

FINAL
ENVIRONMENTAL IMPACT REPORT
for the
DEL REY OAKS GENERAL PLAN UPDATE PROJECT

prepared for

CITY OF DEL REY OAKS
PLANNING AND BUILDING INSPECTION DEPARTMENT

prepared by

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Draft EIR: June 10, 1996
Administrative Draft Revised Final EIR: April 29, 1997

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REVISED DRAFT EIR

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1.0 INTRODUCTION

1.1 Background

This report constitutes the Final Environmental Impact Report (EIR) for the proposed Del Rey Oaks General Plan Update Project (hereafter referred to as the General Plan Update) The Final EIR consists of responses to comments received during the 45-day public review period and the Draft EIR revised to reflect substantive public and agency comments.

The General Plan Update comprises six chapters. The first chapter is the Introduction, discussing the plan's preparation, its scope, purpose, and organization. Chapter II contains a Summary of all the plan's goals, policies, and programs. Chapter III, Community Development Chapter, contains the Land Use, Circulation, Public Facilities and Services, and Parks and Recreation Elements. Chapter IV, the Natural Resources chapter, establishes policies for the protection and enhancement of natural resources and undeveloped lands within the City through the Conservation and Open Space Elements. The Hazards section, Chapter V, contains the Safety and Noise Elements which identify areas subject to natural and human-made hazards and noise problems and discusses ways to avoid or lessen their impacts. Chapter VI is the Implementation section which discusses mechanisms for carrying out the goals, policies, and programs contained in the General Plan Update.

The "project" being evaluated by this EIR is full development, or buildout, of the City of Del Rey Oaks, consistent with the land use designations, goals, policies and programs of the General Plan Update. The General Plan Update also includes parcels within the Fort Ord reuse area which will be requested for annexation to the City of Del Rey Oaks. A complete summary of the goals, policies and programs of the General Plan Update is provided in Appendix B. The purpose of these goals, policies and programs is to provide guidance for land use decisions for the time frame of the General Plan Update, which is roughly 20 years. The term "buildout" as used in this EIR refers to the total amount of development that may occur during the planning period.

1.2 Public Participation

The Public Participation subsection outlines the methods the City used to provide public review and solicit input related to the EIR. It is the intent of the City to include this document in the official public record related to the Draft EIR. Based on the information contained in the public record, decision makers will be provided with an accurate and complete record of all information related to the environmental consequences of the project.

The City notified all responsible and trustee agencies, interested groups, organizations, and individuals that a Draft EIR had been completed for the proposed project. The City used several methods to solicit input during the review period for the preparation of the Draft EIR. The following is a list of the actions taken during the preparation, distribution, and review of the Draft EIR.

- The Notice of Preparation (NOP) was filed with the State Clearinghouse on April 24, 1996. The State Clearinghouse assigned the Clearinghouse Number 96041076 to the proposed project.
- The NOP was distributed by the City to all responsible and trustee agencies, and interested groups, organizations and individuals.
- On June 10, 1996 the Draft EIR was distributed to all interested, responsible, and trustee agencies, interested groups, organizations, and individuals. The 45-day public review period for the Draft EIR ended on July 25, 1996.
- Public workshops on the General Plan Update and Draft EIR were held at the Del Rey Oaks City Hall on February 25, 1997 and March 4, 1997.

1.3 Organization of the Final EIR

The Final EIR has been organized as follows: the complete text of comments, followed by responses, and the Revised Draft EIR. Chapter 2 provides the public comments received on the Draft EIR reproduced verbatim and responses to comments on substantive environmental issues. In order for the Final EIR to be useful to both the general reader and the technical reviewer, the Draft EIR has been reproduced in its entirety, including necessary changes reflecting the response to comments. Changes to the text of the Draft EIR are shown in **highlighted text**. Deletions are shown **stricken** from the text.

2.0 RESPONSE TO COMMENTS

1.1 Introduction

This section serves as the Response to Comments on the Draft Environmental Impact Report (EIR) for the Project. This section contains and/or references all information available in the public record related to the Draft EIR as of July 25, 1996, and responds to comments in accordance with Section 15088 of the California Environmental Quality Act (CEQA) Guidelines.

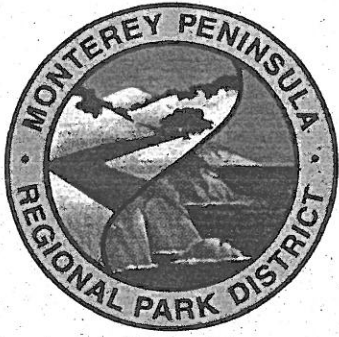
2.2 Comment Letters and Response to Comments

The following is a list of letters and oral comments recorded at public meetings on the Draft EIR in the order received:

- A. Monterey Peninsula Regional Parks District, July 9, 1996
- B. Governor's Office of Planning and Research, July 25, 1996
- C. California Department of Transportation, July 29, 1996

Each letter on the Draft EIR is reproduced verbatim in this chapter and identified alphabetically. Comments in each letter and record of public hearing are numbered. Correspondingly numbered responses are presented following each comment letter.

Some comments do not raise significant environmental issues, or do not require additional information. A substantive response to such comments is not appropriate within the context of CEQA. Such comments are responded to with a "comment acknowledged" reference or a statement that no environmental issue has been raised. "Comment acknowledged" indicates that the comment will be forwarded to the appropriate decision makers for their review and consideration.



monterey peninsula regional park district

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Letter A

BOARD OF DIRECTORS

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DISTRICT MANAGER

Gary A. Tate

July 9, 1996

Ms. Mary Bilse
Denise Duffy & Associates
546 A Hartnell Street
Monterey, CA 93940

RE: City of Del Rey Oaks General Plan Update Draft Environmental Impact Report

Dear Ms. Bilse:

The Monterey Peninsula Regional Park District (District) is a special district whose boundaries include the City of Del Rey Oaks (City). The District represents over 150,000 residents of the greater Monterey Peninsula. The District's mission is to acquire and protect undeveloped open space for public use wherever and whenever possible. To this end, the District appreciates the opportunity to review and comment on the City's General Plan Update Draft Environmental Impact Report (DEIR).

A1

With regard for the District's mission, we have reviewed the DEIR and have the following comments we hope you will find helpful in developing a more useful and appropriate document.

Our review of the General Plan Update (GPU) policies has uncovered a pattern of internal inconsistency with project goals that does not allow the reviewer to reasonably determine what the environmental effects of the proposed project will be when policies are exclusively relied upon for mitigations.

A2

DEIR Summary: In reviewing the summary, the California Environmental Quality Act (CEQA) requires that it clearly identify areas of controversy known to the lead agency, including issues raised by other agencies. The City has known of a significant controversy regarding the conveyance of a certain parcel of surplus federal land within the proposed Fort Ord Reuse Annexation Area (FORAA) identified in the GPU and DEIR. It is known by various names. In the Army's proposed preferred alternative (6R) it is called Natural Area Expansion (NAE). In the Fort Ord Reuse Authority's (FORA) proposed preferred alternative it is called Polygon 31a and 31b. The District applied for the conveyance of NAE prior to the City's request for Polygons 31a and 31b. The conveyance is still unsettled and the District believes that this controversy warrants identification in the summary as per CEQA

A3

requirements. Interested parties reviewing this document need to know of this controversy in order to make reasonable and intelligent decisions.

A3 cont

Another known controversy not addressed in the DEIR is the inconsistency of the GPU with the Army's Habitat Management Plan (HMP) element of their Final Environmental Impact Statement (FEIS) for the disposal and reuse of surplus Fort Ord Lands. We request that this be identified, discussed, and analyzed with regards to the proposed NAE of Alternative 6R of the Army's FEIS, which includes the area of Polygons 31A and 31B of the GPU-DEIS.

A4

Section 4.2: In section 4.2 of the DEIR, and elsewhere, there is reference made to the Fort Ord Reuse Plan Draft EIR (FORP-DEIR) as the driving force behind the proposed land uses in the DEIR. This is misleading and does not put responsibility where it belongs - on the City. This proposed project is a City project driven by the City.

A5

The text of Section 4.2 sets the parameters of land use as the existing City and proposed FORAA. However, the three components of the section, text, table, and figure, are not coordinated and do not provide clear information for informed decision making. What is listed in the table needs to be identified on the map so as to be clear what is being proposed and where.

A6

The EIR makes certain assumptions regarding what constitutes a significant impact by the proposed project. They are, to wit:

- substantial conflicts between proposed land uses
- substantial conflicts between proposed and existing adjacent land uses
- induces substantial growth or concentration of people

Our review has found the selection of these limited assumptions to be inadequate to disclose all reasonable impacts. Following CEQA guidelines, the DEIR should also include the following reasonably possible impacts:

- substantial and demonstrable negative aesthetic effect
- substantial degradation of water quality
- substantial increase in traffic relative to existing conditions
- substantial flooding, erosion, or siltation
- substantial diminution of habitat for wildlife or plants
- conflict with established recreational, educational, or scientific use of the area

A7

We believe these criteria are reasonable and reflect real potential impacts associated with the proposed project.

The DEIR is correct in identifying the potential impacts associated with the proposed golf course. The District fully agrees that the expected use of chemical fertilizers and pesticides on the proposed golf course can have a significant effect on the proposed Polygon 31a. However, the DEIR missed the relationship between the proposed golf course and its chemical runoff with the downstream and existing Frog Pond. The District requests that this relationship be identified and discussed. Furthermore, the

A8

DEIR completely omits any reference to potential impacts from the proposed office complex of proposed Polygon 31b on the proposed Polygon 31a or the existing Frog Pond. Failure to identify cause and effect impacts and to discuss them is a breach of CEQA's requirement for disclosure. The District requests that the proposed land uses for Polygons 31a and 31b be discussed in terms of potential impacts from the one to the other. We also request that potential impacts associated with the proposed development of Polygon 31b be addressed in relationship to the existing Frog Pond which is down stream from Polygon 31b.

A8 cont

In our review of the Land Use section of the DEIR we did not find any identification or discussion of impacts to proposed and existing open spaces related to viewshed, aesthetics, recreational and educational uses, habitat and wildlife, water quality that would result from implementation of the proposed project. We believe these potential impacts are a real and legitimate concern.

A9

The discussion on mitigations references GPU policies and programs and FORP-DEIR policies as the only measures proposed to mitigate potential impacts. However, the GPU policies cited are internally inconsistent with the project goals. The policies themselves (C/OS-1 and C/OS-3) conflict with the development of proposed Polygon 31b. In addition, policies C/OS-3, C/OS-4, C/OS-5, and C/OS-7 contradict the latter provision of policy C/OS-6 which is directed to the District. Furthermore, all reasonably potential impacts have not been identified or discussed (as per billets above). The policies of the FORP-DEIR are not identified, are not included, and are not certified, and are therefore not appropriate, under CEQA, as mitigation measures.

A10

None of the proposed mitigation measures (the policies and programs of the GPU) demonstrate, as CEQA requires, a good faith attempt to either (1) avoid the potential impacts (stated and not stated) altogether, (2) minimize the potential impacts by limiting the degree or magnitude of development, (3) rectify potential impacts by restoring potentially affected areas, or, (4) compensating for potential impacts by providing substitute environments or resources.

A11

The proposed project proposes to completely alter 93% of the physical environment in the FORAA. Our review has found that the DEIR is inadequate with regard to the identification and discussion of impacts associated with proposed land uses and existing land uses, the selection and determination of what constitutes an impact, and the measures selected for mitigation. We believe that a greater effort at disclosure, at being clear, and presenting information in a way that is reasonable is needed.

A12

Subsection 4.2.1: The District agrees that the potential impact of urbanization, as identified in the GPU and DEIR, will have an effect on the quantity and quality of open space within the City. The DEIS does not make it clear if "the city" means the existing city, or the FORAA, or both. Please clarify this statement of impact. The DEIR goes on to state that the proposed project "could" result in the reduction of open space quality and quantity. This is misleading when the proposed project is proposing to develop 93% of the natural open space within the FORAA, with the remaining 7% impacted qualitatively. We request that this be specifically stated so as to be perfectly clear to reviewers that proposed Polygon 31b is proposed to be removed from habitat protection status, as an integral part of 31A, and developed for an office complex. The DEIR needs to be clear on this issue. The project as proposed will result in a significant reduction of open space quantity and quality.

A13

The District also objects to the continual reference that existing open space creates an impact to proposed development. It is hard to conceive of open space (Polygon 31a or NAE) causing an impact to the proposed office park development of Polygon 31b or the golf course. CEQA requires that cause and effect relationships be clearly disclosed. Please explain why and how a natural area creates an incompatibility with the proposed development areas and how this land use conflict can be mitigated.

A14

The DEIR does not identify the potential impacts of habitat loss, viewshed and aesthetic loss, water quality loss, recreational and educational experience losses, increased existing open space use impacts, and erosion and siltation increases associated with the proposed project as it applies to the FORAA. Nor does the DEIR identify or discuss mitigation measures for these potential impacts. None of the "measures" identified to mitigate environmental impacts are specifically discussed as to how they will mitigate. CEQA requires that this discussion be presented clearly and accurately. The internal inconsistency of GPU policies with project goals and objectives create a legitimate concern for the ability of the proposed mitigation measures to actually mitigate what is being lost or impacted. We request that (1) all known and reasonable impacts be identified, (2) that mitigation measures be clearly identified and discussed as to what impacts they are designed to mitigate, and (3) how these measures will actually mitigate the impacts.

A15

Alternatives: The DEIR is inadequate for CEQA purposes with regard to the selection, identification, and analysis of alternatives, especially to the District's proposal.

A16

- There are no maps depicting the alternatives in graphic format. Without maps, the reviewer can not adequately compare project alternatives.
- The alternatives section does not present findings for determination that the rejected alternatives are infeasible in meeting the City's goals and objectives. Opinions are not adequate under CEQA.
- This section does not analyze a known alternative (the NAE, or 6R alternative) that meets the District's goals and objectives and allows for attainment of the City's objective of economic development.
- The limited scope of alternatives proposed do nothing to avoid, reduce, rectify, or compensate for the potential and real impacts of the proposed project.
- The alternative site alternative is inadequate as it does not identify any alternative sites (especially for proposed Polygon 31b), does not map any alternative sites (especially for proposed Polygon 31b), and does not constitute a good faith effort to find a reasonable and feasible location as a replacement site for the project (especially proposed Polygon 31b).

A17

As per CEQA, alternatives must be capable of either eliminating identified (and unacknowledged) environmental impacts or reduce them to a level of insignificance, even if such alternatives are more costly or impede complete attainment of the stated objectives. The selection and discussion of alternatives does not foster an informed and reasonable decision making process. Neither does it convey a good faith effort to actually find or develop an alternative to the proposed project.

A18

The District has before the Army a request for conveyance of surplus federal property which has been approved by its Federal sponsor, the National Park Service. Refer to the attached letter for the National Park Service's comments. Please respond to this letter's concerns regarding development of the

A19

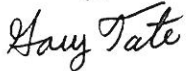
proposed Polygon 31b as it affects the resource values of the NAE of FEIS Preferred Alternative 6R (which is identified as Polygons 31A and 31B in the GPU-DEIR).

A19 con

This alternative is reasonable, eliminates a significant number of potential environmental impacts, allows the City to attain a most, if not all, of its economic development goals and objectives, and allows a regional agency to fulfill its goals and objectives. We believe this win-win alternative merits full consideration and analysis in this DEIR. This alternative also brings the City into the mainstream in terms of balancing long-term open space goals and objectives with urban development goals and objectives. Therefore, **the District specifically requests that the DEIR fully analyze and evaluate the District's Public Benefit Conveyance request that is before the Army, and which includes Polygons 31A and 31B, as per CEQA requirements.**

A20

Sincerely,



Gary Tate
District Manager

encl

cc: Board of Directors
Pete Sly
Bob Verkade
Jay Verett



United States Department of the Interior



NATIONAL PARK SERVICE
 Western Region
 600 Harrison Street, Suite 600
 San Francisco, California 94107-1372

IN REPLY REFER TO:

2400 (WR-RG)

December 1, 1993

Ms. Nicole M. Gauthier
 Chief, Management and Disposal Branch
 Real Estate Division
 Sacramento District
 U.S. Army Corps of Engineers
 1325 J Street
 Sacramento, California 95814-2922

Dear Ms. Gauthier:

This is a follow-up to our letter to you dated September 9, 1993, requesting concurrence with National Park Service approval of the Monterey Peninsula Regional Park District's application to acquire through a public benefit conveyance approximately 35 acres of Fort Ord lands for expansion of the adjoining Frog Pond Natural Area. Our letter requested the property be assigned to this office for eventual transfer at no cost to the District for public park and recreation purposes.

We are concerned that serious consideration is being given to a competing, incompatible reuse proposal for a portion of that same site. It has come to our attention that approximately 9 acres of the site may be transferred for development of a hotel complex. We understand the hotel will be located on a portion of the proposed Frog Pond expansion area containing maritime chaparral, a plant community that will comprise an important component of the District's plans to have representative examples of different plant communities available for outdoor education programs within the expanded natural area.

There is little doubt that a hotel or similar commercial/office development would have a significant negative environmental, aesthetic, and visual impact on the District's utilization plans for the expanded Frog Pond Natural Area. The quality of the public's recreational/educational experience at the site will be adversely affected by the proximity of such an incompatible development. It appears that more suitable Fort Ord lands are available for such purposes to the north or east that would not have the severe impact on the District's proposal as the site

currently under consideration. We hope you will give serious consideration to these concerns regarding the impact of a hotel development on the District's plans and public use and enjoyment of the site before making any final decisions in this matter.

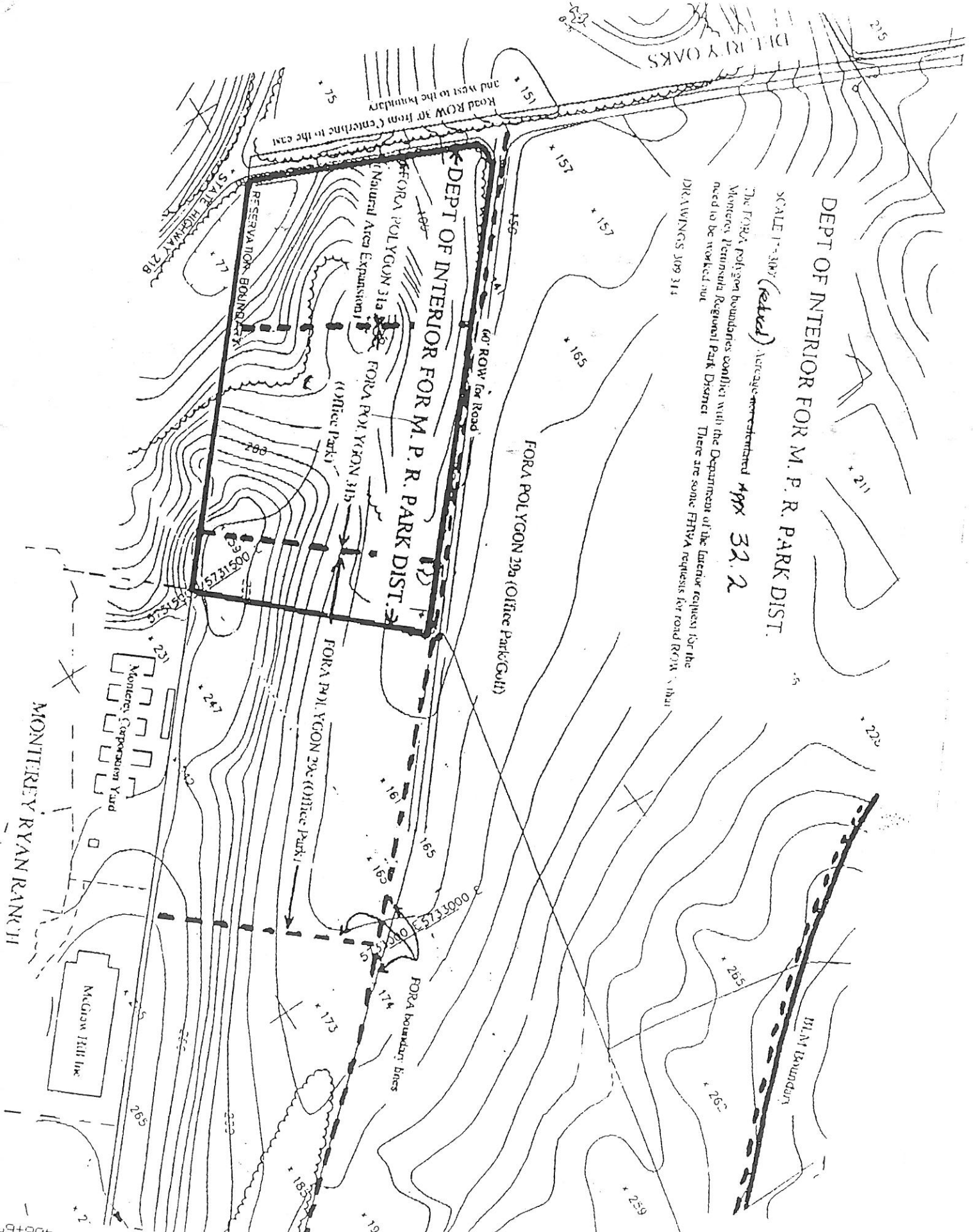
We thank you for your cooperation.

Sincerely,

(Sgd) Raymond I. Murray, Jr.

Raymond I. Murray
Acting Associate Regional Director
Resource Management and Planning
Western Region

cc: Gary Tate, Manager
Monterey Peninsula Regional Park District



DEPT OF INTERIOR FOR M. P. R. PARK DIST.

SCALE 1"=300' (revised) Average horizontal 499 32.2

The FORA polygon boundaries conflict with the Department of the Interior request for the Monterey Peninsula Regional Park District. There are some FHVA requests for road ROW's that DRAWINGS 309 311

DEPT OF INTERIOR FOR M. P. R. PARK DIST.

FORA POLYGON 31a (Natural Area Expansion)

FORA POLYGON 31b (Office Park)

FORA POLYGON 29a (Office Park/Golf)

FORA POLYGON 29c (Office Park)

BLM Boundary

Monterey Corporation Yard

McGraw Hill Inc

MONTEREY RYAN RANCH

Road ROW 30' from centerline to the east and west to the boundary

RESERVATION BOUNDARY

STATE HIGHWAY 218

FORA boundary lines

A. MONTEREY PENINSULA REGIONAL PARKS DISTRICT, JULY 9, 1996

RESPONSE A1: Comment is acknowledged; no response is necessary.

RESPONSE A2: The proposed project, as considered within the context of the overall General Plan Update and Draft Fort Ord Reuse Plan, is intended to be self-mitigating. Policy and program statements are designed to mitigate potential adverse effects of the proposed project.

Section 15146(b) of CEQA Guidelines states that an EIR on a project such as the adoption of a General Plan should focus on the secondary effects that can be expected to follow from the adoption but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

The CEQA Guidelines allow a number of different types of EIRs, each suitable to a particular project or activity. This document has been prepared as a Program EIR. Section 15168 of the Guidelines states that a Program EIR may be prepared for a project that consists of a series of related actions that can be characterized as one project, such as the adoption of General Plan elements and subsequent implementing programs. A program EIR can provide a number of advantages for evaluating potential impacts of a General Plan:

- ▶ It can provide for a more comprehensive consideration of effects and large-scale, long-term alternatives than would be practical in an EIR on an individual development project;
- ▶ It ensures consideration of cumulative impacts that might not be given proper emphasis in a case-by-case analysis; and
- ▶ It allows the Lead Agency (the agency approving or carrying out the project) to consider broad policy alternatives and program-wide mitigation measures at an early date when there is greater flexibility to deal with the basic problems or cumulative impacts.

Subsequent activities undertaken pursuant to the adopted General Plan would then be examined with respect to the Program EIR to determine whether additional environmental documents must be prepared. CEQA Section 15168 (c) states that subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program. Project EIRs may be required for individual development projects applied for and that impacts and mitigation measures may vary from those disclosed in this EIR based upon design of projects and more specific information and detailed analysis. Section 15152 states that agencies are encouraged to tier EIRs which they prepare for separate but related projects. This approach can eliminate repetitive discussions of the same issues and focus the EIR on the actual issues ripe for decision at each level of environmental review.

Specific projects may require more detailed study and a separate or supplemental environmental assessment.

RESPONSE A3: The following text has been added to the Final EIR Summary Section:

2.7 Areas of Controversy

As required by Section 15123 of CEQA Guidelines, the areas of controversy known to the Lead Agency are identified below and addressed in this EIR:

- Effects on traffic and the need for an adequate roadway network to serve the proposed level of development;
- Need for an available and adequate water supply;
- Need for and effects of economic development and local growth to replace economic losses due to the military base closure;
- Preservation of natural resources and open space;
- Controversy with the Monterey Peninsula Regional Park District over conveyance of use of Polygon 31b in the Fort Ord Reuse Area;
- Access through Del Rey Oaks to the Airport northside industrial area; and
- Consistency of the General Plan with the Army's development of the Habitat Management Plan.

RESPONSE A4: Comment is acknowledged. Please refer to Section 4.8, Plants and Animals, of the Final EIR for a discussion of the Fort Ord reuse area Habitat Management Plan.

The City of Del Rey Oaks, FORA, and the Regional Parks District are in the process of resolving the land use conflicts for Polygons 31a and 31b. A tentative agreement has been made which transfers an approximately 3-acre portion of polygon 31b to 31a, in order to increase the size of the Natural Area Expansion (NAE) near the Frog Pond. The remaining boundaries and acreage on 31b and 29c (City of Monterey proposed annexation area) are currently being reconsidered pending approval by all parties. The newly configured polygon 31b will remain part of the Fort Ord annexation area proposed by the General Plan Update and will be designated to allow office park uses with certain agreed upon restrictions. This agreement also provides for the specific delineation of polygon

boundaries, storm water drainage requirements, and buffer controls to assure compatibility with the nearby NAE.

Section V of the Final EIR includes an expanded discussion of project alternatives, which considers Alternative 6R identified in the environmental documentation for the Fort Ord reuse area.

RESPONSE A5: Section 4.2 of the Final EIR states that the City of Del Rey Oaks has requested approximately 300 acres for conveyance and future annexation to the City. This comment does not provide a specific reference to other areas in the text contained in the Draft EIR, and thus a specific response cannot be provided.

RESPONSE A6: The text, table and figures in Section of 4.2 of the Final EIR have been revised to reflect this comment.

RESPONSE A7: Section 4.2 of the Final EIR consists of the Land Use Section of the EIR. The significance criteria for aesthetics is found in Section 4.10, Aesthetics / Views. The significance criteria for water quality, flooding, erosion, and siltation is found in Section 4.7, Drainage / Hydrology. The significance criteria for traffic is found in Section 4.4, Traffic and Circulation. The significance criteria for wildlife and plants is found in Section 4.8, Plants and Animals. The significance criteria for recreational use of the area is found in Section 4.3.7, Parks and Recreation. The significance criteria set forth in these sections of the EIR already address the thresholds for impacts described in this comment.

RESPONSE A8: Section 4.7, Drainage / Hydrology of the Final EIR has been revised to incorporate a discussion of the proposed impacts associated with the golf course, pesticides, and runoff. Additionally, this section has been revised to state the following:

“As discussed in Section 4.2, Land Use, the proposed office park in polygon 31b could have a significant effect on the plants and wildlife in the habitat management area and existing Frog Pond in polygon 31a. The Frog Pond and polygon 31a are located downstream from polygon 31b and potential impacts associated with storm water runoff from paved surfaces may affect water quality.”

As discussed in Response A4, the City of Del Rey Oaks, FORA, and the Parks District have come to a tentative agreement on the specific polygon boundaries, drainage requirements, and buffer controls for the sites proposed for annexation into the Fort Ord reuse area. The following language has been tentatively agreed upon as part of the Storm Water Management requirements for development in the reuse area:

“The direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel into the ephemeral drainage in the natural area expansion (NAE) parcel will be prohibited. No increase in the rate of flow of storm water runoff beyond pre-development levels will be allowed. Storm water runoff from developed areas in excess of predevelopment quantities shall be managed on site through the use of basins, percolation wells, pits, infiltration galleries, or any other technical or engineering methods which are appropriate to accomplish these requirements. Indirect, sub-surface discharge is acceptable. These storm water management requirements will be utilized for development on Polygon 31b.”

In addition to this, Alternative 2 in Section V has been revised to incorporate the recent changes to the polygon boundaries as tentatively agreed upon by the City of Del Rey Oaks, FORA, the Monterey Peninsula Regional Parks District, and the City of Monterey. This alternative as revised addresses the Parks District’s concerns regarding impacts from the proposed office complex on the proposed and existing Frog Pond.

RESPONSE A9: The land use section of the EIR specifically evaluates land use impacts. Section 4.10, Aesthetics/Viewshed, Section 4.8, Plants/Wildlife, and Section 4.7, Drainage/Hydrology, address the project impacts upon viewshed, aesthetics, recreation, biotics, and water quality.

RESPONSE A10: The mitigations proposed in the Draft EIR are appropriate for a program-level EIR, as described in Response A2. Policy I-4 has been added to the General Plan Update which states that “The City makes a commitment to implement the policies of the General Plan, FORA plan, and Habitat Management Plan to avoid and/or reduce impacts. Implementation of these policies will fully mitigate impacts as specific projects (presently unknown) are evaluated.” See *Laurel Heights Improvement Assoc. V. Regents* (47 Cd.3d376); *Sacramento Old City Assoc. V. City Council* (229 CA 3d 1011).

Additionally, Policy C/OS-6 has been revised to make it consistent with Policies C/OS-1, 3, and 4. C/OS-6 has been revised to state the following: “The City will encourage the Monterey Peninsula Regional Parks District to ensure water quality of the Frog Pond, and to develop and maintain areas of open viewsheds of the Frog Pond along Canyon Del Rey and North/South Road consistent with maintaining significant stands of riparian vegetation as stated in Policies C/OS-1, 3, and 4.”

Section 4.8, Plants and Animals, of the Final EIR has been revised to address the Habitat Management Plan prepared as part of the Fort Ord reuse plan, in accordance with the U.S. Fish and Wildlife Service. The HMP provides habitat management requirements aimed at protecting listed plant and animal species and their habitats. The HMP identifies habitat reserves and corridors on the Fort Ord site subject to resource conservation measures and development

restrictions. The City's General Plan Update does not propose development in any of the habitat reserves, although it does propose development in boundary areas that will be subject to boundary area management requirements, identified in Section 4.8 of the Final EIR.

RESPONSE A11: Please refer to Response A10. The mitigations provided are appropriate at the General Plan level, in accordance with CEQA. The policies and programs of the General Plan Update are intended to be used as avoidance and mitigation measures for impacts identified in the EIR. The alternatives analysis in Section V of the Final EIR provides a discussion of reduced density and design alternatives that would also reduce or avoid potential impacts.

RESPONSE A12: The proposed annexation area portion of the Del Rey Oaks General Plan Update is part of the ultimate land use concept analyzed in the Fort Ord Reuse Plan Draft EIR. Under the proposed Draft Fort Ord Reuse Plan, 62 percent of the former Fort Ord would be undeveloped and would be part of a habitat conservation/management program, and 10 percent would be developed or left undeveloped for parks and recreation. Please refer to the revised land use section of the EIR for a discussion of impacts and mitigation measures associated with proposed land uses and existing land uses. This comment does not provide a specific reference to text contained in the Draft EIR, and thus a specific response cannot be provided.

RESPONSE A13: Please refer to Section 4.2.1, Open Space and Natural Resources, of the Final EIR for a revised discussion of open space issues associated with the proposed project. The EIR has been revised to state that the "the city" refers to the existing city and the Fort Ord annexation area where indicated. The percentages of land proposed for development are clarified in Response A12.

According to the Draft EIR for the Fort Ord Reuse Plan, polygon 31a is identified as Habitat Management and polygon 31b is identified as Office Park. The Habitat Management Plan (HMP) (dated December, 1996) provides habitat management requirements for protecting listed plant and animal species and their habitats. The HMP identifies habitat reserves and corridors on the Fort Ord site subject to resource conservation measures and development restrictions. The proposed General Plan Update proposes development within the Fort Ord reuse annexation area; however, it does not propose development in any of the habitat management reserves or corridors.

As discussed in Response A4, the City of Del Rey Oaks has met with various agencies over the past several months to set up a Natural Area Expansion / Del Rey Oaks Office Park Boundary and Land Use Agreement with specific requirements to minimize impacts to the NAE and Frog Pond areas. A mutual agreement is anticipated from all parties involved in early 1997.

RESPONSE A14: Section 4.2.1 of the Final EIR has been revised to state the following:

“Polygon 31a consists of an approximately 20.14-acre expansion of the Frog Pond for park use and habitat protection. The proposed Del Rey Oaks General Plan Update annexation area is part of the ultimate land use concept analyzed in the Fort Ord Reuse Plan Draft EIR. The proposed project will result in a significant reduction of open space. It should be noted, however, that 62 percent of the former Fort Ord would be undeveloped and would be part of a habitat management program, and 10 percent would be developed or left undeveloped for parks and recreation (Draft Fort Ord Reuse Plan, 1996). The development of the Office Park in polygon 31b may be incompatible with the park use. Incompatibility could result from noise, visible activity, air pollution, and increased runoff that could adversely affect recreational activities at the park.

RESPONSE A15: Please refer to Response A10 for a discussion of potential habitat loss. Please refer to Section 4.10 of the Final EIR for a discussion of viewshed and aesthetics. Please refer to Section 4.7 of the Final EIR for a discussion of water quality. Please refer to Section 4.3.7 for a discussion of recreation impacts. Please refer to Section 4.7 of the Final EIR for a discussion of erosion impacts. The impacts and mitigations identified in these sections are appropriate for a program-level EIR, as discussed in Response A2 and A11.

RESPONSE A16: Please refer to Section V of the Final EIR for an expanded discussion of alternatives to the proposed project.

RESPONSE A17: The alternatives discussion is intended to be qualitative, as specified in Section 15126(1) of the CEQA Guidelines. The EIR does not contain graphics for the alternatives, since it provides program-level analysis for the project and corresponding alternatives. However, the Final EIR has been amended to supplement the alternatives analysis discussion to address the issues identified in this and other comments.

The discussion of alternatives has been expanded to more specifically address the reduction in impacts resulting from the alternatives as compared with the proposed project. The revised analysis describes the rationale for rejecting alternatives as infeasible. “Findings” are not required in EIRs. “Findings” are made by the decision-makers. In addition, the revised EIR addresses two versions of the “No Project” Alternative, the 6R Alternative, Elimination of Development on Site 31b Alternative, Reduced Density/Revised 31b Design Alternative and an Alternative Location (CEQA 15126).

RESPONSE A18: The revised alternatives analysis in the Final EIR presents options that would eliminate or reduce identified impacts of the project, and still feasibly attain most of basic project

objectives. Please refer particularly to the Reduced Density /Revised 31b Alternative Design Alternative.

RESPONSE A19: The issues raised in this comment are addressed in the Final EIR and in the above responses to comments. The revised alternatives analysis addresses an alternative which eliminates development on polygon 31b, in accordance with the District's request.

RESPONSE A20: Refer to Response A19.



PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO 95814



LEE GRISSOM
DIRECTOR

July 25, 1996

STEVE ENDSLEY
THE CITY OF DEL REY OAKS
650 CANYON DEL REY
DEL REY OAKS, CA 93940

Subject: DEL REY OAKS GENERAL PLAN UPDATE SCH #: 96041076

Dear STEVE ENDSLEY:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Kristen Derscheid at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

B1

SCH # 96041076

Notice of Completion

State of California
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

JUN 10 1996
STATE

City of Del Rey Oaks Draft General Plan and EIR
Project Title

The City of Del Rey Oaks and adjacent Fort Ord Reuse Plan Area
Project Location-Specific

Del Rey Oaks
Project Location - City

Monterey County
Project Location - County

Description of Nature, Purpose, and Beneficiaries of Project:

The "project" evaluated in this EIR is the Draft General Plan Update for the City of Del Rey Oaks. The Draft General Plan Update and EIR is composed of text and maps that will govern land use decisions within the City for the next twenty or more years. The Draft Plan Update contains the following sections, or "elements": Land Use, Circulation (transportation), Conservation and Open Space, Noise, and Safety.

Each element of the General Plan Update contains goals, policies, and programs. Goals are a desirable future condition or state towards which the community will work to achieve. Policies are statements of the community's position regarding a particular issue. A program is an action or series of actions that the City will undertake to implement the policies contained in the General Plan Update.

The Draft General Plan Update would accommodate additional commercial visitor serving, retail, residential, and office park/hotel development within the City and the areas requested to be annexed into the City with complete development, or "buildout" of the City in accordance with the Draft General Plan Update and EIR.

City of Del Rey Oaks
Lead Agency

650 Canyon Del Rey, Del Rey Oaks, CA 93940
Address Where Copy of Initial Study is Available

June 10, 1996 - July 24, 1996
Review Period

Steve Endsley, City Manager
Contact Person

(408) 394-8511
Area Code Phone

State Clearinghouse Contact: Mr. Chris Belsky
(916) 445-0613

State Review Began: 6-10-96
Dept. Review to Agency: 7-18
Agency Rev to SCH: 7-23
SCH COMPLIANCE: 7-25

Please note SCH Number on all Comments

96041076

Please forward late comments directly to the Lead Agency

AQMD/APCD 20 (Resources: 615)

Project Sent to the following State Agencies

- Resources
- Boating
- Coastal Comm
- Coastal Conserv
- Colorado Rvr Bd
- Conservation
- Fish & Game # 3
- Delta Protection
- Forestry
- Parks & Rec/OHP
- Reclamation
- BCDC
- DWR
- OES
- Bus Transp Hous
- Aeronautics
- CHP
- Caltrans # 5
- Trans Planning
- Housing & Devel
- Health & Welfare
- Drinking H2O
- Medical Waste
- State/Consumer Svcs
- General Services
- Cal/EPA
- ARB
- CA Waste Mgmt Bd
- SWRCB: Grants
- SWRCB: Delta
- SWRCB: Wtr Quality
- SWRCB: Wtr Rights
- Reg. WQCB # 3
- DTSC/CTC
- Yth/Adlt Corrections
- Corrections
- Independent Comm
- Energy Comm
- NAHC
- PUC
- Santa Mn Mtns
- State Lands Comm
- Tahoe Rgl Plan
- Other: _____

B. GOVERNORS OFFICE OF PLANNING AND RESEARCH, JULY 25, 1996

RESPONSE B1: Comment is acknowledged; no response is necessary.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
TELEPHONE: (805) 549-3111
TDD (805) 549-3259
INTERNET <http://www.dot.ca.gov/dist05/>

RECEIVED



AUG 01 1996

DEL REY OAKS
CITY CLERK

July 29, 1996

5-MON-68/218-VAR.
City of Del Rey Oaks
General Plan (EIR)
SCH #96041076

Mr. Steve Endsley, City Manager
City of Del Rey Oaks
650 Canyon Del Rey
Del rey Oaks, CA 93940

Dear Mr. Endsley:

Caltrans District 5 staff has reviewed the above-referenced document. The following comments were generated as a result of the review:

- a. Please be advised that the Route 68 bypass is many years from becoming a reality. No traffic mitigation should be predicated on any future scenario of this State Route until there is an identified funding source. At current funding levels this will not be the case until after 2015.

C1

If you have questions or comments about this letter please contact me at (805) 549-3683. Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Larry Newland".

Larry Newland

District 5

Intergovernmental Review Coordinator

C. CALIFORNIA DEPARTMENT OF TRANSPORTATION, JULY 29, 1996

RESPONSE C1: The Draft EIR evaluated two roadway network scenarios for the year 2015 traffic analysis. One scenario included the Route 68 Bypass and the other scenario excluded the Route 68 Bypass. This analysis is consistent with the "Optimistically Financed" Scenario and the "Financially Constrained" Scenario for 2015 addressed in the Fort Ord Reuse Plan Draft EIR.

MITIGATION MONITORING PROGRAM

A. Introduction

This mitigation monitoring program has been prepared in compliance with Public Resources Code (PRC) Section 21081.6 (AB 3180 of 1988). It describes the requirements and procedures to be followed by the project proponents and their contractors to ensure that all mitigation measures adopted by the City of Del Rey Oaks as part of this project will be implemented as described in the EIR for the General Plan Update.

A mitigation monitoring program should, at a minimum, identify the following:

- what entity, including department if applicable, is responsible for monitoring the mitigation;
- what action is being monitored and how;
- what schedule is required to provide adequate monitoring; and
- what mechanism identifies the monitoring is complete.

B. Organization of the Monitoring Program

This section contains an impact summary and detailed discussion of each mitigation measure presented in Chapter 2.0, *Summary of Environmental Impacts*, in the Revised Draft EIR. A conceptual approach to monitoring is presented for each mitigation measure. The monitoring procedures will enable the City of Del Rey Oaks to implement a monitoring program which complies with PRC 21081.6. The mitigation monitoring procedure is organized as follows:

- Mitigation Measure: Identifies the mitigation measure
- Responsibility: Identifies responsibility for implementing the mitigation measure. Generally, the responsibility for implementing mitigation measures rests with the City.
- Timing: Identifies when the mitigation measure should be in place and monitoring is completed. Typical milestones identified in the monitoring program for this project are upon incorporation into the Final General Plan.
- Verification: Identifies responsibility for ensuring that the mitigation measure was implemented.

C. Enforcement of Mitigation Measures

The mitigation monitoring program for the project will be adopted by resolution of the Del Rey Oaks City Council. The General Plan will incorporate pertinent mitigation measures and associated conditions to ensure that project impacts are maintained at a less-than-significant level. The mitigation measures are policies which the City is committed to enforce; and that part of policy enforcement will be in form of imposition of conditions on individual development projects proposed under the General Plan Update.

D. Mitigation Monitoring Plan

Land Use

Impact Summary: Implementation of the proposed land uses associated with the General Plan Update may result in incompatibility of proposed development adjacent to open space areas.

Mitigation

1. The City shall implement a General Plan Update policy which states that the City shall encourage the conservation and preservation of irreplaceable natural resources and open space at former Fort Ord consistent with the Fort Ord Reuse Plan and Habitat Management Plan.
 - **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
2. The City shall implement a General Plan Update policy which states that the City shall review each development project within the former Fort Ord annexation area with regard to the need for open space buffers between land uses.
 - **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
3. The City shall implement a General Plan Update policy which states that the City shall review each future development project for compatibility with adjacent open space land uses and require that suitable open space buffers and other avoidance mitigation measures are incorporated into the development plan of potentially incompatible land uses as a condition of project approval as necessary to mitigate identified significant adverse land use conflicts to a level of insignificance.
 - **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
4. The City shall implement a General Plan Update policy which states that the City shall require avigation easements for each future development project located in the Airport Land Use Planning area.

- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
5. City shall incorporate the following development standards in the General Plan Update for development within the clear zone of the airport:
- Density standards to prevent large assemblages of people;
 - Prohibit uses whose primary occupants are persons of impaired mobility, (i.e. hospitals, schools, daycare centers, and nursing homes)
 - Prohibit the above ground storage of large quantities of flammable materials or hazardous materials.
 - Prohibit residential units and overnight sleeping accommodations.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks

Public Services - Water Supply

Impact Summary: Buildout of the proposed project will result in impacts to the City's water supply by increasing demand.

6. Adopt and implement a program which states that the City shall work with appropriate agencies to determine the feasibility of developing additional water supply sources for Fort Ord, such as water importation and desalination, and actively participate in implementing the most viable options.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
7. Adopt and implement a water conservation ordinance, which may include requirements for plumbing retrofits to reduce both water demand and effluent generation.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks

8. Adopt and implement a policy which states that the City shall condition approval of development plans on verification of available water service for the projects which does not aggravate or accelerate existing salt water intrusion in the Salinas Valley.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

9. Adopt and implement a policy which states that the City shall consider water conservation, reclamation and stormwater detention in all new development to increase potential water supply for Fort Ord.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

10. Adopt and implement a policy which states that the City shall explore sewage treatment options to enhance non-potable water supply for golf course irrigation on the Fort Ord land proposed for annexation.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

11. Adopt and implement a policy which states that new development on former Fort Ord land will be serviced by the most cost-effective, water conservation and reuse oriented, sustainable approach feasible at the time of development, which does not aggravate or accelerate existing salt water intrusion in the Salinas Valley.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

12. Adopt and implement a policy which states that water conservation and reuse based on environmentally sound sustainable management practices will be encouraged for new development on Fort Ord land to be annexed in to the City.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

Traffic and Circulation

Impact Summary: Existing military roads on the former Fort Ord Reuse area need to be reopened to serve the new uses planned in the annexation area to avoid traffic impacts.

13. The following language should be added to the Circulation Element of the General Plan Update.
- *North-South Road from Canyon Del Rey to the Seaside City limits.* This road must be included in the General Plan Update, as an existing road that will be opened on its existing alignment for public use as a two-lane arterial road from Highway 218 to the City limits of Seaside. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the Annexation Area. In addition, the intersection of this road with Canyon Del Rey (Highway 218) should be improved, including traffic signals and turn/ storage lanes on approaches to this intersection.
 - *South Boundary Road from North-South Road to the City limits* should be opened on its existing alignment and improved for use as a two-lane collector road from North South Road to the City limits of the requested Fort Ord Annexation Area. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the Annexation Area.
 - **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan Circulation Element
 - **Verification:** City of Del Rey Oaks

14. Improvements to and/or opening of existing Fort Ord military roads in the vicinity could help serve some of the traffic generated by planned new uses in the annexation area. If improved, these roads would reduce the direct traffic impacts of the General Plan Update on Canyon Del Rey at North-South Road, by distributing traffic generated north on North-South Road, and east on South Boundary Road. Without these improvements, the amount of General Plan Update project traffic which would have to enter and exit the area through the intersection of North-South Road and Canyon Del Rey would increase.

As noted above, these improvements are within the jurisdiction and responsibility of FORA, the City of Del Rey Oaks, and the Transportation Agency of Monterey County. Since these improvements are included in the Reuse Plan and DEIR, they can and should be implemented by such agencies and were therefore assumed in place for the assessment of traffic impacts in this EIR.

- *North-South Road* should be opened and improved for public use as a two-lane arterial road from the limit of the requested Fort Ord Annexation Area north to Light Fighter Drive, as a minimum two-lane arterial with commensurate intersection improvements (signal controlled turn/ storage lanes as warranted) throughout this length.
- *South Boundary Road* should be opened and improved for public use as a two-lane collector road between the limits of the requested Fort Ord Annexation Area to a new intersection with York Road, extended. No connection exists between this road and the 68 Bypass.
- *York Road* should be extended and connected with South Boundary Road as a two-lane collector.

- **Responsibility:** FORA, TAMC, City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan Circulation Element
 - **Verification:** City of Del Rey Oaks
15. The following intersection should be added to the list of intersections at which traffic volumes and operations will be monitored by the City of Del Rey Oaks as needed under Program 15 of the General Plan Update Circulation Element: North-South Road at South Boundary Road.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan Circulation Element
 - **Verification:** City of Del Rey Oaks
16. The City shall adopt and implement a policy which states that the City will coordinate and assist with TAMC and AMBAG in providing funding for an efficient regional transportation network.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
17. The City shall adopt and implement a program to provide a funding mechanism to pay for its fair share of impact on the regional transportation system.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan Circulation Element
 - **Verification:** City of Del Rey Oaks
18. The City shall adopt and implement a policy to support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation network.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
19. Replace Policy C-15 with the following language: Land use and circulation plans shall be integrated to create an environment that supports a multimodal transportation system. Development shall be directed to areas capable of being served by a confluence of transportation facilities (auto, bus, bicycle, pedestrian, etc.).

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

20. The City shall adopt and implement a program which states the following: Land use and circulation plans shall be integrated to create an environment that supports a multi-model transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, buses, bicycles, pedestrian, etc.).

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

Geology/Seismic Safety

Impact Summary: Implementation of the General Plan may expose more people and property to geologic and seismic hazards.

21. The City should adopt and implement a program in the Land Use Element that states that the City shall update the Seismic Safety Element of the General Plan to incorporate the most recent geological information provided by the State Department of Conservation Division of Mines and Geology.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

Drainage/Hydrology

Impact Summary: The proposed office park will have a significant effect on the plants and wildlife in the adjacent habitat management area (polygon 31a) and the existing Frog Pond.

22. The City shall adopt and implement a policy which states that the direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel into the ephemeral drainage in the natural area expansion (NAE) parcel will be prohibited. No increase in the rate of flow of storm water runoff beyond pre-development levels will be allowed. Storm water runoff from developed areas in excess of predevelopment quantities shall be managed on site through the use of basins, percolation wells, pits, infiltration galleries, or any other technical or engineering methods which are appropriate to accomplish these requirements. Indirect, sub-surface discharge is acceptable. These storm water management requirements will be utilized for development on polygon 31b.

- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
23. The golf course greens and tees shall be constructed with sub-drains to collect and disperse percolating water to vegetated buffer areas for additional filtering and absorption of any nitrate or pesticide residue.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks
24. A Golf Course Environmental Management Plan shall be prepared for golf course application submittal and shall include an Integrated Pest Management (IPM) strategy to not only reduce the amount of pesticides, but to reduce environmental exposure and impacts. IPM strategy shall include the selection of the proper pesticide that has the least chance for environmental exposure and impacts.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks

Plants and Animals

Impact Summary: Pollutants in the storm water runoff from the proposed golf course and office park, such as chemical fertilizers, pesticides, and oil could have a potentially significant impact on the biological resources located in polygon 31a and the existing Frog Pond. Development within the Fort Ord reuse area proposed for annexation could result in potential impacts upon special status species.

25. The City shall adopt and implement a policy which states that the City shall ensure that all habitat conservation and corridor areas identified in the Fort Ord Habitat Management Plan (HMP) are protected from degradation due to development within or adjacent to these areas. This shall be accomplished by assuring that all new development in the Fort Ord Reuse Area adhere to the management requirements of the HMP and the policies of the Fort Ord Reuse Area Plan.
- **Responsibility:** City of Del Rey Oaks
 - **Timing:** Incorporate into Final General Plan
 - **Verification:** City of Del Rey Oaks

26. The City shall adopt and implement a policy which states that the City shall encourage the preservation of small pockets of habitat and populations of special status species within and around developed areas, in accordance with the recommendations of the HMP and Fort Ord Reuse Area Plan. This shall be accomplished by requiring project applicants to conduct surveys to verify sensitive species and/or habitats on the site and developing a plan for avoiding or salvaging these resources, where feasible.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

27. The City shall adopt and implement a policy which states that the City shall assure that development of or adjacent to wetlands shall provide for the mitigation of impacts to wetland areas consistent with the applicable state and Federal law.

- **Responsibility:** City of Del Rey Oaks
- **Timing:** Incorporate into Final General Plan
- **Verification:** City of Del Rey Oaks

28. Development located at the corner of Highway 68 and Highway 218 shall be sited to minimize loss of wetlands and riparian vegetation consistent with applicable state and federal regulations.

- **Responsibility:** Project applicant
- **Timing:** Prior to approval of development at Highway 68 and Highway 218
- **Verification:** City of Del Rey Oaks

Revised Draft
Environmental Impact Report
City of Del Rey Oaks
General Plan Update

SCH# 96041076

prepared by:

Denise Duffy & Associates
546 A Hartnell Street
Monterey, CA 93940
(408) 373-4341

Draft EIR: June 10, 1996
Revised Draft EIR: April 29, 1997

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I. Introduction

1.1 Scope and Purpose of EIR

This Environmental Impact Report (EIR) has been prepared pursuant to the *California Environmental Quality Act* (CEQA), and evaluates the potential impacts that may result from the adoption and implementation of the Del Rey Oaks General Plan. This EIR is intended to be used as the CEQA document for the General Plan Update, Sphere of Influence Amendment and annexation. Section 15378 of the *California Environmental Quality Act Guidelines* (CEQA Guidelines) defines the adoption and amendment of local general plans as a "project" which must be evaluated for potential adverse environmental impacts.

In accordance with Section 15121 (a) of the Guidelines, the purpose of this EIR is to serve as an informational document that:

"...will inform the public agency decision-makers and the public generally of the significant environmental effects of a project, identify ways to minimize the significant effects, and describe reasonable alternatives to the project..."

Adoption of an update to the City of Del Rey Oaks General Plan is a discretionary action by the City. According to the CEQA Guidelines, all discretionary actions or projects must be reviewed by the Lead Agency (in this case the City of Del Rey Oaks) to determine their potential effects on the environment.

An environmental checklist was prepared for the proposed project. The checklist concluded that implementation of the General Plan Update might have a significant effect on the environment. The completed checklist is included in Appendix A. A Notice of Preparation (NOP) was issued by the City on April 22, 1996 according to the requirements of the California Administrative Code, Title 14, Sections 15082(a), 15103, and 15375. The NOP indicates that an EIR is being prepared and invites comments on the proposed project scope and contents of the proposed EIR from responsible and interested public agencies and the public at large groups. Comments received by the City have been addressed during the preparation of the EIR and are also included in Appendix A.

1.2 Program EIR

CEQA Guidelines allow a number of different types of EIRs, each suitable to a particular project or activity. This document has been prepared as a Program EIR. Section 15168 of the Guidelines states that a Program EIR may be prepared for a project that consists of a series of related actions that can be characterized as one project, such as the adoption of a General Plan and subsequent implementing programs. A program EIR can provide a number of advantages for evaluating potential impacts resulting from implementation of the Del Rey Oaks General Plan:

- It can provide for a more comprehensive consideration of effects and large-scale, long term alternatives than would be practical in an EIR on an individual development project;
- It ensures consideration of cumulative impacts that might not be given proper emphasis in a case-by-case analysis;
- It allows the Lead Agency (the agency approving or carrying out the project) to consider broad policy alternatives and program-wide mitigation measures at an early date when there is greater flexibility to deal with the basic problems or cumulative impacts.

Subsequent activities undertaken pursuant to the adopted General Plan Update would then be examined with respect to the Program EIR to determine whether additional environmental documents must be prepared. CEQA Section 15168 (c) states that subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program. Project EIRs may be required for individual development projects as subsequent applications are reviewed by the City. Impacts and mitigation measures may vary from those disclosed in this EIR based upon actual design of projects, more specific project information and future detailed analysis required. Section 15152 states that agencies are encouraged to tier EIRs which they prepare for separate but related projects. This approach can eliminate repetitive discussions of the same issues and focus the EIR on the actual issues ripe for decision at each level of environmental review. Depending upon the specific project, mitigation measures developed in this Program EIR may be incorporated into subsequent actions conducted in accordance with the General Plan Update.

1.3 Incorporation by Reference

According to Section 15150, an EIR may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. The following documents which were referenced in the Draft EIR are hereby formally incorporated by reference. Each of these documents has been available for review at the City of Del Rey Oaks City Hall throughout the EIR review process:

- a. Fort Ord Reuse Authority, Reuse Plan and FEIR, 1997 (Note: Old Plan is adopted, Final Plan has not been adopted; the Final EIR is publicly available, but has not been certified).
- b. TAMC Regional Transportation Plan
- c. Fort Ord Reuse Infrastructure Study
- d. TAMC Congestion Management Early Warning System
- e. TAMC 1993 Annual Congestion Management Program Monitoring Report
- f. TAMC Congestion Management Program
- g. AMBAG Metropolitan Transportation Plan
- h. TAMC, Monterey County Transportation Agency Model (MCTAM), 1993
- i. Fort Ord Reuse Authority, Reuse Plan Arterial Study

- j. Fort Ord Economic Impact Study
- k. Laguna Seca Groundwater Study (Stall, Gardner, Dunne, Supp. P.2-12)
- l. Additional Hydrogeologic Update - El Toro Area (Fugro West, 1996)
- m. Fort Ord Reuse Plan and DEIR, Draft May 1996 and Draft Final April, 1997
- n. U.S. Army Corps of Engineers. Sacramento District. 1993. Fort Ord Disposal and Reuse Environmental Impact Statement, Final 1993. Sacramento, CA.
- o. U.S. Army Corps of Engineers. Sacramento District. 1995. Fort Ord Disposal and Reuse Environmental Impact Statement, Draft 1995. Sacramento, CA.
- p. U.S. Army Corps of Engineers. Sacramento District December 1996. Installation-Wide Multi-Species Habitat Management Plan for Former Fort Ord, California. Sacramento, CA.
- q. City of Del Rey Oaks 1988 General Plan Update Seismic Safety Element.
- r. 1993 City of Del Rey Oaks General Plan Housing Element.

II. Summary

2.1 Project Description

California planning law requires each city and county to adopt a General Plan which contains seven mandatory elements addressing a range of planning issues. The City of Del Rey Oaks, which incorporated in August 1953, prepared a General Plan in 1983 and a General Plan Update in 1988. The Seismic Safety Element of the General Plan was not updated as part of this project. The Seismic Safety Element was prepared in 1975 and updated in 1988. Please refer to the goals, policies and programs of the 1988 General Plan Update. The housing element was prepared and adopted by the City in April, 1993. The Housing Element was not included as part of this General Plan Update. The current General Plan Update provides the framework for the use and development of land within the City for the next twenty or more years. In accordance with Section 15150(b), Section 1.3 of the EIR, provides a list of several documents which are referenced to in this EIR and are formally incorporated by reference into this document. All of these documents have been available for review at the City of Del Rey Oaks City Hall.

The Del Rey Oaks General Plan is composed of six chapters. The first chapter is the Introduction, discussing the plan's preparation, its scope, purpose, and organization. Chapter II contains a Summary of all the plan's goals, policies, and programs. Chapter III, Community Development Chapter, contains the Land Use, Circulation, Public Facilities and Services, and Parks and Recreation Elements. Chapter IV, the Natural Resources chapter, establishes policies for the protection and enhancement of natural resources and undeveloped lands within the City through the Conservation and Open Space Elements. The Hazards section, Chapter V, contains the Safety and Noise Elements which identify areas subject to natural and human-made hazards and noise problems and discusses ways to avoid or lessen their impacts. Chapter VI is the Implementation section which discusses mechanisms for carrying out the goals, policies, and programs contained in the General Plan Update.

The "project" being evaluated by this EIR is full development, or buildout, of the City of Del Rey Oaks, consistent with the land use designations, goals, policies and programs of the 1997 General Plan Update. Individual projects are not being proposed or evaluated within the framework of this document; the proposed project is the "full development/buildout" of the General Plan at a general plan level of detail. (See Section 15146{b} of the CEQA Guidelines. The General Plan Update also includes parcels within the Fort Ord reuse area which will be requested for annexation to the City of Del Rey Oaks. A complete summary of the goals, policies and programs of the General Plan Update is provided in Appendix B. The purpose of these goals, policies and programs is to provide guidance for land use decisions for the time frame of the Plan, which is roughly 20 years. The term "buildout" as used in this EIR refers to the total amount of development that may occur during the planning period.

2.2 Summary of Alternatives

The following is a brief summary of the alternatives discussed in this EIR; a more thorough discussion is provided in Section V of this EIR.

CEQA requires the consideration of a range of reasonable alternatives to the proposed plan. This section discusses such alternatives and compares them to the General Plan Update. The Fort Ord Reuse Plan Draft EIR analyzes a range of alternatives for the Fort Ord Reuse Area. They included Alternative 6R (Revised Anticipated Reuse: from the Army's FEIS), Alternative 7 (FORA 12-12-94 Reuse Plan (from the Army's DSEIS); Alternative 8 (Modification of Alternative 7 to include newly excessed lands (from the Army's DSEIS) and a No Project Alternative.

1. ~~The No Project Alternative: Buildout Under the Existing Zoning~~

Two assumptions were reviewed under the No Project Alternative: 1a) Buildout Under the Existing General Plan, and 1b) Buildout Under the Fort Ord Reuse Plan.

1a. Buildout Under the Existing General Plan: This alternative is required by CEQA, and assumes that no change to the existing conditions ~~the Del Rey Oaks General Plan Update~~ would occur. ~~not be implemented~~. Under this assumption, no new General Plan would be adopted and the Fort Ord reuse area to be requested for annexation would not be included on the proposed Land Use Map. This would eliminate allowed uses proposed in the City General Plan Update on the annexation site, including the golf course, hotel, conference center, office complexes, and commercial space. This alternative assumes that there would be no new uses proposed or allowed in this area. (This seems unlikely due to the Draft Reuse Plan [see second no project alternative below] and the Army's current interest in transforming this property from Federal Jurisdiction) Under this alternative, all of the environmental impacts associated with additional development included in the Update would be avoided. However, the No Project Alternative would not meet the project objectives of developing an economic/employment base for the city ~~recovery~~. At a cumulative level, regional growth would still be projected with potentially greater impacts in other areas of the city, since buildout conditions in Del Rey Oaks as allowed by the 1988 General Plan would persist.

1b) Buildout Under the Draft Fort Ord Reuse Plan: This alternative assumes that the Del Rey Oaks General Plan Update would not be implemented. The Fort Ord reuse area to be requested for annexation would not be included on the City of Del Rey Oaks proposed Land Use Map. However, upon adoption of the Draft Fort Ord Reuse Plan, development of the Fort Ord Reuse area would occur under the jurisdiction of the County of Monterey. Development of this site could result in comparable or greater impacts than those resulting from the proposed General Plan Update. Under this alternative, all of the environmental impacts associated with additional development included in the Update would still occur, but under another jurisdiction. New traffic would be generated by the uses proposed on the annexation site, thereby increasing traffic and traffic-related noise and air pollutant emissions. All land use impacts, including land use incompatibility impacts with nearby residential and park uses, visual impacts, and geotechnical hazards would be similar

to the proposed project. Drainage and water quality impacts to adjacent parcels from increased storm water runoff would be similar. Increased demands for public services, particularly water, would occur under the No Project Alternative - Buildout Under the Draft Fort Ord Reuse Plan.

2. Reduced Density/Revised 31b Design Alternative

This alternative proposes a reduction in the square footage of office park, and a reduction in replacement of commercial/visitor uses to occur in the Fort Ord reuse area to be requested for annexation. The proposed uses in the Fort Ord reuse area would be reduced by 175 300 gross thousand square feet (gksf) of office park uses and still provide replaced with 150 gksf of neighborhood commercial/visitor serving uses. This alternative also includes an expanded area for the Parks District property (Polygon 31b). Based upon recent deliberations between the City of Del Rey Oaks, FORA, City of Monterey, and the Monterey Peninsula Regional Parks District (MPRPD), a small adjustment to the boundaries of polygons 31B and 29C is being considered. This alternative would increase the open space buffer between the Frog Pond annexation area and the proposed office park development as requested by MPRPD, and alter the boundaries of the City of Del Rey Oaks and the City of Monterey by moving the area of proposed for office park by approximately six acres to the east. The polygon boundaries in the Fort Ord annexation area would be revised as depicted in Figure 11. As shown in the exhibit, the Frog Pond expansion area would be increased in size to the east, and the Del Rey Oaks corporate office park would shift six acres to the east (current Polygon 29C). The Fort Ord Reuse Plan designates Polygon 29C as Public Facility /Institutional. If the City proposes uses other than public facility/institutional in this area, the FORA Plan would need to be revised to adjust the boundaries of these polygons to allow these uses.

Additionally, this alternative would result in the reduction in size of the corporate office center by 175,000 square feet (from the proposed 375,000 square feet to 200,000 square feet). This alternative would allow more acres adjacent to the Frog Pond to remain in open space, under the jurisdiction of the MPRPD. A natural continuation of the Frog Pond would occur as well as a Frog Pond expansion area. Reduced development under this alternative would improve the biotic resource values of the immediate area by providing an additional buffer area between the riparian habitat of the Frog Pond and the nearby development, and by protecting the Maritime Chaparral Habitat existing on the property by increasing open space.

This alternative could result in a development plan that is consistent with the City's Fort Ord water allocation approved by the FORA Board in April 1996 (75 acre feet plus reclaimed water for the golf course). Additionally, the reduction in the square feet of the office park would result in a reduction in the number of trips compared to the proposed General Plan Land Use Element due to less impact during the peak hour. Reduction in corporate office park square footage would reduce traffic related noise and air pollutant emissions. Reduction of the proposed office park square footage by almost 50 percent would result in a decrease in impacts related to open space, visual, geotechnical, drainage, biotic, and public service. This alternative would result in fewer overall environmental impacts than the proposed project. However, This reduced density alternative would not meet the project objectives of developing office park uses in the Fort Ord reuse area albeit at a lesser density, by

providing all uses as proposed. The City's development and economic goals proposed by the General Plan Update may still be met. ~~This alternative would result in less impacts to traffic, noise, public facilities, and air quality impacts.~~

3. Elimination of Development on Site 31b Alternative

This alternative consists of removing approximately 21 acres (polygon 31b) from the Fort Ord reuse area proposed for annexation. This would require relocating the proposed 75 gksf corporate office center to the site of the office park on polygon 29a. This alternative would allow site 31b to remain in open space and provide a natural continuation of the Frog Pond and extension area. This alternative would improve the biotic resource values of the immediate area by providing additional area for riparian habitat, protecting maritime chaparral habitat, and eliminating drainage and water quality impacts from adjacent development. This alternative would also reduce the aesthetic and visual impacts of development on polygon 31b. Relocation of the corporate office center onto polygon 29a would increase the environmental impacts on this property by intensifying development. The extent of additional impacts would depend upon the ultimate design of the office park and other uses on this site, but could include increased visual, land use compatibility, geotechnical, and drainage impacts. This alternative would not meet the specific project objective of developing a corporate office park on polygon 31b of the Fort Ord reuse area. However, this alternative would otherwise meet the City's economic and development goals proposed by the General Plan Update.

4. 6R Alternative

The 6R Alternative is identified in the Draft EIR for the Fort Ord reuse plan. This alternative would involve the transfer of portions of the Fort Ord property to local agencies for the development of educational, recreational, airport, business, and institutional uses in order to offset the economic effects of closing Fort Ord. Alternative 6R would allow for the following uses in the Fort Ord reuse area proposed for annexation by the General Plan Update: office park, fairgrounds, and a natural area expansion adjacent to the Frog Pond. Implementation of Alternative 6R would eliminate polygon 31b from the proposed annexation area and add it to the Park District's Public Benefit Conveyance request. This alternative would improve biotic values and eliminate visual impacts on polygon 31b. It would also eliminate the proposed golf course, conference center, hotel, and commercial uses in the annexation area. This change in land use may or may not decrease environmental impacts, depending upon the ultimate density and design of the office park development. It would likely result in fewer demands upon water and a reduction in potential water quality impacts from elimination of the golf course. However, this alternative may increase visual impacts on polygon 29a, by allowing more dense office uses. This alternative would partially meet the project objectives and economic goals of the City by allowing the development of office park uses in the Fort Ord reuse area, however, it would not meet the project objectives of developing a golf course, conference center, hotel, and commercial uses in the reuse area.

5. Alternative Locations

In accordance with CEQA Guideline 15126, the proposed General Plan Update does not include substantial development within the existing City limits, as shown in Table 6. The General Plan Update would allow for considerable development within the Fort Ord Reuse Area proposed for annexation. Relocation of these uses to an alternate site would result in a development that is not contiguous to the existing City limits. The City of Del Rey Oaks is bounded by the City of Seaside to the north, the City of Monterey to the northwest and south, the Monterey Peninsula Airport District to the west, and the former Fort Ord site to the east.

The Draft Fort Ord Reuse Plan land use element proposes several locations on the former Fort Ord site for the development of golf courses, hotels, office park, commercial, and retail uses. The uses proposed in the Del Rey Oaks Fort Ord annexation area could be located within the former Fort Ord reuse area adjacent to the City of Seaside, City of Marina, City of Monterey or within Monterey County. Because the Fort Ord Reuse Planning area is facing similar potentially significant impacts to traffic, water demand, air quality, energy consumption, public services, and loss of open space, locating the proposed Fort Ord annexation area of the project to another area within Fort Ord would result in similar impacts. The only impact that would be an exception would be the land use compatibility impact of the office park development located adjacent to the Frog Pond. If development were to occur in another area on Fort Ord where biological incompatibility impacts do not occur, the impact could be substantially lessened by locating the office park on another parcel in former Fort Ord.

Although development could be placed on other areas of Fort Ord, the site would not be part of the City of Del Rey Oaks because the site is not a contiguous expansion of the City. Therefore, as part of the proposed City of Del Rey Oaks General Plan Update, this alternative does not appear to be feasible.

6. Alternative Site Plans

~~The Del Rey Oaks General Plan Update could propose many different patterns of new development. The land use map as proposed seems to logically incorporate existing land uses and vacant land uses into a compatible land use pattern. The Fort Ord reuse area appears to be feasible if road improvements and other infrastructure are adequately developed. Although acceptable minor plan modifications could probably occur, the general land use patterns proposed in the General Plan Update are found to comprise a logical pattern for the future development of Del Rey Oaks.~~

The Environmentally Superior Alternative

The No Project Alternative (continued development under the 1988 General Plan) would avoid most of the impacts associated with increased traffic, air quality, and public service impacts associated with the General Plan Update. In this sense, the No Project Alternative is the

environmentally superior alternative. However, continued development in accordance with current zoning could result in greater automobile dependence, requiring travel to other cities for shopping, jobs and services that could be provided in Del Rey Oaks under the General Plan Update.

When the No Project Alternative is identified as the environmentally superior alternative, CEQA requires that the Draft EIR also identify an environmentally superior alternative among the other alternatives ~~the next most environmentally superior alternative~~ (Guidelines Section 15126). That environmentally superior alternative is Alternative 2, which provides for a revised Fort Ord Annexation Boundary design and a reduced office park density design that eliminates many of the environmental impacts associated with development in the Fort Ord annexation area. This alternative would increase the open space buffer between the Frog Pond annexation area and the proposed office park development as requested by MPRPD. Additionally, this alternative could result in a development plan that is consistent with the City's Fort Ord water allocation approved for Del Rey Oaks by the FORA Board in April 1996. Because this alternative is contiguous with the existing City boundaries, proposed infrastructure to this parcel would be readily provided by existing agencies. Although Alternative 2 is a compromise between all of the above mentioned jurisdictions, it would still provide economic viability to the City by not jeopardizing the City's development and economic goals proposed by the General Plan Update. This alternative appears to be the only alternative that could feasibly attain most of the basic objectives of the project.

~~to be the next most environmentally superior alternative. Given the policies and programs of the General Plan Update that firmly define the City's goals in terms of size, area for development, economic development objectives and financial stability, it is considered to be the next most environmentally superior alternative.~~

2.3 Summary of Significant Unavoidable Adverse Impacts for Which a Statement of Overriding Considerations Must Be Adopted

The General Plan Update does not contain any significant unavoidable adverse impacts. In the area of cumulative impacts, this EIR acknowledges that significant unavoidable cumulative impacts could occur in the areas of traffic, air quality, water demand, public services, if other agencies do not approve and implement regional improvements as planned, and in the area of biological resources, if other agencies do not approve and implement the Fort Ord Habitat management Plan or comparable plan.

2.4 Summary of Significant Adverse Impacts That Can Be Mitigated

Table 1 provides a summary of significant impacts that are reduced to less-than-significant levels by policies and programs of the General Plan Update, and policies and programs contained in this EIR that are recommended as mitigation measures.

Table 1

**SUMMARY OF SIGNIFICANT ADVERSE IMPACTS THAT CAN BE MITIGATED
Del Rey Oaks General Plan Update EIR**

Environmental Issue (Sections refer to Draft EIR)	Potential Significant Impact	Mitigation Measures	Residual Effects
Land Use (Section 4.2)	New urban development could result in incompatible land uses associated with the airport clear zone and safety area.	Policy L-3; Programs 4 and 5. Mitigation Measures 4, 5.	Not Significant
Land Use (Section 4.2)	Development in polygon 31b may be incompatible with park use.	Mitigation Measures 1, 2.	Not Significant
Land Use (Section 4.2)	Significant impacts on adjacent open space areas.	Mitigation Measure 3.	Not Significant
Land Use (Section 4.2)	New development may cause compatibility concerns (such as noise, light and glare, runoff).	Policies L-1, L-2, L-3, Programs 4, 5, 8, and 9 Mitigation Measures 1, 2, 3.	Not Significant
Open Space and Natural Resources (Section 4.2.1)	Development could result in the reduction in the quantity and quality of open space within the City and Fort Ord Reuse Plan area.	Policies C/OS 3-7, 11-16, Programs 27-30. Mitigation Measures 1, 2, 3.	Not Significant
Water Supply (Section 4.3.1)	Expected water demand may exceed available supply.	Program 20, 21, Policies S-1, C/OS 11 and 12, and Mitigation Measures 6-12.	Not Significant
Traffic and Circulation (Section 4.4)	Additional traffic generated by increased commercial, visitor serving development could affect the City's traffic circulation.	Policies C-2, C-3, Programs 13-16, and Mitigation Measures 13-20.	Not Significant
Air Quality (Section 4.5)	Additional traffic generated by increased commercial, visitor serving development could result in air quality impacts.	Policies C-11-16, C/OS 13; Programs 12-14, 17.	Not Significant
Geology/Seismic Safety (Section 4.6)	New development may occur in geologically unstable areas or in seismically active areas.	Seismic Safety Policies of the 1988 Del Rey Oaks General Plan Update and Mitigation Measure 21.	Not Significant
Drainage/Hydrology (Section 4.7)	Increased development in the City could increase the likelihood of erosion problems.	Policies C/OS 10 Seismic Safety Policies of the 1988 General Plan Update, and Mitigation Measure 22-24.	Not Significant
Plants and Animals (Section 4.8)	Drainage / water quality pollutants in storm water runoff could have a potentially significant impact on the biological resources.	Mitigation Measure 22-24.	Not Significant
Plants and Animals (Section 4.8)	Development within Fort Ord reuse area could result in impacts on special status species.	Mitigation Measures 25-28.	Not Significant
Plants and Animals (Section 4.8)	Development adjacent to habitat management areas may result in incompatibility impacts.	Mitigation Measures 25-28.	Not Significant

Plants and Animals (Section 4.8)	New urban development could endanger sensitive habitats or endangered species.	Policies C/OS 3-9, 5, 7 and Program 29.	Not Significant
Archaeology/Historical (Section 4.9)	New development could impact archaeological or historical resources.	Policies C/OS 14-16 and Program 27.	Not Significant
Aesthetics/Views (Section 4.10)	Expanded development could degrade visual resources.	Policies C/OS 1, L-8, 9.	Not Significant
Noise (Section 4.11)	Expanded development could increase noise levels in the City.	Policies N-1, 3, 4-6; and Programs 31-33.	Not Significant
Refer to Section IV. Environmental Setting, Impact Analysis and Mitigation for an expanded discussion of this summary.			

2.5 Impacts Found to Be Less than Significant

Impacts in the following categories were found to be not significant:

Sewage Treatment

Solid Waste

Police Protection

Fire Protection

Schools

Parks and Recreation

These are discussed further in Section IV.

2.6 Environmentally Superior Alternative

Based on the analysis contained in this EIR, the Reduced Density Revised 31b Design Alternative 1996 General Plan Update is considered to be the feasible Environmentally Superior Alternative. (See Section V, Alternatives.)

2.7 Areas of Controversy

As required by Section 15123 of the CEQA Guidelines, the areas of controversy known to the Lead Agency are identified below and addressed in this EIR:

- Effects on traffic and the need for an adequate roadway network to serve the proposed level of development;
- Need for an available and adequate water supply;
- Need for and effects of economic development and local growth to replace economic losses due to the military base closure;
- Preservation of natural resources and open space;

- Controversy with the Monterey Peninsula Regional Park District over conveyance of use of Polygon 31b in the Fort Ord Reuse Area; and
- Access through Del Rey Oaks to the Airport northside industrial area.
- Consistency of the General Plan with the Army's implementation of the Fort Ord Habitat Management Plan.

III. Project Location and Overall Environmental Setting

3.1 Location

Del Rey Oaks is located on the Monterey Peninsula approximately 100 miles south of San Francisco and 300 miles north of Los Angeles (see Figure 1). The City is generally bounded by the City of Seaside on the north, the Monterey Peninsula Airport on the west, the City of Monterey on the southeast and the former Fort Ord Military Reservation on the east. Canyon Del Rey Road (State Highway 218), forms the central spine of the City and intersects State Highway 1 to the northwest and State Highway 68 to the southeast. Additionally, as a part of this General Plan Update, the City will be requesting annexation of three parcels (totaling 303 acres) within the Fort Ord reuse area which is mostly located on the north side of South Boundary Road and east of North-South Road.

3.2 Setting

At the time of incorporation in August, 1953, the City of Del Rey Oaks consisted of 157 acres with a total population of 1,509. The City grew in land area in the 1950's through annexation of adjacent undeveloped lands and through gifts of park land donated by T.A. Work.

Del Rey Oaks in 1996 is the fifth largest City on the Monterey Peninsula with a total land area of 295 acres, or 0.45 square miles, and an estimated total population of 1,692. Approximately 321 jobs are provided by the City's commercial and institutional land uses (Source: Bureau of Census, 1990), but the City remains predominately a "bedroom community" with 123 acres devoted to residential uses and no heavy industry.

3.3 Regulatory Setting

Del Rey Oaks has been governed by the goals, policies, and programs of the 1988 Del Rey Oaks General Plan. With the closure of the Fort Ord military base, various parcels of land are being conveyed by the U.S. Army Corps of Engineers to agencies for non-military reuse. The City of Del Rey Oaks has requested approximately 300 acres for conveyance and future annexation to the City. The Fort Ord Reuse Authority (FORA) is a joint powers agency which is overseeing the planning and transfer of the lands.

There are a number of required steps prior to approving any future development application for this area. The property must be transferred out of the Army federal jurisdiction and ownership. This transfer of lands from Army ownership can be accomplished through various methods of conveyance. The property planned for the expansion of the Frog Pond will be conveyed ultimately to the Monterey Peninsula Regional Parks District through a public benefit conveyance (PBC) process which allows for transfers of federal property for public purposes such as education, parks, etc. This property will be included in the City's proposed annexation request to the Monterey County Local Agency Formation Commission (LAFCO).

The Fort Ord property planned for the hotel, golf course and retail/office uses can be transferred from the Federal jurisdiction through an economic development conveyance (EDC), a negotiated sale directly to the City, or a public sale (where the Army puts the property on the open market and it is purchased by the City or a private sector buyer. An EDC allows for transfer of base closure property by the Army to the Local Reuse Authority (in this case, FORA) at or below fair market value for purposes of spurring economic redevelopment and job creation.

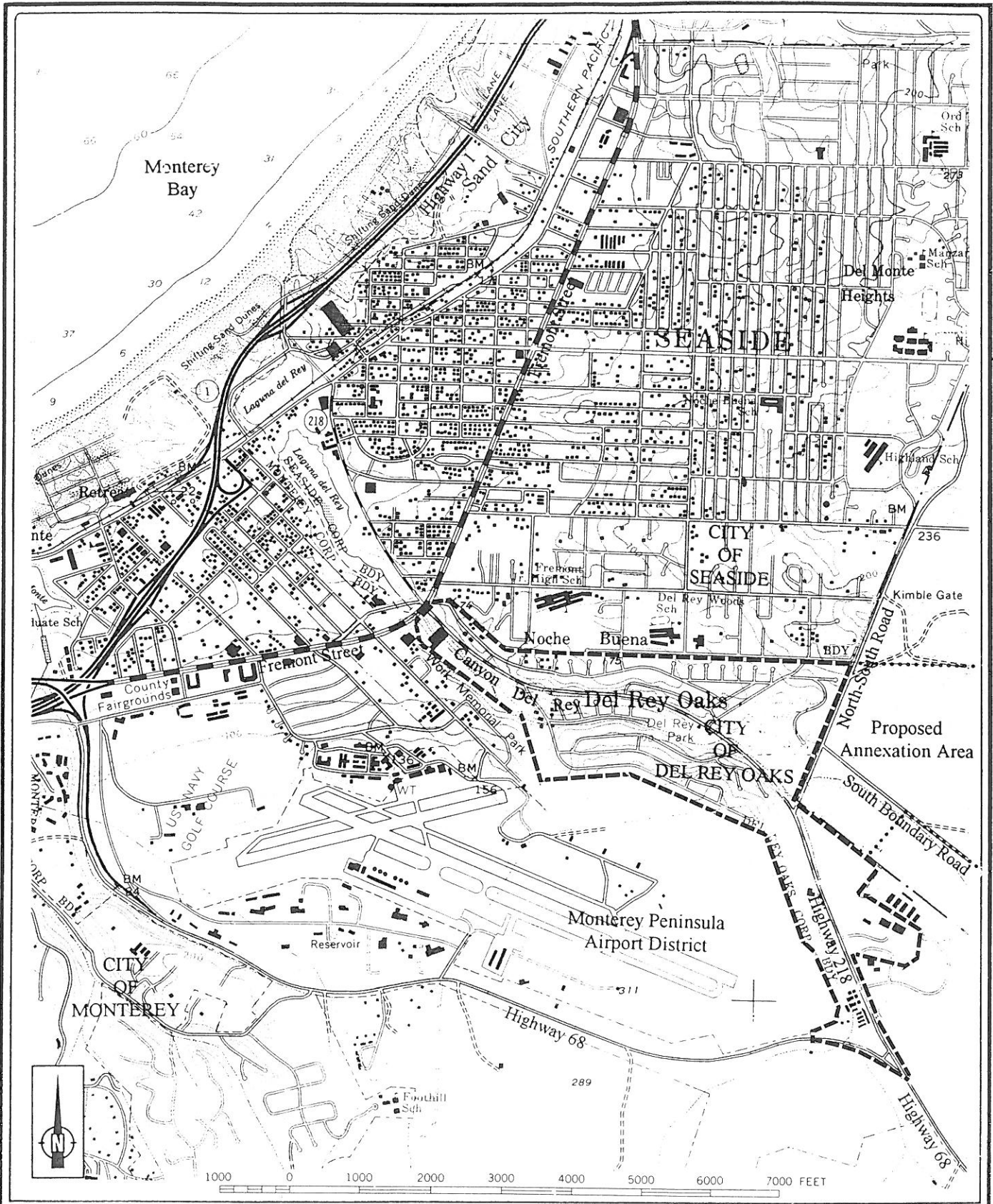
The Fort Ord lands included in the General Plan Update currently located in the unincorporated area of Monterey County, are planned to be annexed to the City of Del Rey Oaks. The City of Del Rey Oaks intends to file an application with LAFCO for a sphere of influence amendment to approve the inclusion of these lands in the City's adopted sphere, in conjunction with an application to annex the property into the City's boundary. The City has already negotiated a property tax agreement for these areas with LAFCO.

The Fort Ord Reuse Plan (hereafter referred to as the "Reuse Plan") has not yet been adopted by FORA as of April 28, 1997. Pursuant to Government Code Section 67675, all property transferred from the federal government to any user or purchaser shall be used in a manner that is consistent with the Reuse Plan, with the exception of the campus and park properties under State jurisdiction. The City of Del Rey Oaks will be required to submit this General Plan Update to FORA for a consistency determination as required under the legislation. Under this requirement, any "legislative land use decision" shall be submitted to FORA to determine that the proposed land use decision is consistent with FORA's adopted plans and policies and is otherwise consistent with Section 67675 of the Government Code.

After the adoption of the Reuse Plan by FORA, this General Plan Update by the City Council for Del Rey Oaks, necessary approvals from LAFCO, and conveyance of the property, all future application for use and development of these areas will be evaluated against the City's adopted General Plan policies. Additionally, future development applications within the Fort Ord area involving zoning or general plan amendments must be submitted to FORA to determine that the proposed project is consistent with FORA's adopted plans and policies.

Fort Ord Reuse Authority

Preliminary plans for the reuse of Fort Ord call for three parcels to be annexed to the City of Del Rey Oaks, totaling approximately 303 acres. The majority of the property is on the north side of South Boundary Road and east of North-South Road. The Reuse Plan and the Fort Ord Reuse Plan EIR (hereafter referred to as the "Reuse Plan EIR") describe the uses proposed on the three parcels. Recent deliberations between the City, FORA, the City of Monterey, and the Monterey Peninsula Regional Parks District may result in a small change the boundaries of the polygons described as follows and depicted in Figure 2:



REGIONAL SETTING

Figure 1

Polygon 29a: The gross acreage of this polygon is 224 acres. This area is proposed for a combination of a conference center, office park, hotel, high tech business park and associated commercial uses. In addition, a golf course of approximately 150 acres is also proposed.

Polygon 31a: ~~The gross acreage of this polygon is 28.9 acres.~~ The area is proposed as an extension of the existing Frog Pond. The wetlands and ephemeral drainage in this area will be managed as open space/habitat by the Monterey Peninsula Regional Park District.

Polygon 31b: ~~The gross acreage of this polygon is 21.6 acres.~~ This polygon exhibits a split terrace land form and is proposed for a corporate office center. Development of this polygon will require sensitive placement of facilities and the provision of adequate buffers with the neighboring Frog Pond expansion area. This polygon has been the subject of controversy with between the City and the Monterey Peninsula Regional Park District over conveyance and use.

Monterey County Local Agency Formation Commission

The Monterey County Local Agency Formation Commission (LAFCO) operates pursuant to the Cortese-Knox Local Government Reorganization Act of 1985. LAFCO has responsibility for reviewing proposals involving boundary changes for cities and special districts. LAFCO is also responsible for the designation of the Sphere of Influence (SOI) for every local government agency. A sphere of influence is defined as a plan for the probable boundaries of a local government agency based on a 20 year time frame. Once adopted, SOI is used by LAFCO to promote logical extension of local government agencies and increased county-wide service efficiency. SOI's are determined after consideration of service patterns, land-use patterns, agricultural impacts, and social and economic interaction.

The most recent consideration of the Del Rey Oaks Sphere of Influence was completed in 1983. At that time a status quo SOI was adopted. A status quo SOI is assigned when the local agency is presently providing services over the optimum area and the future demand for service will not expand beyond the present boundaries of that agency. Boundary changes associated with the reuse of surplus Fort Ord Reuse property to be requested by the City of Del Rey Oaks identified in this General Plan Update will require the approval of Monterey County LAFCO.

3.4 Other Relevant Plans and Agencies

Del Rey Oaks lies within the jurisdiction of a number of special districts. The entire City lies within the Monterey Unified School District which provides education facilities and services for elementary, and middle and high school aged children. Monterey Peninsula College, a community college, provides continuing education and technical training for college-level students. The County of Monterey Water Resources Agency manages Canyon Del Rey Drainage as well as the tributary creeks, and drainage systems. The Monterey Peninsula Regional Parks

District manages the Frog Pond area of Del Rey Oaks. Highway 218 is governed by the California Department of Transportation (Caltrans). Air quality is governed by the Monterey Bay Unified Air Pollution Control District through the 1994 Air Quality Management Plan (AQMP). Another planning document which affects Del Rey Oaks is the Transportation Agency of Monterey County Congestion Management Plan (CMP), which is intended to reduce traffic on the County's highways.

3.5 Project Objectives

CEQA does not require an EIR to evaluate the propriety or adequacy of project objectives. The discussion of project alternatives in an EIR is to focus only on whether proposed mitigation measures and project alternatives may or may not be feasible in the light of the project sponsor's objectives. Thus, this EIR does not assess whether or not the City's project objectives are appropriate, adequate or achievable, all of which are policy determinations reserved to the elected representatives of the citizens of Del Rey Oaks.

The City objectives for the General Plan Update are expressed in a series of goals included in the document itself. According to the text of the General Plan Update, these goals "...represent a desirable future condition or state toward which the community will work to achieve" (General Plan Update pg. 5). According to these goals, the City of Del Rey Oaks General Plan Update endeavors to satisfy local community needs and take advantage of new opportunities by creating jobs and revenue while preserving the character of the community and the natural beauty and biological resources of the area.

The proposed project, as considered within the context of the overall General Plan Update and the Reuse Plan, is intended to be self-mitigating. Policy and program statements are designed to avoid and mitigate potential adverse effects of the implementation of the proposed project. The following clarifies and elaborates the City's project objectives in response to public comments;

- Enhance the beauty, health and safety and quality of life for residents of the City of Del Rey Oaks.
- Strive to create a "village" atmosphere within the City.
- Expand/attract revenue generating commercial retail businesses to the visitor serving and commercially zoned parcels in the City.
- Annex the properties on Fort Ord to provide additional sites for economic development with potential revenue generating land uses.
- Develop commercial/retail uses at the Highway 68/218 entrance to the City compatible with the Stonehouse Historic Building.
- Plan for intensification of existing development and expansion of City limits to include areas identified in the Reuse Plan.
- Plan for additional visitor-serving facilities in suitable locations in proximity to Highway 218.
- Work with LAFCO to define the City's Sphere of Influence and prepare a plan for providing services for the Fort Ord reuse area to facilitate annexation.
- Identify additional revenue streams that will support City operations.

- Provide a safe, convenient, energy-conserving, comfortable and healthful transportation for all people and goods by the more efficient and appropriate transportation modes that meet present and future travel needs of the City's residents.
- Prevent the significant adverse impact of through traffic on Highway 218 as well as on roads and streets.
- Coordinate the economic development needs of the City with proposed circulation improvements on Highway 68 and Canyon Del Rey to ensure that the City benefits from the proposed changes.
- Coordinate and assist with TAMC and AMBAG in providing funding for an efficient regional transportation network. The City will support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation network. Policies also address motor vehicle circulation and parking, vehicle trip reduction, and bicycle and pedestrian circulation and facilities, transit services.
- Assure new development can be served by adequate public services and facilities.
- Provide public services to available sites located within the City and in areas to be annexed into the City.
- Provide water and maintain a water management policy that will provide a sufficient quantity of appropriate quality water to meet the needs of the existing and planned community.
- Require new development to "pay its own way and not overly burden existing City residents and services consistent with applicable laws.
- Direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel away from the ephemeral drainage in the natural area expansion (NAE) parcel.
- Enhance the quality of life by providing recreational services, programs, and facilities that reflect the leisure needs and desires of the community.
- Protect the City's natural, cultural, visual and historical resources.
- Preserve and protect the water quality, runoff, and other resources of the Canyon Del Rey watershed.
- Provide open space that meets the needs of the City.
- Minimize the impact of street, road and highway generated noise upon land uses in the City of Del Rey Oaks.
- Encourage a reduction in aircraft noise impact on the City of Del Rey Oaks to levels specified by State noise standards and require adequate sound proofing in new construction.

IV. Environmental Setting, Impact Analysis and Mitigation

4.1 Population and Employment

The 1995 population of Del Rey Oaks is 1,692. The 1996 General Plan Update proposes changes to the land uses within the City of Del Rey Oaks that would result in a total buildout population of about 1,840 in 2010. A key goal of the General Plan is to provide job and business opportunities within the City. The potential impacts to the City's population, housing and job markets is evaluated in this section.

4.1.1 Population

Issues

Buildout of the City in accordance with the General Plan Update will result in a nominal increase in the City's population through the time frame of the Plan.

Setting

Over the course of years, the primary cause of change in population in Del Rey Oaks has been a change in the number of persons per household in the City. Table 2 shows data for population, number of housing units, persons per household and the age distribution of the population from 1960, 1970, 1980, 1990 and 1995. As can be seen, between 1970 and 1990 the number of housing units in Del Rey Oaks has grown by 184. During the same period, the average number of persons living in each occupied housing unit, or household has decreased from 4.60 to 2.39. This decrease in household size is closely correlated with the decrease in the population of children under 18 years of age from 37.6 percent to 17.9 percent of the total. Obviously, if the trend toward fewer children in the population in Del Rey Oaks were to be reversed the population of the City could increase significantly with no increase in the number of dwelling units. Increasing the average household size in the City from 2.43 to 3.00 would increase the buildout population to 2,091. The 1995 population estimates by the California Department of Finance may be an indication that the demographic make-up of the City is moving toward families with young children. The data which is currently available is not sufficient for a conclusive judgment.

Education, Income and Migration

Educational attainment and household income are important descriptive measures of the community. Educational attainment is usually described for the population age 25 and over. In Del Rey Oaks in 1990 there were 1,260 people age 25 and over. Of those, 88.4 percent had attained a high school diploma. Sixty four percent of adults age 25 and over had some college education with 26.8 percent holding either bachelor or graduate degrees.

These percentages compare favorably with both the California and Monterey County population. Statewide, 76.2 percent of adults age 25 and over have attained high school diplomas and 23.4 percent hold bachelor or graduate degrees. In Monterey County, 72.9 percent of adults age 25 and over have received high school diplomas and 21.5 percent have attained bachelor or graduate degrees.

Table 2
Del Rey Oaks Population, Households and Age Groups

Year	Population	Housing Units	Persons per Household	Below 18 years	18-64 years	Above 64 years
1960	1,831	NA	NA	NA	NA	NA
1970	1,823	549	4.60	37.6%	58.0%	4.4%
1980	1,557	577	2.74	24.5%	65.5%	10.0%
1990	1,661	733	2.39	17.9%	66.5%	15.6%
1995	1,692	735	2.43	NA	NA	NA

Sources: Bureau of Census - 1960, 1970, 1980 and 1990 Census of Population
California Department of Finance, Report 95 E-5 Estimates of Population, January 1, 1995

The two measures usually used to describe the income of a City are the median household income and percentage of the population experiencing poverty. In 1990 the median household income in Del Rey Oaks was \$43,269. This figure was 21 percent above the state median household income of \$35,798 and 29 percent above the Monterey County median household income of \$33,520. Statewide, 12.5 percent of persons experienced poverty in 1990. In Monterey County 11.6 percent of persons experienced poverty. In Del Rey Oaks only 30 people, about 1.8 percent, were below established thresholds for poverty in 1990.

Migration is the movement of people in or out of a municipality. Migration is typically measured in terms of the percentage of people that have moved into an area in the previous five years. In California the 1990 Census data reports that 55.6 percent of people had moved between 1985 and 1990. In Monterey County, 56.8 percent of people reported moving between 1985 and 1990. In Del Rey Oaks, only 39 percent of people reported moving into the City between 1985 and 1990. This relatively low migration rate is an indication of a stable community.

Retail Sales

Table 3 portrays the dollar volume of taxable retail sales in Del Rey Oaks in the last five years for which data is available. Retail sales increased in the City at an average annual rate of 3.5 percent per year. This is double the rate of increase experienced by Monterey County during the same period, which was 1.7 percent per year. Another comparative measure of Del Rey Oaks competitive position in retail trade is the per capita retail sales in the City and the county. Per capita retail spending represents the average retail spending per person in a community. Those communities with high levels of per capita retail spending are those that are most successful at providing 1) retail opportunities which meet the basic needs of the residents of the community, and 2) retail opportunities which attract residents from other communities.

In Monterey County, average taxable retail sales per person was \$7,772 in 1993. In Del Rey Oaks per capita retail spending in 1993 was \$7,346. The per capita retail spending figure for Del Rey Oaks compared to Monterey County is an indication that there is a need for increased retail opportunities in the community. However, it is also important to recognize that the per capita retail sales figure for Del Rey Oaks is surprisingly high -- 94.5% of Monterey County's figures. Given the small size of the community, this fact is an indicator that the City is in a favorable location for retail trade. The relationship of the community to main arterial intersections on the Monterey Peninsula - Fremont and Canyon Del Rey on the west, and Canyon Del Rey and Highway 68 on the east are important factors in making the City a favorable location for retail trade. An important issue for consideration in the 1996 General Plan Update are methods that can be used to provide increased retail opportunities in the City.

Table 3 Del Rey Oaks Taxable Retail Sales	
Year	Taxable Retail Sales
1989	\$10,456,000
1990	\$10,537,000
1991	\$10,362,000
1992	\$12,410,000
1993	\$12,408,000
Sources: California State Board of Equalization - Taxable Sales in California - 1989, 1990, 1991, 1992, 1993	

4.1.2 Employment

Issues

Buildout under the 1996 General Plan could affect the number and types of jobs in Del Rey Oaks and the jobs/housing balance for the City and for the region.

Setting

Del Rey Oaks has few large employers that provide high paying jobs. For this reason, many employed residents work outside of Del Rey Oaks in the surrounding communities of Seaside, Monterey, Carmel, Pacific Grove and Salinas.

Employment

In describing a City two types of employment should be considered: the employment of those that live in the City and the employment of businesses located in the City. Further, employment should be described in terms of both industry and occupation. Industry describes the major industrial sectors as identified by the Department of Commerce: agriculture, mining, construction, manufacturing, etc. Occupation describes the type of job held by the individual without regard to industrial sector. Examples include professional specialty, managerial, clerical, etc. Table 4 and Table 5 contain data on employment by industry and by occupation for Del Rey Oaks from the 1990 Census.

Table 4
Del Rey Oaks Employment by Industry

	Employed Del Rey Oaks Residents	Employment located in Del Rey Oaks
Agriculture	21	15
Mining	2	0
Construction	65	8
Nondurable Goods Manufacturing	40	9
Durable Goods Manufacturing	24	0
Transportation	27	63
Communications/Public Utilities	30	16
Wholesale Trade	20	15
Retail Trade	152	86
Finance, Insurance and Real Estate	77	19
Services	388	66
Public Administration	74	24
Total	920	321

Source: Bureau of Census - 1990 Census of Population

Overall, 920 people living in Del Rey Oaks reported employment in 1990. There were however only 321 people employed at job sites in the City in 1990. The difference between these two figures is an indication that there is an imbalance between residential land uses and employment generating land uses. This imbalance leads to increased commuting, which generally results in increased congestion, air pollution and noise. In addition, residential land uses generally require more services than can be paid for with the resulting tax revenues. As a result, an imbalance between residential and non-residential land uses can have a significant fiscal impact on a City. It is not possible to require that all residents of the City also work within the City. Nonetheless it is desirable to achieve a balance between the number of employed residents of the City and the number of jobs located at sites in the City. Such a balance reduces unequal daily traffic flows which decreases congestion, and the resulting noise and air quality impacts.

Table 5
Del Rey Oaks Occupation of Employment

	Employed Del Rey Oaks Residents	Employment located in Del Rey Oaks
Executive, administrative & managerial	131	29
Professional specialty	169	38
Technicians and related support	25	0
Sales	122	48
Administrative support/clerical	167	61
Private household occupations	4	8
Protective service occupations	18	15
Other service occupations	105	20
Farming, forestry and fishing	35	0
Precision productions/craft/repair	82	44
Machine operators/assemblers/inspectors	14	0
Transportation and material moving	28	8
Handlers/equipment cleaners/laborers	20	50
Total	920	321
Sources: Bureau of Census - 1990 Census of Population		

Impacts

Presently Del Rey Oaks is a "bedroom" community that provides housing for persons employed on the Monterey Peninsula, Marina, and Salinas. One of the key objectives of the 1996 General Plan Update is to increase the number of jobs in Del Rey Oaks over the life of the Plan, thereby providing a better balance between jobs and the housing needed by the local work force. The General Plan Update emphasizes a comprehensive approach to employment generation by providing land for the development of a variety of job-generating land uses.

Mitigation

No mitigation is required.

Analysis of Significance

Not significant.

4.2 Land Use

Issues

The 1996 General Plan Update designates additional land within the City limits for commercial, residential, and neighborhood commercial uses.

Additionally, the City of Del Rey Oaks has requested approximately 300 acres for conveyance and future annexation to the City. The Fort Ord Reuse Authority (FORA) is the joint powers agency which is overseeing the planning and transfer of the lands. ~~Preliminary plans for the reuse of Fort Ord call for three parcels to be conveyed to the City of Del Rey Oaks.~~ The Draft Fort Ord Reuse Plan (May 1996) indicates that the land could be used for development of hotel, office park/conference center, commercial/retail, public/quasi public, and golf uses.

Setting

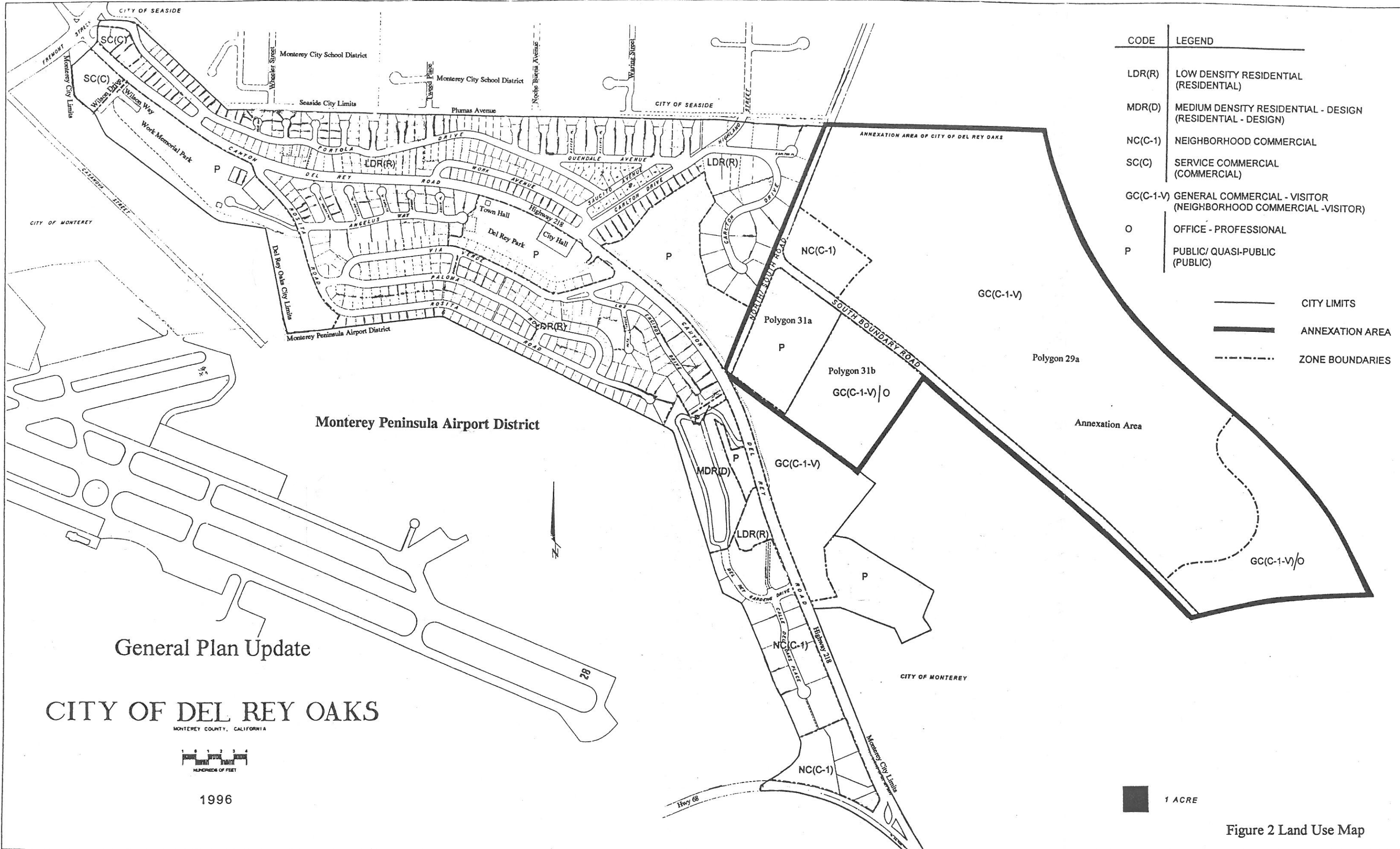
The City is generally bounded by the City of Seaside on the north, the Monterey Peninsula Airport on the west, the City of Monterey on the southeast and the former Fort Ord Military Reservation on the east. Canyon Del Rey Road (State Highway 218), forms the central spine of the City and intersects State Highway 1 to the northwest and State Highway 68 to the southeast. Additionally, as a part of this General Plan Update, the City will be requesting annexation of three parcels (totaling 303 acres) within the Fort Ord reuse area which is located on the northside of South Boundary Road and east of North-South Road.

Del Rey Oaks proposed land uses for the existing City limits and the proposed annexation area of Fort Ord are provided in Table 6, and illustrated in Figure 2 and Figure 2A. Preliminary plans for the reuse of Fort Ord call for three parcels to be conveyed to the City of Del Rey Oaks, totaling approximately 303 acres. The majority of the property is on the north side of South Boundary Road and east of North-South Road. The Fort Ord Base Reuse Plan (Dec. 1994) and the Fort Ord Reuse Plan Draft EIR (May 1996) described the uses proposed on the three parcels. Recent deliberations between the City of Del Rey Oaks, FORA, and the Monterey Peninsula Regional Parks District may change the boundaries of the polygons described as follows:

Table 6
Del Rey Oaks Proposed Land Uses for
Existing City Limits and Proposed Annexation Area

Land Use	Unit
Single-family Residential	5 dwelling units
Conference Center*	44 gksf
Hotel*	316 rooms
Golf Course*	155 acres
Retail (Specialty Shops)*	30 gksf
Fitness Center*	10 gksf
Office Park*	300 gksf
Corporate Office Center*	75 gksf
Retail Commercial	43.5 gksf
Office Park/Hotel	205 rooms
Total Office Park/Conference Center	419 gksf
Total Residential/Hotel	526 units
Total Golf	155 Acres
Total Commercial/Retail	83.5 gksf

* Parcels within the Fort Ord reuse area which will be requested for annexation into the City of Del Rey Oaks.
gksf= gross thousand square feet
Source: City of Del Rey Oaks



CODE	LEGEND
LDR(R)	LOW DENSITY RESIDENTIAL (RESIDENTIAL)
MDR(D)	MEDIUM DENSITY RESIDENTIAL - DESIGN (RESIDENTIAL - DESIGN)
NC(C-1)	NEIGHBORHOOD COMMERCIAL
SC(C)	SERVICE COMMERCIAL (COMMERCIAL)
GC(C-1-V)	GENERAL COMMERCIAL - VISITOR (NEIGHBORHOOD COMMERCIAL - VISITOR)
O	OFFICE - PROFESSIONAL
P	PUBLIC/ QUASI-PUBLIC (PUBLIC)

	CITY LIMITS
	ANNEXATION AREA
	ZONE BOUNDARIES

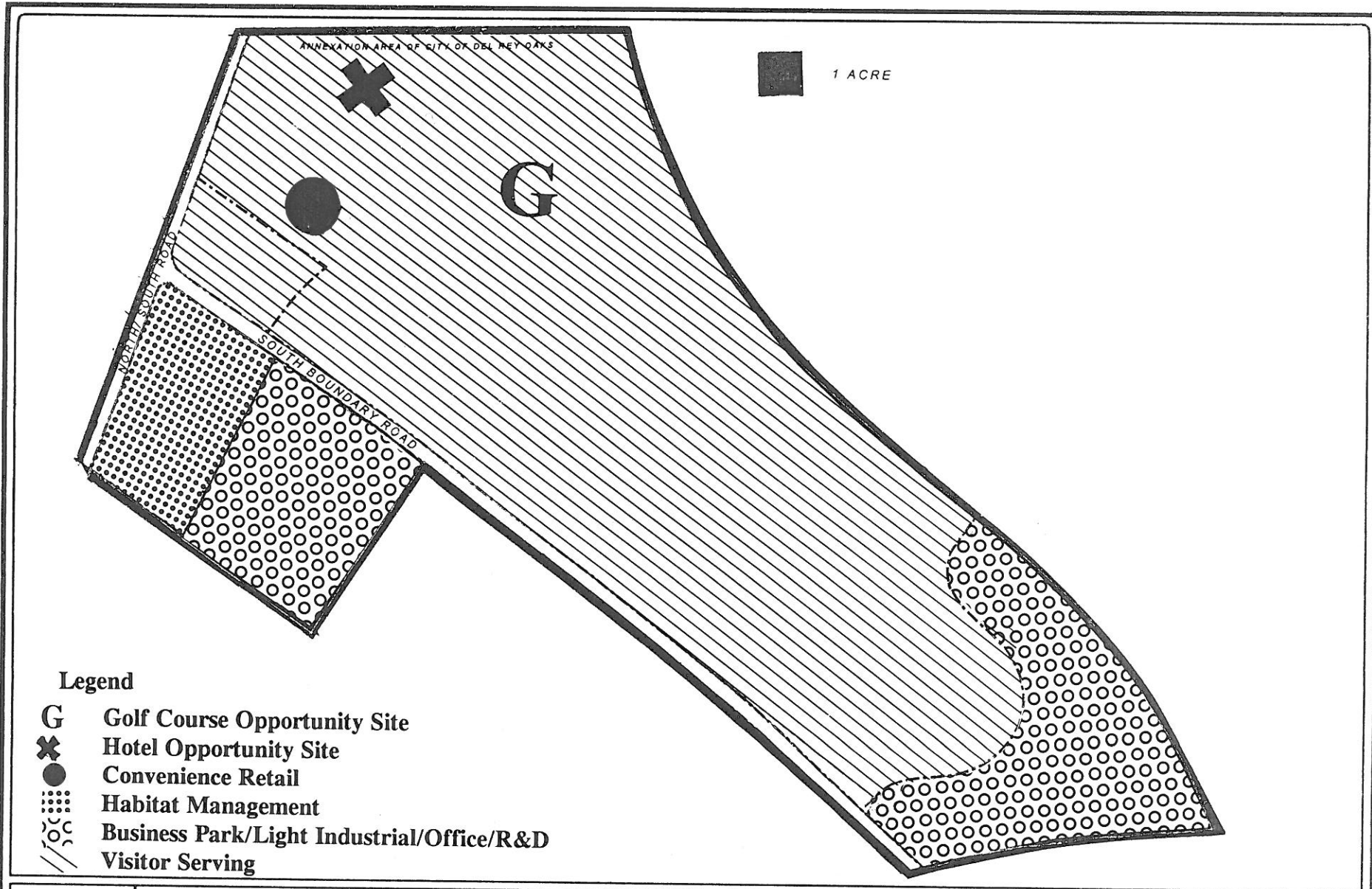
General Plan Update
CITY OF DEL REY OAKS
 MONTEREY COUNTY, CALIFORNIA



1996



Figure 2 Land Use Map



Fort Ord Annexation Area Proposed Project Land Use Concept

Figure 2A

Polygon 29a: The gross acreage of this polygon is 224 acres. This area is proposed for a combination of a conference center, office park, hotel, high tech business park, associated commercial uses and public. In addition, a golf course of approximately 150 acres is also proposed.

Polygon 31a: ~~The gross acreage of this polygon is 28.9 acres.~~ The area is proposed as an extension of the existing Frog Pond. The wetlands and ephemeral drainage in this area will be managed as open space/habitat.

Polygon 31b: ~~The gross acreage of this polygon is 21.6 acres.~~ This polygon exhibits a split terrace land form and is proposed for a corporate office center. Development of this polygon will require sensitive placement of facilities and the provision of adequate buffers with the neighboring Frog Pond expansion area.

Under the land use designations, the City is designated for 526 residential/hotel units, 83.5 gross thousand square feet (gksf) of commercial/retail uses, 155 acres of golf, and 419 gksf of office park/conference center/public. Boundary changes associated with the reuse of surplus Fort Ord property to be requested for annexation will require approval of the Monterey County Local Agency Formation Commission (LAFCO).

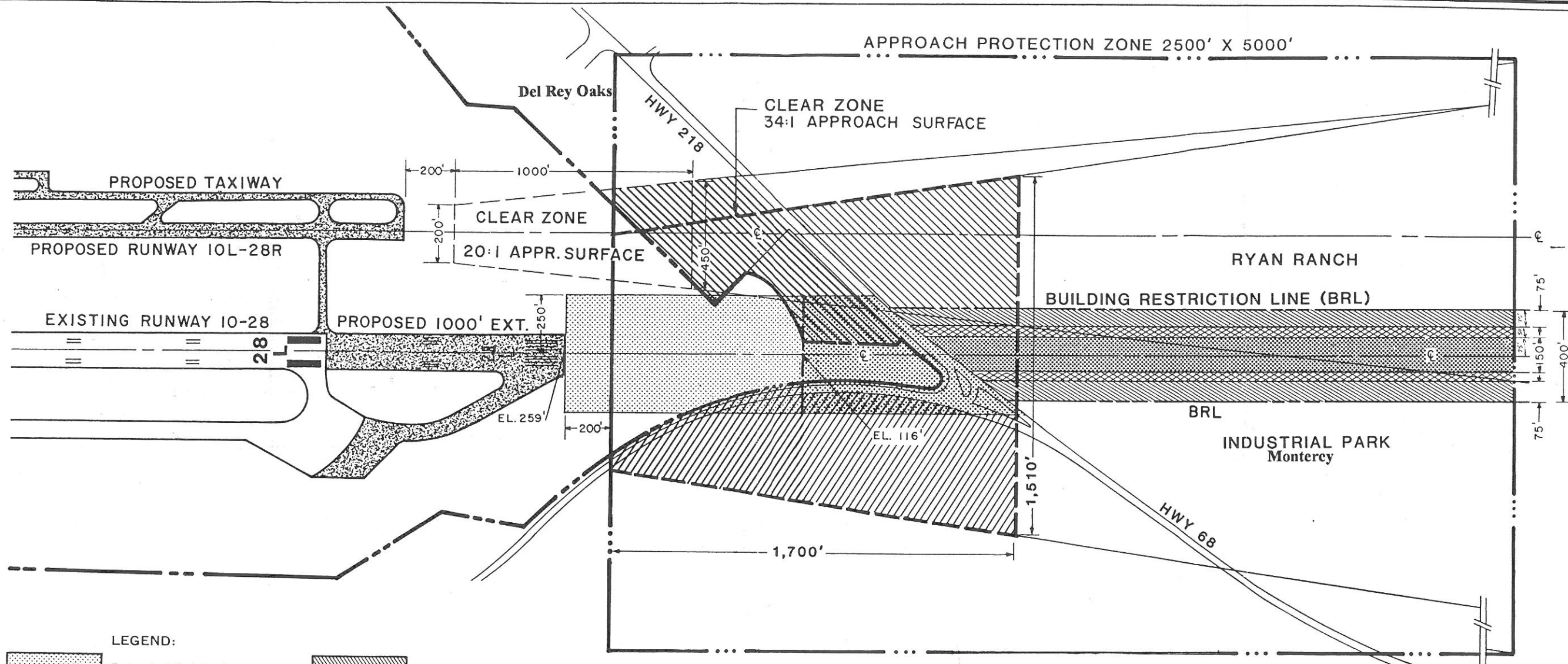
The southern portion of the City of Del Rey Oaks located adjacent to the intersection of Canyon Del Rey (Highway 218) and Highway 68 is located in the Monterey Peninsula Airport Runway 28L Clear Zone and Safety Area. As depicted in Figure 3, the neighborhood commercial area adjacent to the intersection of Highway 68 and Canyon Del Rey is located within the airport's clear zone. The Comprehensive Land Use Plan for Monterey Peninsula Airport Figure 4 identifies the Del Rey Oaks commercial area as an incompatible use and the area is identified on the map as a recommended aviation easement.

As depicted in Figure 2, a parcel in the northwestern portion of the City on the corner of Fremont and Canyon Del Rey (Monte Mart parking lot) is currently divided among three jurisdictions - the City of Del Rey Oaks, City of Monterey, and the City of Seaside.

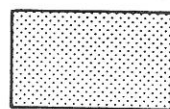

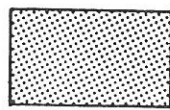
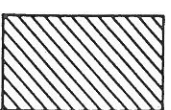
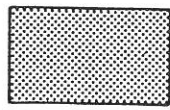
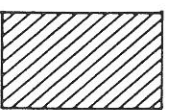
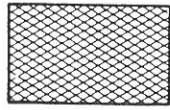
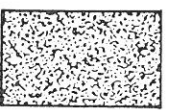
Impacts

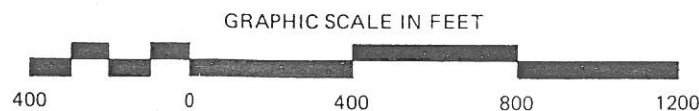
Significance Criteria: In accordance with CEQA Guidelines and other professional standards, this analysis assumes that the proposed project would have a significant impact on land use if it resulted in:

- Substantial conflicts between proposed land uses;
- Substantial conflicts between proposed and existing adjacent land uses;
- Induces substantial growth or concentration of people.



LEGEND:

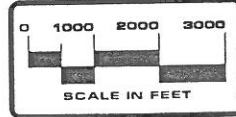
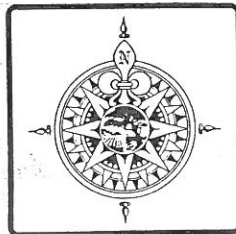
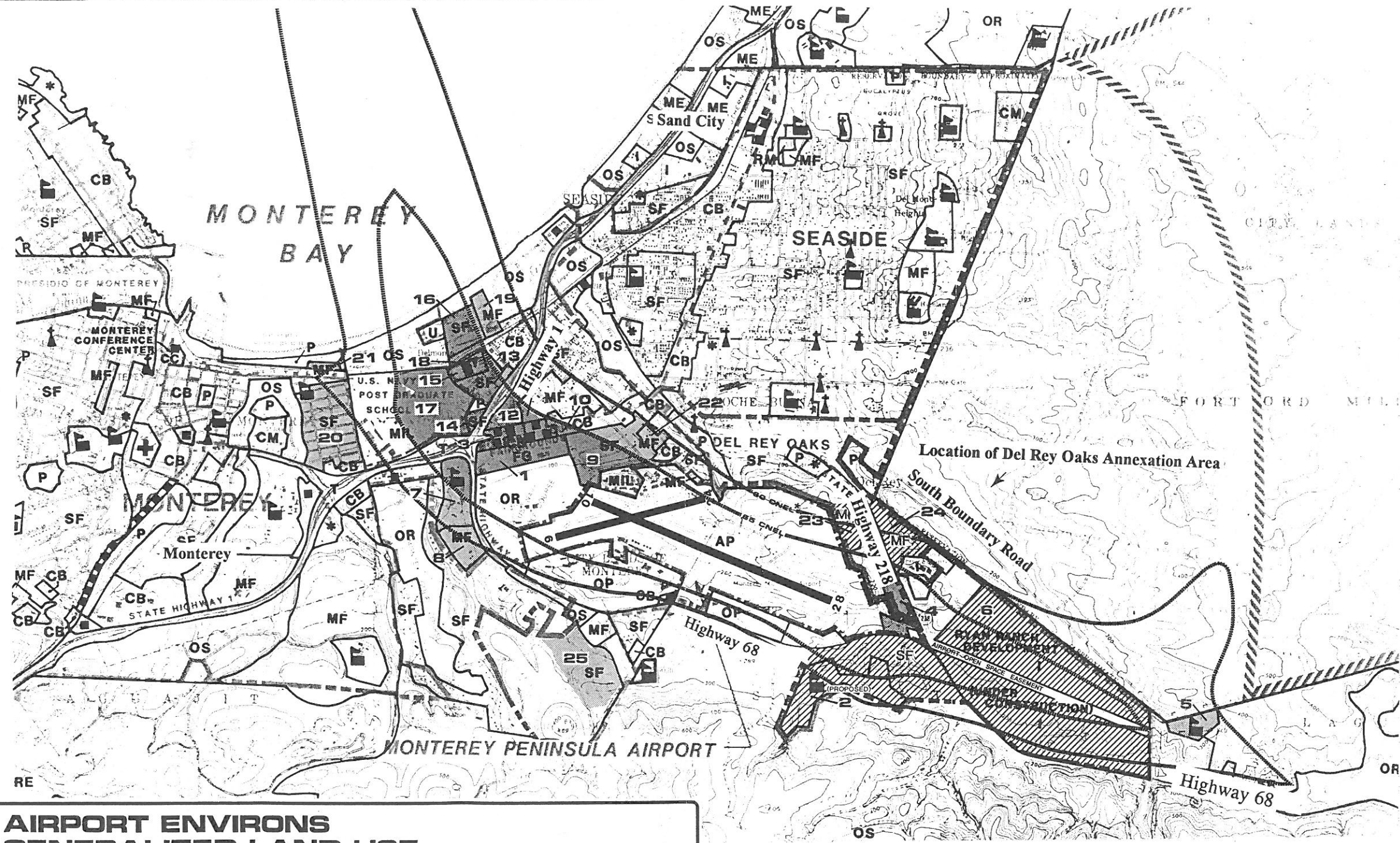
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|---|--|---|--|
|  | Extended Safety Area
500' x 1000'—No Buildings
or Other Obstructions |  | Parking Areas—
No Buildings |
|  | Additional Safety Area—
No Buildings or Other
Obstructions |  | Recommended Avigation
Easement |
|  | Clear Area—150' Wide. No
Buildings, Parking, or Other
Similar Uses. Proposed for
Bike Paths and/or Jogging. |  | Fee Acquisition or Avigation
Easement, As Appropriate |
|  | Additional Clear Area—50'
Wide. No Building or Parking |  | New Airfield Pavement
(Proposed) |



Source: Monterey Peninsula Airport District and McClintock, Becker & Associates

**RECOMMENDED CLEAR ZONE AND SAFETY
AREA FOR RUNWAY 28L EXTENSION**

**Figure
3**



AIRPORT ENVIRONS GENERALIZED LAND USE

RESIDENTIAL	I CHURCH OR OTHER PLACE OF WORSHIP	MANUFACTURING AND PRODUCTION	— CNEL CONTOUR (FORECASTED)
RF RANCH OR FARM	* PUBLIC FACILITY, GOVERNMENT, OR INSTITUTION	I LIGHT INDUSTRY AND MANUFACTURING	■ INCOMPATIBLE USE
RE RURAL OR ESTATE SINGLE FAMILY	CC CONFERENCE CENTER	AG AGRICULTURE	■ INCOMPATIBLE USE OUTSIDE 65 CNEL
SF SINGLE FAMILY	AP AIRPORT	L LIVESTOCK FARMING AND BREEDING	▨ POTENTIAL INCOMPATIBLE USE
MF MULTIPLE FAMILY	T/U TRANSPORTATION / UTILITY	ME MINERAL EXTRACTION, SAND AND GRAVEL	
RM MOBILE HOME PARK	MIL MILITARY, U.S. GOVERNMENT	RECREATION AND OPEN SPACE	
* TRANSIENT LODGING, HOTEL/MOTEL	CB COMMERCIAL AND BUSINESS	OR GOLF COURSE	
PUBLIC USE	OP OFFICE PARK	P PARK OR PARKLAND	
■ SCHOOL OR OTHER EDUCATIONAL FACILITY		FG FAIRGROUNDS	
+ HOSPITAL OR HEALTH CARE FACILITY		CM CEMETERY	
		OS OPEN SPACE OR UNDEVELOPED LAND	

1-25 SEE TABLE 2 FOR IDENTIFICATION

SOURCE: McCLINTOCK, BECKER, & ASSOCIATES, 1985.

Airport Environs Generalized Land Use

Figure 4

Land Uses Near Airport

Pursuant to CEQA Section 21096, the Airport Land Use Planning Handbook has been utilized as a technical resources to assist in the preparation of the EIR related to airport-related safety hazards and noise problems. Development/reuse of the property adjacent to the intersection of Highway 218 and Highway 68 may could result in an incompatible land use associated with the Monterey Peninsula Airport Runway 28L Clear Zone and Safety Area. However, because of the substantial difference in elevation between this property and the airport runway and runway approach, whereby this property lies well below the runway and the runway approach, development may be made compatible through development height limitations, avoiding permanent concentrations of population, aviation easements and other measures. ~~Development/redevelopment of this commercial area will result in an incompatible land use with the existing airport clear zone because this area is identified on the Clear Zone and Safety Area map as a recommended aviation easement.~~ Future development within the airport clear zone and safety area will be subject to review by the Monterey County Airport Land Use Commission (ALUC). Requests for development within the airport clear zone and safety area will be subject to environmental review, height limitations, and regulation of uses. *This impact is considered potentially significant. and unavoidable.*

Land Uses Adjacent to Open Spaces

Implementation of the proposed project may result in incompatibility of proposed development adjacent to open space areas.

Polygon 31a is an approximately 20-acre expansion of the Frog Pond for park use and habitat protection. The development of the Office Park in polygon 31b may be incompatible with the park use. Incompatibility could result from noise, visible activity, air pollution, and runoff adversely affecting recreation and habitat conservation activities at the park.

Additionally, the proposed ~~The Fort Ord Reuse Plan Draft EIR identifies that an~~ 18-hole golf course, 300 room hotel, and convenience retail development is proposed in polygon 29a is also ~~on 164 acres (including a 300 room hotel)~~ adjacent to the 20-acre parkland. Although golf courses offer a park-like setting that would be more compatible with the natural area than some urban uses, landscape management may require the heavy use of chemical fertilizers and pesticides, which can introduce water pollution into the adjacent natural area. These adjoining use may potentially be incompatible. This impact is considered potentially significant.

Commercial Land Uses Adjacent to Existing Residential Uses

New commercial development near existing neighborhoods may cause compatibility concerns such as noise and light and glare. These issues are addressed in Sections 4.10 Aesthetics/Views and 4.11 Noise.

Mitigation

Land use compatibility problems that may arise from new development are most appropriately considered mitigated at the project-specific level. The proposed General Plan Update contains policies which if implemented will avoid or mitigate land use compatibility impacts. Those policies include the following:

Policy L-1 states that the City shall work with adjoining cities, special districts, County, FORA and regional agencies on matters of zoning, land use planning, transportation planning and watershed management. Policy L-2 states that the City shall work with LAFCO to define the City's Sphere of Influence and prepare a plan for providing services for the Fort Ord Reuse Area to facilitate annexation. Policy L-3 states that the City shall continue to work with the Airport District to ensure land use compatibility of the proposed northside development plan. Programs 4 and 5 ensure land use compatibility issues, and Programs 8 and 9 implement design standards and guidelines. As part of the General Plan Update, the City is adopting a commitment to implement these policies. Additionally, the Del Rey Oaks zoning ordinance includes performance standards that establish setbacks between potentially incompatible land uses such as between commercial and residential uses.

The development review process should ensure significant impacts do not occur and particularly that appropriate conditions implementing General Plan Update policies are placed on new development located at the intersection of Highway 218 and Highway 68, and the Fort Ord annexation area. Conditions placed through the development review process implementing General Plan Update policies will ensure the elimination or reduction of potential significant impacts. This can be accomplished through height limitations, regulation of uses, and other measures imposed as conditions of project-specific review and approval. In addition, all development within the Fort Ord annexation area will be subject to the policies and requirement set forth in the FORA Plan and the Fort Ord Habitat Management Plan to which will serve to avoid or minimize to land use compatibility impacts. The following mitigation measures shall be implemented into the Final General Plan.

Mitigation Measures:

1. The City shall implement a General Plan Update policy which states that the City shall encourage the conservation and preservation of irreplaceable natural resources and open space at former Fort Ord consistent with the Fort Ord Reuse Plan and Habitat Management Plan.
2. The City shall implement a General Plan Update policy which states that the City shall review each development project within the former Fort Ord annexation area with regard to the need for open space buffers between land uses.

Further policies regarding the general protection of open space areas can be found in the Open Space/Conservation Element of the General Plan. Additional policies and programs to protect natural habitat resources and implement the Habitat Management Plan are listed in Section 4.8 Plants and Animals of the Final EIR.

While these policies and programs require the identification of open space and natural habitat areas and review of compatibility with adjacent uses, they provide no mechanism for assuring that incompatible land uses will not be introduced. Therefore, significant adverse impacts on adjacent open space areas may occur. Implementation of the following mitigation measure would reduce potential impacts to the extent that they would be considered less than significant.

3. The City shall implement a General Plan Update policy which states that the City shall review each future development project for compatibility with adjacent open space land uses and require that suitable open space buffers and other avoidance mitigation measures are incorporated into the development plan of potentially incompatible land uses as a condition of project approval as necessary to mitigate identified significant adverse land use conflicts to a level of insignificance.
4. The City shall implement a General Plan Update policy which states that the City shall require aviation easements for each future development project located in the Airport Land Use Planning area.
5. City shall incorporate the following development standards in the General Plan Update for development within the clear zone of the airport:
 - Density standards to prevent large assemblages of people;
 - Prohibit uses whose primary occupants are persons of impaired mobility, (i.e. hospitals, schools, daycare centers, and nursing homes)
 - Prohibit the above ground storage of large quantities of flammable materials or hazardous materials.
 - Prohibit residential units and overnight sleeping accommodations.

~~Additionally, the Fort Ord Reuse Plan Draft EIR identifies policies and programs related to the protection of open space and compatibility of open space and adjacent areas in the Fort Ord Reuse Area. No additional mitigation is recommended.~~

Analysis of Significance

Land use impacts are potentially significant but will be reduced to a level of insignificance as long as the proposed mitigation measures, policies, and programs described above are adopted and implemented.

4.2.1 Open Space and Natural Resources

Issues

Additional urban development may adversely affect the quantity and quality of open space and natural habitat within and surrounding Del Rey Oaks.

Setting

Del Rey Oaks possesses diverse natural resources that include creeks, clean air and numerous trees. Arroyo Del Rey creek and the Frog Pond provide a visual backdrop to the City's urban features as well as valuable habitat for numerous species of plants and animals, and land for groundwater recharge and recreation.

Impacts

Significance Criteria: a significant impact would occur if the General Plan resulted in a substantial reduction in open space/natural resources.

- Development in accordance with the 1996 General Plan Update could result in a reduction in the quantity and quality of open space lands within the surplus Fort Ord Reuse area lands proposed for annexation.

~~The Fort Ord Reuse Plan Draft EIR identifies that in the South Gate Planning Area (Polygon 31a consists of a 20-acre expansion of the Frog Pond for park use and habitat protection. The proposed Del Rey Oaks General Plan Update annexation area is part of the ultimate land use concept analyzed in the Fort Ord Reuse Plan Draft EIR. The proposed project will result in a significant reduction in open space. It should be noted, however, that 62 percent of the former Fort Ord would be undeveloped and would be part of a habitat management program, and 10 percent would be developed or left undeveloped for parks and recreation (Draft Fort Ord Reuse Plan, 1996). The development of the Office Park in polygon 31b may be incompatible with the park use, although incorporation of the above mitigation measures will reduce impacts to less-than-significant. Incompatibility could result from noise, removal of vegetation and grading, visible activity, air pollution, and increased runoff that could adversely affect recreational activities at the park. is proposed for park use and habitat protection by the Monterey Peninsula Regional Park District (MPRPD). This area includes the "Frog Pond", which is in open space protection under the MPRPD and will be augmented by this 22 acres of open space. This use may be incompatible with the 48-acre Office Park/R&D District that will accommodate 415,000 square feet of development.~~

Mitigation

Please refer to the mitigation measures 1-3. The 1996 General Plan Update would continue to preserve the existing parks and open space land within the City including the greenbelt along the Canyon Del Rey drainageway and the existing Frog Pond area. The General Plan Update also includes a parcel within the Fort Ord Reuse area which will be requested for annexation to extend the Frog Pond area. Other natural resources would be protected by Policies C/OS 3-7, 11-16. Programs 27-30 support implement these policies.

Additionally, the Fort Ord Reuse Plan Draft EIR and Habitat Management Plan identifies policies and programs (Recreation/Open Space Policies A-1, A-2, B-1, B-2, C-1, C-2, E-1,

Recreation/Open Space Programs A-1.1, A-2.1, B-1.2, B-2.1, B-2.2, B-2.3, B-2.4) related to the protection of open space and compatibility of open space and adjacent areas. No additional mitigation is recommended.

Analysis of Significance

Open space and natural resources impacts are potentially significant but will be reduced to a level of insignificance as long as the proposed mitigation measures (1-3), policies, and programs described above are adopted and implemented. **Not significant**

4.3 Public Services, Utilities and Water Supply

Issues

Increased development accommodated by the General Plan Update will increase the demand for public services, utilities and water supply.

Setting

The City of Del Rey Oaks currently provides (or provides by contract) a variety of services, including drinking water, sewage and solid waste disposal, police protection, and fire protection. Local schools are operated by the Monterey Peninsula Unified School District.

As the City grows in accordance with the General Plan Update, the demand for these services will increase. The City shall work with the ~~Monterey County Local Agency Formation Commission~~ LAFCO to define the City's Sphere of Influence and prepare a plan for providing services for the Fort Ord Reuse area to facilitate annexation. The 1996 General Plan Update is the basis for estimating future public services needs and for developing programs to meet those needs.

4.3.1 Water Supply

Issues

The expansion of urban development consistent with the General Plan Update will increase the demand for water and may affect the quality and quantity of available groundwater resources.

Setting

Water is a paramount concern for all the jurisdictions on the Monterey Peninsula. The recent drought led to water conservation measures throughout the Monterey Peninsula. Although 1994/95 and 1995/96 were relatively wet years, other events have magnified concern regarding the availability of water to support additional growth. In 1992, the voters rejected a ballot measure which would have led to the creation of a desalinization plant to provide additional water for the

Monterey Peninsula. The California State Water Resources Control Board has taken action requiring California American Water Company to decrease water withdrawn from the Carmel River basin by approximately 20 percent. In 1995, the voters rejected a bond measure to fund a new Los Padres Dam on the Carmel River in upper Carmel Valley. The State Water Resources Control Board (SWRCB), the authority that determines who has the legal right to take water in California and how much is allowed to be used, determined in July 1995 that Cal-Am is illegally taking 10,730 acre-feet from the Carmel River basin. This amount represents 70% of the water supply for the Monterey Peninsula.

Starting in October 1996, Cal-Am, the primary supplier for the City of Del Rey Oaks and the surrounding area, is limited to producing 11,950 acre-feet per year (afy) from this source. In the meantime, Cal-Am must secure permits for its water use and address the adverse environmental impacts of pumping from the Carmel River basin.

In November 1995, the MPWMD asked the voters within the District to approve a revenue bond to pay for a 24,000 acre-foot reservoir to replace the existing Los Padres Dam in response to the Monterey Peninsula's long-standing water supply problems. The bond measure did not pass and as a result, both the MPWMD and Cal-Am are in the process of reviewing alternatives to the proposed dam. Water supply alternatives selected must satisfy existing and projected water demand, satisfy minimum requirements for Carmel River rehabilitation, and respond to the SWRCB order regarding pumping of the Carmel Valley aquifer.

Under the current water allocation system adopted by the Monterey Peninsula Water Management District, the City of Del Rey Oaks has approximately 5.807 5.73 acre-feet of water available to serve new land uses within the City as of June 30, 1995 December 1996.

In addition to the provision of water for the area within the current City limits, this EIR the General Plan Update addresses water for the areas proposed for annexation on the Fort Ord property. Planning for the Fort Ord property is taking place under the authority of the Fort Ord Reuse Authority (FORA), as discussed in the project description section of the EIR. The Monterey County Water Resources Agency (MCWRA) is responsible for regulation and the supply of water from the Salinas Valley which includes the Fort Ord Reuse Area. MCWRA has agreed that 6,600 afy of water can be pumped at Fort Ord provided that such withdrawals do not aggravate or accelerate the existing seawater intrusion. The Army will retain 1,500 afy of water for its own use, leaving 5,100 afy for other uses provided for in the Draft Fort Ord Reuse Plan. In April 1996, the FORA Board planning team members assigned 75 afy to the City of Del Rey Oaks for uses planned within the Fort Ord Reuse area to be requested by the City for annexation.

In the Highway 68 area, cumulative impacts on groundwater quantity and quality would not be significant as cumulative projects are located in at least four separate groundwater basins, including the Laguna Seca, the El Toro subarea, or the Ryan Ranch groundwater subareas (Canada Woods North EIR, December 1996). The Ryan Ranch subarea is included in the same groundwater basin (Ibid.).

A water supply assessment (Staal Gardner & Dunne Inc., 1991) identified a groundwater surplus of 160.5 acre-feet per year (AFY) after buildout of the Laguna Seca Subarea (Ibid.). Taken into consideration were the current groundwater supply and demand, buildout demand, local and artificial recharge, inflow from the El Toro Area groundwater basin (Corral de Tierra subarea), and outflow to the Ryan Ranch subarea. Additionally, the assessment identified no water quality problems with the subarea. It was concluded that there was adequate water supply to serve the approved Laguna Seca (i.e. Bishop Ranch) projects without significant cumulative impacts to the Laguna Seca groundwater basin (Ibid.).

Impacts

Significance Criteria: In accordance with State CEQA Guidelines and other professional standards, this analysis assumes the proposed project would have a significant impact on water supply if it resulted in:

- Increased requirements beyond available capacity for water supply and water distribution utility systems where this would cause substantial long-term physical effects.

Incremental increases in water use can be expected from remodeling of residential units or development of individual commercial uses. This incremental increase in water use can be accommodated by the water available under the current allocation for the City (approximately 5.8 5.73 afy). Under the current water allocation, there is not adequate water supply within the current City limits for a large scale hotel/conference center development on the east side of Highway 218 as indicated on the General Plan Land Use Map. According to the information report prepared by EMC Planning Group for the 164 unit Oak Meadows Inn and Conference Center, approximately 26 acre-feet of water would be needed to supply the project. Water supply demand is the primary constraining factor for full buildout of this project.

Water supply demand is the primary constraining factor for the full buildout of the proposed Fort Ord reuse plan project. By reason of an Army agreement with the Monterey County Water Resources Agency (MCWRA), a potable water supply of 6,600 afy is assumed from well water source by way of water rights until a replacement is made available by the MCWRA (provided that such withdrawals do not aggravate or accelerate the existing salt water intrusion). However, there is public concern over the ability of the water wells to "assure" even 6,600 afy, given the local overdraft and salt water intrusion in the Salinas groundwater basin. The policies and programs below support measures to prevent further seawater intrusion and identify potential additional water supplies, including on-site storage and desalination.

According to Paul Reimer, author of the *Fort Ord Infrastructure Report* dated January 1995, 75 afy of water currently assigned to the City of Del Rey Oaks by the Fort Ord Reuse Authority, is a sufficient water supply to develop all of the proposed land uses in polygons 29a and 31b of the Fort Ord Reuse Plan (except for approximately 175,000 sf of office space). Currently, there is not sufficient water supply to develop the proposed golf course located within polygon 29a. The

City anticipates that it will need approximately 18 300 afy of reclaimed water to supply enough water for the proposed golf course (Endsley, April 1996).

Mitigation

Significant impacts could be avoided if new water resources are developed in advance or in conjunction with new development. Program 21 indicates that the City will establish a system for prioritizing the allocation of water connections. In addition, conservation and design features set forth in policies C/OS 11 and 12 would be utilized to minimize groundwater withdrawals, reduce basin overdraft, or decrease demand. The General Plan Update would require new development to "pay its own way" and not overly burden existing City residences and services consistent with applicable laws (Policy S-1 and Program 20). The following mitigation measures should be implemented.

6. Adopt and implement Write a program which states that the City shall work with appropriate agencies to determine the feasibility of developing additional water supply sources for Fort Ord, such as water importation and desalination, and actively participate in implementing the most viable options.
7. Adopt and implement Write a program which states that the City shall adopt and enforce a water conservation ordinance, which may include requirements for plumbing retrofits to reduce both water demand and effluent generation.
8. Adopt and implement Write a policy which states that the City shall condition approval of development plans on verification of an assured long-term water supply available water service for the projects which does not aggravate or accelerate existing salt water intrusion in the Salinas Valley.
9. Adopt and implement Write a policy which states that the City shall consider water conservation, reclamation and stormwater detention in all new development to increase potential water supply for Fort Ord.
10. Adopt and implement Write a policy which states that the City shall explore sewage treatment options to enhance non-potable water supply for golf course irrigation on the Fort Ord land proposed for annexation.
11. Adopt and implement Write a policy which states that new development on former Fort Ord land will be serviced by the most cost-effective, water conservation and reuse oriented, sustainable approach available feasible at the time of development, which does not aggravate or accelerate existing salt water intrusion in the Salinas Valley.
12. Adopt and implement Write a policy which states that water conservation and reuse based on environmentally sound sustainable management practices will be encouraged for new development on Fort Ord land to be annexed in to the City.

Analysis of Significance

Water supply impacts are potentially significant but will be reduced to a level of insignificance as long as the proposed mitigation measures (4-10), policies, and programs described above are adopted and implemented. Not significant

4.3.2 Sewage Treatment

Issues

Buildout of the General Plan will increase the demand for sewage treatment and delivery system.

Setting

Wastewater treatment services are supplied to Del Rey Oaks by the Seaside Sanitation District. Prior to 1991, the wastewater from the Seaside Sanitation District was treated at the Seaside Wastewater Treatment Plant located in Sand City. Since 1991, wastewater has been treated by the Regional Water Pollution Control Facility operated by the Monterey Regional Water Pollution Control Agency located outside of the City of Marina. At the regional treatment plant, wastewater is processed from the cities of Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Sand City, and Seaside as well as Monterey Peninsula Airport, some unincorporated area surrounding Monterey, and the unincorporated communities of Boronda, Castroville and Moss Landing.

The total flow capacity currently permitted at the Regional Water Pollution Control Facility is 27.0 million gallons per day. Average daily flow for the most recent period available was 20.5 million gallons per day. Staff at MRWPCA estimate that sufficient flow capacity will be available at the plant to meet all needs throughout the service area for the next 20 years.

The limitations on wastewater treatment capacity that might affect Del Rey Oaks are those that could arise from certain conditions in the MRWPCA permit to operate the regional treatment facility. The Regional Water Pollution Control Facility was partially funded by Clean Water grants from the United States Environmental Protection Agency. One of the conditions of that grant was that the population served by the plant must remain consistent with population forecasts prepared by the AMBAG. If the population of the areas served were to exceed the population forecasts, limits on the number of connections would be required to bring the service area into consistency with the forecasts. Only residential connections to the regional wastewater treatment system are controlled.

The current allocation system covers the period from January 1, 1994 to December 31, 1997. During that period, a total of 3,329 residential connection permits can be issued within the entire service area on a first come - first served basis. If that threshold is reached, a 30 percent reserve exists of 1,427 residential connection permits. The reserve would be allocated by the MRWPCA Board of Directors based on AMBAG's population forecasts. To date, 1,113 residential connection permits have been issued since January 1, 1994. A total of 2,216 residential connection permits remain in the allocation.

Impacts

Significance Criteria: In accordance with State CEQA Guidelines and other professional standards, this analysis assumes the proposed project would have a significant impact on public services if it resulted in:

- Increased requirements beyond available capacity for wastewater, storm drainage, where this would cause substantial long-term physical effects.
- Population resulting from the General Plan Update would exceed AMBAG population forecasts.

Implementation of the 1996 General Plan Update will result in an additional 5 single-family residential units, or approximately 62,1375 gallons of wastewater per day. The hotel, office park, retail and commercial uses will also incrementally increase the amount of wastewater generated. The General Plan Update is consistent with AMBAG population forecasts. As stated in the Fort Ord Reuse Plan, the cumulative impact attributed to the reuse of former Fort Ord would be mitigated by the capital improvements and policies and programs in the Draft Fort Ord Reuse Plan. *These impacts are considered to be less-than-significant.*

~~Additionally, the City has implemented Policy 23 which states that the City shall continue to work with the appropriate sanitation company to pursue compliance with the Assembly Bill 939 which mandates waste to landfill reduction requirements of 50 percent by the year 2000.~~

Analysis of Significance

~~The impact is not considered significant and no mitigation is required. The City voluntarily added mitigation measure 10 to explore sewage treatment options to enhance non-potable water supply for golf course irrigation on the Fort Ord land proposed for annexation to the City. Not Significant.~~

Mitigation

~~As discussed in the water supply section of this EIR, mitigation measure 9 was added which states that the City of Del Rey Oaks will No additional mitigation is recommended.~~

4.3.4 Police Protection

Issues

Development in accordance with the General Plan Update will increase the number and frequency of police response calls.

Setting

The City of Del Rey Oaks Police Department is located at 650 Canyon Del Rey in Del Rey Oaks. The police department currently has ~~four~~ five full time officers (~~may be increased to 5 full time officers on July 1, 1996~~ (Endsley, personal communication, ~~June~~ December 1996)) including the chief of police. In the past, the City has had several officer trainees. Due to the small size of the department and limited budget of the City, operations of the department should continue to be refined to improve the cost efficiency of the service.

Impacts

Significance Criteria: In accordance with Appendix G of the State CEQA Guidelines, a project could have a significant effect on the environment if it would result in a need for new or altered fire and police protection.

New development ~~will~~ ~~may~~ create additional demand for police services. Presently the service provided in Del Rey Oaks equates to one officer for every ~~423~~ 338 residents (3.3 officers for every 1,000 Del Rey Oaks residents) and is considered more than adequate. The County's current service ratio indicates 1.7 officers for every 1,000 County residents.

Under the 1996 General Plan Update, the population is expected to increase by approximately 148 for a total population of 1,840 in the year 2015. The population increase of 148 people in Del Rey Oaks would not justify the addition of any police officers in the City because the service ratio would be sufficient with one police officer per ~~460~~ 338 residents.

Although additional demand on police service may be created by the development of the hotel, conference center, corporate office complex, and golf course, the service ratio is currently sufficient to meet the demand created by these new uses.

Analysis of Significance

The impact is not considered significant and no mitigation is required. The City voluntarily added Policy S-1 states that new development should not be allowed until adequate public services and facilities are provided. Policy S-2 requires new development to pay its fair share for the provision of additional facilities and services necessitated by such development. Program 19 states that the City shall continue to enhance police protection service standards to help ensure that adequate service levels are maintained. ~~No additional mitigation is required.~~ , so long as the policies are implemented concurrently with new development **Mitigation**

4.3.5 Fire Protection

Issues

Expanded urban development in the Del Rey Oaks area will increase the number and frequency of Fire Department responses which may necessitate additional personnel, facilities, and equipment.

Setting

Del Rey Oaks is currently provided with fire protection services through a three year contract with the City of Monterey. The fire protection service includes fire prevention and public education services, response to fires, rescues, hazardous material incidents, medical aid calls, and natural or man-made disasters. In addition, services include: fire hydrant testing, coordination of disaster planning with the City, provision of public education classes in earthquake preparedness, cardio-pulmonary resuscitation, and First Aid.

Impacts

Significance Criteria: In accordance with Appendix G of the State CEQA Guidelines, a project could have a significant effect on the environment if it would result in a need for new or altered fire and police protection.

New development will may create additional demand for fire protection services. New development will also create new demand for fire flow standards. Specific fire flow standards will be based upon specific development proposals and the available water supply at the time of the proposal (refer to Section 4.3.1 Water Supply). All future projects within Del Rey Oaks would need to comply with the state and local fire standards required for fire flow. The current fire protection contract ends on June 30, 1997, where the City of Del Rey Oaks has the option to update and/or renew the Fire Protection Agreement with the City of Monterey or another jurisdiction.

Analysis of Significance

The impact is not considered significant and no mitigation is required. The City voluntarily added Program 18 which states that the City will rely upon inter-jurisdictional mutual aid agreements with the City of Monterey and the operations and manpower organization schedules specified in the City of Monterey and County Emergency Plan in responding to emergencies. So long as fire protection services (facilities and equipment) are provided prior to or concurrently with new development, no significant impacts will occur. Policy S-1 states that new development shall be required to "pay its own way" and not overly burden existing City residents and services consistent with applicable laws. Policy S-2 requires new development to pay its fair share to provide additional facilities and services needed to serve such development. Policy HZ-25 states

that an appraisal of potential fire hazards should be conducted for adjoining undeveloped land and natural open space in the City including an assessment of available fire fighting facilities and methods of controlling fire caused by ruptured gas lines and fallen power lines. ~~Not significant, so long as the policies are implemented concurrently with new development.~~ **Mitigation**

4.3.6 Schools

Issues

The 1996 General Plan Update would accommodate about 5 additional dwelling units over the next twenty or more years. A portion of these new households may consist of families with school-aged children that will probably not increase the demand for school facilities.

Setting

Local schools are operated by the Monterey Peninsula Unified School District (MPUSD). The MPUSD also serves Monterey, Seaside, Marina, Sand City, and adjacent unincorporated areas with a total 1991 enrollment of 14,152 students, with a capacity of 17,606 (Source: Fort Ord Reuse Plan Draft EIR March 1996). The closest schools to the City of Del Rey Oaks are Del Rey Woods Elementary School, Colton Middle School, and King Middle School, and Monterey High School. Refer to Table 7 for school enrollment and capacities.

Name of School	Current Enrollment	School Capacity
Del Rey Woods Elementary School	650 students	650 students
Colton Middle School	720 students	750 students
Martin L. King Jr. Middle School	717 students	745 students

Source: Del Rey Woods Elementary School, Colton Middle School, Martin Luther King Jr. Middle School.

Impacts

Significance Criteria: A significant impact to schools occurs if the proposed project generates school-aged children beyond the capacity of the district. The General Plan proposes an additional 5 dwelling units which would result in a student population of 0.75 high school age students and 3 elementary school age students (based on a student generation factor of 0.6 elementary students per household and 0.15 high school students per household). The five residential units may be added over a period of several years and would not create a significant impact to the MPUSD.

As part of the Fort Ord Reuse Plan, buildout of the Fort Ord Reuse area will require the development of one new high school, one new elementary school, and the expansion of Patton elementary school (Source: Fort Ord Reuse Plan Draft EIR May 1996). The development of the new schools will have a positive impact for the MPUSD.

Analysis of Significance

The impact is not considered significant and no mitigation is required.

4.3.7 Parks and Recreation

Issues

The population increase accommodated by the 1996 General Plan Update will may increase the demand for parkland and recreation programs. Additionally, the potential exists for new uses in the annexation area to interfere with or conflict with established recreational/educational uses and to substantially diminish habitat at the Frog Pond.

Setting

Del Rey Oaks has a number of large parks which dominate the low-land sections of the City along the creek. These properties were deeded to the City in the 1950's by the Work family and the Saucito Land Company. Deed restrictions were recorded which limit the use of the properties to public benefit.

Work Memorial Park is located on the west side of Rosita Road. Park facilities include a golf driving range which is leased by the City to an operator, tennis courts and a large area of natural oak woodland. Del Rey Park is located on the east side of Rosita Road at the end of Angelus Road. Del Rey Park facilities include basketball courts, a baseball/softball diamond, play equipment, a picnic area and play field, and the old Town Hall. The City leases a portion of this area for residents' storage of Recreation Vehicle parking. The City's park and recreation facilities are currently in need of maintenance and repair (Endsley, March 1996). Improvement of the facilities would create an attractive feature for the community which will increase community identification and attractiveness for home owners.

Del Rey Oaks also has the Frog Pond within its City limits. The Frog Pond is a 17-acre reserve purchased and managed by the Monterey Peninsula Regional Park District (MPRPD). The Frog Pond is a wetland open space area managed by the Monterey Peninsula Regional Park District (MPRPD). It is located on the northwest side of Highway 218 south of Carlton Drive. Several interpretive trails are located throughout the park. Although the Frog Pond is currently overgrown with willows and brush, MPRPD is in the process of thinning the undergrowth and plans to develop additional series of trails within the Frog Pond area.

Impacts

Significance Criteria: A significant impact to parks and recreation occurs if the proposed project generates a need for additional parks and recreation services or conflicts with established recreational, educational, or scientific use of the area, or diminish habitat.

The Frog Pond provides an important open space resource for the City and the entire Monterey Peninsula area. ~~The Frog Pond is a wetland open space area managed by the Monterey Peninsula Regional Park District (MPRPD). MPRPD is in the process of thinning the undergrowth and plans to develop a series of trails within the Frog Pond area (Endsley, March 1996).~~ The City of Del Rey Oaks will be requesting annexation of a parcel designated for expansion of the Frog Pond area which is located within the Fort Ord Reuse area. The proposed office park in polygon 31b may have a significant effect on the proposed expansion of the frog pond/habitat management area in polygon 31a and the existing Frog Pond. Proposed development may conflict with established recreational/educational uses of the existing frog pond and the proposed extension of the park in Polygon 31a. Additionally, visual impacts of adjacent buildings and noise impacts associated with traffic to the proposed development could potentially affect recreational and educational uses planned by the MPRPD. This is considered a potentially significant impact.

Mitigation

Policies PS 1 and PS 2 would augment the City's park and recreation opportunities by preparing a park master plan to address the maintenance and upgrade to the City's parks. Programs 24 through 26 would implement the Park Master Plan and identify and pursue sources of funds to improve and maintain the parks and pedestrian/bike paths in the City. With development of these facilities, the General Plan would provide for adequate park and recreation services to the community. In addition, mitigation measures 2 and 3 in Section 4.2 Land Use propose policies to implement open space as a buffer between land uses and to require review for compatibility with adjacent open space land uses to mitigate significant land use conflicts to a level of insignificance. No additional mitigation is recommended.

Analysis of Significance

Parks and Recreation impacts are considered to be potentially significant due to potential conflicts between existing and proposed parkland outside of the City's jurisdiction and commercial and business parkland use classification within the planning area. Implementation of mitigation measures 2 and 3 will reduce impacts to less-than-significant, ~~as long as the policies, and programs described above are adopted and implemented.~~ Not significant

4.4 Traffic and Circulation

Issues

Del Rey Oaks is at the crossroads of several major roadways between the Monterey Peninsula, the Cities of Sand City, Seaside and Marina, the former Fort Ord, and Salinas. Two key intersections are within Del Rey Oaks: Highway 68 and Canyon Del Rey, and Canyon Del Rey and North-South Road. Another major intersection, North Fremont and Canyon Del Rey, has one of its approaches within the City. As a result, the City cannot escape direct traffic consequences from land developments proposed for Fort Ord reuse, as well as for developments proposed nearby in the Peninsula, in the nearby unincorporated portions of the County of Monterey, and particularly in the cities of Seaside, Marina and Sand City to the north. The General Plan Update is in large part the City's effort to deal with those consequences. The following are the main circulation issues which result from the critical location of Del Rey Oaks, which will be addressed in this DEIR.

- New Development Within the City. The new development enabled by the proposed General Plan Update in the Fort Ord requested annexation area represents a substantial increase in the amount of new development presently allowable in the City. If this new development occurs, a noticeable increase in traffic would occur on roads in the City. This section will attempt to assess the amount, location, and significance of the direct and cumulative traffic increases that may result ~~be allowed~~ if this General Plan Update is approved. ~~both directly and cumulatively with other traffic generated by approved and proposed growth elsewhere in the vicinity and the Monterey Bay region.~~
- Cumulative Traffic Impacts. The cumulative impacts to traffic from land use changes outside the City and the proposed annexation area may ~~will~~ be considerable. Planned development and land use changes at the former Fort Ord, and in Monterey, Sand City, and Seaside could significantly increase traffic on Canyon Del Rey. Such increases may require widening portions of this highway and signalizing intersections in the City to comply with acceptable standards for level of service.
- Access to Fort Ord at North-South Road. North-South Road is proposed in the final FORA Reuse Plan as one of the main routes providing regional access to the commercial and employment center of the redevelopment plan for the former base. A portion of North-South Road to the north of Del Rey Oaks is proposed in the Reuse Plan as a four-lane arterial. The City's General Plan Update proposes that the roadway remain ~~be~~ two lanes through the Del Rey Oaks annexation area, but recommends the roadway ~~will have to~~ be upgraded, and suggests that a signalized intersection and turn/storage lanes may be needed at the intersection with Canyon Del Rey.
- Improvements to Highway 68. Caltrans is studying improvements to the increasingly congested Highway 68. These proposals include realignment of this highway from Toro Park through ~~up~~ into the hills in the southern portion of the former Fort Ord, connecting again to the existing

Highway 68 alignment at the intersection of Highway 68 and Canyon Del Rey adjacent to in the City of Del Rey Oaks. Another alternative is to widen Highway 68 to four lanes in or near its existing alignment from Toro Park to Canyon Del Rey. Either alternative would dramatically impact traffic conditions on Canyon Del Rey in the City.

- Opening of North-South Road to Canyon Del Rey. The reopening of North-South Road (it was not always closed to public use) would result in additional traffic on Canyon Del Rey, primarily on the segment between North-South Road and Highway 68, due to changes to existing traffic patterns and reuse of the former military base. ~~However, the amount of this traffic will be considerably increased by build-out of the FORA Reuse Plan for the former base.~~ The Reuse Plan proposes widening North-South Road to a four lane divided arterial north of the Coe/Eucalyptus intersection, serving the heart of the commercial development area proposed in the Reuse Plan. In addition, the Reuse Plan proposes to connect North-South Road directly with the freeway at the Del Monte interchange in Marina. Connecting two state highways with a new major arterial, and providing access to a major new commercial activity center will add traffic using this road in the future.
- South Boundary Road. This road does not presently connect with York Road, but the FORA Reuse Plan includes a connection. Once connected, South Boundary Road would provide access between North-South Road and York Road and reduce traffic at the North-South Road intersection with Canyon Del Rey.
- Intersection of Carlton Drive and Canyon Del Rey. If traffic on Carlton Drive increases, signalization of this intersection may become warranted. However, the increase in traffic depends considerably on whether North-South Road is connected to Canyon Del Rey ~~North-South Road~~, whether South Boundary Road is connected to York Road (proposed in the FORA Reuse Plan), and whether the Broadway Gate remains open.
- Northside Access to Airport. For some time, the City has had a general plan policy prohibiting access from the City to the airport. The General Plan Update restates that policy. The Monterey Peninsula Airport District recognizes such an access. This is an area of policy incompatibility and controversy between the City and the District. If such an access were to be implemented, the City would have to change its general plan policy. Such an access would open up through traffic between Monterey and the City and would require additional environmental analysis to determine the potential impacts.
- Pedestrian/Bicycle Circulation. Improvements to pedestrian and/or bicycle circulation facilities in the City would reduce vehicle trips and hence ~~cut~~ reduce traffic, as well as improve bus transit ridership. Such improvements may also further increase the sense of community by improving accessibility within the City's residential neighborhoods.
- Due to the lack of interconnected through roads and streets in the City, most of the new traffic that could be generated as a result of adoption of the General Plan Update would be confined to Highway 218 (Canyon Del Rey Road), North-South Road, and/or South Boundary Road, when and if the latter two roads are opened to public use.

Existing Transportation Facilities

The main transportation facilities in the City of Del Rey Oaks are overwhelmingly public highways, roads and streets. Private autos are the predominant means of using these roadways, both as single occupancy (SOV) and high occupancy (HOV) vehicle trips, both using mixed use lanes, the only type of lane available in Monterey County. Two bus transit routes serving the City are operated by Monterey Salinas Transit, in mixed traffic flow, described in more detail below. Bicycles and pedestrian travel occur to a limited extent within the City, on existing roadways and, where available, on sidewalks.

Roads and Streets

The City of Del Rey Oaks presently is aligned around State Highway 218, or Canyon Del Rey Road. This highway traverses the entire length of the City, and in fact is the only roadway to do so. Only two City streets: Portola Drive and Carlton Drive, currently offer access into the City, both from Seaside. No street connections between Del Rey Oaks and either the City of Monterey or the Monterey Peninsula Airport exist, despite an extensive common boundary. Apart from the state highway, the City's roadway network therefore carries almost entirely internal vehicle trips, i.e., trips with at least one end inside the City.

Canyon Del Rey Road (State Highway 218). The main artery for vehicular circulation in Del Rey Oaks is State Highway 218, Canyon Del Rey. In a regional context, Highway 218 is a useful link for through travel between Highway 1 and Highway 68, especially on race weekends at Laguna Seca. A two-lane rural state highway, this road enters the southeastern end of town, traverses Del Rey Oaks and eventually intersects North Fremont Street just east of the western City limits. Canyon Del Rey ends within the City, at a signalized intersection with Highway 68. This signal was installed in February 1994, and is the first, and only traffic signal within Del Rey Oaks proper.

Carlton Drive /Highland Street. This City street is a two-lane local street which acts as a collector for Del Rey Oaks and part of southeast Seaside. It provides the City's second vehicular crossing of its City limit with Seaside to the north, (Portola is the other). It is a somewhat hilly, winding street, without continuous sidewalks or bike lanes. Despite not being designed for this, it carries through traffic between the eastern part of Seaside and Canyon Del Rey, particularly after North-South Road was closed. Its intersection with the Canyon Del Rey highway is stop sign controlled, and since the highway is uncontrolled the relatively high traffic volumes on Canyon Del Rey in the peak hours can cause considerable delay to drivers seeking to enter it from Carlton. In addition, topography limits the sight distance to the west at this intersection.

The Monterey-Salinas Highway (State Highway 68). This state highway briefly crosses into and traverses the southernmost edge of the City. It has one signalized intersection inside the City, at Canyon Del Rey. This state highway is the primary connector between Salinas and the communities of the Monterey Peninsula, Seaside, and Sand City. A portion of this highway is a four-lane divided freeway, though it is a two-lane undivided rural highway in Del Rey Oaks.

North-South Road. This two-lane military road has been closed for years to all traffic, by a locked gate at the entrance off Canyon Del Rey. The intersection of North-South Road and Canyon Del Rey is within the present City limits. The road connects to Light Fighter Drive, the main access route to the Former base, just east of Highway 1.

Existing Transit Service Routes, Services, and Conditions

~~Tables 8 and 9 contain the current published routes and schedules for Monterey Salinas Transit's Route 6 (Kimball) and Route 8 (Del Rey Oaks) connecting portions of the City of Del Rey Oaks with City of Monterey points. Only transfer service is available to points north and east of Del Rey Oaks. Weekday hourly service is provided on both these routes serving the City, and Route 6 is also operated on Saturday. Service on Route 8 varies by direction and time of day, and service on Route 6 is only in the inbound direction through Del Rey Oaks. As a result, the City is only partly served on a daytime weekday hourly schedule. No bus service is provided on Sunday.~~

The City of Del Rey Oaks is a member of the Monterey-Salinas Transit (MST) Joint Powers Agency. MST provides service primarily in the Monterey Peninsula cities and in the City of Salinas. Intercity service is provided via Highway 68 and Highway 1/Reservation/Blanco between these two urban areas of Monterey County. In addition, intercity routes connect MST with the Santa Cruz Metropolitan Transit District at their Transit Center in Watsonville. MST also provides rural transit service to the Carmel Valley, seasonal service to Big Sur, and visitor service via The Waterfront Area Visitor Express.

The City of Del Rey Oaks is served by several lines as follows:

- Line 6 - Kimball Avenue provides service between the Monterey Transit Plaza, Del Monte Center, Monterey Peninsula College, Seaside and the portion of Del Rey Oaks on the north side of Canyon Del Rey. This line stops at the edge of Del Rey Oaks at the corner of Fremont and Portola. The Del Rey Oaks portion of this route is on a one-way loop with direct service to and from Monterey. Line 6 operates hourly Monday through Saturday.
- Line 8 - Del Rey Oaks provides service between the Monterey Transit Plaza, Monterey Peninsula College, and the portion of Del Rey Oaks on the south side of Canyon del Rey. Line 8 operates Monday through Friday on an hourly schedule.
- Line 9 - Fremont - Hilby provides service between the Monterey Transit Plaza and Seaside with stops at the edge of Del Rey Oaks at the intersection of Canyon Del Rey and Fremont Street. Line 9 runs daily.
- Line 10 - Fremont - Ord Grove provides service between the Monterey Transit Plaza and Seaside, with stops at the edge of Del Rey Oaks at the intersection of Canyon Del Rey and Fremont Street. Line 10 runs daily except sundays and holidays.
- Line 11 - Seaside - Monterey provides peak hour service between Monterey Transit Plaza and Seaside via Highway 68 and Canyon Del Rey.

- Line 23 - Laguna Seca provides service between the Monterey Transit Plaza, Monterey Peninsula College, and Laguna Seca Raceway. This line stops in the City of Del Rey Oaks at Highway 68 and Canyon Del Rey. Line 23 operates in conjunction with events at Laguna Seca.

In addition to the fixed route transit services noted above, the City of Del Rey Oaks also is served by the MST RIDES Paratransit Program. The MST RIDES Program provides curb to curb transportation service for individuals with disabilities who are unable to use MST's fixed route bus services.

Existing Bicycle and Pedestrian Routes and Conditions

Separate bicycle route or bike parking facilities, e.g., striped lanes, paved separate bike paths or bike racks or storage lockers are currently available in the City. To bicycle or walk in Del Rey Oaks, one can use the sidewalks or paths where they have been installed, but bicyclists must often ride in travel lanes of local streets and roads. Striped bike lanes were just recently implemented along a portion of Highway 218 between North Fremont and Del Rey Oaks City Hall and are planned to extend to Highway 68. The majority of City streets have neither sidewalks nor paved paths on both sides.

The lack of through City streets means generally low speeds and volumes of traffic on City streets. As a result, pedestrian and bicycle travel in travel lanes is generally acceptable, at least during off-peak periods. In addition to the City's shortage of dedicated, paved pedestrian and bike facilities, two other reasons limit bicycle and pedestrian circulation in the City. The first is that most of the existing City of Del Rey Oaks is in a steep-sided canyon. Since most streets run parallel to the creek at the bottom, there are very few north-south streets for pedestrian movement, and those that exist are relatively steep and/or have visibility restrictions at intersections. Walkways have been cut through many blocks in the community to help address this difficulty. These walkways providing north-south pedestrian access are not generally appropriate for bicycles.

The second reason for limited bike/ pedestrian circulation concerns Highway 218, which can only be safely crossed during most of the day at signal-controlled crosswalks. With the only signalized intersections at the extreme east and west ends of the City, and limited or no sidewalks, the highway is an effective barrier to east-west pedestrian/ bicycle travel in the City. ~~The lack, or narrow width of, paved shoulders along most of Canyon Del Rey makes pedestrian and bike use of this road potentially hazardous, particularly in the segment between North Fremont and Del Rey Oaks City Hall.~~ The General Plan Update includes policies and programs which could help increase the attractiveness and feasibility of travel by bicycle and walk mode. The planned improvements to bike and pedestrian circulation could increase the attractiveness of these alternatives to motor vehicles, as well as increase the potential ridership of bus transit by enabling safer, more rapid access to that service.

Existing Traffic Conditions

Average Daily Traffic and Roadway Levels of Service

Traffic conditions in the present City of Del Rey Oaks are essentially defined by the conditions on State Highway 218, or Canyon Del Rey, between the two signals at North Fremont and Highway 68. Daily traffic on this road, a two lane undivided arterial with no traffic signals for its entire length, varies from 16,346 Average Daily Trips (ADT) east of Fremont to 7,700 ADT just northwest of Highway 68. [Source, Caltrans, *1994 Traffic Volumes on State Highways*. Note that actual count data at the first location was used, not the calculated ADT]. Using the Level of Service (LOS) methodology from the 1985 Highway Capacity Manual [Table 8-10], the capacity of Canyon Del Rey in this segment is 20,000 for two-way, both direction ADT. Daily traffic in excess of that capacity would cause the roadway LOS to reach F.

In 1993 the measured ADT just east of North Fremont was 16,346. This volume, divided by capacity yields a volume/capacity (V/C) ratio of 0.82, or LOS D. Although a LOS of E is obtained using Caltrans' ADT of 18,900 at this location, the lower ADT was used for consistency with the peak hour intersection LOS of D. Table 8 presents the roadway LOS ranges for Canyon Del Rey, assuming its present capacity, and Table 9 presents a listing of available traffic counts for roadways in the study area.

In the vicinity of Del Rey Oaks, Highway 68 is a two lane rural state highway, carrying approximately 20,300 ADT in 1994, on the segment west of the Canyon Del Rey intersection [Source, Caltrans, *Op. cit.*]. Finally, North Fremont Street, carried 30,512 ADT in 1993 just south of Canyon Del Rey, where it is a four lane divided arterial [Count source: TAMC *CMP Early Warning System: 1993 monitoring data*].

Peak Hour Traffic. This report does not assess impacts of build-out of the General Plan Update during peak hours due to the uncertainty of predicting when or whether development projects and infrastructure improvements will occur during the 20-year life of the General Plan. Therefore, predicting peak hour ~~This is because conditions cannot be accurately during the forecast twenty year period is too speculative for meaningful evaluation in the future. and build-out is not expected until 2015 at the earliest.~~ However, qualitative information on existing peak hour conditions was collected by the Association of Monterey Bay Area Governments and is reported as follows:

Just outside the City limit, the signalized intersection of Canyon Del Rey at North Fremont Street is sufficiently congested to occasionally back up traffic on the eastern approach within the City. This North Fremont/Canyon Del Rey intersection operated at LOS D on all approaches during a peak hour in 1993, an acceptable peak hour LOS level in built-up commercial areas. [Source: count taken in September 1993, reported in the Transportation Agency for Monterey County (TAMC) *1993 Annual Congestion Management Program (CMP) Monitoring Report*]. Canyon Del Rey is part of the Monterey CMP arterial network, and has a LOS standard of D. ~~Since peak-hour assessment was not used for this report, further counts and calculations of LOS for peak hours at intersections were beyond the report scope.~~

Impacts of the General Plan Update Circulation Element

Potential new development allowable under the General Plan Update for current City jurisdiction and for the Annexation Area will vary depending on the final designs and uses allowed in any development projects actually approved and built under the plan's zoning. However, potential new development must be defined specifically to quantify traffic generation and impacts. In order to do this, amounts of specific uses were assumed. The uses and amounts assumed were chosen by City staff as representative of those allowable under the planned uses for the Annexation Area, and uses already planned and/or approved within the existing City limits, under the current General Plan and zoning.

Traffic Generation

Table 10 presents the land use assumptions used to estimate vehicle trips generated by build out of the Del Rey Oaks General Plan Update. The floor areas and amounts of development shown on this table were provided by City of Del Rey Oaks staff, and the trip rates used to estimate the number of daily vehicle trips generated were selected and adjusted for this report by the report authors, as shown in Table 11. The following text discusses the nature of the assumptions and calculations used for these two tables.

Requested Annexation Area. Estimates of buildout potential are assumed, as a "worst-case" assumption, to be built and occupied by the year 2015. The assumed uses for the Annexation Area are not necessarily what would be built under the proposed General Plan Update. In fact, the actual uses could be much less intensive than those used for this traffic analysis. The assumed amounts for the Annexation Area are based on design concepts prepared during the reuse planning for the base, for Fort Ord Reuse Infrastructure Study (FORIS) Polygons 29a, 31a and 31b, coterminous with the Annexation Area. This conceptual design for the site was used to represent the development potential on this Area under the General Plan Update. A total of more than 375,000 square feet of office buildings, a 44,000 square foot conference center, a 155-acre golf course, 30,000 square feet of retail uses, a fitness center and tennis courts and a 316-room hotel were used to represent the amount of development potential under the proposed General Plan Update for the Annexation Area.

Existing City Jurisdiction. First, all built structures within the City limits today were assumed to remain, and retain their present use through 2015. An additional five homes were assumed approved and built within the current City limits by the year 2015. Second, all vacant land available in Del Rey Oaks for the development of non-residential uses was assumed to be built and occupied by 2015. Current development approvals and/or development plans were used to define floor areas. The largest such vacant parcel within present City limits is a 17-acre site on Canyon Del Rey southeast of the Frog Pond. A 205-room hotel is assumed built on this site by 2015 -- the size of the approved Oak Meadows Inn. Finally, approximately two acres in the present City near Tarpy's (referred to in the tables as the "Tanaka Property") are also assumed to be built out as retail/commercial uses by 2015. A floor area ratio of 0.5 was used to estimate the total of 43,500 gross square feet for this parcel's retail/commercial use.

**Table 8 Level of Service Classification
State Highway 218, between Highway 68 and North Fremont**

V/C Ratio	LOS	Upper Limit ADT	Description of Operating Conditions
1.00	F	approx. 24,000	Stop and go, long queues, delay consistently more than 60 seconds per vehicle at intersections throughout peak hours. All motorists are delayed while traveling the segment during most daytime hours. Traffic volumes erratic, may exceed daily capacity of 20,000, but at low speeds. Driver frustration likely anytime during daytime hours. Speeds and volume decrease to unacceptable levels during peak periods. Not an acceptable level of service for arterial streets.
.90-.99	E	20,000	Above conditions often occur during peak periods, but not for a whole hour. A common level of service in large urban areas, but generally not considered acceptable.
.80-.89	D	18,000	Above conditions may occur during peak hours or periods. Considered acceptable for built up commercial areas.
.00-.79	A-C	16,000	Occasional brief delay during peak hours. Generally considered acceptable as a design level of service

The 20,000 ADT LOS E/F capacity was defined for this segment assuming its current conditions: Two-lane highway with 20% no passing zones, uninterrupted flow; substandard shoulder width, and default PHF, directional split, and truck percentages. Source: Transportation Research Board, *Highway Capacity Manual*, 1985 edition, Table 8-10.

Table 9 Roadway Segment Traffic Counts for the Study Area

ROADWAY SEGMENT DAILY TRAFFIC										
Counts and Levels of Service				May 14, 1996						
Year	State Rte	[See notes] SOURCE	CMP Std.	ROUTE	SEGMENT	DIR	ADT or AADT	THRU LANES	FL. CAR LOS	HCM LOS
1992	218	92 AMP	D	Canyon del Rey (218)	Fremont to 68	WB				
1992	218	92 AMP	D	Canyon del Rey (218)	Fremont to 68	EB			A	C
1985	218	85 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	6,500		B	C
1987	218	87 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,000	1		
1988	218	88 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,100	1		
1990	218	90 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,600	1		
1991	218	91 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,400	1		
1992	218	92 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,300	1		
1993	218	93 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,700	1		
1994	218	94 TVSH	D	Canyon del Rey (218)	N/O 68:MP 1.96	both	7,700	1		
1992	68	92 AMP	E	Highway 68	Rte. 1 to .5 mi. E of Bi	WB				
1992	68	92 AMP	E	Highway 68	Rte. 1 to .5 mi. E of Bi	EB			E	D
1985	68	89 AADT	E	Highway 68	at CDR (218)	both	16,800		D	D
1986	68	89 AADT	E	Highway 68	at CDR (218)	both	17,300	1		
1987	68	89 AADT	E	Highway 68	at CDR (218)	both	17,500	1		
1988	68	89 AADT	E	Highway 68	at CDR (218)	both	17,900	1		
1989	68	91 AADT	E	Highway 68	at CDR (218)	both	18,300	1		
1990	68	91 AADT	E	Highway 68	at CDR (218)	both	19,600	1		
1991	68	91 AADT	E	Highway 68	at CDR (218)	both	20,000	1		
1992	68	91 AADT	E	Highway 68	at CDR (218)	both	21,300	1		
1993	68	91 AADT	E	Highway 68	at CDR (218)	both	20,600	1		
1994	68	85 TVSH	E	Highway 68	at CDR (218)	both	20,300	1		
1991		92 AMP	D	N. Fremont	Rte. 68 to Rte. 218	NB				
1991		92 AMP	D	N. Fremont	Rte. 68 to Rte. 218	SB			D	
1992		92 AMP	D	N. Fremont	Rte. 68 to Rte. 218	NB			C	
1992		92 AMP	D	N. Fremont	Rte. 68 to Rte. 218	NB			D	E
1990		93 EWS	D	N. Fremont	S/O CDR (218)	both	36,386	2	C	E
1993		93 EWS	D	N. Fremont	S/O CDR (218)	both	30,512	2		

Sources: AMP = TAMC, CMP Annual Monitoring Project; AADT= Co. of Monterey, Annual Average Daily Traffic; TVSH = Caltrans, Traffic Volumes on California State Highways. TVSHc = Caltrans, Traffic Volumes on California State Highways, Actual count data. EWS = TAMC CMP Early Warning System

Vehicle trips generated by new development within the existing City limits are not caused by the action of approval of this General Plan Update, since adopted land use designations and zoning is are not changed by this General Plan Update. However, in keeping with the "worst-case" scenario, the trips are included with new traffic potential from the annexation area in order to fully assess the impact of all new traffic from all potential development. Project traffic is defined to mean all new traffic potential in the General Plan which could be added to the traffic generated by existing uses in the City today. This definition ensures full accounting and assessment of all project traffic impacts of the General Plan Update.

Table 10 lists the uses that could be reasonably expected to be built in the annexation area, and new uses, not currently built, that could be reasonably expected to be built in the existing City area, by the year 2015. The vehicle trips generated by each use type are also shown on this table. The method used to estimate those trips is documented under trip generation.

Traffic generated by build-out of uses allowed under the General Plan Update is estimated based on survey count data for similar land uses elsewhere. The survey data was collected and published by the Institute of Transportation Engineers. Vehicle trips estimated in this manner must be adjusted to not overstate the actual traffic impacts. As shown in Table 11, the vehicle trip generation for all General Plan land uses was calculated and adjusted to remove passer-by trips.

Such existing pass-by trips are not new trips generated by the planned uses, and therefore must be subtracted from total new vehicle trips generated. All trip rates, adjustments, and resulting total vehicle trips generated by the potential development were calculated for an average weekday, and on a total daily traffic basis. The amount of this traffic that would occur in the peak hour was not calculated for this analysis, since peak hour conditions cannot be forecast with sufficient accuracy to use for long range planning and environmental impact purposes.

Using the adjusted trip generation rates and amounts of new development shown in Table 11, the total new traffic that would be generated daily by uses planned would be 18,090 vehicle trips. Of this, a total of 8,053 daily trips would be generated by the uses on the parcel to the north of South Boundary Road, 3,624 trips by uses already planned for the Tanaka parcel, 3,420 by uses proposed for the polygon 31b to the south of South Boundary Road in the annexation area, and 2,091 trips from the approved Oak Meadows Inn project in existing City jurisdiction.

Distribution of Traffic Generated

The Circulation Element must describe any new roads required to serve the uses planned. The draft Circulation Element does not describe any new roads. Although no new roads are planned, existing military roads must be reopened to serve the new uses planned in the annexation area. The following roads should be opened, rehabilitated and improved, in order for development to occur on the annexation area:

Table 10 Potential 2015 Development and Daily Vehicle Trips Generated

LAND USE	AMOUNT	OFFICE/ CONF. CTR.		COMMERCIAL/ RESIDENTIA GOLF COURSE HOT/MOTEL		TOTAL DAILY TRIPS	Percent
		Amount	Rate	Units	Rate		
Tennis Courts	12 Courts			12	33.30	400	2.2%
Conference Center	44 KSF	44	45.50			2,002	11.1%
FORA Conference Center Hotel	316 Rooms			316	10.20	3,223	17.8%
Golf Course, 18 hole	155 Acres					1,157	6.4%
Retail (Speciality Shops)	30 KSF			155	7.46	1,113	6.2%
Fitness Center	10 KSF			30	37.10	158	0.9%
Office Park	300 KSF	300	11.40			3,420	18.9%
Corporate Office Center	75 KSF	75	11.40			855	4.7%
<i>Subtotal Annexation Area</i>							
Single family homes	5 du					12,328	68.1%
Retail Commercial on Tanaka Parcel	43.5 KSF			5	9.55	48	0.3%
Non-FORA Pending Hotel/Motel	205 Rooms			43.5	83.31	3,624	20.0%
<i>Subtotal Existing Undeveloped City Area</i>							
				205	10.20	2,091	11.6%
TOTAL DAILY TRIP GENERATION						5,763	31.9%
TOTALS BY TYPE						18,090	100.0%
OFFICE/ CONF. CENTER							
COMMERCIAL/ GOLF							
RESIDENTIAL/ HOTEL/MOTEL							

419 KSF (Thousand Sq. Ft., gross floor area)
 84 KSF +1Golf Course and 12 tennis courts
 526 DU/Rooms

Table 11 Trip Generation Rates

USE	DRIVEWAY RATE[1] ADJUSTED RATES[2]		PMPKHR OUTBOUND Pet.[3]
	DAILY	Adjusted using ITE for Passer-By DAILY PKHR	
Retail(Speciality Shops)	40.67	37.10	3.62
Fitness Center	17.14	15.82	1.69
Retail Commercial on Tanaka Parcel	91.70	83.31	7.67
Golf Course	8.33	7.46	0.35
Tennis Courts	33.30	33.30	2.83
Conference Center	45.50	45.50	4.75
Corporate Office Center	11.40	11.40	1.50
Office Park	11.40	11.40	1.50
Non-FORA Pending Hotel/Motel	10.20	10.20	0.60
FORA Conference Center Hotel	10.20	10.20	0.60
Single family homes	9.55	9.55	1.01

Notes:

[1] Institute of Traffic Engineers, Trip Generation, 5th Ed., 1991

[2] Pass-by adjustment detailed below.

[3] PM Peak Hour Pet. represents percentage of PM peak hour trips that would be outbound for that use. For example, for retail uses, 43% of the total PM peak hour trips would enter the driveway and 67% of the PM peak hour trips would exit.

ADJUSTMENT FOR PASS-BY TRIPS

USE[2]	AMT. UNITS	[1] Pass- by %	Adjust- ment
Retail(Speciality Shops)	30 gksf	8.78	0.91
Fitness Center	10 gksf	7.68	0.92
Retail Commercial on Tanaka Parcel	43.5 gksf	9.15	0.91
Golf Course	155 Acres	10.42	0.90

Notes:

[1] Institute of Traffic Engineers, Trip Generation, 5th Ed., 1991, p. 1-30

[2] Only the rates for commercial and golf course uses were adjusted for capture of existing or future passer-by trips generated by other land uses

- *North-South Road from Canyon Del Rey to the Seaside City limits.* This road should be included in the General Plan Update as an existing road that will be opened on its existing alignment for public use as a two lane arterial road from Highway 218 to the City limits of Seaside. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the Annexation Area. In addition, the intersection of this road with Canyon Del Rey should be improved, including traffic signals and turn/storage lanes on approaches to this intersection.
- *South Boundary Road from North-South Road to the City limits* should be opened on its existing alignment and improved for use as a two-lane collector road from North South Road to the City limits of the requested Fort Ord Annexation Area. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the annexation area.

Improvements to these roads are the responsibility of FORA, the City of Del Rey Oaks, and the Transportation Agency of Monterey County (TAMC). Design and construction of road improvements to these roads within the City limits must be consistent with the Reuse Plan circulation network, in accordance with Reuse Program B-1.1.

Although the details of these improvements are yet to be designed, all the above improvements are included at a conceptual level in the General Plan Update Circulation Element. Improvements to existing Fort Ord military roads in the vicinity could help serve some of the traffic generated by planned new uses in the Annexation Area. These roadway improvements would reduce the direct traffic impacts of the General Plan Update on Canyon Del Rey at North-South Road, by distributing traffic generated north on North-South Road, and east on South Boundary Road. Without these improvements, the amount of General Plan Update project traffic which would have to enter and exit the area through the intersection of North-South Road and Canyon Del Rey would increase. Since these improvements are included in the FORA Base Reuse Plan and Draft EIR, they were used for the traffic distribution used in this traffic impact analysis:

- *North-South Road* opened and improved for public use as a two-lane arterial road from the limit of the requested Fort Ord Annexation Area north to Light Fighter Drive, as a minimum two-lane arterial with commensurate intersection improvements (signal controlled turn/ storage lanes as warranted) throughout this length.
- *South Boundary Road* opened and improved for public use as a two-lane collector road between the limits of the requested Fort Ord annexation area to a new intersection with York Road, extended. No connection is assumed to exist between this road and the 68 Bypass.
- *York Road* extended and connected with South Boundary Road as a two-lane collector.

The 18,090 daily vehicle trips generated by the project as described in the previous section were then distributed to the 2015 roadway network.

First, the percent distribution of traffic to the various routes to and from each zone for traffic production or generation were defined. Zones were defined to accurately simulate the flow of traffic to and from any location where new development was assumed to be located. Six different zones were used, three in the Annexation Area. A network showing all Del Rey Oaks streets and roads capable of carrying traffic to and from the zones was defined, for the following scenarios: 1) Highway 68 Bypass; and 2) current Highway 68 alignment. Traffic coming and going to each site would have to come from or leave toward eight different approaches, or end points of this area network. To distribute the traffic to and from the zones, two distributions between the approaches were defined, depending on the type of use generating the trips at each zone. For more details regarding how this was done, refer to Appendix C, Traffic.

Future Background Conditions

As noted in the above discussion of issues, many changes are proposed -- but few are actually funded in the vicinity of Del Rey Oaks. Major changes to the regional roadway network in the vicinity are also proposed or planned, such as the proposed improvements to Highway 68, and those contained within the Fort Ord Reuse Plan. As a result, there is considerable uncertainty regarding future traffic and circulation conditions in the vicinity of the City of Del Rey Oaks.

To ensure that this DEIR covers the most reasonable and likely possibilities, two future scenarios are defined, for the same future time horizon: 2015. This time horizon was set to match that used by AMBAG for the official regional forecasts, and by FORA in its Fort Ord Reuse Plan and DEIR. The two scenarios are also defined to be consistent with the traffic and circulation scenario assumptions used in the Fort Ord Reuse Plan DEIR. Where this results in assessment of impacts using future forecasts or assumptions that are inconsistent with those used in adopted metropolitan and regional transportation plans, these inconsistencies will be noted.

Although more complex, use of multiple future scenarios makes assessment of this General Plan Update's cumulative traffic and circulation impacts more complete. Multiple scenarios provide information for future cumulative development with and without major proposed changes to the circulation network serving Del Rey Oaks.

Changes are either proposed or under study which may dramatically affect the circulation system in the vicinity of Del Rey Oaks. The following section covers the most important changes assumed for the future circulation system. All future conditions not specifically addressed in this section will be assumed unchanged from 1996 conditions.

The adopted Monterey County *Regional Transportation Plan* includes a hard surface pedestrian and bicycle path and/or bike lane on Canyon Del Rey from City Hall to Highway 68. The bicycle-related shoulder widening on Highway 218 between North Fremont and Del Rey Oaks City Hall was recently completed. These two projects will be funded and built by 2015.

This General Plan Update proposes four Type II bicycle routes (striped shoulder lanes) within City limits and/or proposed annexation areas to “provide or promote travel by means other than the single-occupant automobile” [Goal C-2]. These four routes are as follows [Policy C-11]:

- Highway 218 within City limits;
- North-South Road from City limit to Highway 218 (requested Fort Ord Annexation Area);
- Carlton Drive from Highway 218 to the City limit;
- South Boundary Road (requested Fort Ord Annexation Area).

Since the General Plan Update defines a program for the funding and construction of these bike facilities, funding is assumed to be committed and the routes therefore built by the year 2015. However, no reduction in the amount of vehicle trips was accounted for in the traffic impact analysis, since reliably estimating the resulting vehicle trip reductions is speculative at this time. ~~was beyond the scope of this report.~~

Plans or projects to improve bicycle/ pedestrian crossing of Highway 218 in the City of Del Rey Oaks have not been adopted regionally nor are they proposed in the General Plan Update. Such crossing improvements should be included with the new signals installed at the North-South Road intersection to be constructed as part of the Fort Ord Reuse effort. Use of this new traffic signal to provide a safe bicycle crossing of Canyon Del Rey could generate demand for bike trips on North-South Road. Another signal controlled crossing could be provided at Carlton Drive, if signals are ever warranted at that intersection, as well as at the Rosita Road intersection. As increasing volumes on Canyon Del Rey increase delay for vehicles on the minor streets, these signals may eventually become warranted, although data to forecast warranting for the signals is not available.

Alternative Future Scenarios

Two alternative scenarios for the roadway network in the year 2015 are proposed for the purpose of assessing the traffic and circulation impacts resulting from implementation of the General Plan Update. Reasonably likely future conditions are included in these scenarios to assess the cumulative traffic and circulation impacts of the Del Rey Oaks General Plan Update. The two scenarios were chosen because of these considerations:

The California Department of Transportation (Caltrans) has initiated a Tier I environmental review of route selection and advance right of way acquisition for capacity improvements in the Highway 68 corridor. Two alignments were considered for these improvements. Both would upgrade the highway as a four-lane expressway or freeway from the end of the current freeway segment just west of Toro Park to the beginning of the freeway segment just east of Highway 1. The two alignments considered include:

1. *Bypass.* Through the southern portion of the former Fort Ord base north of Laguna Seca. It would rejoin the existing Highway 68 alignment after dropping around the west side of Ryan

Ranch to an interchange with Highway 218, where the Canyon Del Rey intersection is now. Per the City's agreement with Caltrans, the commercial area adjacent to Tarp's will not be adversely impacted by the Bypass and Canyon Del Rey interchange.

2. *In-Alignment.* Essentially on the existing alignment between the ends of the existing freeway segments.

Although the Tier I study has not been completed, Caltrans apparently sees the 68 Bypass alignment as the environmentally preferred alternative route. As a result, Caltrans has requested, and AMBAG and the U.S. Department of Transportation have approved, a public benefit (no cost) conveyance of rights-of-way for a Bypass route through the former Army base from the Army Corps of Engineers. Portions of the alignment have already been transferred to the U.S. Bureau of Land Management, and Caltrans is negotiating rights-of-way from that agency. Both those agencies have expressed willingness to convey the rights-of-way. As of May 1997, since FORA has yet to bestow the needed 'priority' status on this request, those rights of way have not been conveyed to Caltrans by the Army Corps of Engineers.

Assuming the rights of way are obtained, Caltrans' next steps would be to complete the Tier I and certify a Tier II Environmental Impact Statement and Report, perhaps preceded by a Major Investment Study, and then complete the final design and construct the project. In fact, instead of a freeway or expressway, the project could eventually be some other transportation improvement, possibly a busway. In any case, since no funding is planned or programmed for these phases of this project, other than the proposed FORA funding through redevelopment of Fort Ord, it is unlikely that the Bypass may not will be constructed by 2015. Consequently, cumulative impacts including the Bypass are considered in this DEIR in one alternative scenario. The "With Bypass" scenario includes the further assumption that the facility would be built as a four-lane freeway (a "worst-case" scenario in terms of traffic impacts).

Currently the North-South Road gate is closed, and only opened for major events at Laguna Seca. In the early 1980's when the North-South Road gate was still open, an annual Average Daily Traffic of 6,000 trips occurred on this road. Since this road should be open before any development to occur on the Annexation Area, and since the Fort Ord Reuse Authority plans to open North-South Road gate to the public as soon as possible, this road will be assumed to be a two-lane public thoroughfare, open at all times between Light Fighter and Canyon Del Rey in all scenarios. For the environmental impacts of opening this and other gates and roads on the former base, see the FORA Reuse Plan DEIR.

Neither the adopted Monterey County Regional Transportation Plan, nor the adopted AMBAG Metropolitan Transportation Plan include any capacity improvements to Canyon Del Rey (State Highway 218). However, the opening of North-South Road, assumed in all scenarios, would require improvements to the intersection with Canyon Del Rey, likely consisting of turn/ storage lanes and a signal. These improvements are expected to be funded in order to serve the development proposed under the FORA Reuse Plan, including the development in the General Plan Update within the Annexation Area. Although not required, nor included in the General Plan Update, development of

the FORA Reuse Plan should include widening this road to a four-lane divided arterial between North-South Road and Highway 68, and is therefore included in both 2015 scenarios. Projected traffic volumes do not warrant widening Highway 218 between North-South Road and North Fremont street during the horizon of the General Plan Update.

The following list is a summary of the two scenarios for the roadway network for the cumulative impact analysis.

Summary of Roadway network Scenarios for 2015

68 Bypass Scenario:

Note: this scenario is intended to be identical with the Fort Ord Reuse Plan DEIR, "Optimistically Financed" Scenario for 2015.

- A Highway 68 Bypass will be built and open as a four-lane freeway as described above, with an interchange at Canyon Del Rey partly within the City of Del Rey Oaks. This improvement is included in the Fort Ord Reuse Plan DEIR, "Optimistically Financed" Scenario for 2015.
- North-South Road will be open as at least a two-lane divided arterial to Highway 1 at the Del Monte interchange in Marina, and the intersection at Canyon Del Rey will be signalized.
- Canyon Del Rey will be a four-lane divided arterial from North-South Road to Highway 68, with signals and turn/storage lanes at all intersections in this segment.
- All other improvements included in the roadway network on the former Base, and to the roadway network serving the base, as described in the *Fort Ord Reuse Plan Administrative Draft Environmental Impact Report*, "Optimistically Financed Scenario" for 2015.

No-Bypass Scenario:

Note: this scenario is intended to be identical with the Fort Ord Reuse Plan DEIR, "Financially Constrained" Scenario for 2015.

- North-South Road will be open as at least a two-lane divided arterial to Highway 1 at the Del Monte interchange in Marina, and the intersection at Canyon Del Rey will be signalized (Same as the 68 Bypass scenario).
- Canyon Del Rey will be a four-lane divided arterial from North-South Road to Highway 68, with signals and turn/storage lanes at all intersections in this segment (same as the Bypass Scenario).

- All other improvements planned to the roadway network on the former Base, and to the regional network, as described in Table 4.7-2 of the *Fort Ord Reuse Plan Draft Environmental Impact Report*, “Financially Constrained Scenario” for 2015.

For both Scenarios, new roadway connections to distribute traffic from planned land uses in the Annexation Area are needed, and some of these may be outside the City limits, including the proposed Annexation Area. For instance, a connection to York Road via South Boundary Road would greatly alleviate the traffic impacts at North-South Road at Highway 218. Some 1,000 daily vehicle trips would use York Road in either Bypass condition. Both scenarios assume that all paved roadways currently constructed in the vicinity of Del Rey Oaks will be open to the public, unless noted above.

Project Traffic Impacts

Defining the project as the amount of new development expected within the City of Del Rey Oaks General Plan, as updated, direct project traffic impacts will be assessed as total weekday daily traffic volumes on each roadway in each direction. The volumes will be measured at the intersections, and reported as total approach volumes. These project traffic volumes would contain both the existing buildout potential of the present General Plan, and new traffic resulting from build-out of the Annexation Area proposed in this General Plan Update. The project traffic was distributed differently under the two Scenarios: with the Highway 68 Bypass and without.

The highest project traffic volume at any location would occur on North-South Road at Canyon Del Rey. At this location, the total daily project traffic on North-South Road is 5,200 in each direction, or 10,400 two-way Average Daily Traffic (ADT). This volume assumes South Boundary Road is open to York Road. On Canyon Del Rey, between North-South Road and Carlton Drive the ADT generated by the project would be about 10,000 in both directions. These volumes are the same at these locations in both Scenarios. Average daily project traffic just east of the North Fremont intersection would be about 9,700 in both scenarios. For more details, see Table 12, which contains project traffic directional volumes for each approach at each intersection. The volumes shown are total daily project traffic at build-out in 2015, separately for the two network scenarios.

It should be emphasized that these traffic volumes are 24 hour daily volumes. The share of daily traffic occurring in the peak hour varies with background traffic congestion, and the source of traffic. Table 11 lists PM Peak hour trip rates and outbound directional splits by use type for all the various land categories used in this analysis.

~~Assessing the direct project impacts for a General Plan Update must take into account the fact that project traffic volumes from buildout of allowable uses will take many years. Simply adding the project traffic volumes to existing traffic volumes may not be advisable since the existing trip distribution may change dramatically by the time project traffic is generated many years in the future.~~

The amount of background traffic depends, in part, on changes to the road network in the vicinity, as well as growth in the surrounding communities and to a lesser extent the region between 1996 and 2015. The Fort Ord Reuse Plan and its proposed changes to land use and the road network in the vicinity will strongly affect background traffic in the City of Del Rey Oaks and its vicinity over this time period. For this reason, Due to the difficulty in predicting the timing of all the various changes that effect local traffic conditions within the 20-year time frame of the General Plan Update, it may not be useful to simply add project traffic will not be added to existing traffic volumes. Instead, the assessment of direct project traffic impacts will be limited to an identification of the total amount of new traffic that would directly be attributable to the project, defined as build-out of the plan. This direct project traffic is shown in Table 12 for the two network scenarios.

Cumulative Traffic Impacts

To estimate cumulative traffic impacts, the amount of background traffic on the roadway network of Del Rey Oaks was forecast through 2015. Currently, the best method available to accomplish such forecasts is by a network traffic model. Such a traffic model exists for the Two-County Monterey Bay Region, the System II™ network model, or Monterey County Transportation Analysis Model (MCTAM). This model was certified by AMBAG and TAMC in 1993/94 for planning purposes and is maintained by TAMC staff. Input data were those prepared for TAMC for its Fort Ord Reuse Plan Arterial study. The MCTAM model forecasts directional volumes of daily traffic on roadways in the immediate vicinity of the former base in the year 2015.

Since the inputs to MCTAM include the latest draft Reuse plan for the base, they also include the Annexation Area, which is part of that plan. Cumulative growth throughout the region that could affect traffic on Del Rey Oaks streets and roads is also included, since the AMBAG 2015 forecast of population and employment for Monterey and Santa Cruz counties is included.

No 68 Bypass Scenario:

West of North-South Road. 2015 cumulative traffic volumes forecast with the MCTAM model for Canyon Del Rey between Fremont and North-South Road show an increase in total daily traffic of 50 vehicles between the 1993/4 base year and 2015. The capacity improvements include a number of routes through the former Army Base which serve east-west through traffic between the cities bordering Fort Ord and the rest of the County. The highway improvements included in the Draft Reuse Plan and its *Draft Environmental Impact Report*, for the “Financially Constrained” Scenario are expected to induce drivers who presently use Highway 218 as their shortest east-west route, to instead use Blanco, Imjin Road, Reservation Road, and Intergarrison Road further north. In addition, the Base Reuse plan, even without the Highway 68 Bypass, includes the opening of, and improvements to, North-South Road. Finally, access to North-South Road would be improved in the Reuse Plan, as a result of a four-lane widening of Highway 218 from North-South Road to Highway 68.

Table 12 2015 Daily Project Traffic, Both 68 Bypass Scenarios

City of Del Rey Oaks General Plan Update

Assignment Using MCTAM 2015 Distribution, Both Bypass Scenarios.

Drov015.wb2

INT.	East-West Roadway	North-South Roadway	DAILY APPROACH VOLUMES FROM PROJECT TRIPS ONLY											
			NORTH			EAST			SOUTH			WEST		
			W/o 68 BP	With	W/o 68 BP	With	W/o 68 BP	With	W/o 68 BP	With	W/o 68 BP	With		
1	PLUMAS AVENUE	@ HIGHLAND STREET	156	156	0	0	156	156	0	0	156	156	0	0
2	CARLTON DRIVE	@ HIGHLAND STREET	156	156	23	23	179	179	0	0	179	179	0	0
3	SOUTH BOUNDARY RD	@ NORTH-SOUTH ROAD	1,165	1,267	4,544	4,869	4,773	5,200	0	0	4,773	5,200	0	0
4	SOUTH BOUNDARY RD	@ CONF.CTR D/W	3,455	3,354	1,416	1,264	425	425	4,544	4,102	425	425	4,544	4,102
5	PORTOLA DRIVE	@ FREMONT STREET	2,509	2,509	7	7	2,509	2,509	0	0	2,509	2,509	0	0
6	CANYON DEL REY (218)	@ FREMONT STREET	2,510	2,510	4,862	4,862	2,181	2,181	179	179	2,181	2,181	179	179
7	CANYON DEL REY (218)	@ ROSITA ROAD	0	0	4,862	4,862	0	0	4,863	4,863	0	0	4,863	4,863
8	CANYON DEL REY (218)	@ WORK AVENUE	0	0	4,862	4,862	0	0	4,863	4,863	0	0	4,863	4,863
9	CANYON DEL REY (218)	@ CARLTON DRIVE	172	169	5,028	5,028	0	0	4,863	4,863	0	0	4,863	4,863
10	CANYON DEL REY (218)	@ VIA VERDE	0	0	5,028	5,028	0	0	5,028	5,028	0	0	5,028	5,028
11	CANYON DEL REY (218)	@ NORTH-SOUTH ROAD	4,773	5,200	3,623	4,050	0	0	5,028	5,028	0	0	5,028	5,028
12	CANYON DEL REY (218)	@ HOTEL DRIVEWAY	1,044	1,044	3,645	4,072	0	0	3,623	4,050	0	0	3,623	4,050
13	CANYON DEL REY (218)	@ DEL REY GARDENS DRIV	0	0	3,645	4,072	0	0	3,645	4,072	0	0	3,645	4,072
14	CANYON DEL REY (218)	@ RYAN RANCH ROAD	0	0	2,155	2,582	1,490	1,490	3,645	4,072	1,490	1,490	3,645	4,072
15	HIGHWAY 68	@ YORK ROAD	1,045	620	1,474	371	0	0	981	577	0	0	981	577
16	HIGHWAY 68	@ TARPY'S DRIVEWAY	401	401	1,874	1,874	2,087	2,087	0	0	2,087	2,087	0	0
17	HIGHWAY 68	@ CANYON DEL REY (218)	2,155	2,582	981	1,408	0	0	1,874	1,874	0	0	1,874	1,874
18	EXISTING HIGHWAY 68	@ 68 BYPASS (PROPOSED)	0	1,105	981	577	0	0	981	577	0	0	981	1,408
19	NORTH SOUTH RD.	@ D/W N/O S. BOUND. RD	712	712	765	867	1,165	1,267	765	867	1,165	1,267	765	867

These capacity improvements and road openings will provide faster and more direct alternatives for through traffic than Highway 218 east of North-South Road in Del Rey Oaks. Despite growth in traffic due to the expected regional development over the next twenty years, the MCTAM model forecasts the same daily volume of traffic between North-South Road and North Fremont as occurs on this road today.

Although the model forecasts essentially the same amount of daily traffic on this portion of Canyon Del Rey, a diversion of through traffic is expected to occur along new or expanded east-west routes through the base. This diversion is then 'backfilled' by increased locally generated traffic from new uses within the City of Del Rey Oaks and Annexation Area. Even with the project traffic increases, the LOS would remain at LOS D.

East of North-South Road. The MCTAM model forecast shows an increase of 5,650 daily trips above existing traffic volumes, in the no Bypass Scenario. This increase in traffic includes vehicle trips generated by uses assumed by 2015 on the former base, including the MCTAM version of those uses for the Del Rey Oaks Annexation Area as well as those generated by anticipated regional growth. Added to the existing daily traffic of 7,700, the 2015 cumulative traffic volume on this segment would be 13,350. A four-lane highway between North-South Road and Highway 68 would provide capacity in excess of that needed to serve the forecasted traffic.

68 Bypass Scenario

This scenario assumes that a four-lane freeway would be built and operating between the present end of freeway on Highway 68 just east of Highway 1 to the present end of freeway near Toro Park to the east. This Bypass would include a new interchange at Canyon Del Rey and Highway 68 near the present intersection of these routes. This scenario also includes other major year 2015 highway improvements in the vicinity, including those documented in the draft Reuse Plan and its *Draft Environmental Impact Report*, Table 4.7-2, for the "Optimistic Financing Scenario." Those improvements provide shorter routes to drivers who presently use Highway 218 as their shortest east-west route. In both Bypass Scenarios, the Base Reuse plan includes opening and improvements to North-South Road, and improved access to North-South Road by a four-lane widening of Highway 218 between North-South Road and Highway 68.

West of North-South Road: Under this Scenario, traffic volumes would increase by 1,350 daily vehicle trips. This increase would result from improved travel times provided by the new freeway segment on Highway 68 to the east of Del Rey Oaks, thereby attracting some drivers into the Canyon Del Rey east-west route. With this volume increase, the highway LOS would remain unchanged. [16,385 + 1,350 = 17,735; V/C = 0.89; LOS = D]

East of North-South Road: For this segment, traffic will increase by 6,950 daily vehicle trips. This increase in traffic includes vehicle trips generated by uses assumed by 2015 on the former base, including the MCTAM version of those uses for the Del Rey Oaks Annexation Area and regional growth. Added to the existing volume on this segment, year 2015 traffic on this segment would be

7,700 + 6,950 = 13,350. A four-lane highway between North South Road and Highway 68 would provide capacity in excess of that needed to serve the forecasted traffic. Table 13 summarizes the cumulative traffic impact analysis.

Impacts

Significance Criteria: Increases in traffic volumes, by themselves, are not necessarily significant environmental impacts of a project. If increases result in a change in operating conditions on a road or at an intersection, degrading that road or intersection from an acceptable LOS to one that is unacceptable, the traffic increases become significant. In order to evaluate significance of traffic impacts, a standard for acceptable levels of traffic congestion is necessary. This DEIR will rely on the City of Del Rey Oaks Draft General Plan Update’s standard for acceptable levels of traffic congestion, contained within the Circulation Element Policies as stated in the Draft:

C-2. All intersections on Highway 218 within the City are part of the adopted Monterey County Congestion Management Program (CMP) network. Proposed new land uses shall require mitigation measures to assure that the CMP LOS standards are met for those intersections. These measures may include, but not be limited to a fair share of the City’s costs to fund the recommended regional transportation projects. The CMP LOS standards are as follows:

Intersection	CMP Standard
1. Highway 218 @ Highway 68	LOS E
2. Highway 218 @ North Fremont	LOS D

C-3. Proposed new land uses shall require mitigation measures to assure that the LOS will not degrade below LOS “C” or the current (1995) LOS -- whichever is lower for all other intersections within the City.

The project’s direct or cumulative traffic impacts were not evaluated on the basis of intersection LOS, since peak hour turning movements cannot be forecast twenty years in the future. However, daily, or roadway LOS was evaluated for Canyon Del Rey (Highway 218) segments. If these segments degrade to below a LOS “D,” a significant traffic impact will be found, except at the intersection with Highway 68, where LOS “E” is considered acceptable. Furthermore, any intersection currently operating at a LOS of “C” or worse cannot degrade from that LOS without the impact being considered significant.

Direct Project Impacts

Traffic impacts are reported as direct, or project impacts, and cumulative impacts. The project traffic impacts were identified in terms of the total number of vehicle trips to be generated by buildout of the General Plan Update. The daily volumes generated were then located at each of the nineteen intersections in the study area (Table 12). These volumes are the direct traffic and circulation impacts of the project. For the methodology used to obtain these estimates, see Appendix C.

For intersections along Canyon Del Rey from North Fremont to Highway 68, as was noted elsewhere, LOS impacts were not calculated for these direct project traffic volumes. Projected traffic volumes on Canyon Del Rey could exceed existing capacity which could result in an unacceptable level of service. The traffic generated by this project (Table 10 and 12) is a large share of the total volume of traffic that Canyon Del Rey could absorb before a significant impact would occur as defined above. Calculated project traffic volumes are large enough to easily trigger significant project traffic impacts, should the City allow development before the various roadway improvements assumed for this analysis are built.

The General Plan Update itself anticipates this potential for significant impacts resulting from development approvals under the General Plan Update by including policies and programs to ensure these impacts will be mitigated to a level of insignificance. The policies are the Circulation Element Policies C-2 and C-3, and Programs 13 through 16. These policies and programs, once adopted and diligently implemented by the City, together with the mitigation measures proposed in this DEIR, will allow City approval of development projects under the General Plan and assure that significant project traffic impacts (as defined above) are mitigated to a level of insignificance.

Note: The City has agreed to pay or have developers within its jurisdiction pay for \$6 million in infrastructure improvements that have a nexus to the development anticipated by the General Plan Update. FORA grants could also be used and to advance the construction of these infrastructure improvements, with the grants to be repaid from the developer assessments.

Cumulative Impacts

In contrast with the direct project impacts, the significance of the cumulative impact of the project traffic was evaluated. Cumulative traffic and circulation impacts of the project are not significant, with using the above significance criteria, with a daily, or roadway LOS.

Because the findings above were based on a number of assumed improvements to the study area roadways, cumulative traffic impacts could become significant should scheduling of the assumed background improvements fall behind the approval of some or all actual development allowable under the Plan. Furthermore, some of the roadway improvement actions assumed for this analysis -- such as opening and improving Blanco Road, Reservation Road and Intergarrison Road, or connecting South Boundary Road with York Road -- are not within the jurisdiction of the City of Del Rey Oaks. If these assumed improvements are not performed, traffic impacts would worsen.

For example, the intersection of Canyon Del Rey and North Fremont is currently operating at its CMP threshold LOS D. The operating conditions during the peak hour at this intersection could quickly degrade to lower Levels of Service should development projects be approved by the City before assumed regional and Fort Ord Reuse Plan roadway improvements are built. Without the assumed improvements, the anticipated reduction in background traffic through the Canyon Del Rey corridor will not occur, and the project's traffic impacts would be significant.

Due to the difficulty in predicting the timing of all the various changes that affect local traffic conditions within the 20-year time frame of the General Plan Update, ~~Finally, although~~ quantitative measurement of intersection LOS was beyond the scope of this assessment. However, some intersections along Canyon Del Rey between Highway 68 and North Fremont could experience lower than current intersection LOS, despite an overall roadway LOS of D, during peak hours. Monitoring of such peak hour operating conditions at intersections is part of the Circulation Program 15 in the General Plan Update.

The General Plan Update itself anticipates the potential for significant impacts resulting from the General Plan Update, and contains policies and programs to ensure they will be mitigated. The policies are Circulation Element Policy C-2 and C-3, and Programs 13-16 of that same Element. Together, these programs and policies, once adopted and diligently implemented by the City, ~~will allow City approval of development projects and~~ assure that the significant traffic impacts (as defined above) are mitigated to a level of insignificance.

The draft Circulation Element does not describe any new roads. Although no new roads are planned, existing military roads must be reopened to serve the new uses planned in the Annexation Area. ~~The following roads~~ North-South Road and South Boundary Road should be opened, rehabilitated, and improved prior to, or coinciding with, development of the Annexation Area.

Mitigation Measures

13. The following language should be added to the Circulation Element of the General Plan Update.
 - *North-South Road from Canyon Del Rey to the Seaside City limits.* This road must be included in the General Plan Update, as an existing road that will be opened on its existing alignment for public use as a two-lane arterial road from Highway 218 to the City limits of Seaside. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the Annexation Area. In addition, the intersection of this road with Canyon Del Rey (Highway 218) should be improved, including traffic signals and turn/ storage lanes on approaches to this intersection.
 - *South Boundary Road from North-South Road to the City limits* should be opened on its existing alignment and improved for use as a two-lane collector road from North South Road to the City limits of the requested Fort Ord Annexation Area. Improvements should be made to this road to accommodate the potential build out traffic of proposed General Plan uses on the Annexation Area.
14. Improvements to and/or opening of existing Fort Ord military roads in the vicinity could help serve some of the traffic generated by planned new uses in the annexation area. If improved, these roads would reduce the direct traffic impacts of the General Plan Update on Canyon Del Rey at North-South Road, by distributing traffic generated north on North-South Road, and east on South Boundary Road. Without these improvements, the amount of General Plan Update project traffic which would have to enter and exit the area though the intersection of North-South Road and Canyon Del Rey would increase.

Table 13
2015 Cumulative Traffic Impacts

Canyon Del Rey (Highway 218)			
	1993-96 Existing	2015 Without 68 Bypass	2015 With 68 Bypass
West of North-South Rd.			
ADT	16,346	16,400	17,700
Lanes	2	2	2
LOS	D	D	D
East of North South Rd.			
ADT	7,700	13,350	14,650
Lanes	2	2	2
LOS	A	B	C
North-South Road			
	1993-96 Existing	2015 Without 68 Bypass	2015 With 68 Bypass
North of South Boundary Rd.			
ADT	0	5,500	5,400
Lanes	0	2	2
LOS	--	A	A

Sources: Existing two-way daily traffic from Caltrans, *1993 Traffic volumes on State Highways* [Count ADT for West, AADT for East]; Cumulative 2015 volumes are existing as shown, plus 1993/4-2015 increments from MCTAM model, using volumes in FORA, *Fort Ord Base Reuse Plan Draft EIR*, Table 4.7-3; Levels of Service for two-lane roadway segments are based on capacity assumptions as shown in Table 8 of this report.

As noted above, these improvements are within the jurisdiction and responsibility of FORA, the City of Del Rey Oaks, and the Transportation Agency of Monterey County. Since these improvements are included in the Reuse Plan and DEIR, they were they can and should be implemented by such agencies and were therefore assumed in place for the assessment of traffic impacts in this EIR.

- *North-South Road* should be opened and improved for public use as a two-lane arterial road from the limit of the requested Fort Ord Annexation Area north to Light Fighter Drive, as a minimum two-lane arterial with commensurate intersection improvements (signal controlled turn/ storage lanes as warranted) throughout this length.
- *South Boundary Road* should be opened and improved for public use as a two-lane collector road between the limits of the requested Fort Ord Annexation Area to a new intersection with York Road, extended. No connection exists between this road and the 68 Bypass.
- *York Road* should be extended and connected with South Boundary Road as a two-lane collector.

15. The following intersection should be added to the list of intersections at which traffic volumes and operations will be monitored by the City of Del Rey Oaks as needed under Program 15 of the General Plan Update Circulation Element:

- North-South Road at South Boundary Road

16. The City shall adopt and implement a policy which states that the City will coordinate and assist with TAMC and AMBAG in providing funding for an efficient regional transportation network.

17. The City shall adopt and implement a program to provide a funding mechanism to pay for its fair share of impact on the regional transportation system.

18. The City shall adopt and implement a policy to support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation network.

19. Replace Policy C-15 with the following language: Land use and circulation plans shall be integrated to create an environment that supports a multimodal transportation system. Development shall be directed to areas capable of being served by a confluence of transportation facilities (auto, bus, bicycle, pedestrian, etc.).

20. The City shall adopt and implement a program which states the following: Land use and circulation plans shall be integrated to create an environment that supports a multi-model

transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, buses, bicycles, pedestrian, etc.).

Analysis of Significance

Traffic and circulation impacts are considered to be potentially significant but would be reduced to a less-than-significant level with implementation by the City of the General Plan Update policies and programs, as well as mitigation 13-20, and the implementation of all mitigation measures, policies, and improvements within the jurisdiction and responsibility of other agencies to which those agencies have committed.

~~Not significant, so long as the mitigation measures, policies and programs are implemented concurrently with new development.~~

4.5 Air Quality

Issues

New development will result in added vehicle trips with associated vehicle emissions, construction related emissions, as well as emissions from the operation of businesses on commercial land. Such new development may contribute to the regional impacts on air quality.

Regulatory Setting

Air quality for a given community is described by the concentration of various pollutants in the atmosphere. These pollutants are generally expressed in units of parts per million (ppm) or micrograms per cubic meter (ug/m³). The type and amount of pollutants emitted into the atmosphere, the air basin's size and topography, and the prevailing meteorological conditions determine a region's air quality. A pollutant's significance is determined by comparing its concentration to state and/or federal ambient air quality standards. These standards represent the maximum allowable atmospheric concentrations of various pollutants which may occur and still protect public health and welfare.

At the national level, the Federal Clean Air Act required the U.S. Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS). In California, the task of air quality management and regulation has been legislatively granted to the California Air Resources Board (CARB), with subsidiary air pollution control districts at the County level. The CARB establishes California Ambient Air Quality Standards (CAAQS).

The CARB has established 14 air basins in the State for regulatory purposes. Del Rey Oaks is located within the North Central Coast Air Basin. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) shares responsibility with the CARB for ensuring that all state and federal ambient air quality standards are achieved and maintained within the NCCAB administers the

CAAQS. The MBUAPCD adopted the 1994 Air Quality Management Plan (AQMP) which addresses regional air quality issues and recommends programs intended to bring the North Central Coast Air Basin into conformance with adopted state and federal clean air regulations.

To assess the compliance with federal, state, and local air quality standards, monitoring stations are located within air basins. In the vicinity of Del Rey Oaks, there is an air quality monitoring station located in Monterey. Based on monitoring data provided by the MBUAPCD, ozone concentrations exceeded state standards on nine days in 1992, sixteen days in 1993 and six days in 1994. The majority of these violations occurred at the Pinnacles monitoring station, where the State AAQS was exceeded on 20 different days between 1992-1994. For PM₁₀, the NCCAB violated the state standard one time in 1992, seven times in 1993 and one time in 1994. The MBUAPCD has not violated the Federal ozone standard since 1990 and the District will soon be redesignated from a federal nonattainment to a maintenance area.

Health Effects of Pollutants

The primary air quality problems in the air basin are ozone and suspended particulates (PM₁₀). The following is a discussion of the health effects on Ozone and PM₁₀ pollutants.

Ozone: Ozone is produced by chemical reactions, involving nitrogen oxides (Nox) and reactive organic gases (ROG), that are triggered by sunlight. Nitrogen oxides are created during combustion of fuels, while reactive organic gases are emitted during combustion and evaporation of organic solvents. Since ozone is not directly emitted to the atmosphere, but is formed as a result of photochemical reactions, it is considered a secondary pollutant. Ozone is a seasonal problem, occurring roughly from April through October.

PM₁₀: PM₁₀ is small suspended particulate matter, 10 microns or less in diameter, that can enter the lungs. The major component of PM₁₀ are dust particles, nitrates, and sulfates. PM₁₀ is directly emitted to the atmosphere as a byproduct of fuel combustion, wind erosion of soil and unpaved roads. Small particulates are also created in the atmosphere through chemical reactions.

Impacts

Significance Criteria: Appendix G and I of the CEQA Guidelines states that a proposed project would have a significant impact on climate and air quality if it results in:

- A violation of any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations, or
- Creation of objectionable odors, or
- Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally.

An airborne pollutant concentration is also considered significant if it exceeds state, federal, or locally

established standards outlined in Table 14.

Buildout of the General Plan could generate short-term and long-term mobile and stationary source emissions. The primary source of source emissions would be construction activities. Traffic generated by the project and utility sources would be the primary sources of long-term emissions. These sources could have significant impacts on regional air quality.

Table 14 Thresholds of Significance Criteria for Pollutants of Concern	
Pollutant	Threshold(s) of Significance
ROG	150 lb/day (direct + indirect)
NOX as NO2	150 lb/day (direct + indirect)
PM ₁₀	82 lb/day (on-site) AAQS exceeded along unpaved roads (off-site)
CO	LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by .05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
SOx as SO2	550 lb/day
	150 lb/day

Construction Emissions

Short-term construction emissions would primarily be dust generated from grading, excavation, and other construction activities; hydrocarbon emission from paints and asphalt; exhaust emissions from powered construction equipment; and motor vehicle emissions from construction equipment. Construction-generated dust would contribute to the relatively high existing background PM₁₀ levels for several years or until buildout. Relatively large-sized particulates raised by construction would rapidly settle out of the atmosphere with increasing distance from the project site. Emission levels for construction activities would vary with the equipment type, duration of use, operation schedules, and the number of construction workers. Large construction projects would likely exceed the PM₁₀ standard and result in short-term, significant air quality impacts. Smaller construction projects, requiring only minor grading or earth moving, would potentially fall below the PM₁₀ threshold; however, the number and duration of construction projects occurring at one time could adversely impact the region's air quality until buildout occurs.

Operational Emissions

Stationary sources, such as a factory, dry cleaning operation, or an electrical generating plant are subject to the MBUAPCD's Rules and Regulations. These rules specify which stationary sources are required to obtain permits and which are exempt. For new stationary sources, modeling anticipated emissions may be required prior to permit application. The City's buildout will not require major new energy generating facilities, nor will buildout substantially increase the City's energy demand.

Mobile Sources

At buildout the primary source of indirect pollutant emissions would be increased traffic generation. Vehicular emissions are calculated with URBEMIS5, a program developed by the California Air Resources Board. This program estimates pollutant levels based on projected traffic volumes and anticipated traffic flows. Another model utilized is the CALINE4 model. This model assesses potential carbon monoxide (CO) levels at congested intersections (those intersections operating at a LOS D or lower). According to the URBEMIS5 model, about 110.3 lbs/day of NOx would be generated by new development at buildout, and total organic gasses (TOG) would be about 92.3 lbs/day. Reactive organic compounds (ROC) and NOx emissions would not exceed the operation phase significance threshold of 25 150 lbs/day for non-attainment pollutants. Additionally, District thresholds apply to project specific mobile source emissions, which would be determined as applications for development are processed by the city of Del Rey Oaks.

Analysis of Significance

The impact is not considered significant and no mitigation is required. **Not Significant.**
Mitigation

Construction and operational emissions will depend on the type, size and location of future development projects. Project specific mitigation is outside the scope of the Program EIR and are not evaluated.

The City has voluntarily added mitigation of mobile source emissions which can be accomplished by promoting programs that reduce vehicle trips and encourage alternative transportation modes, such as bicycles, carpooling and buses, and through land use planning strategies that reduce and/or shorten total vehicle trips. General Plan policies C-11 through C-16 promote conservation of air quality by encouraging bicycle and pedestrian trails, traffic management plans, ride-sharing and buses use. Policy C/OS-13 states that the City will encourage the improvement of air quality in Del Rey Oaks and the region by implementing the measures described in the 1994 AQMP. Programs 12 through 14, and Program 17 mandate the implementation of trip reduction measures contained in the Air Quality Management Plan, a rideshare program, and the institution of alternative forms of transportation to maintain circulation standards of the City. These measures will help reduce emissions to a less than significant level.

4.6 Geology/Seismic Safety

Issues

Expanded urban development may expose more people and property to geologic and seismic hazards. The Seismic Safety Element was not updated as part of the proposed project. The City prepared the Seismic Safety Element in 1975 and updated the goals, policies and programs in 1988 General Plan Update.

Setting

The State Department of Conservation Division of Mines and Geology provided an abundance of updated geology and seismology information to the City of Del Rey Oaks as a response to the Notice of Preparation (See Appendix "A").

Rosenburg and Clark prepared a fault map of the Monterey and Seaside areas (refer to Figure 5) which was funded by the U.S. Geological Survey. The Seaside Fault is buried northwest-striking, steeply southwest-dipping reverse fault that separates Monterey Formation from Paso Robles Formation. South of North South Road, a possible 3-km-long southern segment of the Seaside Fault that continues southeastward to connect with a northwest-striking splinter of the Chupines fault exposed in the foothills near the intersection of State Highway 68 and York Road.

The Chupines Fault zone consists of several discontinuous northwest-striking faults crossing through the Carmel Valley, Corral de Tierra, Laguna Seca, and Seaside areas. The Canyon Del Rey segment of the Chupines fault continues northwestward for 5 km beneath the alluvium of Canyon Del Rey toward Monterey Bay.

Along Canyon Del Rey, structurally high outcrops of the Monterey formation delineate the trace of the Chupines fault. Near the intersection of North-South Road and Canyon Del Rey, steep dips in diatomite suggest nearby faulting. Data suggests that the Chupines Fault is active.

Seismic shaking within Del Rey Oaks should consider two very different kinds of geologic subgrade: the soft Quaternary sand dunes and alluvium, and those parts of the City underlain by siltstone of the Monterey Formation of Miocene age. Preliminary working figures that are currently (May 1996) being developed and used by the California Division of Mines and Geology to develop regional seismic shaking maps for the entire state. The preliminary figures are provided in Table 15:

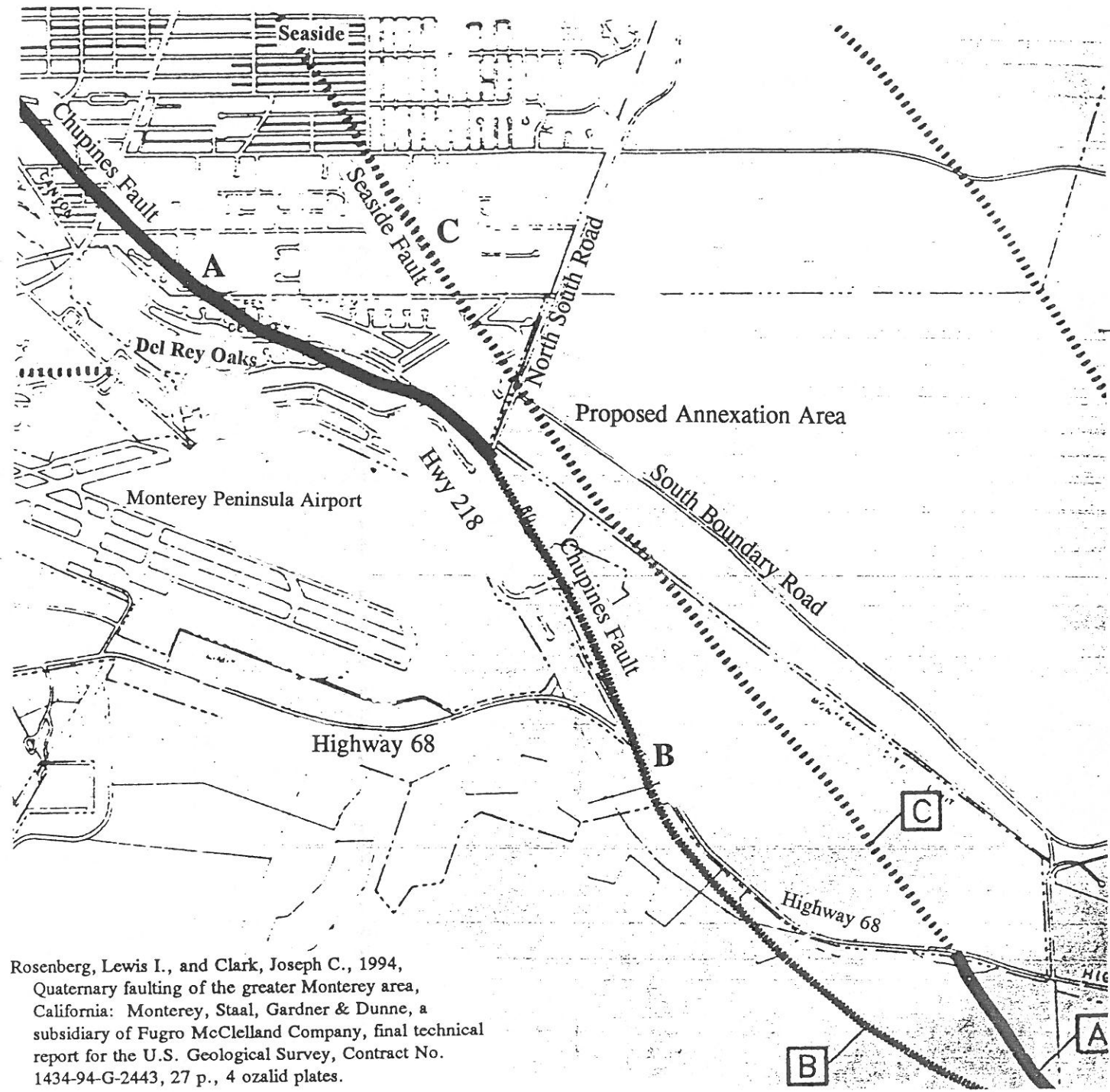
Table 15 Regional Seismotectonic Faults Applicable to the City of Del Rey Oaks	
Fault	Maximum Magnitude (Mmax)
Monterey Bay - Tularcitos Fault	6.9
Reliz (King City) Fault	7.0
Palo Colorado - Sur Fault	7.0
San Gregorio Fault	7.3
San Andreas Fault, creeping segment	6.5
Source: California Division of Mines and Geology, May 1996	

Liquefaction

Alluvial deposits, (Qal), are found along Canyon Del Rey. Qal is unconsolidated, heterogenous, moderately sorted silt and sand with discontinuous lenses of clay and silty clay. A new 1990 U.S. Geologic Survey map by Dr. William Dupre' has indicated a relatively high susceptibility for seismically-induced liquefaction along Canyon Del Rey and Highway 218. There is a low susceptibility for liquefaction in the Del Rey Woods School area and a very low susceptibility for liquefaction in the airport area of Del Rey Oaks. The Work Memorial Park area of Del Rey Oaks has a variable susceptibility for liquefaction. Refer to Figure 6.




Landsliding

Landslide deposits (Qls) are a heterogenous mixture of deposits ranging from large block slides in indurated bedrock to debris flows in semiconsolidated sand and shale. Younger landslides have a relatively high probability of failure during or after an earthquake, but the susceptibility for liquefaction is relatively low. Two large landslides within the City of Del Rey Oaks have been mapped by Dr. William Dupre' in the U.S. Geological Survey map. The landslide deposits are located west of Del Rey Park and north of the Educational Service Center. Refer to Figure 7.



Rosenberg, Lewis I., and Clark, Joseph C., 1994, Quaternary faulting of the greater Monterey area, California: Monterey, Staal, Gardner & Dunne, a subsidiary of Fugro McClelland Company, final technical report for the U.S. Geological Survey, Contract No. 1434-94-G-2443, 27 p., 4 ozalid plates.

EXPLANATION

-  Zone A - Greatest Hazard
Chupines Fault-Northwest of the Airport
-  Zone B - Chupines Fault-Southeast of the Airport
-  Zone C - Least Hazard
Seaside Fault-Fort Ord Annexation Area

The purpose of this map is to rank the relative activity of faults in the study area. These relative rankings can be used to produce derivative assessments of earthquake hazards such as ground rupture, amplified ground shaking, liquefaction, and slope instability.

To understand the assumptions and limitations of this map, refer to the accompanying maps and text. Fault locations on this map are transferred from the accompanying Plates 1, 2, and 3. This map is not intended as a substitute for site-specific studies. Appropriate site-specific studies should be performed to fully evaluate the potential hazards at a site.

The hazard zones are based on the estimated most recent time of movement using the following criteria:

Zone A: Holocene (10,000 years to present). Associated with historic seismicity recorded by CALNET seismometers; continuity with offshore fault strands as determined to be active by H. Gary Greene; offset of Holocene deposits as dated by radiocarbon methods; prominently developed geomorphic features such as sag ponds, stream channel deflections, scarps, and linear troughs; or by offset deposits determined to be Holocene based on local relative soil development relationships delineated by Dupré (1990b) and McKittrick (1988).

Zone B: Late Pleistocene (125,000 to 10,000 years before present). Offset of late Pleistocene deposits as dated by radiocarbon methods, offset of poorly developed geomorphic features; or by deposits determined to be late Pleistocene age based on local relative soil development relationships delineated by Dupré (1990b) and McKittrick (1988).

Zone C: Quaternary Undifferentiated (1,600,000 years to present). Offset of Quaternary deposits not otherwise determined to be Holocene or late Pleistocene.

Zone D: Pre-Quaternary. No mapped Quaternary offsets and absence of geomorphic fault features.

Relative Fault Hazard Map

Figure 5

The area surrounding the airport and the Fort Ord reuse area are made up of Older coastal dunes (Qod) which area weakly consolidated, well-sorted, fine-to medium-grained sand deposited in an extensive coastal dune field in the Fort Ord area. High porosity and permeability except at surface where moderate degree of soil development results in decreased porosity and permeability.

The Fort Ord Reuse Master Plan Draft EIR discussed that polygon 29a is located within Arnold and Baywood soils, as shown on Figure 8. These types of soils have severe limitations to engineering as a result of excavation caving and slope and embankment piping potential. Development proposed in this area would require the implementation of engineering techniques that can be costly.

Impacts

Significance Criteria: According to State CEQA Guidelines, soils and geology impacts were formulated based on Appendices G and I of the State CEQA Guidelines. The project would result in a significant effect on the environment if it would result in:

- destruction of a substantial portion of any unique soil type or geologic feature;
- exposure of people or property to erosion related hazards such as landslides, surface collapse from piping, or other ground failures;
- expose people or structures to major geologic hazards.

The implementation of the General Plan Update may expose more people and property to geologic and seismic hazards. However, the policies and programs in the existing Seismic Safety Element of the 1988 Del Rey Oaks General Plan Update and the Fort Ord Reuse Plan ensure that engineering limitations associated with site-specific soil conditions are identified and addressed prior to construction. Nevertheless, the Seismic Safety Element of the General Plan is outdated and should be updated to incorporate new geological information as identified by the State Department of Conservation Division of Mines and Geology.

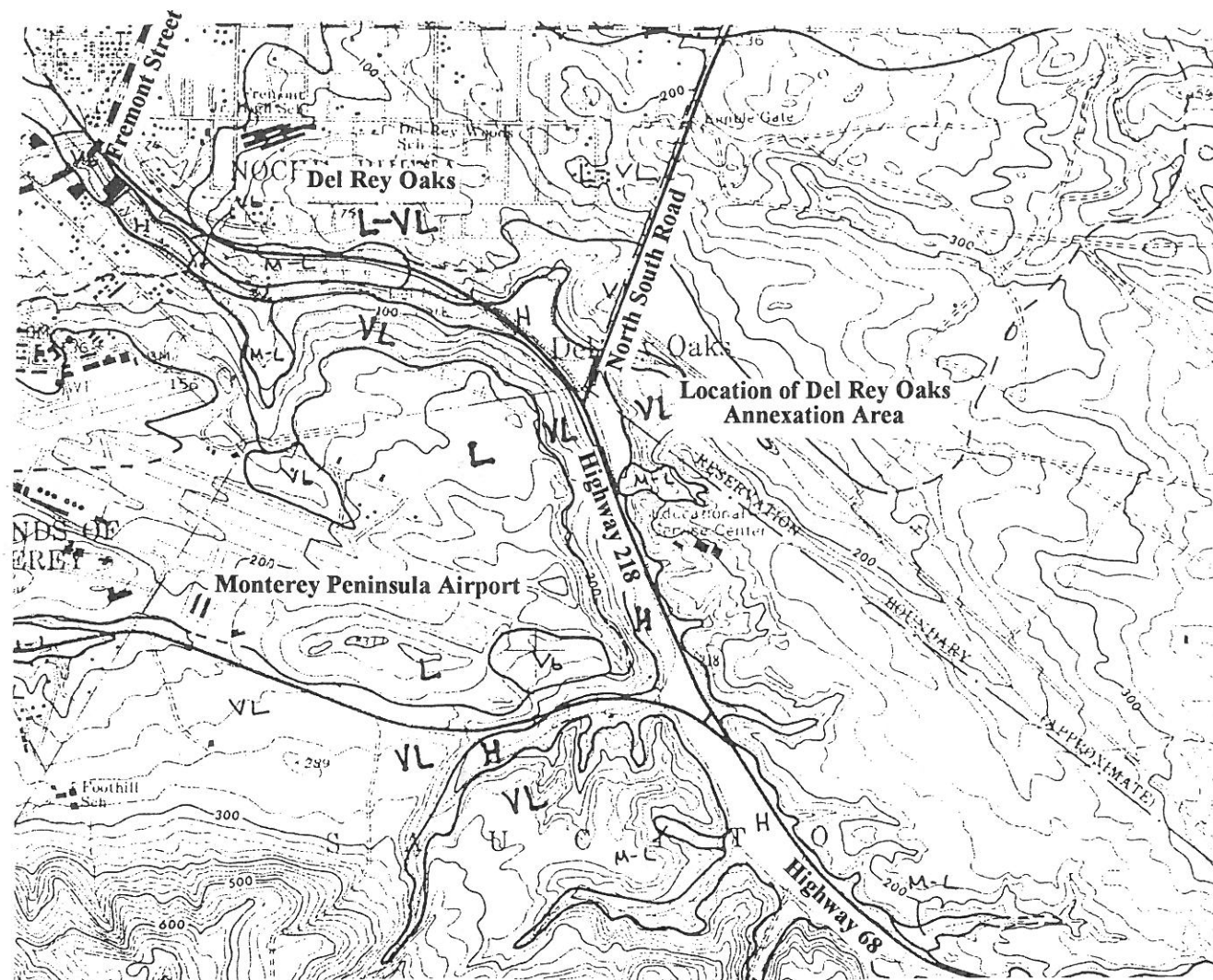
Analysis of Significance

The impacts are not considered significant. No mitigation is required, however the City should voluntarily adopt the following measure to provide additional avoidance:

Mitigation Measure:

21. The City should write adopt and implement a program in the Land Use Element that states that the City shall update the Seismic Safety Element of the General Plan to incorporate the most recent geological information provided by the State Department of Conservation Division of Mines and Geology.

~~∴, this impact is considered less than significant., so long as the mitigation measures and policies are implemented concurrently with new development.~~

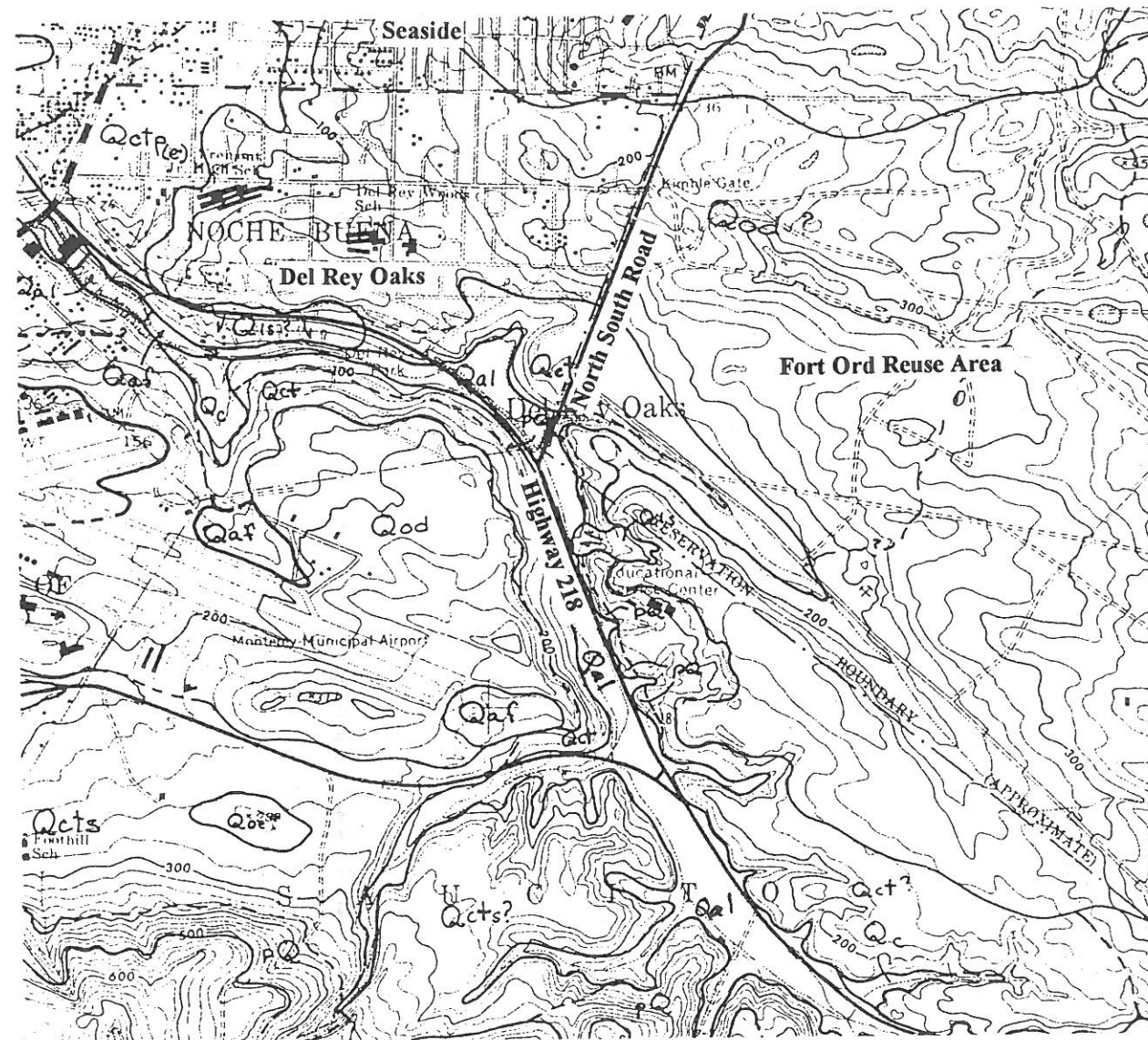


- H HIGH SUSCEPTIBILITY FOR LIQUEFACTION - Sediments for which engineering tests, the presence of shallow water tables, and the local presence of free faces indicate high susceptibility for liquefaction, but for which no historical evidence for liquefaction has been reported, are classed as having high susceptibility. Sediments in this zone are likely to liquefy in the event of a nearby major earthquake. Includes some basin deposits and younger flood-plain deposits, as well as most undifferentiated alluvial deposits and abandoned channel-fill deposits
- M MODERATE SUSCEPTIBILITY FOR LIQUEFACTION - Sediments classed as having moderate susceptibility may liquefy in the event of a nearby major earthquake; they include sediments for which moderate susceptibilities were calculated but historical evidence of liquefaction is absent, as well as sediments with high susceptibilities but where the water table is between 10 and 30 ft below the surface. Includes beach and older flood-plain deposits, most basin and colluvium deposits, most undifferentiated alluvial deposits, and some Holocene eolian deposits
- L LOW SUSCEPTIBILITY FOR LIQUEFACTION - Sediments considered to have low susceptibility are unlikely to liquefy, even in the event of a nearby major earthquake; they include younger Pleistocene deposits (older dunes and landslide deposits) as well as Holocene deposits where the water table is at least 30 ft below the surface (for example, most of the alluvial fan deposits and some older flood-plain deposits in the Carmel Valley area where groundwater pumping has lowered the water table)
- VL VERY LOW SUSCEPTIBILITY FOR LIQUEFACTION - In the zone of very low susceptibility, the sediments are highly unlikely to liquefy, even in the event of a nearby major earthquake. They include all of the pre-Late Quaternary deposits
- Vb VARIABLE SUSCEPTIBILITY FOR LIQUEFACTION - This category is restricted to areas of artificial fill. Depending on the type of fill and method of emplacement, the susceptibility for liquefaction may range from high to low. In fact, much liquefaction-induced ground failure associated with the 1906 earthquake occurred in hydraulically implaced fill over bay and estuarine muds
- CONTACT - Dashed where approximately located

Maps showing Geology and Liquefaction
Susceptibility of Quaternary Deposits

Figure
6

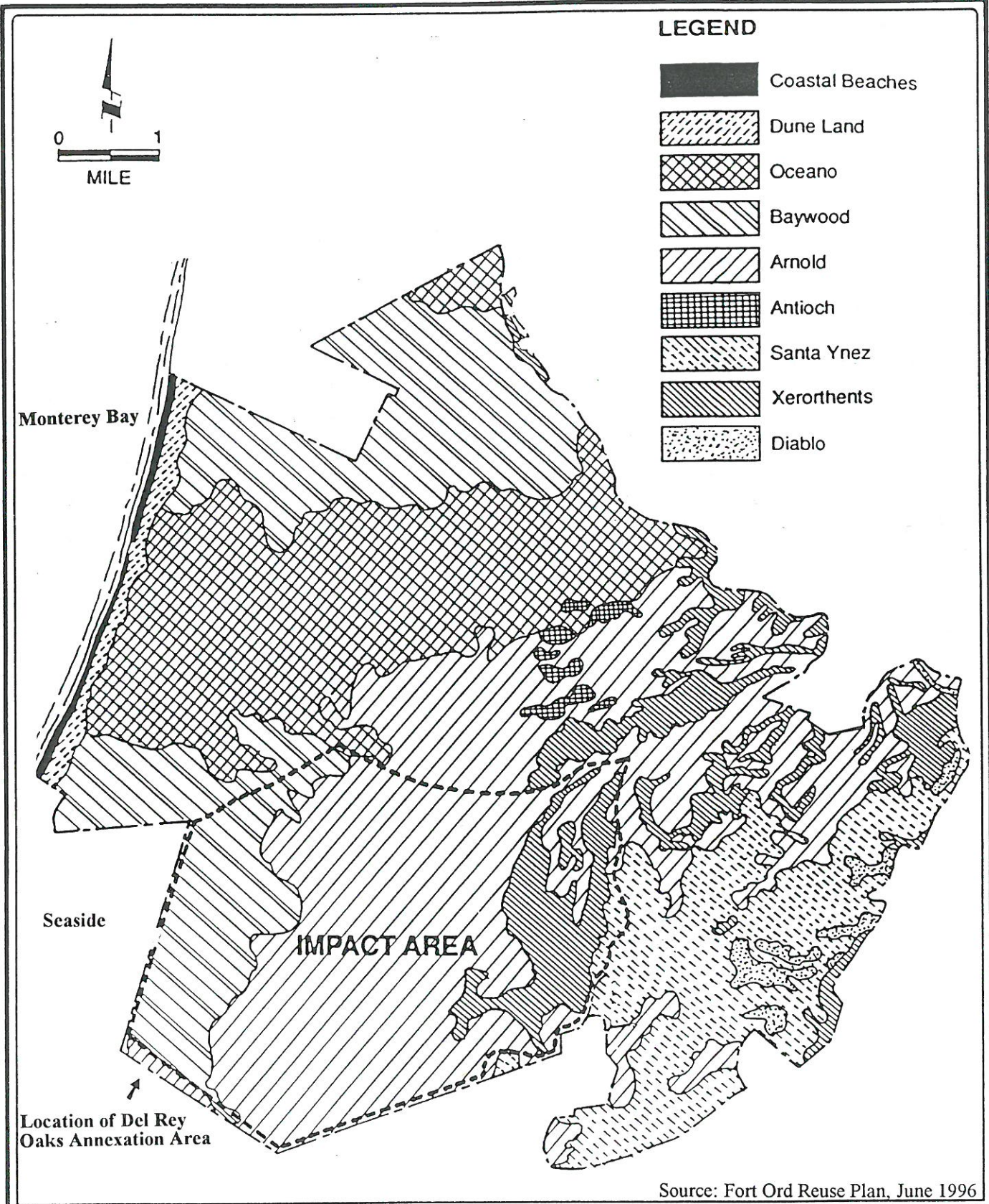
DESCRIPTION OF MAP UNITS



- Qal Alluvial deposits, undivided (Holocene)--Unconsolidated, heterogeneous, moderately sorted silt and sand with discontinuous lenses of clay and silty clay. Locally includes large amounts of gravel. May include deposits equivalent to both the younger and older flood-plain deposits (Qyf and Qof, respectively) in areas where these were not differentiated. Thickness highly variable; may be more than 30 m thick near the coast. Variable permeability and porosity. Depth to water table highly variable. High susceptibility to flooding in areas where not incised by present stream. Liquefaction susceptibility moderate to high where water table is close to surface
- Qaf Artificial fill (Holocene)--Heterogeneous mixture of artificially deposited fill material ranging from well-compacted sand and silt to poorly compacted sediment high in organic content; only locally delineated. Liquefaction susceptibility ranges from high to low, depending on degree of compaction
- Qls Landslide deposits (Quaternary)--Heterogeneous mixture of deposits ranging from large block slides in indurated bedrock to debris flows in semiconsolidated sand and shale; only locally delineated. Younger landslides have a relatively high probability of failure during or after an earthquake, but the susceptibility for liquefaction is relatively low
- Qc Colluvium (Holocene)--Unconsolidated, heterogeneous deposits of moderately to poorly sorted silt, sand, and gravel, deposited by slope wash and mass movement. Minor fluvial reworking. Locally includes numerous undivided landslides and small alluvial fans. Contacts generally gradational. Locally grades into alluvial deposits. Generally more than 2 m thick. Moderately well-drained and permeable. Mostly moderate to low liquefaction potential but can be moderate to high locally. Slope stability relatively low; small landslides common where water is close to surface
- Qod Older coastal dunes, undivided (Pleistocene)--Weakly consolidated, well-sorted, fine-to medium-grained sand deposited in an extensive coastal dune field in the Fort Ord area. Thickness ranges from 2 to 25 m. High porosity and permeability except at surface where moderate degree of soil development results in decreased porosity and permeability. Generally well drained. Low susceptibility for liquefaction may be moderate. Unit age is late Pleistocene.
- Qct Coastal terrace deposits, undivided (Pleistocene)--Semiconsolidated, moderately well-sorted marine sand containing thin, discontinuous gravel-rich layers. May be overlain by poorly sorted fluvial and colluvial silt, sand, and gravel. Thickness variable; generally less than 6 m thick. May be relatively well indurated in upper part of weathered zone; capped by maximally developed soils, some with duripans. Moderate to low porosity and permeability. Local perched water tables in areas where marine sand overlies relatively impervious deposits. Low to very low susceptibility to flooding and for liquefaction.
- Qcts Silvan coastal terrace

Maps Showing Geology and Liquefaction

Figure
7



Major Soil Series and Types at Fort Ord

Figure 8

4.7 Drainage/Hydrology

Issues

Expanded urban development may expose more people and property to erosion and flooding. In addition, storm water discharges associated with construction, parking, vegetation removal, and industrial activities may impact the area's surface water quality.

Setting

The Federal Water Pollution Control Act requires a permit for stormwater discharges from certain construction activities and paved areas. The focus of the NPDES permits is to control activities which may increase pollutants in storm water runoff. All development covered by this permit General Plan Update must develop and implement a Storm Water Pollution Prevention Plan (SWPPP). Construction operations of less than five acres that are not part of a larger development are exempt from obtaining a permit.

Impacts

Significance Criteria: In accordance with Appendix G of the State CEQA Guidelines, this analysis assumes the proposed project would have a significant impact on hydrology and water quality if has the potential to:

- substantially degrade water quality;
- contaminate a public water supply;
- substantially degrade or deplete groundwater resources;
- substantially interfere with groundwater recharge; or
- cause substantial erosion, flooding or siltation.

Implementation of the Del Rey Oaks General Plan would result in the conversion of land from open space to urban and other uses, which would alter site runoff peaks and duration. This could reduce the volume of groundwater infiltration by increasing the area of impervious surfaces and causing runoff to move across land suitable for infiltration at a faster rate.

The proposed project includes the future conveyance and annexation of approximately 300 acres located in the Fort Ord Reuse Plan. The land may be used for development of a golf course, hotel, office park/conference center, commercial/retail, public/quasi-public. Pesticide use on the golf course has not been detailed at this program level of the General Plan and EIR. Types of pesticides used will be recommended on a site specific basis upon project design and review. Any use of pesticides should have low solubility and short persistence in the environment. Pesticides need to be applied as appropriate per a golf course pesticide management plan on the acres of golf course turf, but will be required to be controlled to prevent over spraying and leaching into drainages and ponds with implementation of Best Management Practices recognized by the State Water Resources Control Board and Environmental Protection Agency.

The annual amount of pesticide(s) that will be applied (pounds per year) cannot be predetermined. The amount used will be the amount needed based upon a series of as-yet undefined conditions and should be part of an integrated approach. Appropriate use of cultural, mechanical and biological controls for pest management will be required. The details of this approach will be required to be described in a Golf Course Environmental Management Plan, which will be a required submittal as part of the project specific EIR for the Golf Course. To try to identify an annual amount of pesticide application would suggest that it is planned to be used indiscriminately rather than in direct, measured response to pest problems that arise. Pesticides must be selected based on a screening review that considers toxicity, persistence, runoff potential and leachability.

Integrated Pest Management (IPM) practices also include the selection of suitable plant species for the appropriate cultural and mechanical practices, use of biological controls and a conservative approach to pesticide application. The aim is to maximize pesticide effectiveness with minimal application. Guidelines for typical application rates are included in Appendix D. Pesticide use and application measures will eliminate the threat of groundwater contamination from this and other chemicals that may be used on the tees and greens. Appendix D also includes "Pesticide Safety Information" from the California Environmental Protection Agency, Department of Pesticide Regulation, which are State regulations that must be followed.

The Monterey County Health Department has found no evidence of pesticide contamination from irrigation of any golf courses in the County, including those which overlie the Carmel Valley aquifer (Carmel Valley Ranch, Quail Golf Course and two courses at Rancho Cañada). This is based on annual monitoring records required of Cal-Am by the State, in which no pesticides have been detected in golf courses in Carmel Valley that are adjacent or within close proximity to Cal-Am water supply wells (Dias, personal communication, November 1996).

The Conservation and Open Space Element of the General Plan analyzes impacts and identifies policies related to site runoff. New development will increase the impervious surfaces within the City, thus potentially increasing the volume and velocity of stormwater runoff. Without concurrent flood control system improvements, localized flooding could cause erosion and flood damage. In addition, stormwater runoff from paved surfaces may impact the area's water quality. As discussed in Section 4.2 Land Use, the proposed office park in polygon 31b and the proposed golf course in polygon 29a could have a significant effect on the plants and wildlife in the habitat management area in polygon 31a and the existing Frog Pond. The Frog Pond and polygon 31a are located downstream from polygons 31b and 29a and potential impacts associated with storm water runoff from paved surfaces on Polygon 31b may affect water quality. *These impacts are potentially significant.*

Mitigation

The General Plan Policy of the 1988 General Plan Update states that any decision to locate any structure in a location highly subject to flooding should be based on careful consideration of alternatives and the probable costs and benefits as related to risks. Policies also state that water

runoff and velocity should be regulated at any construction site. Policy C/OS-10 states that areas subject to periodic flooding should be kept free of development until further detailed geotechnical studies prove these lands safe to the City's satisfaction. ~~No additional mitigation is required.~~

Representatives from the City of Del Rey Oaks have met with various agencies over the past several months to set up a Draft Agreement concerning boundaries for polygons in the Fort Ord reuse area and language for drainage and buffer controls.

The following language has been tentatively agreed upon to be added to the Habitat Management Plan Agreement for the Storm Water Management Requirements, and is added as a mitigation measure as presented below:

Mitigation Measures:

22. The City shall adopt and implement a policy which states that the direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel into the ephemeral drainage in the natural area expansion (NAE) parcel will be prohibited. No increase in the rate of flow of storm water runoff beyond pre-development levels will be allowed. Storm water runoff from developed areas in excess of predevelopment quantities shall be managed on site through the use of basins, percolation wells, pits, infiltration galleries, or any other technical or engineering methods which are appropriate to accomplish these requirements. Indirect, sub-surface discharge is acceptable. These storm water management requirements will be utilized for development on polygon 31b.
23. The golf course greens and tees shall be constructed with sub-drains to collect and disperse percolating water to vegetated buffer areas for additional filtering and absorption of any nitrate or pesticide residue.
24. A Golf Course Environmental Management Plan shall be prepared for golf course application submittal and shall include an Integrated Pest Management (IPM) strategy to not only reduce the amount of pesticides, but to reduce environmental exposure and impacts. IPM strategy shall include the selection of the proper pesticide that has the least chance for environmental exposure and impacts.

Analysis of Significance

With incorporation of the General Plan Update policies and mitigation measures specified above, impacts are not considered significant.

4.8 Plants and Animals

Issues

Expanded urban development could impact rare, endangered, or threatened plants or animals, or important wildlife habitat and disturb environmentally sensitive habitat.

Setting

Plants: The plant communities in Del Rey Oaks consist primarily of vegetation introduced or established by humans or human disturbance. Within the City's urban areas, vegetation consists of lawns, non-native trees and shrubs, and introduced grasslands. In undeveloped areas, plant communities may consist of disturbed grasslands, oak woodlands, and/or riparian habitat.

The City's native plant communities include the portions of remaining oak woodlands and riparian wetlands. The oak woodlands are found primarily along hillsides and waterway corridors, as well as scattered within some grasslands and are comprised predominately of coast live oaks (*Quercus agrifolia*). The riparian wetlands are located along the Arroyo Del Rey Creek. Vegetation along these corridors includes poplars, willows, shrubs (such as elderberry, poison oak and coyote brush), and weedy herbs. The Frog Pond Natural Area, located along Canyon Del Rey Boulevard south of Carlton Drive, is owned and operated by the Monterey Peninsula Regional Park District. The 17-acre Frog Pond consists of wetland, oak woodland, and chaparral habitats. This area is preserved by the Park District, although it has been developed with nature trails.

The oak woodland and riparian plant communities provide valuable habitat. Oak woodlands provide shade for a number of small animals, a resting area for migrating birds, and a nesting area for raptors. Riparian corridors support a rich variety of flora and fauna by providing cover and shade, high moisture conditions, drinking water for plants and animals, travel corridors, and nesting areas.

~~**Animals:** No rare or endangered wildlife species have been identified in the Del Rey Oaks area. Riparian areas along Arroyo Del Rey creek and the Frog Pond provide the most valuable wildlife areas within the City. Sensitive habitat is also located within the wetland and riparian areas within the City.~~

It is likely numerous mammals, birds, reptiles, and amphibians are seasonally dependent on the City's creeks and the Frog Pond for their water source. The City's hillsides, and other large vacant parcels provide habitat for burrowing rodents, reptiles, hunting grounds for coyotes and wintering hawks, and foraging areas for birds adapted to field conditions.

No rare, endangered, or threatened species have been identified within the existing city limits of Del Rey Oaks. However, a number of special status plant and animal species occur in the area adjacent to Del Rey Oaks. Specifically, several special status species and/or their habitats have been identified as occurring or potentially occurring within the proposed Fort Ord reuse area proposed for annexation. These species are listed in Table 15A.

The proposed reuse of Fort Ord has required the development and implementation by FORA of a Habitat Management Plan (HMP) for the property, in accordance with Federal Endangered Species Act administered by the U.S. Fish and Wildlife Service. A HMP was prepared by FORA in December, 1996 to provide habitat management requirements aimed at protecting listed plant and animal species and their habitats. The HMP identifies habitat reserves and corridors on the Fort Ord site subject to resource conservation measures and development restrictions. The General Plan Update proposes development within the Fort Ord reuse area to be annexed to the City; however, it does not propose development in any of the habitat reserves or corridors. Figure 8A shows the HMP designations for the Fort Ord reuse areas proposed for annexation into the City. (Please note that the polygon numbers have been revised in the latest plan.)

Impacts

Significance Criteria: Plant and animal impacts are considered significant if rare, endangered, or threatened plants or animals ~~wildlife habitat would~~ be lost or significant disturbance would occur to important wildlife habitat. ~~or significant disturbance would occur to environmentally sensitive habitat.~~ Potential impacts would occur as follows:





Oak woodlands. Once abundant in California, oak woodlands are now disappearing throughout the state. Urban development and agricultural land uses have had the greatest impact on these resources. Reduced stands of these plant communities have resulted from many factors, including grazing by domesticated livestock, deer, ground squirrels, gophers, and other herbivores, competition from plants introduced by humans, and removal for urbanization.

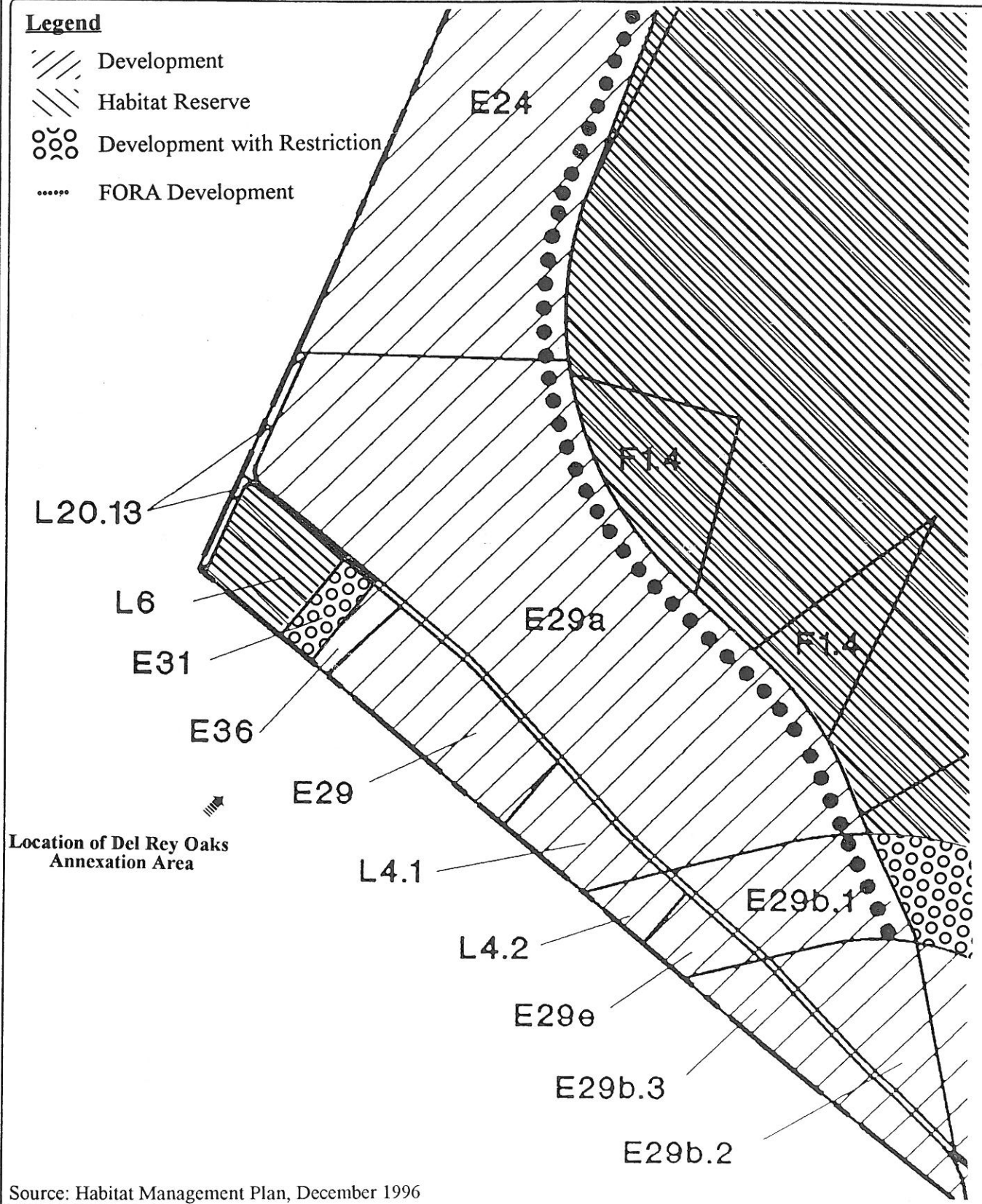
General Plan policies ~~as well as the~~ together with applicable existing legal regulatory ~~framework~~ authority of the California Department of Fish and Game, the Army Corps of Engineers, and U.S. Fish and Wildlife Service would ~~protect~~ mitigate impacts to resources citywide and avoid significant impacts to those resources. ~~as well as City policies adequately protect oak resources within the City.~~

Oak Woodlands. Within the Del Rey Oaks area, oak woodlands primarily exist along hillsides or drainage corridors. General Plan Policies C/OS-5a through C/OS-5g, C/OS-6 and C/OS-7 protect the existing system of greenbelts and open spaces, thus ~~protecting~~ maintaining the oak trees and riparian habitats.

Riparian Corridors. Urban development adjacent to or within the creek's ~~or the river's~~ corridor could impact riparian vegetation and associated habitats. Development in these areas ~~w~~ could affect the ~~most sensitive~~ important biological resource in the Del Rey Oaks area. The General Plan Policies ~~proposes~~ C/OS 3 through C/OS-9 provide creek corridor protection. These policies provide open space along creek corridors, protect creek riparian vegetation and its habitat value, ~~establish a creek setback and limit control~~ creek alterations.

Legend

-  Development
-  Habitat Reserve
-  Development with Restriction
-  FORA Development



Source: Habitat Management Plan, December 1996

**Location of Habitat Management Plan
Boundaries for Proposed Annexation Area**

**Figure
8A**

Table 15A.
Special Status Species
Reported or Potentially Occurring on Fort Ord Annexation Site

Species	Status	Habitat	Polygon
Plants			
Monterey Spineflower <i>Chorizanthe pungens</i> var. <i>pungens</i>	FT, CNPS 1B	Recently disturbed sandy sites, coastal scrub, grassland, and maritime chaparral	E29a, E31, E36, L6
Seaside bird's beak <i>Cordylanthus rididus</i> var. <i>littoralis</i>	FC1, SE, CNPS 1B	Sandy soils of stabilized dunes, maritime chaparral, coastal scrub, and closed-cone coniferous forests	L6
Toro manzanita <i>Arctostaphylos montereyensis</i>	FC2, CNPS 1B	Stabilized sandy soils and badlands in maritime chaparral	E29a
Sandmat manzanita <i>Arctostaphylos pumila</i>	FC2, CNPS 1B	Sandy hills of maritime chaparral and coast live oak woodland	E29a, E31, E36, L6
Monterey ceanothus <i>Ceanothus rigidus</i>	FC2, CNPS 4	Sandy hills and flats of maritime chaparral, closed-cone forest, and coastal scrub	E29a, E31, E36, L6
Eastwood's ericameria <i>Ericameria fasciculata</i>	FC2, CNPS 1B	Coastal dune and scrub, maritime chaparral, and closed-cone coniferous forest	E29a, E31, E36, L6
Coast wallflower <i>Erysimum ammophilum</i>	FC2, CNPS 1B	Scattered on stabilized dunes	E29a

Table 15A.
Special Status Species
Reported or Potentially Occurring on Fort Ord Annexation Site
(Continued)

Species	Status	Habitat	Polygon
Animals			
California red-legged frog <i>Rana aurora draytoni</i>	FPE, CSC	Cold water ponds with emergent and submergent vegetation and riparian vegetation at edges	E29a, L6
California black legless lizard <i>Anniella pulchra nigra</i>	FPE, CSC	Moist, warm habitats with loose soil; beaches, chaparral, pine oak woodland, and riparian areas	E29a, E31, E36, L6
California tiger salamander <i>Ambystoma tigrinum californiense</i>	FC1, CSC	Open woodlands and grasslands; required water for breeding and burrows or cracks in the soils	E29a, L6

FT = listed as threatened under the Federal Endangered Species Act
 FPE = proposed for federal listing as endangered under the Federal Endangered Species Act
 FC1 = designated as a Category 1 Candidate for federal listing as endangered or threatened
 FC2 = designated as a Category 2 Candidate for federal listing as endangered or threatened
 SE = listed as endangered under the California Endangered Species Act
 CSC = California Department of Fish and Game species of special concern
 CNPS 1B = California Native Plant Society list 1B; plants listed as rare, threatened or endangered in California and elsewhere
 CNPS 4 = California Native Plant Society list 4; plants of limited distribution in California (watch list)

Source: Habitat Management Plan for Former Fort Ord, U.S. Army Corps of Engineers, December, 1996.

Drainage / Water Quality. Pollutants in the storm water runoff from the proposed golf course and office park, such as chemical fertilizers, pesticides, and oil could have a potentially significant impact on the biological resources located in polygon 31a and the existing Frog Pond, located downstream from Polygons 31b. Potential water quality and drainage impacts would be avoided by HMP requirements and the proposed storm drainage agreement between Del Rey Oaks, FORA and the Monterey Peninsula Regional Parks District (See Mitigation Measure 21).

Grasslands. The conversion of existing vacant grass lands to urban uses irreversibly reduces the land area available to which support foraging animals. Since these existing vacant lands open areas are already highly disturbed their development, do not contain rare, threatened, or endangered species, and do would not impact what is presently considered an “environmentally sensitive habitat.” While impacts to grassland plants and animals which may forage there is considered cumulatively adverse, they are not significant.

Special Status Species. Development within the Fort Ord reuse area proposed for annexation could result in potential impacts to special status species or their habitat. The presence of any special status species or habitat would need to be confirmed in connection with development proposals in the annexation area. Impacts to special status species would be avoided by conducting surveys for sensitive species (listed in Table 15A) during site-specific development planning. If any sensitive species are found in areas of proposed development, all feasible measures shall be required to avoid habitat occupied by these species or to salvage and/or relocate the populations, in accordance with the FORA Plan, the FORA HMP, and City’s policies (C/OS 5e, 5f, and 5g).

Fort Ord Habitat Management Plan. The General Plan Update does not propose development in any habitat reserve areas identified in the HMP. However, it does allow for development in the Fort Ord reuse area proposed for annexation that is adjacent to identified habitat reserves. These boundary areas will be subject to both interim and long-term management requirements and restrictions in accordance with the FORA HMP, including 1) the installation and maintenance of firebreaks and vehicle barriers to separate developed areas from natural lands, 2) the control of non-native vegetation onsite to avoid its dispersion into habitat reserves, and 3) the development of erosion control and storm water drainage plans to direct runoff away from habitat reserve areas.

Analysis of Significance

Impacts are considered potentially significant. Implementation of the General Plan Update policies and the following mitigation measures will reduce the potential impacts to less-than-significant levels.

Mitigation

General Plan Policies C/OS 5 and C/OS 7 and the proposed mitigation measures would adequately protect oak woodlands resources. Riparian corridor protection would be provided by Policies C/OS 3 through C/OS 9. Program 29 implements that the City shall continue to encourage the MPRPD to monitor the surface water quality for the Frog Pond. Additional measures to mitigate potential impacts from future development on riparian, wetland, oak woodland, and other biological resources are discussed below.

Recent deliberations between the City of Del Rey Oaks, FORA, City of Monterey, and the Monterey Peninsula Regional Parks District may change the boundaries of the polygons as analyzed under Alternative 2 in the Alternatives Section of this document. The expansion of the proposed Frog Pond area and the additional buffer zone adjacent to the proposed office park land use classification will significantly reduce potential biological impacts.

All development within the Fort Ord reuse area proposed for annexation will be subject to the policies and requirements set forth in the Fort Ord Reuse Area Plan and the Fort Ord FORA Habitat Management Plan to minimize impacts to special status species and their habitats. Adherence to these regulations will avoid the adverse impacts of development within the Fort Ord reuse area upon sensitive biological resources.

Mitigation Measures:

25. The City shall adopt and implement a policy which states that the City shall ensure that all habitat conservation and corridor areas identified in the Fort Ord Habitat Management Plan (HMP) are protected from degradation due to development within or adjacent to these areas. This shall be accomplished by assuring that all new development in the Fort Ord Reuse Area adhere to the management requirements of the HMP and the policies of the Fort Ord Reuse Area Plan.
26. The City shall adopt and implement a policy which states that the City shall encourage the preservation of small pockets of habitat and populations of special status species within and around developed areas, in accordance with the recommendations of the HMP and Fort Ord Reuse Area Plan. This shall be accomplished by requiring project applicants to conduct surveys to verify sensitive species and/or habitats on the site and developing a plan for avoiding or salvaging these resources, where feasible.
27. The City shall adopt and implement a policy which states that the City shall assure that development of or adjacent to wetlands shall provide for the mitigation of impacts to wetland areas consistent with the applicable state and Federal law.
28. Development of the property at the corner of Highway 68 and Highway 218 shall maintain the riparian habitat values of Arroyo Del Rey Creek. Impacts of development of wetland areas shall be mitigated in a manner consistent with applicable state and federal law.

4.9 Archaeology/Historic Resources

Issues

Native peoples were known to have inhabited the area surrounding Del Rey Oaks. Continued urban development could unearth or accidentally damage previously undiscovered artifacts.

Setting

Archaeological evidence and radiocarbon dates establish human occupation of the California Coast dating back at least 10,000 years. Evidence from coastal areas of Monterey County suggests settlement of this area by at least 5,000 B.C., and possibly earlier. Proto-Esselen foragers speaking Hokan represented the Sur Pattern, dating to 5,000 B.C. They were replaced by proto-Coastanoan peoples in the Monterey Pattern, which began about 500 B.C. and lasted up to the Historic Period.

Del Rey Oaks is located within lands historically occupied by the Rumsen Indians who belonged to a branch of the Coastanoan, or Ohlone, language family. Their closest village center to Fort Ord was located at present day Rancho San Carlos. Rumsen/Ohlone traditional lifeways were largely destroyed when Euro-Americans began colonizing their territory in the 1770.

European contact began with the arrival of Spanish explorers in the 16th Century. In 1770, the Portola expedition established the first mission and the Royal Presidio in Monterey. In 1771, the mission was moved to the Carmel Valley adjacent to arable land. By 1778, most of the remaining Rumsen and Esslen Indians in Carmel and Monterey were baptized and farming church lands, marking the beginning of the disintegration of Native American traditional lifeways in this area. By the turn of the century, vestigial Indian communities disappeared, and by 1935 the Ohlone language was practically extinct.

Impacts

Significance Criteria: Appendix G of the CEQA Guidelines states that a project will normally result in a significant adverse impact if it disrupts or adversely affects a prehistoric or historic archaeological site, or a property of historic or cultural significance to a community or ethnic or social group. Section 21083.2 of CEQA requires an EIR to address and protect only unique archaeological resources as defined in the statute. Section 21084.1 of CEQA states that a project which may cause a substantial adverse change in the significance of an identified historical resource may have a significant effect on the environment.

Potential impacts to undiscovered or previously disturbed artifacts of cultural or historical significance could result from buildout of the City under the General Plan Update, and from the continued development of existing developed sites. In addition, demolition or alteration of buildings considered to be of cultural or historical importance under Section 21084.1 could diminish the architectural character of the City as well as degrade historical resources. The stonehouse building located adjacent to Highway 68 and Highway 218 may be considered a historic resource. The City has proposed Policies C/OS-14 through 16 and Program 27 to study the possibility of nominating the Stonehouse building for historic preservation programs. *This impact is considered potentially significant.*

Analysis of Significance

There is no evidence that any identified cultural or historical resources will be adversely affected by development under the General Plan Update. This potential impact is less than significant and no mitigation is required. However, Appendix K of CEQA Guidelines provides direction that a lead agency should make provisions for archaeological sites accidentally discovered during construction.

~~Not significant, so long as the policies and program are implemented with new development.~~

Mitigation

Policies C/OS 14-16 and Program 27 address the protection and preservation of cultural and historical resources. ~~No additional mitigation is recommended.~~, and thereby satisfy the requirement of the Guideline.

4.10 Aesthetics/Views

Issues

The additional urban development accommodated by the 1996 General Plan Update will introduce new features to Del Rey Oaks built environment. These features could adversely affect the rural character of the City and diminish its aesthetic qualities.

Setting

Del Rey Oaks is located in a region of diverse, sensitive, and high-quality visual resources, containing some of the most vivid and important aesthetic images in California: the Monterey Peninsula, with its rocky cliffs and shores, windswept cypress trees, cove beaches, rolling sand dunes, Fisherman's Wharf, Cannery Row, and mission; Monterey Bay, with its changing colors, sunsets, sailboats, fishing boats, and migrating whales, and broad pastoral and scenic Salinas Valley, with its agricultural fields, meandering streams and river, and shifting fog; and rugged coastal hills and ranges, with their steep slopes and drainages and diverse patterns of oak woodlands, chaparral, and grasslands.

Del Rey Oaks contributes to the region's highly valued visual character and quality. It provides a natural appearance and unified development character. The high visual quality contributes to the region's character and quality.

Important zones of visibility for Del Rey Oaks include viewsheds from Highway 218 which is heavily used by residents and tourists. Views from Highway 218 include views of the Frog Pond and Arroyo Del Rey open space and drainage.

Impacts

Significance Criteria: Visual impacts are typically assessed by examining the extent to which whether a project will:

- Be incompatible with surrounding uses.
- Create adverse aesthetic impacts due to lack of landscaping or view blocking.
- Result in extensive grading alteration of natural landforms or other alteration of the area's natural character.
- Result in the loss of open space. or
- Substantially increase the intensity of development.
- Create a substantial and demonstrable negative aesthetic effect.

Implementation of the Del Rey Oaks General Plan would require allow construction of a substantial number of buildings, and modification of infrastructure. These activities would produce short-term visual impacts due to construction and possible long-term visual impacts where the character of the existing areas is altered in views.

Long term visual effects are likely to include result from removal of some mature vegetation; construction of new buildings and infrastructure; and construction of improvements such as recreation facilities, lighting standards, signage, and new landscaping. These effects may be adverse or beneficial, depending on the circumstances.

The General Plan Update proposes increasing the square footage of visitor serving, commercial and public development within the existing City as well as areas in the Fort Ord reuse area to be requested for annexation. Without adequate standards and regulation, the additional development accommodated by the General Plan could degrade the City's visual resources (Frog Pond, greenbelts, Canyon Del Rey drainage system, hillsides, and open space), alter existing entryways, and dramatically change the City's character. The proposed development in polygons 29a and 31b may result in visual impacts upon the Frog Pond and the Natural Expansion Area.

Mitigation

The General Plan Update includes specific policies to avoid significant visual impacts. The most prominent visual resource in Del Rey Oaks is views of the surrounding hills. Policy C/OS-1a states that the City will encourage protection of scenic resources by locating structures away from ridgelines, steep slopes, or in other highly visible locations unless site review and design makes it desirable. Visual impacts associated with development in the Fort Ord Reuse annexation area will also be avoided by policy C/OS-1. Policy C/OS - 1(b) requires that new development-The City will utilize natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes. Policy L-8 states that new development along Canyon Del Rey should be reviewed from the standpoint of the "view from the road", in addition to normal site plan review criteria, and requires that buildings should be modulated for interest and softened

by trees and landscaping. Policy L-9 states that native vegetation along Canyon Del Rey should be preserved and entrances to the City enhanced by signs and landscaping.

Analysis of Significance

~~Not significant, so long as Adoption and implementation of the policies and programs are implemented with new development. in the General Plan Update will avoid adverse significant visual impacts. Thus, the impact is less than significant, and no mitigation is required.~~

4.11 Noise

Issues

Expanded urban development produces more sources of noise and increases the amount of land devoted to uses that are sensitive receptors for noise.

How Noise is Measured

Environmental noise is frequently measured in decibels (dB). The A-weighted decibel (dBA) refers to the human ear's sensitivity to sounds of different frequencies. On this scale, the sound level of normal talking is about 60 to 65 dBA. Because people are more sensitive to night time noise, sleep disturbance usually occurs at about 40 to 45 dBA.

There are two measurement scales used to account for a person's increased sensitivity to night time noise: the community noise equivalent level (CNEL) and the day-night average level (Ldn). These scales apply the A-weighted decibel to measure the average level of noise that occurs throughout a 24-hour period. Table 16 provides the weighted sound levels and human response. The CNEL and the Ldn apply a weighting factor to evening and night time values. To calculate the measurements, the day is divided into different time periods.

There are three variables considered when measuring sound: the magnitude, frequency, and duration. The magnitude of sound is loudness, the frequency is the number of time per second an object producing the sound vibrates, and duration is how long a steady noise occurs. Different variations of magnitude, frequency and duration can influence how noise will affect a population.

Excessive noise can not only be undesirable but may also cause physical and/or psychological damage. The amount of annoyance or damage caused by noise is dependent primarily upon three factors: the amount and nature of the noise, the amount of ambient noise present before the impacts may be categorized as auditory or non-auditory.

Auditory effects include interference with communication and, in extreme circumstances, hearing loss. Non-auditory effects include physiological reactions such as a change in blood pressure or breathing rate, interference with sleep, adverse affects on human performance, and annoyance.

Generally, noise levels diminish as distance from the noise source increases. Some land uses are more sensitive to noise than others. Noise sensitive land uses are generally defined as residences, transient lodging, schools, hospitals, nursing homes, churches, meeting halls, office buildings, and mortuaries.

Setting

The principle noise sources in Del Rey Oaks are vehicle traffic on the major roads and highways, and aircraft activity around Monterey Peninsula Airport.

Traffic noise is controlled by four major factors: speed, acceleration, road grade and road surface. As speed, acceleration and road grade increase, and as road surface worsens, vehicular noise levels will increase. Another consideration in highway noise is the escape of air between the tire treads as vehicles travel along the highways. Many four-wheel drive vehicles have large treads that produce excessive noise when traveling at high speeds.

Aircraft activity around Monterey Peninsula Airport is another significant source of noise in Del Rey Oaks. Figure 9 depicts noise contours for Monterey Peninsula Airport. The 65 CNEL contour affects the area of Del Rey Oaks from Highway 68 to North South Road. The 55-60 CNEL contour affects the area along Canyon Del Rey (Highway 218). Figure 10 depicts the Forecast 2010 CNEL 65 dB noise contour for Monterey Peninsula Airport. The 65 CNEL contour affects a smaller portion of Del Rey Oaks located on Canyon Del Rey from Highway 68 to Ryan Ranch Road.

According to the Federal Aviation Regulation Part 150 Noise Compatibility Program for the airport, no residential units in Del Rey Oaks would require mitigation as a result of adoption of the Comprehensive Land Use Plan for the Monterey Peninsula Airport.

Potential stationary noise sources allowed by the 1996 General Plan Update include commercial land uses. Commercial uses generate truck traffic, such as delivery vehicles which may be left running for long periods of time.

Impacts

Significance Criteria: According to State CEQA Guidelines, a project will normally have a significant effect on the environment if it substantially increases the ambient noise levels for adjoining areas, or exposes people to severe noise levels. Noise standards typically identify noise as a significant impact if sensitive land uses are exposed to an interior noise level greater than 45 dBA, or exterior noise levels of greater than 60 dBA.

Noise impacts are assessed in terms of long and short-term impacts. Long-term impacts result from a noise source which is constant or re-occurring, such as traffic noise. Short-term noise impact occur for a limited duration of time. Construction and maintenance equipment noise are examples of short-term impacts; once construction or maintenance is completed the noise impact is removed. Long-term noise impacts result largely from transportation facilities such as airports, roads, trains, or stationary sources such as manufacturing plants.

Noise levels in the City could increase over the time frame of the 1996 General Plan Update as a result of additional airport expansion, traffic, expanded commercial development, and new construction. Table 16A provides noise compatibility standards for the City of Del Rey Oaks.

Mitigation

City zoning regulations require compatibility between new development and existing land uses. Such policies protect surrounding land uses from potential noise impacts. General Plan Policy N-1 requires that strong support shall be given to proposals that lessen the impact of airport noise. Policy N-3 states that emphasis shall be placed upon reduction of noise through administrative and physical techniques. Policies N-4 through N-6 will reduce noise through land use compatibility and noise standards. Programs 31-33 implement noise standards and acoustical analysis, related to airport noise.

Analysis of Significance

The impact is not considered significant, so long as the policies and programs are implemented concurrent with new development. No additional mitigation is required recommended.

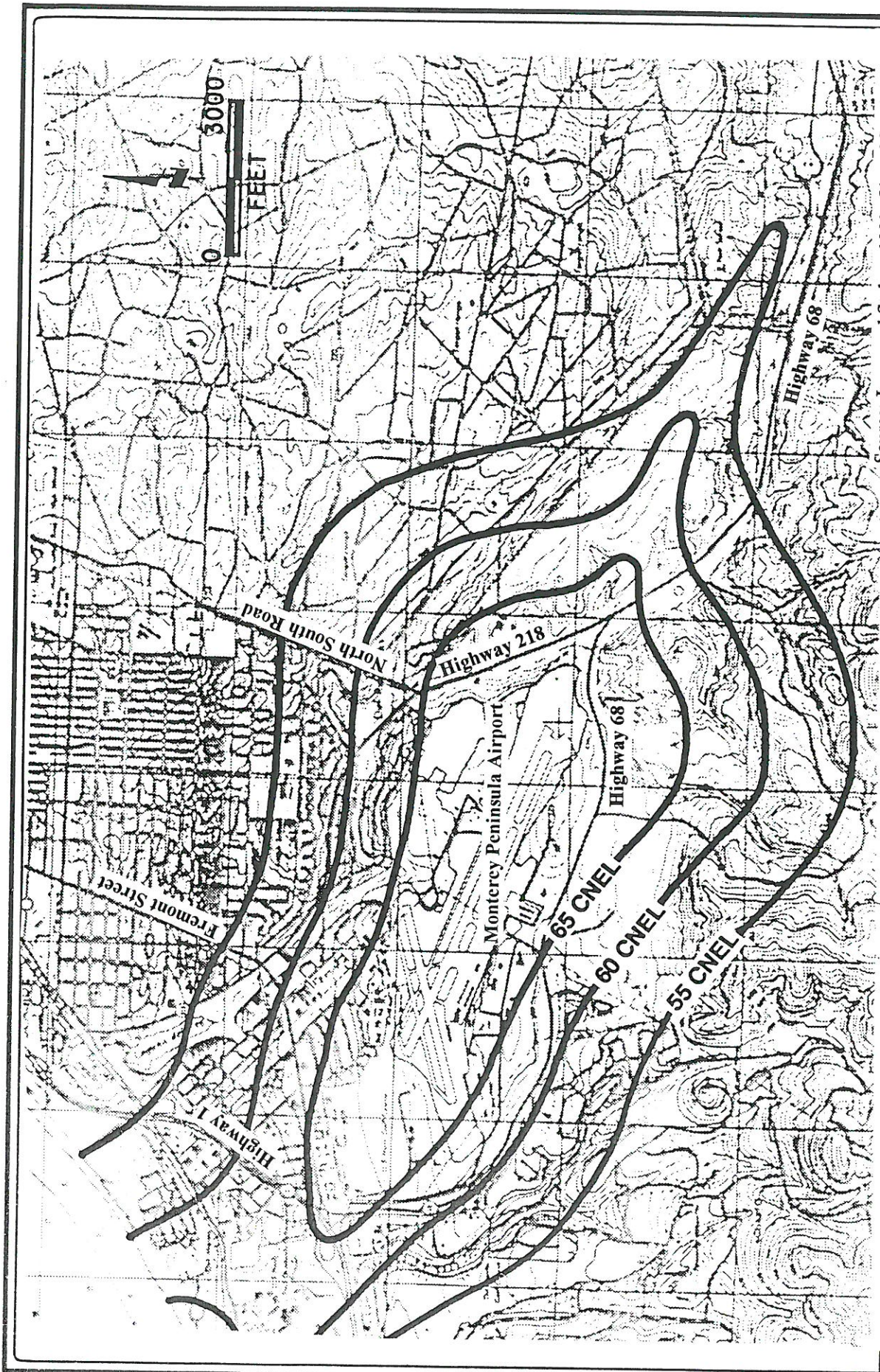
**Table 16A
Noise Compatibility Standards for the
City of Del Rey Oaks**

Land Uses	CNEL LEVEL (in decibels)		
	55-60	60-65	65+
single family, mobile home parks, nursing homes	Y	N	N
multi-family residential	Y	C	N
hotels, motels, bed & breakfasts	Y	C	C
schools and daycare facilities	Y	N	N
hospitals	Y	C	C
churches, libraries, indoor auditoriums	Y	C	C
parking lots, cemeteries	Y	Y	C
professional and business offices, research facilities	Y	Y	C
retail stores and shopping centers, indoor restaurants, movie theaters	Y	Y	C
outdoor restaurants	Y	N	N
service businesses	Y	Y	C
manufacturing, warehousing, wholesale trade	Y	Y	Y
cropland and grazing	Y	Y	Y
golf courses and stables	Y	Y	Y
neighborhood parks, playgrounds, and zoos	Y	Y	N
outdoor arenas	Y	N	N

Table 16 Weighted Sound Levels and Human Response

NOISE SOURCE	dB(A)*	HUMAN RESPONSE
Carrier Deck Jet Operation	140	
Limit of Amplified Speech	130	Painfully loud
Jet Takeoff (200 feet) Automobile Horn (3 feet)	120	Threshold of feeling and pain
Riveting Machine Jet Takeoff (2,000 feet)	110	
Shout (6 inches) New York Subway	100	Very annoying
Heavy Truck (50 feet) Pneumatic Drill (50 feet)	90	Hearing damage (8-hour exposure)
Freight Traffic (50 feet) Garbage Disposal in Home	80	Annoying
Freeway Traffic (50 feet)	70	Telephone use difficult
Air-conditioning Unit (20 feet) Light Automobile Traffic	60	
Speech in Normal Voice (15 feet)	50	Quiet
In-house Movement of People, No Television or Radio	40	
Soft Whisper (15 feet)	30	Very quiet
Recording Studio	20	
	10	Very faint
	0	Threshold hearing

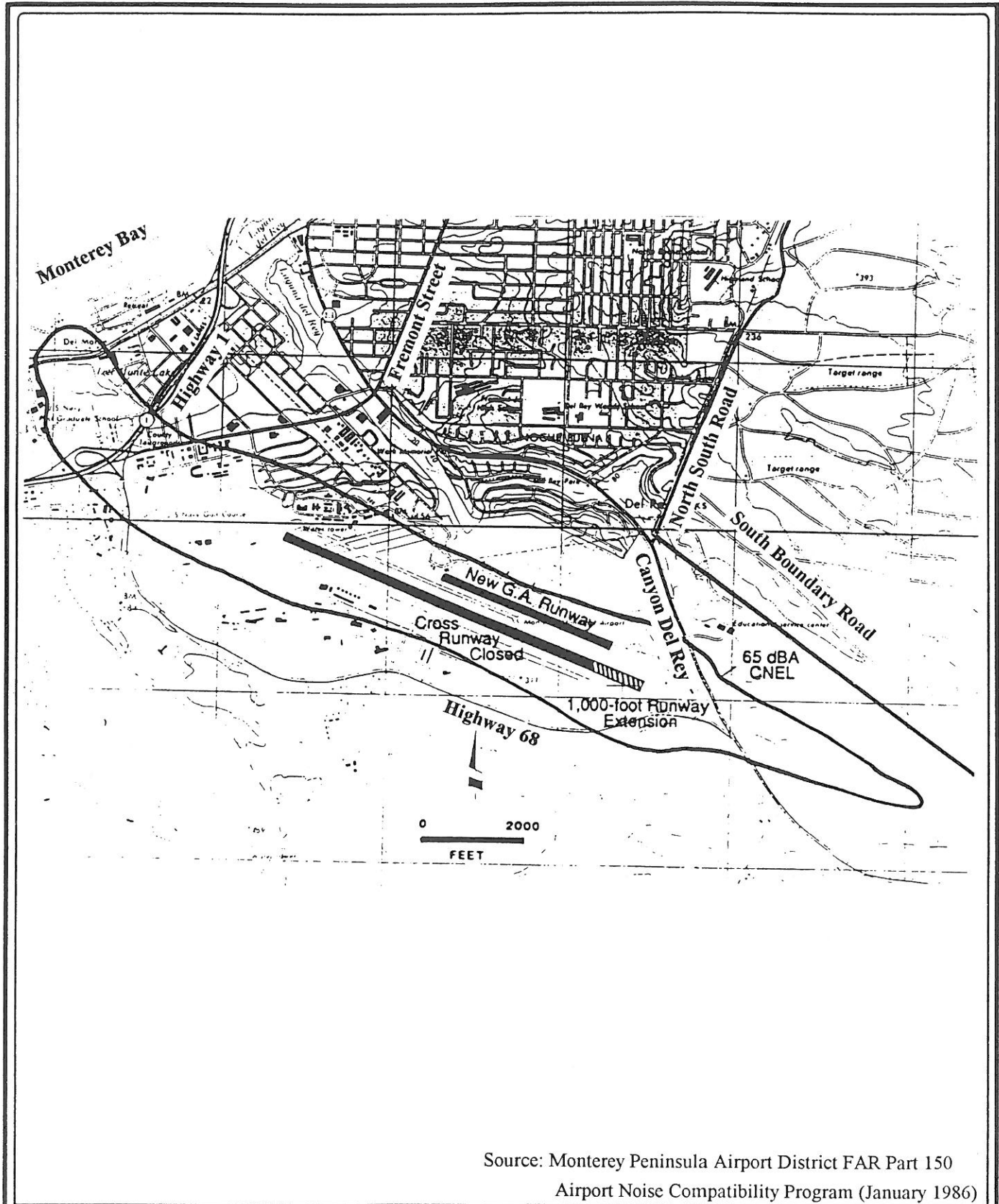
* Typical A-weighted sound levels. The A-weighted decibel scale approximates the frequency response of the human ear. Source: U.S. Council on Environmental Quality 1970.



Source: Jones and Stokes, 1993; City of Seaside, 1990

Figure
9

1991 CNEL Noise Contours for Monterey Peninsula Airport



**Forecast Year 2010 CNEL 65 dB Noise Contour for
Monterey Peninsula Airport**

**Figure
10**

V. Alternatives To The Proposed Project

CEQA requires the consideration of a range of reasonable alternatives to the proposed plan. This section discusses such alternatives and compares them to the 1996 proposed General Plan Update, including the proposed annexation area. The Fort Ord Reuse Plan Draft EIR analyzes a range of alternatives for the Fort Ord Reuse Area. They included Alternative 6R (Revised Anticipated Reuse: from the Army's FEIS), Alternative 7 (FORA 12-12-94 Reuse Plan (from the Army's DSEIS); Alternative 8 (Modification of Alternative 7 to include newly excessed lands (from the Army's DSEIS) and a No Project Alternative.

1. *The No Project Alternative*

Two assumptions were reviewed under the No Project Alternative: 1a) Buildout Under the Existing General Plan, and 1b) Buildout Under the Fort Ord Reuse Plan.

1a. Buildout Under the Existing General Plan

This alternative is required by CEQA, and assumes that no change to the existing conditions the ~~Del Rey Oaks General Plan Update~~ would occur. ~~not be implemented~~. Under this assumption, no new General Plan would be adopted and the Fort Ord reuse area to be requested for annexation would not be included on the proposed Land Use Map. This assumes no new uses proposed in the City General Plan Update on the annexation site, including the golf course, hotel, conference center, office complexes, and commercial space and that no development would occur in this area. (This is an unlikely occurrence since the area could be transferred and be developed under another jurisdiction. Therefor a second no project alternative has been included--see below). Under this alternative, all of the environmental impacts associated with additional development of the annexation area included in the Update would be avoided. No new traffic would be generated by the uses proposed on the annexation site, thereby avoiding increases in traffic and traffic-related noise and air pollutant emissions. All land use impacts from the annexation area, including land use incompatibility impacts with nearby residential and park uses, visual impacts, and geotechnical hazards would be avoided. Drainage and water quality impacts to adjacent parcels from increased storm water runoff would be reduced, since fewer areas of impervious surfaces would be developed. Increased demands for public services, particularly water, would not occur under the No Project Alternative. Development within the existing City boundaries would proceed under the existing 1988 General Plan.

The scenario under the No Project Alternative Buildout Under the Existing General Plan would result in the least amount of development, and is therefore, the environmentally superior alternative at a local level. This is based on the acreage of open space in relation to development, projected population, and the level of construction for development and infrastructure. However, the No Project Alternative would not meet the project objectives of developing an economic/employment recovery project base for the City. At a cumulative level, regional growth would still be projected with potentially greater impacts on in other areas of the City, since buildout conditions in Del Rey Oaks as allowed by the 1988 General Plan would persist.

1b) Buildout Under the Draft Fort Ord Reuse Plan

This alternative assumes that the Del Rey Oaks General Plan Update would not be implemented. The Fort Ord reuse area to be requested for annexation would not be included on the City of Del Rey Oaks proposed Land Use Map. However, upon adoption of the Draft Fort Ord Reuse Plan, development of the Fort Ord Reuse area would occur under the jurisdiction of the County of Monterey. Development of this site could result in comparable or greater impacts than those resulting from the proposed General Plan Update.

Under this alternative, all of the environmental impacts associated with additional development included in the Update would still occur, but under another jurisdiction. New traffic would be generated by the uses proposed on the annexation site, thereby increasing traffic and traffic-related noise and air pollutant emissions. All land use impacts, including land use incompatibility impacts with nearby residential and park uses, visual impacts, and geotechnical hazards would be similar to the proposed project. Drainage and water quality impacts to adjacent parcels from increased storm water runoff would be similar. Increased demands for public services, particularly water, would occur under the No Project Alternative - Buildout Under the Draft Fort Ord Reuse Plan.

2. *Reduced Density / Revised 31b Design Alternative*

This alternative proposes a reduction in the square footage of office park, and a reduction in ~~replacement of commercial/visitor~~ uses to occurring in the Fort Ord reuse area to be requested for annexation. The proposed uses in the Fort Ord reuse area would be reduced by 175,300 gross thousand square feet (gksf) of office park uses, and but would still provide ~~replaced with 150 gksf~~ of neighborhood commercial/visitor serving uses. This alternative also includes an expanded area for the Parks District property (Polygon 31b). Based upon recent deliberations between the City of Del Rey Oaks, FORA, City of Monterey, and the Monterey Peninsula Regional Parks District (MPRPD), a small adjustment to the boundaries of polygons 31B and 29C is being considered. This alternative would increase the open space buffer between the Frog Pond annexation area and the proposed office park development as requested by MPRPD, and alter the boundaries of the City of Del Rey Oaks and the City of Monterey by moving the area proposed for office park approximately six areas to the east. The polygon boundaries in the Fort Ord annexation area would be revised as depicted in the Figure 11. As shown in the exhibit, the Frog Pond extension area would be increased in size to the east, and the Del Rey Oaks corporate office park would shift six acres to the east (current Polygon 29C). The Fort Ord Reuse Plan designates Polygon 29C as Public Facility /Institutional. If the City proposes uses other than public facility/institutional in this area, the FORA Plan would need to be revised to adjust the boundaries of these polygons to allow these uses.

Additionally, this alternative would result in the reduction in size of the corporate office center by 175,000 square feet (from the proposed 375,000 square feet to 200,000 square feet). This alternative would allow more acres adjacent to the Frog Pond to remain in open space, under the jurisdiction of the MPRPD. A natural continuation of the Frog Pond would occur as well as a

Frog Pond extension area. Reduced development under this alternative would improve the biotic resource values of the immediate area by providing an additional buffer area between the riparian habitat of the Frog Pond and the nearby development, and by protecting the Maritime Chaparral Habitat existing on the property by increasing open space.

This alternative could result in a development plan that is consistent with the City's Fort Ord water allocation approved by the FORA Board in April 1996 (75 acre feet plus reclaimed water for the golf course). Additionally, the reduction in the square feet of the office park would result in a reduction in the number of trips compared to the proposed General Plan Land Use Element due to less impact during the peak hour. Reduction in corporate office park square footage would reduce traffic related noise and air pollutant emissions. Reduction of the proposed office park square footage by almost 50 percent would result in a decrease in impacts related to open space, visual, geotechnical, drainage, biotic, and public service. This alternative would result in fewer overall environmental impacts than the proposed project. However, This reduced density alternative would not meet the project objectives of developing office park uses in the Fort Ord reuse area, albeit at a lesser density. The City's development and economic goals proposed by the General Plan Update may still be met. This alternative would result in less impacts to traffic, noise, public facilities, and air quality impacts.

3. *Elimination of Development on Site 31b Alternative*

This alternative consists of removing approximately 21 acres (polygon 31b) from the Fort Ord reuse area proposed for annexation. This would require relocating the proposed 75 gksf corporate office center to polygon 29a, and incorporating it into the office park. This alternative would allow site 31b to remain in open space, most likely under the management of the Monterey Peninsula Regional Parks District. Site 31b would provide a natural continuation of the Frog Pond and Frog Pond Natural Area Expansion, currently planned for incorporation into the Park District. Leaving this site in its natural state would also improve the biotic resource values of the immediate area by providing additional buffer area between the riparian habitat of the Frog Pond and nearby proposed development, and by protecting the maritime chaparral habitat existing on the property. This alternative would exclude development on site 31b, thereby eliminating drainage and water quality impacts that could adversely affect the adjacent biotic habitat by increasing runoff and urban pollutants carried in the runoff. In addition, this alternative would reduce the aesthetic and visual impacts of development upon the adjacent Frog Pond extension area, intended for future park use.

Relocation of the corporate office center onto site 29a would increase the environmental impacts on this property by intensifying development. The extent of additional impacts would depend upon the ultimate design of the office park and other uses on this site, but could include increased visual, land use compatibility, geotechnical, and drainage impacts.

This alternative would not meet the specific project objective of developing a corporate office park on polygon 31b of the Fort Ord reuse area. However, this alternative would otherwise meet the City's economic and development goals proposed by the General Plan Update.

4. *6R Alternative*

The 6R Alternative is identified in the Draft EIR for the Fort Ord Reuse Plan. Alternative 6R would allow for the following uses in the Fort Ord reuse area proposed for annexation in the General Plan Update: office park, fairgrounds, and a Natural Area Expansion adjacent to the Frog Pond.

Implementation of Alternative 6R would eliminate polygon 31b from the proposed annexation area and add it to the Park District's Public Benefit Conveyance request. This would improve biotic values and eliminate construction impacts on this property (refer to Alternative 3 above). It would also eliminate the proposed golf course, conference center, hotel, and commercial uses in the reuse area. This change in land use may or may not decrease environmental impacts, depending upon the ultimate density and design of the office park development. It would likely result in fewer demands upon water and a reduction in potential water quality impacts from elimination of the golf course. However, this alternative may increase visual impacts on portions of site 29a, by allowing for more dense office uses, rather than a golf course, hotel, and associated visitor serving uses. The Del Rey Oaks Land Use Plan is required to be consistent with the FORA Plan.

It is not possible to determine the overall comparative environmental impacts of this alternative, since the uses in the reuse plan for Alternative 6R are not specifically defined. This alternative would partially meet the project objectives and economic goals of the City by allowing the development of office park uses in the Fort Ord reuse area. However, it would not meet the objectives of developing a golf course, conference center, hotel, and commercial uses in the reuse area, thereby compromising the City's development and economic goals proposed by the General Plan Update.

5. *Alternative Locations*

The proposed General Plan Update does not include substantial development within the existing City limits, as shown in Table 6. The General Plan Update would allow for considerable development within the Fort Ord Reuse Area proposed for annexation. The CEQA Guidelines call for consideration of an alternative location for the proposed development if any of the significant effects of the project would be avoided or substantially lessened by putting the project in the other location.

In this case, the approximately 300 acres of Fort Ord land proposed for inclusion in the City's Land Use Plan Map is being disposed of by the Army. If not annexed to the City, it will either be annexed by the City of Monterey or left in the jurisdiction of the County. In any event, the uses allowed on that land will be determined by the terms of the Fort Ord Reuse Plan and the Fort Ord Habitat Management Plan. If annexed to the City, those allowed uses will be regulated by the terms of the City's General Plan Update. If not annexed to the City, those uses will still be allowed, but will be regulated by the land use plan of the City of Monterey or the County as the case may be. Thus it is not within the purview of this General Plan Update to move the 300 acres or basic uses assigned to those acres by the Fort Ord Reuse Plan to another location. Annexation of this area to the City of Del Rey Oaks will allow the jurisdiction most directly impacted to regulate the development of the area.

There is no vacant land within the existing boundaries of the City adequate to accommodate the uses proposed for the annexation area. Therefore, if the land is annexed to the City, there is no alternate location within its jurisdiction to which it could relocate those uses.

The City of Del Rey Oaks is landlocked by the City of Seaside to the north, the City of Monterey to the northwest and south, and the Monterey Peninsula Airport District to the west, and the former Fort Ord to the east. Therefore, there is no alternative annexation area available to the City.

The Reuse Plan identifies several locations on the former military base suitable for the development of golf courses, hotels, office park, commercial and retail uses, such as Armstrong Ranch in Marina and within the annexation area requested by Seaside. However, since most of the environmental impacts associated with these uses are cumulative and not necessarily site-specific, these impacts would pertain no matter where within the former base they were located. The only site-specific impact that an alternative location could eliminate or reduce is the conflict between the office use and the frog pond. In this case, this impacts can be reduced to a less-than-significant level with implementation of mitigation measures recommended in this EIR.

6. Alternative Site Plans

~~The Del Rey Oaks General Plan Update could propose many different patterns of new development. The land use map as proposed seems to logically incorporate existing land uses and vacant land uses into a compatible land use pattern. The Fort Ord reuse area appears to be feasible if road improvements and other infrastructure are adequately developed. Although acceptable minor plan modifications could probably occur, the general land use patterns proposed in the General Plan Update are found to comprise a logical pattern for the future development of Del Rey Oaks.~~

The Environmentally Superior Alternative

The No Project Alternative (continued development under the 1988 General Plan) would avoid most of the impacts associated with increased traffic, air quality, and public service impacts associated with the General Plan Update as long as the land uses contained in the Fort Ord

Reuse Plan would not occur under another agency's jurisdiction. In this sense, the No Project Alternative is the environmentally superior alternative. However, implementation of the 1988 General Plan ~~continued development in accordance with current zoning~~ could result in greater automobile dependence, requiring travel to other cities for shopping, jobs and services that could be provided in Del Rey Oaks under the General Plan Update. More importantly, the no project alternative would not meet the objectives of the City to provide jobs and services within the City limits in order to increase the City's tax base.

When the No Project Alternative is identified as the environmentally superior alternative, CEQA requires that the Draft EIR also identify an environmentally superior alternative among the other alternatives ~~the next most environmentally superior alternative~~ (Section 15126). The second environmentally superior alternative is Alternative 2, which provides for a revised Fort Ord Annexation Boundary design and a reduced office park density design and eliminates many of the environmental impacts associated with development in the Fort Ord annexation area. The polygon sites and boundaries of Alternative 2 have been tentatively agreed upon by the City of Del Rey Oaks, FORA, City of Monterey, and the Monterey Peninsula Regional Parks District. This alternative would increase the open space buffer between the Frog Pond annexation area and the proposed office park development as requested by MPRPD. Additionally, this alternative could result in a development plan that is consistent with the City's Fort Ord water allocation approved for Del Rey Oaks by the FORA Board in April 1996. Because this alternative is contiguous with the existing City boundaries, proposed infrastructure to this parcel would be readily provided by existing agencies.

The reduction in the square feet of the office park would result in a reduction in the number of trips compared to the proposed uses in the General Plan Update. Reduction in corporate office park square footage would reduce traffic related noise and air pollutant emissions. This would also reduce visual impacts, geotechnical hazards, increases in runoff, and increases in public service demands. Although Alternative 2 is a compromise among all of the above mentioned jurisdictions, and would impede to some degree the attainment of the City's objectives it would still provide economic viability to the City by not jeopardizing the City's development and economic goals proposed by the General Plan Update. This alternative appears to be the only alternative that could feasibly attain most of the basic objectives of the project.

Alternative 3 is not considered environmentally superior since it would generate more dense development and associated impacts on the remainder of the Fort Ord annexation property. Alternative 4 is not adequately defined in the Fort Ord Reuse Plan EIR to determine the comparable environmental impacts of this proposal. Alternative 5 is not feasible, as described above. Please note that given the policies and programs of the General Plan Update that firmly define the City's goals in terms of size, area for development, economic development objectives and financial stability, Alternative 2 is considered a reasonable plan designed to avoid environmental impacts and preserve environmental amenities where feasible. ~~to be the next most environmentally superior alternative.~~

When the No-Project alternative is identified as the superior environmental alternative, CEQA requires that the Draft EIR identify the next most environmentally superior alternative (Section 15126). Given the policies and programs of the General Plan Update that firmly define the City's goals in terms of size, area for development, economic development objectives and financial stability, it is considered to be the next most environmentally superior alternative.

VI. Impact Overview

6.1 Growth Inducing Impacts

The CEQA Guidelines (Section 151269) define growth inducing aspects of a project as those elements that tend to foster increased population, encourage economic growth or cause the need for additional housing. CEQA indicates that a significant growth inducing impact may occur as a result of urban services being extended to previously unserved areas; the extension of transportation corridors resulting in subsequent new development in areas previously restricted from development; and the removal of a major obstacle to growth and development.

The General Plan Update plans for ~~would allow~~ additional neighborhood commercial, commercial-visitor, office, and public use development within the City and the area of the Fort Ord reuse area to be requested for annexation. The proposed project's potential to induce economic and population growth is evaluated in the Draft Fort Ord Reuse Plan against the baseline conditions in 1991 (when the military operations were closed at the former Fort Ord) and within the context of annual AMBAG growth projections. In general, regional population growth is projected to grow by an average rate of 1.6% from 1995 to 2000. Beyond the year 2000, the annual growth projection falls to 1.4% over the next fifteen year period (2000 to 2015).

According to the Draft Fort Ord Reuse Plan, it is estimated that 18,000 jobs were lost in 1991 because of the base closure and would not be replaced on the former Fort Ord until the year 2015, at which time it is anticipated that 18,342 jobs would be generated by the development of the Fort Ord Reuse Plan.

According to the Draft Fort Ord Reuse Plan, it is estimated that the population at the former Fort Ord would return to (and exceed) the baseline year levels by the year 2015. There were approximately 31,270 people residing at the former Fort Ord in 1991. As projected by the Fort Ord Reuse Plan, population is expected to reach 38,859 by the year 2015. This is consistent with AMBAG's adopted forecast for the region.

Infrastructure improvements necessary to serve the undeveloped areas within the Del Rey Oaks planning area have not been designed at this time. However, it is recommended in the General Plan Update that such improvements include improvements to the circulation system, including opening North-South Road at Highway 218, widening Highway 218 to four lanes, and improvements to the City's pedestrian and bicycle system; expansion of the water distribution system; expansion of the wastewater collection system; and expansion of the storm drain system. Capital improvements associated with such improvements are generally the responsibility of new development.

In general, proposed infrastructure improvements are limited to increasing or providing infrastructure capacity to accommodate development within the undeveloped areas of the Del Rey Oaks planning area. The project will result in expansion of City water and sewer lines into the annexation area. It is uncertain what effect expanding services within Del Rey Oaks will have on surrounding lands, since

the boundaries of the annexation area are set through the FORA Reuse plan process, and potential uses on surrounding lands are outside of the jurisdiction of the City of Del Rey Oaks.

Ultimate buildout of the Del Rey Oaks General Plan would occur over a 20 year period (between the years 1997 and 2017). The majority of the growth presented in this General Plan Update is proposed to take place on a portion of the former Fort Ord Reuse Planning area. The basic premise of the Reuse Plan is to promote reuse of a former military base through economic recovery and that the manner in which growth would be accommodated is inherently focused on minimization of environmental impact.

~~Expanded water supply will be needed to accommodate development envisioned by the General Plan. The increased capacity could be considered growth inducing.~~

Mitigation

~~The impacts of associated with this increase development capacity are evaluated by other sections of this EIR and are mitigated by the goals, policies, and programs of the General Plan Update, and mitigation measures identified in this EIR. No further mitigation is recommended.~~

6.2 Short-Term Uses Versus Long Term Productivity of the Environment

Public Resources Code, Section 21100, requires that a General Plan EIR discuss the relationship between short-term uses of the environment and long-term effects. Long-term effects include the maintenance and enhancement of proposed uses or facilities and how proposed uses/facilities will (in the long-term) adversely affect the environment. Special attention is to be given to impacts which narrow the range of environmentally beneficial uses or pose long-term risks to health or safety.

Development in accordance with the General Plan Update, under the goals, policies, and programs proposed, ~~as mitigated~~, would represent a long-term commitment of lands currently owned by the federal government for urban development. Proposed urban uses have social and economic benefits, such as increased commercial convenience, local employment, ~~and available housing~~; increasing the City's tax revenue; and economic and ~~aesthetic~~ revitalization. The long-term effect of urban uses is the cumulative loss of open space, and foraging areas, increased traffic, reduced air quality, and more demand on local resources such as water and energy. The proposed project includes the proposed annexation area of the Fort Ord Reuse Plan because the Army is currently in the process of disposing of the land at Fort Ord. Additionally, it is imperative for the City of Del Rey Oaks to develop a sound long-range economic base in order to continue to providing services to its residents.

6.3 Significant Irreversible Environmental Changes

Section 15126 (f) of the CEQA Guidelines requires a discussion of significant irreversible changes which may result from adoption and implementation of the General Plan Update. This section addresses the use of nonrenewable resources, the commitment of future generations to the proposed uses, and irretrievable damage from buildout of the General Plan.

The construction of neighborhood commercial, office park, visitor serving, residential, and public uses as proposed under the General Plan Update would involve quantities of nonrenewable resources such as open space, natural vegetation, building materials and energy. This resource consumption would be associated with any development in the area and would not be unique to Del Rey Oaks.

Development under the General Plan Update represents a long-term commitment to urban land uses within Del Rey Oaks. Proposed development would preclude returning developed areas to their previous natural state. Focusing new population in areas already committed to urban development is clearly superior to introducing new development in undeveloped rural areas which are large open areas and/or lack supporting infrastructure and services.

The increase in population accommodated by the Draft General Plan Update would irretrievably increase the demand for finite energy resources, and will increase the generation of air pollutants and the overall ambient noise levels. Although the mitigation measures presented in this EIR provide for water conservation and on site reuse based upon environmentally sound sustainable management practices, demand for water resources would irreversibly increase upon buildout of the plan.

6.4 Cumulative Impacts

In conformance with the California Environmental Quality Act (CEQA), this Final EIR evaluates the impact of the proposed project within the context of cumulative development, which is defined as “the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present and reasonably foreseeable probable future projects”. Cumulative impacts occur when two or more individual effects together create a considerable environmental impact or compound or increase other impacts. The CEQA Guidelines Section 15130(B) provide the framework for a cumulative impact analysis that can be based on either a list approach (a list of other relevant projects) or a plan approach (a summary of projections contained in an adopted General Plan or related planning document which is designed to evaluate regional or areawide conditions).

The cumulative impact analysis in this Final EIR is based upon a combined approach, recently analyzed in the Reuse Plan Draft EIR. Relevant General Plans (including Monterey County, Seaside, and Marina), and the Association of Monterey Bay Area Government projections were used to establish anticipated cumulative growth. Where appropriate to the impact topic, specific development projects which are considered “reasonably foreseeable” are considered. A list of future projects in Monterey County and local cities is provided in Table 17.

It is important to note that the relative contribution to cumulative environmental impacts of development under buildout of the General Plan Update is relatively small compared to the total buildout of foreseeable future projects identified in Table 17. For example, buildout under the General Plan Update could result in the construction of five new single-family residences and no multi-family residences in Del Rey Oaks and the annexation area. In contrast, as many as 27,258 single- and multi-family residences could be built under cumulative buildout conditions in jurisdictions outside of Del

Rey Oaks. The following table compares buildout within the Del Rey Oaks planning area and under the cumulative development scenario.

<u>Land Use</u>	<u>DRO General Plan Update</u>	<u>Cumulative Buildout Scenario</u>
Total Office Park/Conference Center	419,000 sf	1,688,100 sf
Total Residential	5 units	27,258 units
Total Hotel	521 rooms	1,331 rooms
Total Golf	155 acres	180 acres
Total Commercial/Retail	83,500 sf	1,451,443 sf

6.4.1 Land Use

Cumulative land use impacts focus primarily on the conversion of undeveloped land to urban-related uses, and the redevelopment of existing facilities at Fort Ord in accordance with the Fort Ord Reuse Plan. Cumulative development would result in the permanent loss of open space on sites that are presently vacant. Infill development would not contribute to cumulative open space impacts. In addition, cumulative impacts could result from land use compatibility conflicts between proposed and existing uses. Local plans and policies calling for appropriate site design measures would minimize cumulative land use impacts within jurisdictions. Conflicts between land uses proposed by neighboring jurisdictions are generally settled through negotiations between the jurisdictions. The process mandated by the statute which created FORA by which the Department of the Army and FORA have undertaken to develop a reuse plan and convey properties to the various jurisdiction surrounding the base is intended to minimize land use conflicts to a less-than-significant level.

6.4.2 Geology and Soils

Development on the former Fort Ord site, in conjunction with proposed and projected development in the County of Monterey, and Cities of Marina and Seaside, would result in the disturbance or loss of soil resources. Disturbing the soil and removing vegetation from relatively undisturbed areas would increase the hazard of wind erosion of the predominately sandy and poorly aggregated soils that are characteristic of much of the former Fort Ord and the surrounding area.

Table 17
Reasonably Foreseeable Future Projects in the former Fort Ord Vicinity

Jurisdiction / Agency	Description of Projects
Fort Ord Reuse Authority	22,232 dwelling units (including 5,100 CSUMB on-campus housing) 17,367 acres undeveloped 782 acres military enclave 7,919 acres urban land uses (educational, institutional, public facilities, business park, light industrial, planned development, rights of way, POM annex, visitor-serving uses) 2,692 acres parks and recreation
City of Marina	about 330 residences at various locations throughout the city 3,100 sf restaurant 16,130 sf retail land use 135,000 sf business park 210,000 sf shopping center 29,875 sf of church 4,163 sf of office remodeling 1,400 sf auto repair garage 18,000 sf municipal traffic court 41,160 sf regional library 1,900 single family and 1,100 multifamily dwelling units on 500 acres 180-acre golf course 300-room hotel 200 acres of business/retail/commercial development
City of Monterey	560,900 sf of retail 149,100 sf of restaurant 333,900 sf of office 19,200 sf of bank 1,613 sf theater 20,000 sf museum 36 parking spaces another parking expansion (number of spaces unknown) 1,200,000 sf of light industrial/office uses expansion of parking at hospital
City of Sand City	300,000 sf retail 22,000 sf of restaurant/fast food public park 400 - 450 residential units 136-room hotel/restaurant community center (no size given) 200 to 300-room hotel/conference center 21-acre park 595-room hotel and time share
City of Seaside	60,000 sf of retail 60,000 sf of entertainment center 48,000 sf shopping center expansion
County of Monterey	1,246 units of residential development throughout Monterey County
University of California, Santa Cruz	may propose some unknown land use for part of polygons 8b and 8c in the future (outside currently proposed university footprint)

Source: Fort Ord Reuse Plan DEIR, May 1996.

The effects of cumulative development on moderately to highly erodible lands and on moderate to steep slopes would necessitate removing vegetation, excavating and disrupting the soil surface, and concentrating and redirecting runoff, which would result in greatly accelerated water-induced soil erosion. This impact would be especially acute on areas of the Arnold soil series, a sandy soil over a cemented hardpan. Development in areas of recent and active landslides, areas susceptible to water erosion, and areas along the coast could be subject to damage from landslides. Increased water erosion and the occurrence of landslides would result in increases in creek channel sedimentation downslope and downstream of new development.

The approximately 330 acres of vacant land within the Del Rey Oaks planning area is less than 4% of the approximately 10,327 acres of land considered for redevelopment under the cumulative scenario. Generally accepted practices to prevent soils erosion and construction on hazardous soils are identified as mitigation measures in the Fort Ord Reuse Plan EIR and in local zoning ordinances. Project-level mitigation of impacts associated with geology and soils, such as the concepts and measures recommended in the General Plan Update, would reduce these cumulative impacts to a less-than-significant level.

6.4.3 Public Services and Utilities

Development under this cumulative scenario would increase the demand for water production and distribution, wastewater collection, treatment and disposal, solid waste disposal, and storm drain collection and disposal services. Cumulative development would also increase the demand for public utility services including telephone, gas and electric, and television cable. Of these services, water production, wastewater treatment and disposal, and solid waste disposal services are likely to produce the greatest cumulative impacts. Impacts to ground water supplies are discussed in greater detail in section 6.4.4, below.

Wastewater

The area within the cumulative development scenario is within the service boundary of the Monterey Regional Water Pollution Control Agency (MRWPCA). Wastewater is collected and treated and the regional treatment plant operated by the MRWPCA located north of the City of Marina. This treatment plant has a design capacity of 29.6 million gallons per day (mgd) with a permitted capacity of 27 mgd. Currently, the plant treats an average of 20 mgd. Development under this cumulative scenario is projected to generate over 9.8 mgd of effluent. This additional effluent would exceed the permitted capacity of the regional treatment plant. New development buildout within the Del Rey Oaks planning area could generate an average of 56,420 gallons of wastewater per day. It is possible that the treatment plant could expand its design and permitted capacity to accommodate growth within its service area. However, at this time, there is adequate capacity to serve future development within the Del Rey Oaks planning area. In order to adequately serve buildout identified in the cumulative development scenario, it is likely that the treatment capacity at the regional plant will need to be expanded. Since buildout under the Reuse Plan could result in the need for wastewater treatment capacity that does not currently exist, this is significant cumulative impact. However, the

City's needs are less than 0.1% of the remaining capacity. In addition, the FORA is guaranteed at least 3 mgd of wastewater capacity from the existing remaining capacity. Del Rey Oaks would utilize less than 2% of that total.

Solid Waste

Solid waste generated within the cumulative development scenario area is collected and disposed of in the Monterey Regional Waste Management District operated landfill just north of the City of Marina. The Marina landfill has a capacity of 32 million tons and accepts approximately 1,000 tons per day. The expected life of the land fill is 95 years. With addition of projected growth under the cumulative development scenario, the expected life of the land fill would be reduced by three years. New development buildout within the Del Rey Oaks planning area would generate a nominal amount of solid waste. Capacity at the Marina land fill accommodates regional growth and therefore, potential development is a less-than-significant cumulative impact to solid waste disposal services.

6.4.4 Water Supply

Development under this cumulative scenario would substantially increase the demand for potable water. The majority of the water supply in this area is pumped from either the Salinas Valley and/or Carmel Valley ground water aquifers. Existing water allocations of approximately 6,600 acre-feet (including approximately 75 acre-feet for development within the Del Rey Oaks annexation area) are available for development within the former Fort Ord. Development would likely be phased as long as this allocation is available. FORA is investigating the feasibility of other sources of water such as desalination and importation of water from the Federal Water Project, however these are speculative at this time.

Due to a recent decision by the State of California Water Resources Control Board, the California-American Water Company is limited in the amount of water that can be pumped from the Carmel Valley aquifer annually. Therefore, it is likely that no new water will be available to local communities served by Cal-Am until a supplemental water supply is developed. Monterey Peninsula communities, through the Monterey Peninsula Water Management District (MPWMD), have actively pursued the development of a supplemental source of water for approximately 20 years. A variety of alternatives have been explored by the MPWMD, however, no solution has yet been adopted.

The policies and programs of local plans, including the Draft Fort Ord Reuse Plan, the Monterey County General Plan, and the General Plans of Marina, Seaside, Monterey, and Del Rey Oaks generally require the provision of an adequate water supply prior to project approval. In the former Fort Ord area, development would occur in phases subject to the availability of adequate water supplies. Additional phases of development would be constrained until regulatory approval of, and investment in, additional water sources have been committed. Possible new water sources include: the development of a desalination plant, reclaimed water from nonresidential water use, on-site storage via a constructed reservoir or impoundment, and the import of water via a constructed delivery system. Given the severe shortage of water supply in the region, as well as the overdraft and seawater intrusion problems in the local aquifer, the further withdrawal of groundwater would result in an unavoidable significant cumulative impact.

6.4.5 Hydrology and Water Quality

Development under this cumulative scenario could cause additional surface runoff that may contribute to future watershed problems, including increased runoff flows, and reduced direct rainfall infiltration to ground water aquifers. Cumulative development could also contribute to future water quality degradation in the watershed through increased urban runoff, increased construction-related erosion, and increased potential for hazardous materials spills during construction activities. Ground water recharge from irrigation return flow, leaky water and sewer pipes, and infiltration of runoff from impervious surfaces could also degrade water quality. Implementation of the hydrology and water quality policies and programs of local and regional plans and policies, including those in the Del Rey Oaks General Plan, would minimize these impacts to a less-than-significant level by requiring the development of appropriate drainage facilities, requiring mitigation of construction related drainage impacts, and upgrading existing inadequate drainage facilities.

6.4.6 Biological Resources

The effects of the proposed project on biological resources have been analyzed on a regional basis in the Habitat Management Plan (HMP) for the Fort Ord reuse area, including lands within the Del Rey Oaks annexation area. The HMP identifies key habitats at the former military base, and provides conservation and management requirements to preserve sensitive habitats while allowing reuse to proceed. In addition to local plans and policies, the California Department of Fish & Game and the U.S. Fish & Wildlife Service regulate sensitive biological habitats and require mitigation for all projects that may have significant impacts upon protected species or habitats. Cumulative impacts upon vegetation and wildlife are potentially significant. Implementation of a combination of dedication of sensitive habitats as conservation easements and adherence to all local, state, and federal regulations protecting these species (including the standards in the HMP) would mitigate impacts to a less-than-significant level.

6.4.7 Visual Resources/Loss of Open Space

Future cumulative development would result in visual impacts as undeveloped visually sensitive lands are converted to urban uses. The cumulative visual impacts would be most notable in areas where new development occurs outside existing urban areas. Infill development occurring within or adjacent to existing urbanized areas would result in minor visual impacts, although it could affect adjacent parcels by increasing density, creating glare, and decreasing open space. Regulations governing design, density, and preservation of open space are the responsibility of each jurisdiction. The City of Del Rey Oaks has included design, density and open space guidelines in the General Plan Update that reduce the visual impacts of development within the existing City limits to a less-than-significant level. Without a detailed analysis of each jurisdiction's guidelines, and without specific project designs, it is not feasible to accurately assess the significance of this impact on a regional cumulative level. However, because there would be significant cumulative loss of open space, the loss of open space and change in views is assumed to be significant and unavoidable.

6.4.8 Traffic

The traffic analysis prepared by AMBAG for the Del Rey Oaks General Plan Update specifically addressed cumulative traffic impacts for the Del Rey Oaks area and forecast traffic through the year 2015. This analysis was completed using the Monterey County Transportation Analysis Model (MCTAM) and included two assumptions: with the Highway 68 Bypass and without the Highway 68 Bypass. Additional assumptions for this cumulative traffic analysis are that North-South Road would be opened at Highway 218 with improvements to that intersection, and Highway 218 would be widened to four lanes between North-South Road and Highway 68.

AMBAG concluded that while Highway 218 between Highway 68 and North Fremont would not experience levels of service below D during peak hours, several intersections would operate below their current LOS. The General Plan Update recommends monitoring of those intersections as part of the Circulation Element, Program 15. The contribution to potential traffic congestion on Highway 218, Highway 68 and the North Fremont/Highway 218 intersection from new development within the Del Rey Oaks planning area is relatively small, less than 4% of the total average daily trips, compared with buildout under the cumulative scenario. If all affected jurisdictions contributed their assigned share of circulation improvements, the cumulative impacts would be less than significant. However, the cumulative impacts of demands on the regional roadway network is considered to be significant and unavoidable, since funding for all offsite improvements cannot be assured.

6.4.9 Air Quality

The air pollution emissions resulting from cumulative development will contribute to cumulative increases in regional emissions. New development within Del Rey Oaks planning area would not result in significant impacts to air quality. Current projections indicate that regional emissions will decrease in the future due to regional programs designed to reduce air pollutants. According to the Monterey Air Pollution Control District (APCD), buildout of an area is assumed to be in compliance with the Air Quality Management Plan, provided the projected additional population does not exceed population projections in the AQMP for designated years. Cumulative impacts to air quality would be less-than-significant, provided phasing occurs in this manner. If not, projects are not phased per the AQMP, the resultant impact would be significant.

6.4.10 Noise

Future cumulative development would result in an increase in the overall ambient noise levels in the cumulative development area. This noise would be primarily generated by increases in vehicular traffic. Therefore, the most significant noise increases would occur along roadways carrying substantial increases in traffic volumes. Please note that the percentage of traffic generated by new development within the Del Rey Oaks planning area contributing to increased noise levels is less than 4% of the total cumulative increase in traffic. Noise increases would be minimized by implementation of all applicable state and local noise standards for new development. Cumulative impacts to noise are therefore considered to be less-than-significant.

Conclusion

CEQA Guidelines require an analysis of a project's incremental effects that are cumulatively considerable when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects (Public Resource Code 21083 (b), 21000). Because this EIR considers and evaluates the potential impacts from buildout of the City in accordance with the General Plan, consistent with the FORA Reuse Plan, their regional cumulative impacts have been also evaluated. The development of Fort Ord in conjunction with the buildout of the Del Rey Oaks Update ~~Del Rey Oak's population increase concurrent with population increases in the Monterey Bay region~~ would likely result in significant cumulative impacts in the following areas: increased water demand, traffic increases, reduced air quality, increased energy consumption, and the loss of open space and biological resources. ~~The feasible mitigation for most of these impacts would be growth in accordance with general plans that balance development with available resources, minimize commuting on a regional scale, and preserve open space.~~

The cumulative analysis shows that the implementation of all feasible mitigation measures can only reduce the stated impacts to less than significant, with substantial regional efforts, i.e. funding and management under the purview of other agencies for transportation improvements. If these improvements are not implemented, cumulative impacts are significant and unavoidable.

The Draft EIR and Final EIR contain a full and complete description of the individual and cumulative impacts of the cumulative projects. The level of the impact is identified in the Draft EIR and Final EIR as significant. The only change in the Final EIR is that the impact is identified as significant and unavoidable rather the merely significant. Therefore, the Final EIR amplifies or clarifies the information already contained in the Draft EIR.

6.5 Consistency With Other Plans

Land outside Del Rey Oaks is governed by the Fort Ord Reuse Authority Master Plan, Monterey Peninsula Airport District Master Plan, Monterey County Airport Land Use Commission Airport Land Use Plan, City of Seaside General Plan, City of Monterey General Plan, and the County of Monterey Peninsula Area Plan. Implementation of the Del Rey Oaks General Plan contains policies that ensure that the City will work with surrounding jurisdictions and plans which affect the City.

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Appendix A

**Initial Study and
Notice of Preparation and Responses**

Appendix B

General Plan Goals, Policies and Programs

General Plan Goals, Policies and Programs

Land Use Element Goals, Policies and Programs

Goals

1. Enhance the beauty, health and safety and quality of life for residents of the City of Del Rey Oaks.
2. Strive to create a "village" atmosphere within the City.
3. Create and maintain pleasant City entrances and scenic views from Canyon Del Rey Road.
4. Expand/attract revenue generating commercial/retail businesses to the visitor serving and commercially zoned parcels in the City.
5. Update existing design guidelines for the development of commercially zoned areas.
6. Annex the properties on Fort Ord to provide additional sites for economic development with potential revenue generating land uses.
7. Develop commercial/retail uses at the Highway 68/218 entrance to the City compatible with the Stonehouse Historic Building.
8. Plan intensification of existing development and expansion of City limits to include areas identified in the Fort Ord Reuse Plan.
9. Plan for additional visitor-serving facilities in suitable locations in proximity to Highway 218.
10. Participate with the Airport District to minimize impacts of airport development and its effect on the City of Del Rey Oaks.
11. Work with other cities and agencies on matters which transcend corporate boundaries.
12. Conserve and improve the living environment of existing Del Rey Oaks neighborhoods.
13. Ensure that future development is consistent with the General Plan through the City's zoning ordinance and the environmental review process.
14. Establish design guidelines for the development of residentially zoned areas.
15. Encourage citizen participation in City Government.

Policies

- L-1 The City of Del Rey Oaks shall work with adjoining cities, special districts, County, Fort Ord Reuse Authority and regional agencies on matters of zoning, land use planning, transportation planning and watershed management to assure that all development projects and actions are consistent with the goals and policies contained in the City's General Plan, and that such projects and actions shall minimize adverse community and environmental impacts.
- L-2 The City shall work with the Local Agency Formation Commission (LAFCO) to define the City's Sphere of Influence and prepare a plan for providing services for the Fort Ord reuse area to facilitate annexation.
- L-3 The City shall continue to work with the Monterey Peninsula Airport District to ensure land use compatibility of the airport's proposed north side development plan. The City shall work with the Airport District to ensure that the District will implement a buffer/open space area on District property that reduces the impact on the adjoining residential units in the City.
- L-4 The City shall work with the Airport District to ensure that the Airport District will not compete with the City's ~~market~~ for future development of light industry, research, visitor serving and office uses.
- L-5 The airport shall not expand its present aviation operation. If expansion is necessary to accommodate projected passenger demand, it should be moved away from populated areas prior to further improvement and capital investments.*
- L-5a City shall require aviation easements for each future development project located in the Airport Land Use Planning area.
- L-5b Development within the clear zone shall comply with the following standards:
- Density standards to prevent large assemblages of people;
 - Prohibit uses whose primary occupants are persons of impaired mobility, (i.e. hospitals, schools, daycare centers, and nursing homes)
 - Prohibit the above ground storage of large quantities of flammable materials or hazardous materials.
 - Prohibit residential units and overnight sleeping accommodations.
- L-6 New commercial uses shall be compatible with the character of the community and not generate impacts that would create a significant adverse effect on existing uses.
- L-7 Undergrounding of utilities and other forms of enhancement shall be pursued as practicable on public and private property.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

- L-8 New development along Canyon Del Rey should be reviewed from the standpoint of the "view from the road," in addition to normal site plan review criteria. Buildings should be modulated for interest and softened by trees and landscaping.*
- L-9 Native vegetation along Canyon Del Rey should be preserved and entrances to the City enhanced by landscaping.*
- L-10 New commercial uses shall consider its' affects on glare, bright lights, or electrical interference that would affect airport operations.*
- L-11 Commercially zoned areas shall include standards for: visual appearance, landscaping, screening of storage and trash, building bulk, height, exterior treatment, and relationship to Canyon Del Rey Road and Highway 68.*
- L-12 New and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.*
- L-13 Efforts shall be made to control long-term parking of vehicles on streets, and boats, trailers and recreation vehicles on property where they detract from the orderly appearance of the neighborhood.*
- L-14 The City should continue to support the Association of Monterey Bay Area Governments in its efforts to disseminate information and to develop technical assistance programs.*
- L-15 The City shall facilitate community input and feedback in various methods including the City's ACORN publication.*
- L-16 The City should encourage volunteer participation for their citizens.*

Programs

1. The City shall identify additional revenue streams that will support City operations.

Responsible Agency/Department:	Administration
Time frame:	1998
Funding:	General Fund
Monitoring:	Administration
2. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation

* Existing policy under the March 1988
Del Rey Oaks General Plan

monitoring program.

Responsible Agency: Administration, Police
Time frame: Ongoing
Funding: General Fund
Monitoring: Administration

3. The City shall conduct an annual review of urban development and capital improvements to ensure that long-term land use objectives are being achieved.

Responsible Agency/Department: Administration
Time frame: Annual Basis
Funding: General Fund
Monitoring: Administration

4. The City will review all proposed airport expansion plans to ensure that the District plans are consistent with the Del Rey Oaks General Plans and do not create significant adverse impacts to the Del Rey Oaks community.

Responsible Agency/Department: Administration
Time frame: Continuous
Funding: General Fund
Monitoring: Administration

5. The City Council shall meet with the Airport District to discuss land use compatibility issues as necessary.

Responsible Agency/Department: City Council
Time frame: Continuous
Funding: N/A
Monitoring: Administration

6. As a condition of approval of applications for Conditional Uses, require perpetual landscape maintenance.

Responsible Agency/Department: Administration
Time frame: Conditions for applications
Funding: Applicant
Monitoring: Administration

7. The City shall withhold occupancy permits until all landscaping is installed in accordance with approved landscaping plans and specifications.

Responsible Agency/Department: Administration

* Existing policy under the March 1988
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Time frame: Prior to issuance of occupancy permits
Funding: Applicant
Monitoring: Administration

8. The City shall develop design standards and guidelines for commercially zoned areas which include standards for: visual appearance, signage, landscaping, screening of storage and trash, building bulk, height, exterior treatment of relationship to Canyon Del Rey Road and Highway 68.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration

9. The City shall develop design standards and guidelines to ensure that new and/or remodeled and expanded residential structures shall be visually attractive and compatible with the existing residential neighborhoods and their appearance.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration

10. The City Police Department shall enforce existing City ordinances regarding long-term parking of vehicles on streets, and boats, trailers and recreation vehicles on property where they detract from the orderly appearance of the neighborhood.

Responsible Agency/Department: Police Department
Time frame: Continuous
Funding: General Fund
Monitoring: City Council

- 10a. The City shall update the Seismic Safety Element of the General Plan to incorporate the most recent geological information provided by the State Department of Conservation Division of Mines and Geology.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration

Circulation Goals, Policies, and Programs

Goals

1. Provide for safe, convenient, energy-conserving, comfortable and healthful transportation for all people and goods by the most efficient and appropriate transportation modes that meet present and future travel needs of the City's residents.
2. Provide or promote travel by means other than the single-occupant automobile.
3. Prevent the significant adverse impact of through traffic on Highway 218 as well as on roads and streets.
4. Improve and maintain a transportation network of streets, transit, and pedestrian paths and bikeways.
5. Coordinate the economic development needs of the City with proposed circulation improvements on Highway 68 and Canyon Del Rey to ensure that the City benefits from the proposed changes.

Policies

Motor Vehicle Circulation and Parking

- C-1. Level of Service (LOS) shall be as defined by the most recent planning method in the Highway Capacity Manual (HCM) for intersections during the weekday afternoon peak hour.
- C-2. All intersections on Highway 218 within the City are part of the adopted Monterey County Congestion Management Program (CMP) network. Proposed new land uses shall require mitigation measures to assure that the CMP LOS standards are met for those intersections. These measures may include, but not be limited to a fair share of the City's costs to fund the recommended regional transportation projects. The CMP LOS standards are as follows:

Intersection	CMP Standard
1. Highway 218 @ Highway 68	LOS E
2. Highway 218 @ N. Fremont	LOS D

- C-3. Proposed new land uses shall require mitigation measures to assure that the LOS will not degrade below LOS "C" or the current (1995) LOS -- whichever is lower for all other intersections within the City.

- C-4. To minimize the adverse impact of through-traffic traversing the City, widening or other actions which increase such traffic on Highway 218 west of North-South Road or City streets will be discouraged or not permitted by the City. Conversely, actions which reduce or divert such traffic will be favored or implemented by the City.
- C-5. Super trucks shall not be allowed off State highways within City limits.
- C-6. For proposed new land uses, new off-street parking shall be required, adequate for the motor vehicle parking demand generated by such proposed use(s). Joint use parking is encouraged.
- C-7. The City does not support any realignment of Highway 68 which will significantly impact the intersection of Canyon Del Rey and Highway 68 and result in land use and fiscal impacts on the City due to the loss of commercial property at the east entrance to the community.
- C-8. Minimize the potential negative impact of the reopening of North-South Road.

Vehicle Trip Reduction

- C-9. The City supports the Monterey County Congestion Management Program and voluntary Trip Reduction Ordinance adopted by the Transportation Agency for Monterey County.
- C-10. To reduce the need for motor vehicle trips, mixed, complementary land uses will be promoted where feasible.
- C-10a The City will coordinate and assist with TAMC and AMBAG in providing funding for an efficient regional transportation network.
- C-10b Support and participate in regional and state planning efforts and funding programs to provide an efficient regional transportation network.
- C-10c Land use and circulation plans shall be integrated to create an environment that supports a multi-modal transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, buses, bicycles, pedestrian, etc.).

Bicycle & Pedestrian Circulation and Facilities

- C-11. In order to provide or promote a safe, interconnected network of bicycle and pedestrian routes linking homes with places of work, school, recreation, shopping, transit centers and other activity centers both within the City and nearby, four Class II City Bike Routes are hereby designated and adopted:
- Highway 218 within City limits;
 - North/South Road from City limit to Highway 218 (requested Fort Ord annexation area)

- Carlton Drive from Highway 218 to the City limit.
- South Boundary Road (requested Fort Ord annexation area)

C-12. Any improvement, repavement or signalization on the three designated City Bike Routes permitted by the City shall include Type II bike lanes on both sides of the affected segment of those routes.

C-13. New non-residential land uses which generate significant adverse traffic impacts shall dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.

C-14. For all proposed new land uses in the City, provision for bicycle circulation, sidewalks and pedestrian-friendly design will be required.

Transit Services

C-15. Land use and circulation plans shall be integrated to create an environment that supports a multimodal transportation system. Development shall be directed to areas with a confluence of transportation facilities (auto, bus, bicycle, pedestrian, etc.).

C-16. The City will seek to continue and expand the provision of MST or other transit services to existing and new users.

Airport Plan

C-17. The City will not support the potential north side vehicular access from Highway 218 and Del Rey Gardens Drive or any airport access road through the City of Del Rey Oaks.

Programs

11. The City will prepare and adopt a Capital Improvement Program (CIP) implementing the Circulation Element of this plan.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing, annual
Funding:	Federal, State and local revenues
Monitoring:	Administration

12. The City may implement applicable regulations of the voluntary Monterey County Trip Reduction Ordinance.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

13. The City will implement applicable regulations of the Monterey County CMP.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

14. The City shall develop a program that requires new non-residential land uses which generate significant adverse traffic impacts to dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.

Responsible Agency City of Del Rey Oaks
 Time frame: Ongoing
 Funding: Project applicants
 Monitoring: Administration

15. Traffic volumes and operations at the following twelve intersections will be monitored as needed to evaluate whether installation of signals, or addition of turn lanes, turn prohibitions or coordination or retiming of signals is warranted:

Location

Jurisdiction

1	Hwy 218 @ Fremont St.	Caltrans & Cities of Seaside and Del Rey Oaks
2.	Hwy 218 @ Portola Dr.	Caltrans & Cities of Seaside and Del Rey Oaks
3.	Hwy 218 @ Canyon St.	Caltrans & City of Del Rey Oaks
4.	Hwy 218 @ Rosita Rd.	Caltrans & City of Del Rey Oaks
5.	Hwy 218 @ Work Ave.	Caltrans & City of Del Rey Oaks
6.	Hwy 218 @ Carlton Dr.	Caltrans & City of Del Rey Oaks
7.	Hwy 218 @ Via Verde	Caltrans & City of Del Rey Oaks
8.	Hwy 218@ North/South Rd.	Caltrans & City of Del Rey Oaks (when conveyed)
9.	Hwy 218 @ Del Rey Gardens N.	Caltrans & City of Del Rey Oaks
10.	Hwy 218 @ Del Rey Gardens S.	Caltrans & City of Del Rey Oaks
11.	Hwy 218 @ Highway 68	Caltrans & City of Del Rey Oaks
12.	North/South @ South Boundary	City of Del Rey Oaks

Responsible Agency As above, in consultation with TAMC
 Time frame: Ongoing
 Funding: Federal, State and local revenues
 Monitoring: Administration

16. After reopening of North/South Road, the City will evaluate through traffic and consider traffic measures, on portions of North/South Road, South Boundary Road within the City limits, and Carlton Drive, as appropriate.

Responsible Agency	City of Del Rey Oaks, in coordination with City of Seaside and the County of Monterey
Time frame:	After reopening of North/ South Road
Funding:	Federal, State and local revenues
Monitoring:	Administration

17. The City will seek funding for, promote and/or implement the planned Class II Bike Routes on Highway 218 and Carlton Drive, and on North/South Road and South Boundary Road upon conveyance. Bike improvements are a Transportation Control Measures (TCMs) adopted in State and Federal Air Quality Plans for the region, so funding for these improvements is a priority under the Congestion Management and Air Quality (CMAQ) grant program as well as the AB 2766 grant program administered by the Monterey Bay Unified Air Pollution Control District.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

- 17a. The City shall seek to provide a funding mechanism to pay for its fair share of impact on the regional transportation system.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

- 17b. In an effort to promote multimodal transportation, the City shall consider transit supportive density and zoning for proposed new land uses within 1,320 feet (1/4 mile) of existing transit routes or designated transit corridors. Appropriate transit access and circulation shall be required where feasible for all such land uses.

Responsible Agency	City of Del Rey Oaks
Time frame:	Ongoing
Funding:	Federal, State and local revenues
Monitoring:	Administration

Public Services Goals, Policies and Programs

Goals

1. Maintain or increase the current availability of public services and facilities consistent with projected usage levels.

* Existing policy under the March 1988 Del Rey Oaks General Plan

2. Provide public services to available sites located within the City and in areas to be annexed into the City.
3. Assure new development can be served by adequate public services and facilities.
4. Maintain public protection service levels consistent with City standards.
5. Provide water and maintain a water management policy that will provide a sufficient quantity of appropriate quality water to meet the needs of the existing and planned community.
6. The City shall continue to work with the appropriate sanitation company to operate an efficient waste management program that protects the health of area residents and encourages recycling of materials.

Policies

- S-1 New development shall be required to "pay its own way" and not overly burden existing City residences and services consistent with applicable laws.
- S-2 The City shall encourage the appropriate agency to look into replacing deteriorated sewer and water lines.
- S-3 All new development shall connect to a municipal water and sewer sewerage treatment system.
- S-4 Gravity flow for sewer and water service shall be employed wherever feasible and appropriate.*
- S-5 The City should work closely with the Seaside Sanitation District and the County Health Department in encouraging all homes to be connected to the sanitary sewer system.*
- S-6 Engineered drainage plans shall be required for all development projects.
- S-6a The direct discharge of storm water or other drainage from new impervious surfaces created by development of the office park (OP) parcel into the ephemeral drainage in the natural area expansion (NAE) parcel will be prohibited. No increase in the rate of flow of storm water runoff beyond pre-development levels will be allowed. Storm water runoff from developed areas in excess of pre-development quantities shall be managed on site through the use of basins, percolation wells, pits, infiltration galleries, or any other technical or engineering methods which are appropriate to accomplish these requirements. Indirect, sub-surface discharge is acceptable. These storm water management requirements will be utilized for development on polygon 31b.

* Existing policy under the March 1988
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- S-6b The golf course greens and tees shall be constructed with sub-drains to collect and disperse percolating water to vegetated buffer areas for additional filtering and absorption of any nitrate or pesticide residue.
- S-6c A Golf Course Environmental Management Plan shall be prepared for golf course application submittal and shall include an Integrated Pest Management (IPM) strategy to not only reduce the amount of pesticides, but to reduce environmental exposure and impacts. IPM strategy shall include the selection of the proper pesticide that has the least chance for environmental exposure and impacts.
- S-7 The City shall identify public infrastructure needs to schedule improvements necessary for achieving long term land use and community development objectives.*
- S-8 The City shall develop a water allocation program identifying priority water connections.*
- S-9 The City shall encourage waste minimization and source reduction of all wastes.

Programs

- 18. The City will rely upon inter-jurisdictional mutual aid agreements with the City of Monterey and the operations and manpower organization schedules specified in the City of Monterey and Monterey County Emergency Plan in responding to emergencies.

Responsible Agency/Department: Administration
 Time frame: Continuous
 Funding: General Fund
 Monitoring: Administration

- 19. The City shall continue to enhance police protection service standards to help ensure that adequate service levels are maintained.

Responsible Agency/Department: Administration, Police Department
 Time frame: Continuous
 Funding: General Fund
 Monitoring: Administration

- 20. The City shall require that new development fund fiscal impact analyses to provide the basis of information to ensure new development will not overly burden existing City residences and services.

Responsible Agency/Department: Administration
 Time frame: Prior to issuance of Grading Permit
 Funding: Project Applicant
 Monitoring: Administration

21. The City shall establish a system for prioritizing the allocation of water connections.

Responsible Agency/Department: Administration
Time frame: 1997
Funding: General Fund
Monitoring: Administration

22. Maintain the Arroyo Del Rey Creek drainage system to retain peak runoff flows and reduce the potential for downstream flooding at Fremont and Del Monte Avenue.

Responsible Agency/Department: Administration
Time frame: Continuous
Funding: General Fund
Monitoring: Administration

23. The City shall continue to work with the appropriate sanitation company to pursue compliance with the State-mandated waste to landfill reduction requirements of 50 percent by the year 2000.

Responsible Agency/Department: Administration
Time frame: 2000
Funding: General Fund
Monitoring: Administration

Parks and Recreation Goals, Policies and Programs

Goal

1. Enhance the quality of life by providing recreational services, programs, and facilities that reflect the leisure needs and desires of the community.
2. Provide a full range of park and recreation facilities including active recreation areas, passive natural open spaces, and a bicycle/pedestrian trail system.

Policies

- PS-1 A Park Master Plan should be developed to address the maintenance and upgrade to the City's parks.
- PS-2 New development should provide landscaping, natural areas of open space, recreation areas or amenities wherever appropriate.

Programs

24. Develop a Park Master Plan for the City which will address park landscaping, play equipment, maintenance and upgrades, and the provisions of parking consistent with park capacities.

Responsible Agency/Department: Administration
Time frame: 1998
Funding: General Fund
Monitoring: Administration

25. The City shall work with Monterey Peninsula Regional Parks District concerning all issues pertaining to the Frog Pond maintenance, water quality, burning and introduction of new species.

Responsible Agency/Department: Administration/MPRPD
Time frame: Continuous
Funding: MPRPD
Monitoring: Administration

26. The City shall identify and pursue sources of funds to improve and maintain the parks and pedestrian/bike paths in the City.

Responsible Agency/Department: Administration
Time frame: Continuous
Funding: Apply for Federal/State Grant Money
Monitoring: Administration

Open Space/Conservation Goals, Policies and Programs

Goals

1. Protect the City's natural, cultural, visual and historical resources.
2. Preserve and protect the water quality, runoff, flow, and other resources of the Canyon Del Rey Drainageway.
3. Provide open space that meet the needs of the City.
4. Protect the existing natural resources (the creeks and other areas identified as environmentally sensitive habitat).

* Existing policy under the March 1988
Del Rey Oaks General Plan

5. Discourage development of areas that should be permanently protected for future generations because of their importance in maintaining vegetation and wildlife, and protecting public health and safety.
6. Recognize that water resources on the Monterey Peninsula are limited and that conservation of water will be encouraged.

Policies

- C/OS-1 The City will encourage protection of scenic resources by:
- a. Locate structures away from ridgelines, steep slopes, or in other highly visible locations unless site review and design makes it desirable;
 - b. Utilize natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes;*
- C/OS-2 The City should actively communicate and coordinate with surrounding jurisdictions and water agencies in preventing erosion, pollution and siltation of the Canyon Del Rey drainage system.*
- C/OS-3 Wildlife habitat and wildlife corridors shall be preserved.*
- C/OS-4 Significant stands of riparian vegetation shall be subject to only minimal cutting and removal, and then only when proven unavoidable.*
- C/OS-5 The existing system of green belts and open spaces should be preserved and maintained.
- C/OS-5a Encourage the conservation and preservation of irreplaceable natural resources and open space at former Fort Ord consistent with the Fort Ord Reuse Plan and Habitat Management Plan.
- C/OS-5b The City shall review each development project within the former Fort Ord annexation area with regard to the need for open space buffers between land uses.
- C/OS-5c The City shall review each future development project for compatibility with adjacent open space land uses and require that suitable open space buffers and other avoidance mitigation measures are incorporated into the development plan of potentially incompatible land uses as a condition of project approval as necessary to mitigate identified significant adverse land use conflicts to a level of insignificance.
- C/OS-5d The City shall ensure that all habitat conservation and corridor areas identified in the Fort Ord Habitat Management Plan (HMP) are protected from degradation due to

* Existing policy under the March 1988
Del Rey Oaks General Plan

development within or adjacent to these areas. This shall be accomplished by assuring that all new development in the Fort Ord Reuse Area adheres to the management requirements of the HMP and the policies of the Fort Ord Reuse Area Plan.

- C/OS-5e The City shall encourage the preservation of small pockets of habitat and populations of special status species within and around developed areas, in accordance with the recommendations of the HMP and Fort Ord Reuse Area Plan. This shall be accomplished by requiring project applicants to conduct surveys to verify sensitive species and/or habitats on the site and developing a plan for avoiding or salvaging these resources, where feasible.
- C/OS-5f The City shall assure that development of or adjacent to wetlands shall provide for the mitigation of impacts to wetland areas consistent with the applicable state and Federal law.
- C/OS-5g Development located at the corner of Highway 68 and Highway 218 shall be sited to minimize loss of wetlands and riparian vegetation consistent with applicable state and federal regulations.
- C/OS-6 The City will encourage the Monterey Regional Parks District to ensure water quality of the Frog Pond, and to develop and maintain areas of open viewsheds of the Frog Pond along Canyon Del Rey and North/South Road consistent with maintaining significant stands of vegetation.
- C/OS-7 Maintain the green belt along the Canyon Del Rey drainageway.*
- C/OS-8 Surface water quality shall be maintained, and areas of ground water recharge kept free of contamination.*
- C/OS-9 The City should continue to communicate and coordinate with surrounding jurisdictions in preventing channel erosion and siltation in Del Rey Oaks due to increased water runoff from urban development in upland areas.*
- C/OS-10 All lands within 50 feet of an active or potentially active fault, lands of 25% slope and above, unstable soil areas and areas subject to periodic flooding should generally be kept free of development until further detailed geotechnical studies prove these lands safe to the City's satisfaction.*
- C/OS 10a Preserve and enhance historical, aesthetic and ecological resources through the conservation of significant oak trees.

* Existing policy under the March 1988
Del Rey Oaks General Plan

Water Conservation

- C/OS-11 The City shall work with the appropriate Water Management District to encourage water conservation, retrofitting, education, reclamation and reuse.*
- C/OS-12 Water usage and conservation of water will be considered as part of all land use decisions.*

Air Quality

- C/OS-13 The City will encourage the improvement of air quality in Del Rey Oaks and in the region by implementing the measures described in the Monterey Bay Air Quality Management Plan. Such measures include, but are not limited to, measures to reduce dependence on the automobile and encourage the use of alternate modes of transportation such as buses, bicycling and walking.*

Archaeological and Cultural Resources

- C/OS-14 The City will study the opportunities for the preservation of the stonehouse building located adjacent to Highway 218 and Highway 68.
- C/OS-15 If development of a site uncovers cultural resources, the recommendations of Appendix K, of the Guidelines for Implementation of the California Environmental Quality Act shall be followed for identification, documentation and preservation of the resource.*
- C/OS-16 The City shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historic resources located within the City.*

Programs

27. The City will study the possibility of nominating the Stonehouse building for historic preservation programs.
- | | |
|--------------------------------|---------------------|
| Responsible Agency/Department: | Administration |
| Time frame: | 1998 |
| Funding: | Federal/State Grant |
| Monitoring: | Administration |
28. The City and MBUAPCD shall utilize the CEQA process to identify and reduce the potentially significant adverse air quality impacts of new development.*

* Existing policy under the March 1988
Del Rey Oaks General Plan

Responsible Agency/Department: Administration/MBUAPCD
Time frame: Continuous
Funding: General fund, developer fees
Monitoring: Administration

29. The City shall continue to encourage the Monterey Peninsula Regional Parks District (MPRPD) to monitor the surface water quality of the Frog Pond.*

Responsible Agency/Department: MPRPD
Time frame: Periodically
Funding: MPRPD
Monitoring: Administration

30. The City shall work with the appropriate Water Management District to develop a citywide water conservation program.

Responsible Agency/Department: Administration/WMD
Time frame: 1998
Funding: WMD
Monitoring: Administration

- 30a. The City shall work with appropriate agencies to determine the feasibility of developing additional water supply sources for Fort Ord, such as water importation and desalination, and actively participate in implementing the most viable options.

Responsible Agency/Department: City Manager
Time frame: Prior to approval of Fort Ord reuse development
Funding: Various agencies
Monitoring: Administration

- 30b. The City shall adopt and implement a water conservation ordinance, which may include requirements for plumbing retrofits to reduce both water demand and effluent generation.

Responsible Agency/Department: City Manager
Time frame: Prior to approval of Fort Ord reuse development
Funding: Various agencies
Monitoring: Administration

- 30c. The City shall condition approval of development plans on verification of available water service for the projects which does not aggravate or accelerate existing salt water intrusion in the Salinas Valley.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30d. The City shall consider water conservation, reclamation and storm water detention in all new development to increase potential water supply for Fort Ord.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30e. The City shall explore sewage treatment options to enhance non-potable water supply for golf course irrigation on the Fort Ord land proposed for annexation.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30f. New development on former Fort Ord land will be serviced by the most cost-effective, water conservation and reuse oriented, sustainable approach feasible at the time of development, which does not aggravate or accelerate existing salt water intrusion in the Salinas Valley.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30g. Water conservation and reuse based on environmentally sound sustainable management practices will be encouraged for new development on Fort Ord land to be annexed into the City.

Responsible Agency/Department: City Manager
Time frame: Prior to approval development projects
Funding: Project Applicant
Monitoring: Administration

30h. The City shall support the existing street trees and shrubs ordinance 12.16 which recognizes oak and other significant trees as significant historical, aesthetic, and ecological resources.

Responsible Agency/Department: City Manager
Time frame: Continuous
Funding: Not Applicable
Monitoring: Administration

* Existing policy under the March 1988
Del Rey Oaks General Plan

Noise Goals, Policies and Programs

Goals

1. Protect citizens from exposure to excessive levels of noise.
2. Encourage a reduction in aircraft noise impact on the City of Del Rey Oaks to levels specified by State noise standards (65 db) and require adequate sound proofing in new construction.
3. Minimize the impact of street, road and highway generated noise upon land uses in the City of Del Rey Oaks.
4. Evaluate land uses in the city for compatibility related to noise effects and require, as appropriate, mitigation where harmful effects can be identified and measurable improvements will result.

Policies

- N-1 Strong support shall be given to:
- a. proposals for restricting the use of high noise emitting aircraft;
 - b. State and Federal regulations to quiet jet engines;
 - c. reduction in flight frequency, particularly in the most noise sensitive time periods;
 - d. maintenance of restrictions on nighttime flights;
 - e. use of approach and departure flight paths that minimize noise over residential areas of the City;
 - f. use of the natural terrain, buildings and landscape buffers to shield noise emitted to residential areas; and
 - g. Runway 6-24 should not be used due to noise and safety impacts of nearby residents.*
- N-2 The City shall encourage the Airport District to continue to install a noise monitoring system that will provide information for setting local noise standards and provide a means of evaluating the effectiveness of noise abatement strategies.*
- N-3 Emphasis shall be placed upon the reduction of noise through administrative and physical techniques, such as cluster zoning, Building Code regulations (soundproofing, acoustical construction techniques), Health Code regulations, City Planning Commission review (acoustical architectural design, acoustical site planning, berms, landscape buffers) and Environmental Impact reporting.*
- N-4 Noise/land use compatibility shall be considered impacted if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeds 45 db.*

- N-5. Any future improvements to Canyon Del Rey must include noise attenuation measures to ensure that resultant indoor and outdoor noise levels are within recommended acceptable levels for residential land use.*
- N-6 The City will work with the Monterey Peninsula Airport District to minimize the noise impacts of the proposed increase in airport operations and changes in different types of aircraft will not be supported by the City.

Programs

- 31. The City will enforce the standards contained in the Noise Element.

Responsible Agency/Department: Administration, Police Department
 Time frame: Ongoing
 Funding: General Fund
 Monitoring: Administration

- 32. The City will work with the Airport District to ensure that they provide a noise insulation and avigation easement program for noise sensitive land uses located within CNEL 65-70.

Responsible Agency/Department: Administration
 Time frame: Ongoing
 Funding: Airport District
 Monitoring: Administration

- 33. The City will require an acoustical analysis of sites proposed for residential development and other development that may be affected by airport related noise.

Responsible Agency/Department: Administration
 Time frame: Prior to Building Permit
 Funding: Applicant
 Monitoring: Administration

Implementation Goals, Policies and Programs

Goal

- 1. To provide for the ongoing administration and implementation of the General Plan.

Policies

- I-1 The City shall periodically review and update the General Plan when necessary to meet the changing needs of the community.
- I-2 In accordance with State law, the General Plan shall be amended no more than four times per year. Each amendment may include more than one change to the Plan.

- I-3 The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.
- I-4 The City makes a commitment to implement the policies of the General Plan, FORA plan, and Habitat Management Plan to avoid and/or reduce impacts. Implementation of these policies will fully mitigate impacts as specific projects (presently unknown) are evaluated.

Programs

- 34. The Planning Commission shall review the General Plan annually and report to the City Council on actions undertaken to carry out the implementation programs of the Plan. The Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This review shall also be used to satisfy the requirements of Public Resources Code Section 21081.6 (CEQA) that requires a mitigation monitoring program.

Responsible Agency:	Administration
Time frame:	Ongoing
Funding:	General Fund
Monitoring:	Administration

- 35. The City shall review and amend as necessary the Zoning Ordinance, Subdivision Ordinance and other applicable development regulations to ensure continued consistency with the General Plan.

Responsible Agency:	Administration
Time frame:	Ongoing
Funding:	General Fund
Monitoring:	Administration

- 36. The City makes a commitment to implement the policies of the General Plan, FORA plan, and Habitat Management Plan to avoid and/or reduce impacts. Implementation of these policies will fully mitigate impacts as specific projects (presently unknown) are evaluated.

Responsible Agency:	Administration
Time frame:	Ongoing
Funding:	General Fund
Monitoring:	Administration

* Existing policy under the March 1988 Del Rey Oaks General Plan

Appendix C

Traffic Analysis Appendices

Appendix D

Pesticides and Golf Courses

* Existing policy under the March 1988
Del Rey Oaks General Plan

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