housing to reduce regional commute demands
- ❖ 1.d Encourage higher residential densities in core areas or around transit stops to support regular transit service throughout the region
- ❖ 1.e Encourage land use jurisdictions to utilize the Caltrans Traffic Impact Studies Guide or develop traffic impact study guidelines of their own when analyzing the impacts of growth on the regional transportation system.
- ❖ 1.f Require new development to pay for its proportional impact to the transportation system, preferably via regional and local fee programs, or on-street project construction

2. Street Network Design

- ❖ 2.a Provide an interconnected street system for new development to facilitate short trips by non-auto modes of transportation using the following features:
 - 2.a.1 Provide a grid-based street network.
 - 2.a.2 Encourage short block lengths in new development
 - 2.a.3 Discourage cul-de-sac streets in new development unless they incorporate pedestrian and bike easements that reduce trip lengths
- ❖ 2.b Incorporate traffic calming features into the street network to slow the flow of traffic and enhance the pedestrian environment:
 - 2.b.1 Provide curb bulb-outs at intersections to reduce the length of pedestrian crossings
 - 2.b.2 Allow on street parking to slow the flow of cars and create pedestrian/auto buffer
 - 2.b.3 Provide landscaped buffers between pedestrians and motorized traffic and provide pedestrian-scale street lighting no more than 15 feet high

*Community Development Principles**Approved: TAMC Board meeting of February 25, 2004*

- ❖ 2.c Design streets to accommodate all modes of transportation
 - 2.c.1 Incorporate sidewalks and bicycle lanes into new street construction
 - 2.c.2 Accommodate safe bicycle travel by providing on-street bicycle lanes and routes instead of separated bicycle paths
 - 2.c.3 Incorporate bus pullouts, transit stops, transit shelters and other transit amenities to serve new development according to the MST Designing for Transit Handbook

3. Site Design

- ❖ 3.a Orient buildings to face the street in new development to improve access for pedestrians from sidewalks
- ❖ 3.b Incorporate residential uses over commercial uses in commercial areas to encourage trips by foot, bike, or transit and improve access by each of these modes
- ❖ 3.b Incorporate reduced building setbacks, especially in commercial areas, to reduce the length of pedestrian trips and facilitate easy access
- ❖ 3.c Locate on-site parking to the rear of structures or underground
- ❖ 3.d Provide pedestrian facilities connecting building entrances with the street where parking is not provided to the rear of structures to enhance pedestrian access and safety
- ❖ 3.f Incorporate bicycle storage facilities into site plans to accommodate access by bicyclists

4. Transportation Demand Management

- ❖ 4.a Encourage telecommuting in non-residential development as a traffic mitigation measure
- ❖ 4.b Encourage flexible work schedules for employees as a traffic mitigation measure
- ❖ 4.c Encourage employers to utilize available rideshare programs or create their own
- ❖ 4.d Encourage employers to offer transit incentives to employees to mitigate traffic impacts
- ❖ 4.e Provide preferential carpool or vanpool parking in non-residential developments
- ❖ 4.e Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources
- ❖ 4.f Locate child care facilities near employment centers

Response to Letter #4

Transportation Agency of Monterey County

The letter from TAMC contained no specific comments on the Draft EIR. Therefore, no response is necessary. TAMC recommends a number of modifications to policies and programs contained in the General Plan Update. None of the recommended changes would appear to result in new impacts or changes in significance of impacts already identified in the Draft EIR.

862 Lobos Street
Monterey, CA 93940
August 8, 2004

RE: General Plan

Planning Commission
City Hall
Monterey, California 93940

Dear Chair Widmar and Members of the Planning Commission:

As the General Plan Update (GPU) Committee developed the document you have before you, members called out terms that were unclear to us, or that might be to the public, for inclusion in a Glossary. The editing subcommittee had the list of terms but left it to Planning staff to complete that part of the document. We none of us have seen the Glossary until now.

Terms printed in **bold** appear in the Glossary. The other terms are not explained.

Consolidated Plan for Housing Programs (Housing)
"Family" occupancy (Housing)
Family Play Areas (Housing)
Housing Assistance Plan (Housing)
Larger Developable Sites (Housing)
Major Activity Areas (Circulation e.5.3.)
Maximum Diversity (Urban Design)
Moderate- & High-Value Habitats (Conservation)
New Ownership Housing Units (Housing)
Parking Adjustment Districts (Circulation c.1.4.)
Short term needs (Conservation - Water)
Small Lots (not less than 5,000 sq ft) (Housing)
Special-Status Plants (Conservation)
Townhouse (Housing unit types) (Land Use)
Workforce Housing (Land Use)

For the General Plan to be complete, I request on behalf of the rest of the GPU Committee that the Planning Commission include more of the terms in the final Glossary.

Sincerely,

Sharon Dwight,
GPU & Editing Subcommittee Member

862 Lobos Street
Monterey, California 93940
August 28, 2004

RE: General Plan Draft EIR Comments

Planning Commission
City Hall
Monterey, California 93940

Dear Chair Davis and Planning Commission Members:

I agree with the EIR consultant's recommendations that:

- the City **utilize its traffic monitoring program to identify areas requiring upgrade and seek implementation funding, and**
- the City **prepare an integrated plan for transit services** to improve or maintain current LOS for our arterials.

It boils down to: "Look at what we have, improve as we go, plan for alternatives that allow people to walk or ride to their destination." We will not be expanding our infrastructure, so we need to be more efficient in our use of what we have. We need to think of ways that locals, and visitors who arrive by train or plane or bus, can get around without needing a car.

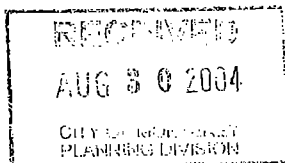
The concept of Mixed Use Neighborhoods in C-zoned areas of town is heavily dependent on frequent transit service. An integrated plan for transit services is needed to make Mixed Use Neighborhoods a successful reality.

The recommendation to **develop a circulation improvement plan for Lighthouse Corridor** is essential. The current Phase III approved by the City Council is inadequate to handle *current* levels of traffic and cannot possibly address *future* need that will be generated by already-approved development in Cannery Row area. This circulation improvement plan needs to be developed within the next 2 years – sooner better than later. In my opinion, the draft General Plan does not adequately state the urgency for addressing this problem area.

Sincerely,

Sharon Dwight
GPU Committee Member

cf: Traffic Engineer



Responses to Letters #5 and #6

Sharon Dwight

The letters from Sharon Dwight (dated August 8 and August 28, 2004) contained no specific comments on the Draft EIR. Therefore, no response is necessary.

FROM :HOSPITALITYMARKETING

FAX NO. :831-655-5502

Aug. 24 2004 05:49PM P1

Rick Heuer
33 Alta Mesa Circle
Monterey, CA 93940

August 24, 2004

Paul Davis Jr., Chairperson
Planning Commission
City of Monterey
Monterey, CA 93940

RE: General Plan Draft EIR Comments – BY FAX

Dear Chairman Davis:

① The land use map contained within both the Draft EIR and the General Plan Draft refer to the use on North Fremont Street as Commercial. In reality the current use and zoning of North Fremont Street is a chopped up mix of C-2 (Commercial Use) and VAF (Specialty Use). As documented in the General Plan mixed use would be allowed on all of North Fremont. This would be a drastic change in VAF zoning which would have financial impacts on the City not addressed in the EIR. If mixed use is not proposed or advocated on VAF zones, then the lack of a contiguous area large enough to support mixed use is not addressed in the EIR or the General Plan.

② The land use plan in the General Plan and the EIR should accurately reflect all land use classifications it currently does not as a result it implies major changes to land use within the City.

On a separate note with respect to the process used for the General Plan, you have already been made aware of differing recollections of what occurred between Richard Ruccello's testimony and that of Commissioner Stoker. Unfortunately, no one will ever know whose recollection is correct because the meetings were not taped. In addition, formal votes were not taken, everything was done by "consensus".

Thank you for your consideration.



Rick Heuer

Response to Letter #7

Rick Heuer

1. Comment noted. The General Plan Update addresses only land use. As such, the Commercial designation along North Fremont would not directly affect the existing commercial or specialty use zoning that applies to properties referenced in the comment. An EIR is not required to address social or economic impacts, unless such social and economic impacts would result in an environmental impact.
2. The land uses shown in Figure 4, Land Use Plan Map, in the Draft EIR reflect those recommended by the City. Without more specific information about which land use classifications the comment refers to, a specific response cannot be made. Please also see response #4 to the letter from Michael Stamp. This response addresses a comment from Michael Stamp which suggests that several of the land uses shown on the Land Use Plan Map may not be accurate.

As discussed in Table 1, Existing General Plan/General Plan Update Land Use Comparison in the Draft EIR, the proposed General Plan Update would not result in any significant land use changes relative to the existing General Plan. The major change is the addition of industrial and open space acreage located within the Fort Ord annexation area to the General Plan Update Land Use Plan Map. This area has already been annexed. Therefore, the addition is not proposed, it simply reflects existing conditions.

BW
BP



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

August 16, 2004

Bill Fell, Chief of Planning
Planning Division, City of Monterey
City Hall, Pacific and Madison Streets
Monterey, CA 93940

SUBJECT: DEIR FOR MONTEREY GENERAL PLAN UPDATE

Dear Mr. Fell:

Staff has reviewed the referenced document and has the following comments:

- ① Page 2-11. The DEIR states, "When standards are exceeded an "attainment plan" must be prepared... ". The reference should be changed to a nonattainment plan.
- ② Page 2-11. The statement regarding transport from the Bay Area should be modified to indicate that about 50% of the ozone exceedances are caused by transport from the Bay Area and 30% from both the Bay Area and NCCAB.
- ③ Table 4. Reference to the federal PM₁₀ standard of 15.0 ug/m³ should indicate that it is a 24-hour standard, not an annual standard.
- ④ Page 2-16. As noted, the project would be inconsistent with AMBAG's population forecasts after 2020. Such an inconsistency would have a significant adverse impact on regional ozone levels. The projected should include the following mitigation measures:
 - General plan development shall be phased to remain consistent with AMBAG's population forecasts used in the AQMP to forecast population-related emissions.
 - The City of Monterey shall work with AMBAG during the next population forecast update to assure that the forecasts are revised to reflect the General Plan's phasing.

Thank you for the opportunity to review the document. Do not hesitate to call if you have any questions.

Sincerely,

Janet Brennan
Supervising Planner
Planning and Air Monitoring Division

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AUG 19 2004
CITY OF MONTEREY
PLANNING DIVISION

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Response to Letter #8

MBUAPCD

1. The Draft EIR text has been modified to reflect this comment.
2. The Draft EIR text has been modified to reflect this comment.
3. The Draft EIR text has been modified to reflect this comment.
4. The City prepares an annual report on the status of the implementation of its General Plan. The City proposes to monitor population growth made possible through implementation of the General Plan Update through this annual report process and to forward this information to the MBUAPCD. This will allow the MBUAPCD and the City to assess consistency of the General Plan Update with population projections contained in the most recent version of the AQMP. If population growth in the City approaches a level that could render the General Plan Update inconsistent with the AQMP, the City would modify its development strategy accordingly at that time. This mechanism would replace the MBUAPD's proposal that two new mitigation measures be added to the Draft EIR to facilitate evaluation of population growth with population forecasts in the AQMP.

From: <USGARDENS@aol.com>
To: <Lebda@ci.monterey.ca.us>, Bill Fell <FELL@ci.monterey.ca.us>
Date: 08/25/2004 12:59:22 PM
Subject: Draft General Plan EIR comments

Bill and Terry,

Here are the comments on the draft EIR I indicated I would submit after the PC meeting on 8/24/04:

- ① The policy statement in the land use element that residential uses at Ryan Ranch could be considered was not adequately analyzed in the Draft EIR. Environmental impact analysis was not found in the draft EIR that surely would result from intensification to residential use at Ryan Ranch.
- ② Throughout the draft EIR the Naval Postgraduate School is referred to as the Naval Post Graduate School. A diction or spelling mistake.
- ③ On page 2-4 under the paragraph State Scenic Highways the last sentence is incomplete -- some words seem to be missing.
- ④ On page 2-4 under Character and Location of New Development paragraph the first sentence is incomplete. Some words seem to be missing.

With these and the comments that were submitted at the public hearing on 8/24/04 the Draft EIR, in my opinion, is ready to return to the Consultant to prepare the Final EIR on the Draft General Plan. Delay for submission of comments beyond 9/14/04 does not seem to be warranted.

Leon Garden
Vice Chair, Planning Commission.

RECEIVED

AUG 25 2004

**CITY OF MONTEREY
PLANNING DIVISION**

Response to Letter #9

Leon Garden

1. The comment refers to policy b.2 in the Land Use Element. This policy specifically notes that residential development and mixed-use development could be considered for areas of Ryan Ranch owned by the City. The existing land use designations for Ryan Ranch are Industrial and Parks, Recreation, and Open Space. The General Plan Update would not alter these existing designations. The Draft EIR considers effects of implementing the General Plan Update, including the use of Ryan Ranch for these uses.

If the City were to propose residential uses or mixed-use within Ryan Ranch, an amendment to the General Plan would be required. A general plan amendment is a “project” under CEQA. Consequently, the environmental effects of changing the existing land use designation(s) would be evaluated at that time.

2. Comment noted.
3. Comment noted. The Draft EIR has been changed to correct this sentence.
4. Comment noted. The Draft EIR has been changed to correct this sentence.



Council Chamber
 Few Memorial Hall of Records
 Monterey, California

Minutes Planning Commission

Regular Meeting
 August 24, 2004

Afternoon Session Only
 4:00 p.m. – 6:00 p.m.

Planning Commission

Paul W. Davis, Chair
 Leon Garden, Vice-Chair
 Toynette Bryant
 Willard McCrone
 Henry Ruhnke
 David Stocker
 Ralph Widmar

CALL TO ORDER

Chair Davis called the meeting to order at 4:00 P.M.

ROLL CALL

Commissioners Present: Bryant, Davis, Garden, McCrone, Ruhnke, Stocker, Widmar

Commissioners Absent: None

Staff Present: Community Development Director Bill Wojtkowski, Chief Of Planning Bill Fell, City Engineer Tom Reeves, Traffic Engineer Rich Deal, Recording Secretary Terry Lebda

APPROVAL OF MINUTES

August 10, 2004

ACTION: Approved as amended; 7-0-0.

MOTION:

On a motion by Commissioner Stocker, seconded by Commissioner Bryant, the minutes of August 10, 2004 were approved as amended. The motion passed by the following vote:

AYES:	7	COMMISSIONERS:	Bryant, Davis, Garden, McCrone, Ruhnke, Stocker, Widmar
NOES:	0	COMMISSIONERS:	None
ABSENT:	0	COMMISSIONERS:	None

PUBLIC COMMENTS

PUBLIC COMMENTS allows the public to speak for a maximum of three minutes on any subject which is not on the agenda. Any person or group desiring to bring an item to the attention of the Planning Commission may do so by addressing the Commission during Public Comments or by addressing a letter of explanation to: Community Development Director, City Hall, Monterey CA 93940. The appropriate staff person will contact the sender concerning the details.

Rick Heuer spoke regarding the intent to circulate a petition entitled 'Neighborhood Protection Act' that is proposed to be added to the City Charter as Section 8.2 prohibiting 24-hour use and height limits on commercial zoned land adjacent to residential zoned land as outlined in his handout.

Richard Ruccello of Casanova Oak Knoll Neighborhood Association said he agrees with the Neighborhood Protection Act. He showed a photograph of trucks unloading supplies right next to apartments at the Fremont Safeway Store. He pointed out that this activity was in a 'quiet zone' where a sign is posted. He said that type of noise is what the residents have to live with and that it is an example of bad planning. He said that planning agencies are making rules and those rules are

not being enforced. He said he spoke with Safeway's new manager and that that manager did not have a list of restrictions for that store.

Mr. Wojtkowski said that the City is in touch with the Safeway manager and apartment manager about this matter. He said Safeway was told if they do not comply with the restrictions, that the City will need to meet with them regarding revocation. He said that that the 24-hour use was approved in 1992, it is a difficult site, and the loading area is right in front of the apartments.

REVIEW OF AFTERNOON AGENDA AND CONSENT ITEMS

REVIEW OF AGENDA AND CONSENT ITEMS are to review those items recommended for approval on consent, or recommended to be continued, tabled or withdrawn, etc. CONSENT ITEMS consists of those items which are routine and for which a staff recommendation has been prepared. A member of the public or a Commissioner may request that an item recommended for approval on consent be heard on the regular agenda for further discussion.

PUBLIC HEARINGS

PUBLIC HEARINGS are held to receive public comment on certain items pending Planning Commission action. You are welcome to offer your comments after being recognized by the Chair. The Chair may limit the time allocated to each speaker.

- 1. **565 Abrego Street; Use Permit 03-133; Applicant–Rene Mejia / Owner–Culcasi Family Partnership;C-2 Zoning District; Exempt from CEQA Requirements.**

Request approval of a Use Permit to allow for Live Entertainment within an existing full-service restaurant.

ACTION: On consent, continued to September 28, 2004; 7-0-0.

MOTION:

On a motion by Commissioner Widmar seconded by Commissioner Ruhnke, on consent, it was moved to continue 565 Abrego Street to September 28, 2004. The motion passed by the following vote:

AYES:	6	COMMISSIONERS:	Bryant, Davis, Garden, McCrone, Ruhnke, Stocker, Widmar
NOES:	0	COMMISSIONERS:	None
ABSENT:	0	COMMISSIONERS:	None

- 2. **General Plan Draft Environmental Impact Report Comments**

The purpose of the meeting is to obtain comments on the Draft Environmental Impact Report on the City of Monterey General Plan. The City of Monterey proposes a new General Plan. The purpose of a General Plan is to provide a comprehensive, long-term plan for physical development under its jurisdiction. The City's General Plan contains the required elements (also known as chapters): land use, circulation, housing, conservation, open space, safety and noise. In addition, the City is continuing its long tradition of having optional elements – urban design, economic, social, historic preservation and public facilities. The housing element was updated in advance of the General Plan due to State-mandated timelines (Approved by City Council on October 21, 2003; Minor Amendments approved May 4, 2004; Certified by Housing and Community Development on May 18, 2004).

ACTION: The Planning Commission took public comments on the proposed City of Monterey General Plan Draft Environmental Impact Report (EIR). It was the consensus of the Commission to proceed with the current review period ending September 14th and to have a Study Session on an overview of the General Plan on October 12th.

Staff Presentation/Commissioners Questions:

Bill Fell presented the staff report and answered Commissioners' questions.

Public Comments:

① Tom Rowley said that an omission in the EIR concerns the way to create affordable housing by remodeling existing small single family residences in apartment zones and adding auxiliary units. He said that the City has an auxiliary housing ordinance, which legally allows second units in apartment zones and these could house seniors and students. He said he does not understand why the City gives water for new housing when they could build multiple affordable housing units and make the water go further. He said mixed use on North Fremont Street is not properly analyzed because it is a major traffic artery of the Peninsula and mixed use in that area is definitely not 'less than cumulatively considerable'. He said the WAVE will not solve the traffic congestion problems and it is unknown what the traffic impacts will be once the Cypress Center project is completed. He said the page numbers he is referring to are: S3, S6, S12, S13, S14, 1-12 (Figure 5), 2-81, 2.12, 2-113 and Table 17. He said his other concern that is not in the EIR is the proposed mixed-use project at Ryan Ranch that would be taking the last remaining commercial lots where jobs can be created so that people can afford housing in Monterey.

Richard Ruccello, President of the Casanova Oak Knoll Neighborhood Association, said that they have been arguing the same points as Mr. Rowley's since the first General Plan Committee Meeting and that they object to the process. He showed the letter of October 17, 2002, written to the General Plan Subcommittee and said that three Neighborhood Associations agreed on one point regarding mixed use on North Fremont. He said when the people are not being heard, they become frustrated over the EIR and the General Plan process. He read the last bullet of the letter saying that they desire all neighborhood and business area plans take precedence over any new proposals in the General Plan Update. He said when their neighborhood plans were being developed in 1985 it was the consensus that they did not want any more apartments in their area, including North Fremont. He said with the General Plan process, there was no interaction and no neighborhood meetings. He showed another letter dated February 28, 2003 written to the City Council stating that they were upset with that process and they wanted to be involved and have interaction. In return, he said they received letters and lectures on how the transient villages will work to overcome the pedestrian problems on North Fremont. He said that on page one of the CONA Neighborhood Plan it reads that their plan serves as the general plan for their area.

④ Rick Heurer said that there are items left out of the Draft EIR revolving around the Land Use and Circulation Elements of the General Plan. He said that Page 19, Section B., refers to mixed use areas as being designated to have a "welcoming pedestrian environment," Goal B-2 is to improve the quality of the pedestrian experience and Goal B-3 is to create walkable neighborhoods. He said the EIR classifies North Fremont Street as a minor artery, but it is a divided highway and designated truck route. He asked how is the City going to make North Fremont pedestrian friendly without massive work, what impacts will that work have, how will it be implemented, and what are the environmental impacts necessary to implement that part of the plan? He said when this General Plan passes, the Casanova Oak Knoll Plan is basically invalid and will need to go through the process of being modified because the General Plan as proposed is in direct conflict with an adopted neighborhood plan. He said that conflict is not addressed in the EIR and has never been addressed in a public hearing. Regarding Mr. Rowley's statements, Mr. Heurer said he was wrong on one item. He said that Policy B-2 of the General Plan indicates that workforce housing in the City owned Ryan Ranch and mixed use housing in the mixed use Ryan Ranch Business Park may be considered. Referring to S-1 it says that the General Plan Update does not substantially differ from the 1983 General Plan in terms of land use types and the exception being noted is mixed use in commercially designated areas. Page 9 says the one major change is mixed use in the commercial areas, and that language is repeated throughout. He said the problem is that the I-R Zone at Ryan Ranch specifically prohibits residential use. He said the General Plan is calling for a change in major use classification in the I-R Zone and the EIR has ignored it, indicating that the only change in this classification is mixed use in commercial zones. He said this is an area that has to be addressed in the EIR if it is to stay in the General Plan, any potential impacts need to be addressed in the Economic Element and the job housing mix since this is the only area of the City where high paying industrial type or research jobs had a place to locate.

Commissioner Comments:

Commissioner Stocker addressed Commissioner Ruhnke's request for clarification about the public comment that "the people were not being heard during the General Plan process." He said that the City Council set up a

subcommittee consisting of a group of 17 or 18 members that represented the entire City and that he was asked to Chair that subcommittee. He said to keep the process less like what the County has gone through, the Committee asked that public comments be limited, but unlimited on written communications, which is a better way to control the time spent during their meeting. He said that the concept of the subcommittee was to have broad representation so that everybody had good access to various people on the committee. He said no one was ever told that the committee did not have to listen, but the comment was that the committee did not necessarily have to agree with the comments. He said the committee tried to listen and that the process worked well. He said the AMBAG numbers are based on anticipation of who might be moving in, but market forces drive people moving to a city. He said that the City is required to assign a certain amount of housing that we can prove that we can build those units in our City. He said Zoning was not changed anywhere in the City. To do what is suggested in the General Plan, including North Fremont, is already zoned to allow mixed use. He said the concept of transient villages is that we are max'd out on traffic flow in the city and we are not going to make streets any wider. He said the solution for our traffic is to get more people out of their cars and the proven solution is to create areas where people can live, work and shop all within walking distance. He said that by reducing the number of trips people take each day will reduce traffic by 10% to 20%. Therefore, he said we need to concentrate development and the market is what controls where people build. He said we need to craft our laws in a way that gets people to look at development in an area where there is bus service and bike trails which is more attractive than walking along parking lots. He said the pedestrian experience is looking into stores, businesses and restaurants where there is excitement going on as you wander down the street. He said the example of North Fremont mixed use can change the pedestrian experience and help the amount of traffic.

Mr. Wojtkowski said the City encourages auxiliary units and secondary units, but unfortunately, people have not applied for them. He said it is true that the CONA plan does indicate no more apartments, the North Fremont plan was adopted after that, and there was quite a bit of debate on whether or not it should take on that issue, but it did not. He said residential units are allowed in North Fremont under our existing zoning and to prohibit all residential units would require the City to rezone all of the North Fremont commercial area. He said when referring to mixed use, it does not mean exclusively rentals, it also means ownership units. Regarding the wording on the Ryan Ranch proposed project, he said that the wording is "may be considered," and he knows the Commission was split on that matter. He said currently there is not anything active on that project, and at the staff level, it would only receive a recommendation if it does not have any more of a traffic or water impact than the underlying allowed zoning. He said it would require a change to the zoning and the Ryan Ranch Area Plan. He said you need to put these into context: the amount of housing opportunities we may get on Ryan Ranch or North Fremont are fairly minor and the thrust of mixed use is primarily Downtown, East Downtown, Cannery Row and Lighthouse Avenue.

In answer to Commissioner Bryant's question, Mr. Deal explained what is meant by major and minor arterial streets. He said the City wants policies that serve and favor the movement of traffic, especially access and parking. For instance, on Del Monte Avenue moving toward no parking, no driveways, and limiting side street access to right turn only; while on North Fremont we want to retain driveway access to businesses and retain on street parking. He said that the volume on North Fremont is about half of what is on Del Monte Avenue.

In answer to Commissioner Garden's question regarding military installations and City jurisdiction, Mr. Wojtkowski said that the City does not have jurisdiction if the installation is for military purposes. He said with respect to CEQA, they have to do a master plan, and go through CEQA and NEPA, but we do not review the building permits or design of them. He said water does go through the City and through the Water Management District, and they can shift water around on their own campus. Mr. Fell said that through Congress and Federal mandates, the Federal Government can do everything from close the installation to fill it up with housing as long as they have the water and infrastructure to serve it.

7 | Commissioner Garden said that it was far from unanimous about how to put language in the revised General Plan about the possibility of housing in the Ryan Ranch area. He said while a majority said some language like "might be considered," there was a large group of people that thought that language should read, "will not be considered." He said he agrees that is a deficiency in the EIR and that it should have at least some bit of analysis. He said other comments are parts of sentences left out and typographic errors, which he will provide in writing.

In answer to Commissioner Ruhnke's question regarding Ryan Ranch, Mr. Fell said that the Fort Ord 138-acre annexation was given three zonings—Open Space, I-R Zone, and Planned Community. He said there is a little more flexibility in the Planned Community Zoning than there may be in the I-R Zoning. He said the three areas that are currently zoned I-R are Garden Road, the Highway 68 Frontage, and the privately owned Ryan Ranch, which are to some degree three separate areas. He said there is some flexibility in terms of coming up with guidelines that apply to that area just like the Ryan Ranch Plan adds to the I-R Zoning and the Ryan Ranch Development Guidelines add to the I-R Zoning. Likewise when we do a Master Plan for the 138-acre Fort Ord Area, then we can address the concerns raised and be more specific. Mr. Wojtkowski said we tried to adjust to the market and allowed smaller lots to go on the Ryan Ranch West Side.

Commissioner McCrone said now is the time to step back to consider changes—whether it is residential at Ryan Ranch or providing traffic relief through the Presidio which is nowhere discussed in either documents. He said this should be the vehicle for the community to have a debate about what ought to be done and what was done right in the past 20 years and what we did wrong and how the City has changed. He said the 1,300 number is a meaningless number that is imposed upon us by an arbitrary allocation. He said if we do not adequately define the housing problem we cannot really discuss it and we cannot make sound decisions. Referring to Page 53 of the Draft Plan, Goals and Policies, and the decline in owner/occupied housing, he said we need to quantify how many people work in City of Monterey today, versus how many worked here in 1990, 1980 and back 20 years to 1960. Of those people, how has the percentage changed of those people who can actually afford to live here? He said it is his perception that the population of this City nearly doubles during the working day and after 5:00 p.m. they go home, clogging our roads, because they have to live somewhere else. He said if we provide more low-cost housing, that would mean that more people who work here can live here to help reduce clogged roads. He said there is no figure of additional "owner opportunity" units, distinguished from owner occupied units, because people are buying houses as investments and then renting them out. He said alternatives need to be disclosed, debated and discussed to determine how we can turn North Fremont Street into an asset. He said he favors expansion and mixed use with the density bonuses described into the East Downtown area, but there should be greater disclosure so that the community can debate what those density bonuses are. We need to start with general facts and numbers and then come up with whether we need a medium or higher density in certain areas. Alternatives need to be discussed and possible reasons why owner occupied residences in the city have declined. He said he does not think this is an adequate EIR in terms of considering the possibilities, disclosing the alternatives and provoking informed public debate.

Commissioner Widmar said he agrees with Commissioner McCrone and that he would like to see more of an economic consideration given to the underlying analysis and comparison of the different opportunities. He said that we need to have a roadmap of what is likely to occur if there was no new General Plan, and there needs to be a trend analysis. Why do people move here, are there jobs here, is it because they are retiring here, and if so, they will not have kids so we would not have to worry about building new schools. There is no analysis of any kind of job or business creation. If we build more hotels, we are likely to create more low-wage earnings and higher transportation impacts. If we work more on an economic development plan, then we can work on attracting more of the HP's and the Cisco's. He said the General Plan and EIR leave out too much of how do we influence and shape this growth, and how do we respond intelligently to it in our General Plan. There needs to be more of a consideration of what happens that influences economic pressures on the City of Monterey as it relates to our neighboring cities.

Commissioner Bryant said she would like to see more information or a study on potential Ryan Ranch use because that is not adequately addressed in the EIR. In the Mitigation Monitoring Chart, she said 'less than significant' is just words, and she would like to see how the mitigation is monitored and followed through because all too often that is not done. She said she will also submit comments in writing.

Commissioner Ruhnke said the General Plan Subcommittee was formed and good ideas came out of it. He said he feels strange making comments on an EIR when he feels he has more questions about the elements of the Land Use Plan that may get into the Draft EIR. He said he would like to have a study session at the Planning Commission level to discuss some of the highlights and the rationale behind them to see if there are some other

things that they may want to explore. Regarding Ryan Ranch, he would like to know what will be on those lots in the future because that will happen within the lifetime of this plan. He said many of the medical users are moving out to Ryan Ranch and he wondered if the medical users on Cass and El Dorado will be there in the future. He said that area has a parking problem that needs to be looked at as well. He asked if there was more emphasis in certain areas of the City such as underdeveloped Calle Principal and Downtown, that we may want to be looking at mixed use in the near future. He said the parking plans are on hold as the City renegotiated the lease with Safeway. How are we now going to be addressing the parking plan if we want to start to implement some of these other plans in that area? Could the small parking lot on Calle Principal be redeveloped, combining lots? Regarding affordability in housing, we also need to look at partnering with non-profits and other organizations that can facilitate funding because private investments cannot provide affordable housing based on construction costs. He said there was an excellent job done on the report and he has kept 'hands off' because he did not want to show up at a subcommittee meeting and violate the Brown Act, but he would at least like to bring these things up and discuss them.

Commissioner McCrone said that on previous projects, Bill Fell had prepared an excellent Executive Summary where each point was listed, there were alternatives and what was proposed by staff, and that served as wonderful agenda to be able to discuss those controversial issues. He said he would like to see a list that would show what the existing plan is, what the draft says, the changes and alternatives. Then we can discuss pros and cons of the alternatives for that part of the plan including areas such as North Fremont, Ryan Ranch and the Ford Ord land alternatives.

Mr. Fell said that can be done at the presentation of the General Plan. He said the General Plan Committee gave a very sound analysis of what those alternatives were, and when they got into specific issues like water and transportation, there are major changes that should be focused on when it is reviewed. There are a number of issues we can present during a study session to prepare before the public hearing so they have a better understanding of what the committee developed and what they went through to arrive at that point. He said the EIR has an Alternative Section, but the EIR only looks at the environmental impacts and does not look at social or economic impacts. He said staff can present to the Commission the logic of what the General Plan Committee went through, and we can display those alternatives in a clear way so the Commission will understand them.

Commissioner Stocker said that the Planning Commission is looking at this differently than those on the committee that met every two weeks for over a year. He said so many of these things brought up tonight were debated. He said he agrees that there are some things missing in the EIR such as environmental and economic impacts at Ryan Ranch. He said he likes the suggestion that before the EIR is adopted, we need to have a good study session.

Mr. Fell said, in the case of the mixed-use neighborhoods, for each one it is proposed that there be guidelines that would address some of the issues raised tonight. At the General Plan level they are not trying to solve those specifically because, like North Fremont, there is at least five neighborhood plans that you have to somehow reconcile. To do that in the General Plan multiplied over every neighborhood association in the City, it would take well over two years. Some things will need to be done once the General Plan is adopted and that is one of them. The Planning Commission's job is to remember that it is a "General" Plan and that you are to come up with the general policy that will give general directions; not to solve every problem in every neighborhood, but also to look at citywide issues. This is only done once every 20 years and Commission needs to look at that big picture. After the General Plan, then staff needs to go out and work with the neighborhoods and we may need to make some tweaks to the General Plan if things don't go according to plan in the neighborhoods.

Mr. Wojtkowski said that it sounds like the Commission desires a study session which allows for public input, do a Decision Tree or pros and cons on various scenarios. He said only if the Commission was going to do something dramatically different, then we would have to hold up on the Draft EIR.

Commissioner Stocker suggested the study session be for the Planning Commission to receive information and ask staff questions and then at future meeting have public questions and comments.

Commissioners' Bryant and Davis agreed. Commissioner Ruhnke asked if that is something the City Council would want to attend so that staff would not have to give that much information twice?

Commissioner Garden said that he is getting the feeling that some Commissioners think it is their responsibility to rewrite the Draft General Plan. He said the solution is, that before we get very much further with comments on the Draft EIR, that we understand where this General Plan Subcommittee came from and getting this draft before us. He said we have watched the County try to get through this and he thinks it is just a matter of understanding what alternatives and what was the basis for the alternatives that were selected. He said there are certainly controversial issues in this Draft General Plan and it is expected they will come up again to both the Planning Commission and to the City Council. He agrees that the City Council should be able to hear a staff presentation on what it was that the General Plan Subcommittee struggled with when they came up with this draft.

Commissioner Bryant said she concurs and that what she would like to have is information that staff presented to the Committee that will help the Commission to understand how they arrived at this plan.

Commissioner Widmar said he agrees and the people that were not on the General Plan Committee lack some of the context. He said the Commission did not have the benefit of the discussion and debate, and if we had that, it would fill in a lot of these issues. He said he agrees if there is a study session scheduled, it ought to be for City Council and for the public to listen, but not to accept any comment that night.

Chair Davis said he does not think we need to suspend tonight's meeting on the EIR and that we can still deliver comments even after that informational meeting.

Mr. Wojtkowski said that the September 14th agenda has a couple items that are pressing and controversial matters that should not be postponed and that staff would not be able to get to a study session until September 28th.

Chair Davis said that there could be a little more discussion in the EIR on the impacts of the proposed General Plan on East Downtown. He thinks it has the greatest impacts with the least amount of discussion and it has the most potential in the General Plan to really become an exciting place in the City.

Mr. Fell said that staff will receive comments up to September 14th, then send those comments to the Consultant to begin responding to them. He said staff will work on finalizing the EIR and have the information study session.

Commissioner Ruhnke said that there is a lot of information in the Draft General Plan and a lot of discussion has taken place. If staff feels they cannot do an adequate job making a single presentation, perhaps we could have a couple of different sessions on various elements. He said this document will be here for 20 years and if it takes a couple extra meetings to go through it and get the right information, he has no problem with that.

In answer to Commissioner Garden's question, Mr. Deal said when we set about to develop the Circulation Element, we try to take all the housing we were assigned and put it in places where we felt we could deal with traffic without impacting our neighborhoods. If we are going to make this work, he said we are going to have to come up with a serious bus plan, bike plan, and a way of moving and managing traffic through our signals and using alternative transportation in a real significant way. He said we did not have the time to develop a transit plan that flushed out all the solutions or a way of funding it. What we used were the recommendations in the EIR as their purpose of intent and they then need to develop those plans in order to have all the answers. While developing the circulation element, we did not feel we had enough solid answers on all the other elements of the General Plan to put that together beforehand because it is all a domino affect. He said let's get the policies and principles into the circulation element, head in that direction and once we get the policies approved, then let's do the other plans with the intent to build those things into the plan. Many plans, like the transit plan, are not simple things to do.

Mr. Fell said the last time we updated the Circulation Element in 1997, the City came up with very specific plans for Lighthouse Avenue and Del Monte Avenue and neither one has been done because everyone has changed

their minds. He said we can spend another ten years doing specific plans for both places if they want, before we adopt the General Plan, but it is proven that it is not productive to do it that way. We will follow guideline of the EIR that says to continue to work with those two areas, develop a specific plan and implement that specific plan through the Capital Improvements Program. He said staff is hoping that this Planning Commission will rely on what is an excellent job done by the General Plan Committee and come up with a General Plan so that we can then try to solve those transportation problems the best we can.

Commissioner Stocker said that Mr. Fell reminded them over and over that it is a "general " plan and then let specific plans be developed for the elements. There is not a single answer, it is a moving object, that will continue to move until something happens that forces a decision right then. There is not an ideal solution.

Commissioner McCrone said he cannot make it to the September 28th meeting and he wants to attend the Study Session discussion.

Mr. Wojtkowski said staff will proceed with an October 12th Study Session and will review it with the City Attorney to see if public input can be limited at this meeting.

COMMISSION COMMENTS

Commissioners may ask a question for clarification, make a brief announcement or make a brief report on his or her activities. In addition, the Commission may provide a referral to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any City matter, or direct staff to place a request to agendize a matter of business on a future agenda (G.C. 54954.2).

3. Response to Commissioners' Comments at August 10, 2004 meeting.

ACTION: Report received.

- Commissioner Bryant inquired about the status of the Thomas Cole House. Mr. Wojtkowski said that staff and the applicant have met with the National Park Service and have received direction of what will be an acceptable plan. The applicant is to submit a maintenance plan and revised application. Once received, it will then go to the Historic Preservation Commission.
- Commissioner Garden said he noticed in the General Plan the City's boundary lines and asked how did the City get boundaries several miles into the Bay and what is their jurisdiction?

DIRECTOR'S REPORT

The Community Development Director's report supplies information on activities or announcements. He may also ask for clarification or direction regarding scheduling of Commission meetings and study sessions.

4. Director's Report

ACTION: Report received.

- Mr. Wojtkowski reviewed the September 14th agenda. The Commission concurred that there is no need for a field trip. Regarding the hearing of possible revocation of use permits at two bars, Mr. Wojtkowski said that the police have met with the owners and the City has sent letters to them. The Commissioners will get a detailed police report in their staff report, the police will be available at the meeting to address concerns, and legal counsel will advise of the process.
- Mr. Wojtkowski reported that at the Water Management District Meeting in Pacific Grove, it was determined to leave the current ordinance in place, which allows water credit transfers to occur subject to Board approval.

ADJOURNMENT

There being no further business, the meeting adjourned at 6:55 PM.

APPROVED:

ATTEST:

Paul W. Davis, Chair

Bill Wojtkowski, Secretary

Respectfully Submitted, Terry Lebda
Recording Secretary
Planning Commission

Response to Comments Submitted at the August 24, 2004 Planning Commission Public Hearing

1. The Draft EIR addresses the environmental effects of implementing the proposed General Plan Update. An EIR does not provide policy direction or development planning approaches such as methods to create affordable housing, but rather would evaluate the environmental effects of such policy or development planning projects.
2. The Draft EIR does evaluate the overall impacts of implementing the General Plan Update on traffic and circulation, including effects on North Fremont Street. The traffic report prepared for the Draft EIR projects impacts on the circulation system from implementation of the General Plan Update, including intensification of residential development planned in mixed-use commercial areas. Impacts of such development are described in section 2.12, Transportation/Traffic in the Draft EIR. A range of mitigation measures, many of which consist of policies contained in the General Plan Update, are proposed to reduce identified impacts to a less than significant level. A copy of the traffic report is available for review at the City of Monterey Community Development Department, Planning Division, Colton Hall, Monterey.
3. The scope of the Draft EIR does not include an evaluation of economic implications of implementing the proposed General Plan Update. Therefore, the ability of people to afford housing in Monterey is not addressed.
4. North Fremont Street is classified as a minor arterial by the City as reflected in the traffic report referenced in response #2 above. The fact that it is a divided roadway does not implicitly mean that it must be classified differently.
5. The Draft EIR evaluates the environmental effects from implementing the proposed General Plan Update, including land use and policy that could affect the Cassanova Oak Knoll area. Therefore, the broad environmental effects of such a revision are included in the Draft EIR consistent with requirements of CEQA Guidelines Section 15146(b). Evaluation of inconsistencies between the proposed General Plan Update and the Casanova Oak Knoll Plan is not a part of the "project" assessed in the Draft EIR.

The City concurs that the Casanova Oak Knoll Plan will need to be revised to be consistent with the General Plan Update.

6. Please refer to responses #2 and #3 above.
7. Please refer to responses to Letter 9 from Leon Garden.

8. The Draft EIR evaluates the potential environmental effects of the proposed project – the General Plan Update. The CEQA process is intended to evaluate the effects of a defined project rather than to serve as a forum for discussion of issues that have been debated during the process of developing the General Plan Update. To the extent that the issues to which the comment refers are translated into the proposed General Plan Update Land Use Plan Map and policies and programs, the Draft EIR does consider these issues.
9. Please see response #8 above.
10. Please see response #1 in Letter 9 above.
11. This comment is believed to make reference to Table S-2, Summary of Significant and Potentially Significant General Plan Impacts and Mitigation of the Draft EIR. CEQA Guidelines section 15097 describes the requirements for a Lead Agency, in this case the City, to prepare and implement a mitigation monitoring program. A mitigation monitoring plan is included in Appendix A of this Final EIR. It identifies the mitigations that must be implemented, the party responsible for implementation, and the timeline in which implementation will take place.

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3.0 Changes to the Draft EIR

This section contains text, tables and graphics from the Draft EIR with changes indicated. Additions to the text are shown with underlines and deletions are shown with ~~strikethroughs~~.

The following addition has been made to the Draft EIR:

A new figure, Figure 4a, Fort Ord Annexation Area, should be considered added to the Draft EIR. The new figure is shown in section 2.0, Comments on the Draft EIR, of this Final EIR.

Table 2 on page 1-18 has been modified as follows:

TABLE 2
**Existing Conditions/General Plan Update
Residential Development and Population Potential**

Land Use	Dwelling Units			Population		
	Existing	2003 General Plan Update	Change	Existing	2003 General Plan Update**	Change
Single Family	6,827	6,990	163	30,350***	14,893	348
Multi- Fam/ Mixed Use	6,593	8,395	1,802*		17,991	3,841
Military	--	<u>166170</u>	<u>166170</u>		<u>45164</u>	<u>0164</u>
Total	13,420	15,551	2,131	30,350	34,539658	4,189353

* Multi-Family total includes multiple-family housing units in the commercial land use category where mixed-use development is encouraged. A total of 1,302 mixed-use units are anticipated in the commercial districts. An additional 500 multi-family units are anticipated on other sites.

** General Plan Update population projections are based on the 2002 California Department of Finance (DOF) figure of 2.132 persons per household.

*** Existing population estimate from DOF 2003.

Source: City of Monterey Community Development Department and California Department of Finance.

Paragraph 1 on page 1-18 has been modified as follows:

Table 2, Existing Conditions/General Plan Update Residential Development and Population Potential, provides a comparison of existing versus projected 2024 conditions. As can be seen, implementation of the General Plan Update could result in development of 2,135~~1~~ new dwelling units and an increase population of about 4,189~~4,353~~ people over the next 20 years.

Paragraph 3 on page 1-18 has been modified as follows:

The majority of the residential development potential shown in Table 2 above is based on intensification of land use within existing mixed-use commercial neighborhoods and infill of existing, small vacant parcels that are scattered throughout the City. About 1,302 dwelling units, which equals the City's fair share housing requirement for the 2002 to 2007 period as established by the Association of Monterey Bay Area Governments (AMBAG), would be located in the mixed-use commercial neighborhoods. This represents about 60 percent of the total residential development capacity of 2,135~~1~~ units.

Paragraph 1 on page 1-24 has been modified as follows:

At maximum buildout of the General Plan Update, a 2024 population of about 34,539~~658~~ is projected. AMBAG's population projection for 2020 used in the AQMP is 33,148. Provided that population growth totaling no more than 33,148 occurs before 2020, the General Plan Update would be consistent with the AQMP. Approximately 1,391 of the total projected 2024 population increase would need to occur in the period 2020 to 2024 for the General Plan Update to be consistent with the AQMP (Todd Muck, AMBAG, pers. com., February 19, 2004).

Paragraph 3 on page 2-15 has been modified as follows:

AMBAG is responsible for performing a consistency determination with the AQMP for the General Plan Update. AMBAG's 2020 population projection for the City is 33,148 people. The General Plan Update is projected to result in a 2024 City population of about 34,539~~658~~. Provided that population growth in the City does not exceed the AMBAG projection for 2020 (some of the General Plan Update population growth must be deferred to the period 2020 to 2024), the General Plan Update will be consistent with the AQMP (Todd Muck, AMBAG, pers. com., February 19, 2004)

Paragraph 5 on page 2-16 has been modified as follows:

Less than Significant Impact – Conflict with the Applicable Air Quality Plan, Contribute Substantially to Air Quality Violations, and Cumulative Considerable Net Increase in Criteria Pollutants. The population projection resulting from implementing the General Plan Update is ~~34,539~~658 persons in the year 2024. AMBAG's population used in the AQMP is 33,148 for the year 2020.

Paragraph 2 on page 2-54 has been modified as follows:

Potentially Significant Impact – Hazards from Seismic Ground Shaking, Seismic Related Ground Failure, Liquefaction, or Landslides and Construction on Unstable Soils or Geologic Units. Over the course of the 20-year General Plan Update, it is quite possible that the City will experience significant seismic shaking as a result of movement on one or more local or regional faults. As the local population is anticipated to grow to ~~34,539~~658 persons by 2024, a greater number of people will be exposed to such hazards. Unreinforced masonry buildings are very susceptible to damage from ground shaking. Failure of such structures is a source of threat to public safety from earthquake events.

Paragraph 7 on page 2-98 has been modified as follows:

Project Analysis

Implementation of the proposed General Plan Update would result in an increase in the number of residential dwelling units within the Planning Area consistent with AMBAG regional fair share housing requirements. Given that minimal vacant developable land exists within the City, the General Plan Update proposes to accommodate much of the residential housing development potential within mixed-use commercial neighborhoods. The City does not plan to annex significant new unincorporated areas for the purpose of providing housing. The 20 year residential development capacity of ~~2,135~~1 units and the five-year (2003-2007) residential development capacity of 1,302 units are sufficient to meet AMBAG requirements.

Paragraph 2 on page 2-107 has been modified as follows:

An increase in population and development in the City will place an increased demand on police protection services. At a projected 2024

An increase in population and development in the City will place an increased demand on police protection services. At a projected 2024 population of 34,549-658 (DOF 2003 estimate plus 4,189-353 enabled by residential buildout), the ratio of sworn personnel/1,000 population would decline from 1.85 at present to about 1.6 in 2024. An increase in call frequency would also be expected, creating increased pressure on Police Department personnel to adequately respond to police service needs.

Paragraph 5 on page 2-125 has been modified as follows:

Parking

The General Plan Update would result in a population increase of about 4,189-353 people over the next 20 years. This population increase, as well as future tourist visitation to the City, will increase demand for parking facilities within the City. One of the goals of the General Plan Update is to provide adequate parking, while not underutilizing valuable land resources for commercial and residential development.

Table 23 on page 2-135 has been modified as follows:

TABLE 23
Projected 2020 Residential Water Demand

Residential Unit Type	# Units	Water Use Factor (acre-feet/yr/unit)	Water Demand (acre-feet)
Single-Family	163	.286	46.6
Multiple Family (incl. Mixed Use)	1,802	.134	241.5
Military (bachelor quarters)	166170	.047	7.998
Total	2,1315		2965.099

Source: MPWMD and City of Monterey

Paragraph 1 on page 2-139 has been modified as follows:

According to the MRWMD, the per capita solid waste generation rate is about 3.5 pounds per day per person. This figure includes all commercial waste, construction debris, yard waste, and household garbage. With a projected population increase of about 4,189-353 persons with implementation of the

General Plan Update, solid waste generation could increase by ~~154,660~~236 lbs/day relative to existing conditions. Given the significant remaining capacity at the MRWMD's regional landfill facility, this increase in solid waste is not expected to be of significance.

Paragraph 3 on page 3-1 has been modified as follows:

Summaries of Plan Projections

The assessment of cumulative impacts made in this EIR is based on the summary of projections approach. Given the City's location on the Monterey Peninsula and the projection that the project would create an increase in population of only ~~4,189~~353 people, the cumulative effects of the proposed project are assumed to be limited to Monterey County, and even more specifically to the Monterey Peninsula and immediate surrounding areas.

Paragraph 1 on page 3-3 has been modified as follows:

The projected growth in City population of ~~4,189~~353 people to a total of about ~~34,539~~658 represents less than three percent of the anticipated countywide population growth in the year 2020. AMBAG projects the number of jobs in the City in the year 2020 at 51,934 compared to 42,488 in 2000, an increase of 9,446 jobs. This represents about 13 percent of the projected increase in countywide jobs in the year 2020. The ~~2,135~~1 residential unit development potential is also a fraction of both the countywide residential growth projected by the DOF and the local residential growth projected in the reuse plan.

Paragraph 3 on page 2-70 has been modified as follows:

To date, the MPWMD has not been successful in developing a new source of water to replace the reduced supply available from the Carmel River or in enhancing groundwater supply. As a result, ~~the supply of water available of a significant drop in total available supply, the allocation to the City is not~~ sufficient to meet the City's current housing, economic, and public facility goals.

Paragraph 1 on page 2-74 has been modified as follows:

Implementation of the General Plan Update would result in an increase in demand for water and its full implementation would be possible if additional water is allocated by the MPWMD. The MPWMD has the discretion to increase groundwater withdraw or surface water diversions and to develop new water

boundaries. The MPWMD closely manages the availability and allocation of water based on historic use and safe yield studies and provides environmental review of the allocation and use of water from the sources it has chosen. The need to minimize significant impacts on environmental resources is already the primary factor in the MPWMD's limited ability to provide additional water supply to the City.

Paragraph 6 on page 2-77 has been modified as follows:

Any actions by the MPWMD to increase surface water supply, increase the volume of groundwater it withdraws from local groundwater aquifers, or generate new supply through other water supply projects to facilitate growth in the City, or any actions taken by the City to secure its own water must be assessed through a CEQA process for their potential to adversely affect groundwater availability and quality. Withdraw that would result in significant impacts must be mitigated to a less than significant level, unless the MPWMD or the City make findings of overriding consideration for the significant impacts that might arise.

Paragraph 3 on page 1-11 has been modified as follows:

The Public/Semi-Public designation applies to all publicly owned facilities and those private facilities operated to serve the general public, except for parks and recreation facilities, which have their own land use designation. Public and private schools, military facilities, cemetery, parking facilities, hospitals, museums, and conference center uses and ~~historic buildings~~ are the main uses within this category. The Defense Language Institute, Monterey Peninsula College, the Monterey Institute for International Studies and the Naval Post Graduate School are the most significant institutional uses within this designation...

Paragraph 3 on page 2-11 has been modified as follows:

The state standards are more stringent than the federal standards. The state standards are not to be equaled or exceeded. When standards are exceeded an "non-attainment plan" must be prepared which outlines how an air quality district would comply. Generally, these plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods. California also grants air districts explicit statutory authority to adopt indirect source regulations and transportation control measures, including measures to encourage or require the use of ridesharing, flexible work hours, or other measures that reduce the number or length of vehicle trips.

Paragraph 5 on page 2-11 has been modified as follows:

The NCCAB is in an attainment designation according to the federal ozone standards. However, the NCCAB does not meet the far more stringent state standards for PM₁₀ and is in moderate non-attainment for ozone. The non-attainment status for ozone has been demonstrated to occur largely as a result of the transport of pollutants to the south from the San Francisco Bay area, which is located outside the NCCAB. About 50 percent of the ozone exceedences are caused by transport from the San Francisco Bay area and 30 percent from both the San Francisco Bay area and the NCCAB.

Table 4, Federal and State Ambient Air Quality Standards on page 2-12 has been modified as follows:

The “Averaging Time” entry for Fine Particulate Matter (PM_{2.5}) should indicate that it is a 24-hour standard, not an “annual arithmetic mean”.

Paragraph 3 on page 2-4 has been modified as follows:

State Scenic Highways

There are two scenic highways in the Planning Area; one is adopted by the state and one is adopted by the County. Highway 1 is designated a state scenic highway from the Monterey-Salinas Highway (Highway 68) south to the Carmel River. Highway 68 from Highway 1 to the Salinas River ~~of~~ is a State designed scenic highway.

Paragraph 5 on page 2-4 has been modified as follows:

Character and Location of New Development

New residential ~~and development~~ will take place largely within already developed neighborhoods and commercial areas. Of the total 2,131 new residential units anticipated, about 1,302 would be built within the existing commercial areas of the City in a mixed used context, with another 500 multiple-family units constructed in areas already zoned for such use. Only about 163 of the units would be built on vacant parcels and these are largely scattered throughout the developed areas of the City.

Section 4.1, Persons Contacted on page 4-3 has been modified as follows to include the following persons contacted during preparation of the Final EIR:

John Elliott	Defense Language Institute Public Works Directorate Director
Dewey Baird	Defense Language Institute Public Works Directorate
Stephanie Pintar	Monterey Peninsula Water Management District
Matt Suess	Naval Postgraduate School
Todd Bennett	City of Monterey Planning Division

Appendix A

Mitigation Monitoring Program

**MITIGATION MONITORING PROGRAM
CITY OF MONTEREY GENERAL PLAN UPDATE EIR**

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	RESPONSIBLE PARTY	TIMELINE
<p>A Cultural Resources A.1: New development within the City has the potential to damage or alter known or unknown prehistoric archaeological sites.</p>	<p>Add the following new policy to the General Plan Update: A.1a: Utilize the CEQA process for projects located in archaeologically sensitive areas to identify and mitigate potential impacts on archaeological resources. (Identified by this Report)</p>	<p>Planning Division</p>	<p>Prior to adoption of the General Plan Update</p>
<p>B. Hazards and Hazardous Materials B.1: Implementation of the General Plan Update could result in an increase in the volume, frequency, and diversity of hazardous materials used, handled, stored, transported and disposed of within the City</p>	<p>Add the following new policy to the General Plan Update: B.1a: Review all applications for discretionary projects to evaluate proposed uses of hazardous materials. Require that projects, which propose the use, handling, storage, transportation, and/or disposal of hazardous material, incorporate actions to minimize hazards to public health and safety from such use and conform to the County of Monterey Environmental Health Department requirements for reporting and management of such materials. (Identified by this Report)</p>	<p>Planning Division</p>	<p>Prior to adoption of the General Plan Update</p>
<p>B.2: Potential for increase safety hazards from development near an airport.</p>	<p>B.1b: Modify Safety Element policy g.2 to incorporate language that emergency response plans for releases of hazardous materials to the environment will also continue to be developed. (Identified by this Report)</p> <p>Add the following new policy to the General Plan Update: B.2a: In collaboration with the Monterey Peninsula Airport District, review projects that may pose risks to the safe operation of the Monterey Peninsula Airport and mitigate such impacts through the development review process. (Identified by this Report)</p>	<p>Planning Division</p>	<p>Prior to adoption of the General Plan Update</p>

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	RESPONSIBLE PARTY	TIMELINE
<p>C. Hydrology and Water Quality</p> <p>C.1: Placement of housing or other improvements within a 100-year flood hazard zone.</p>	<p>Add the following new policy to the General Plan Update:</p> <p>C.1a: The City will review all development proposals planned for areas within a 100-year flood hazard zone consistent with FEMA National Flood Insurance Program (NFIP) standards. Development proposed within these areas must be mitigated as needed to ensure conformance with NFIP standards. (Identified by this Report)</p>	<p>Planning Division</p>	<p>Prior to adoption of the General Plan Update</p>
<p>D. Noise</p> <p>D.1: Exposure to construction noise that exceeds acceptable standards.</p>	<p>Add the following new policy to the General Plan Update:</p> <p>D.1a: Limit noise generating construction activities between 7:00 AM and 7:00 PM. Include this requirement as a condition of project approval. (Identified by this Report)</p>	<p>Planning Division</p>	<p>Prior to adoption of the General Plan Update</p>

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	RESPONSIBLE PARTY	TIMELINE
<p>E. Transportation/Traffic</p> <p>E.1: Reduction of level of service on a number of roadway segments and intersections to below City level of service standards.</p>	<p>E.1a: Utilize the City's traffic monitoring program to identify roadway and intersection improvement projects that must be added to the City's CIP and continually seek funding sources for implementing new improvement projects. (Identified by this Report)</p>	<p>Public Works Department</p>	<p>On-going</p>
	<p>E.1b: In addition to implementing Circulation Element policy c.12 for Lighthouse Avenue, improve traffic flow on Lighthouse Avenue through implementation of a circulation improvement plan for this corridor. Develop alternative circulation plans that combine traffic rerouting, traffic control, lane configuration, directional, and other physical or operational changes with targeted transit service improvements such as increased service frequency and dedicated bus lanes. Implement the plan through initiating a CIP project to select a preferred alternative and design and construct improvements. Funding shall be through circulation impacts fees collected per Circulation Element Monitoring policy j.3. Implement the preferred plan as soon as possible. (Identified by this Report)</p>	<p>Public Works Department</p>	<p>Plan – five years Implement Plan - ten years</p>
	<p>E.1c: Integrate the transportation system management program, travel demand management program, transportation and land use, roads, bicycle and pedestrian, parking, and transit policies and programs to prioritize use and expansion of transit services and facilities on Del Monte Avenue, Lighthouse Avenue, Lighthouse Curve, or other arterials where level of service standards are not met under existing conditions or anticipated to be met over time as determined through the City's traffic monitoring program and the Traffic Study. Prepare an integrated plan for transit services for this purpose. Implement the plan as soon as possible. (Identified by this Report)</p>	<p>Public Works Department</p>	<p>Plan – five years Implement Plan – ten years</p>
<p>E.2: Incremental impacts on regional roadways within Caltrans jurisdiction that are located within the City limits. Acceptable level of service standards on roadways and intersections would be exceeded.</p>	<p>Add the following new policy to the General Plan Update:</p> <p>E.2a: Continue to coordinate with Caltrans and TAMC to identify improvements and funding for improvements to Highway 1, Highway 68 and other locations within the City deemed important to the function of the regional transportation network so that level of service standards for such facilities are met. (Identified by this Report)</p>	<p>Planning Division</p>	<p>Prior to adoption of the General Plan Update</p>