

***Supplemental Information In  
Response to Additional Public Comments***

**prepared for the**

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

**May 16, 1997**

**SCH# 96041076**

**prepared by:**

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## 1.0 INTRODUCTION

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An Environmental Impact Report (EIR) was prepared for the proposed Del Rey Oaks General Plan update project and addresses the potential environmental effects of adoption of a proposed general plan update for the City of Del Rey Oaks. The 1996 General Plan Update addresses a range of planning issues and provides the framework for the use and development of land within the City for the next twenty or more years.

The City of Del Rey Oaks last prepared a General Plan in 1983 and a General Plan Update in 1988. (The Seismic Safety Element was updated in 1988 and the Housing Element was updated in 1993). These elements are not part of this project. This current Del Rey Oaks General Plan Update contains the Land Use, Circulation, Public Facilities and Services, and Parks and Recreation Elements (Chapter III), the Conservation and Open Space Elements (Chapter IV), and the Safety and Noise Elements (Chapter V). The Implementation section (Chapter VI) discusses mechanisms for carrying out the goals, policies, and programs contained in the Del Rey Oaks General Plan Update.

A complete description of the goals, policies and programs of the 1996 Plan is provided in Appendix B of Volume I of the Final EIR. 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.

The Draft EIR was published and circulated for review and comment by the public and other interested parties, agencies and organizations for a 45-day review period between June 10, 1996 and July 25, 1996. Responses to comments received during the public review period were incorporated into a Final EIR dated December 23, 1996.

The Final EIR was then presented to the City of Del Rey Oaks Planning Commission at a public hearing held on January 13, 1996. The Commission recommended approval of the project and certification of the EIR and forwarded their recommendations to the City Council. The City Council of the City of Del Rey Oaks held a public hearing on February 7, 1997. After receiving public testimony, they closed the public hearing and directed that City Staff consider how to respond to the public comments on the EIR received after the close of the public comment period. City staff subsequently requested that responses be provided to all written comments received after the official close of the comment period (July 25, 1996) as well as to the public comments received at the February 7, 1997 public hearing.

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## 2.0 RESPONSES TO ADDITIONAL COMMENTS

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### 2.1 GENERAL RESPONSES

The following general responses and clarifications are provided to comments raised in the public hearing held on February 7, 1997 and two town hall meetings held February 25 and March 4 and in response to written comments received after the close of the public review period. Section 3.0 also provides specific responses to written comments received after the close of the EIR public review period.

#### 2a. NOP and EIR Public Notification/Distribution

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. An environmental checklist circulated with the NOP indicated that implementation of the General Plan Update might have a significant effect on the environment. The NOP identified that an EIR was being prepared and invited comments on the proposed project from responsible and interested public agencies and the public at large. The completed checklist as well as comments on the NOP which were received by the City were included in Appendix A of the Draft and Final EIR.

The Draft EIR was published and circulated for public review and comment for a 45-day review period between June 10, 1996 and July 24, 1996. Public notification of the availability of the Draft EIR for comment was made pursuant to Public Resources Code, Section 21092, 21092.2 and 21092.3 and CEQA Guidelines 15087. Three comments were received on the Draft EIR. Several people commented that they were not aware of the circulation of this document and asserted that notice is required via a legal notice in the newspaper. Public Resources Code, Section 21092 and CEQA Guidelines 15087 require that notification be given by one of three methods: publication in local newspaper, posting at and off the site and/or direct mailing to the owners and occupants of contiguous property. In this case, notices of the completion and availability of the Draft EIR were sent by the City to the Office of Planning and Research, the Local Clearinghouse (AMBAG), responsible agencies and all organizations and individuals who had previously requested such notice. In addition, the City posted a notice of the completion and the availability of the Draft EIR at three locations within the City; it was also posted for 30 days at the Monterey County Clerk's office in Salinas.

Responses to comments received during the public review period were incorporated into the Final EIR dated December 23, 1996. The Final EIR was presented to the City of Del Rey Oaks Planning Commission at a public hearing held on January 13, 1997. The Commission recommended approval of the project and certification of the EIR and forwarded their recommendations to the City Council. The City Council held a public hearing on February 7,



Additionally, the City proposes to adopt a policy recommended by the Airport Land Use Commission as follows:

1. The City shall adopt a policy which states that within the runway clear zone, the following standards shall be incorporated into the land use plan:
  - Adopt 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.

### 3.0 Hydrology

#### 3a. Pesticide Use

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. Mitigation measures proposed in this Final EIR have recommended that the golf course greens and tees 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.

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 will 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

proposed project is conservatively high and would account for some potential over watering to help prevent buildup of salts in the soils.

## **4.0 Biotic Resources**

### **4a Fort Ord Habitat Management Plan**

As stated on page 77 of the FEIR, the proposed reuse of Fort Ord has required the development and implementation of a Habitat Management Plan (HMP) for the property, in accordance with the U.S. Fish and Wildlife Service. A HMP was prepared 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 proposed 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.

### **4b Del Rey Oaks General Plan Policies**

Del Rey Oaks General Plan Policy C/OS-5 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 Habitat Management Plan 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.

## **5.0 Traffic and Circulation**

### **5a. Traffic Impacts**

The Traffic Section and Cumulative Traffic Section of the EIR were prepared by the Association of Monterey Bay Area Governments (AMBAG) under separate contract to the City.

Cumulative Impacts. Cumulative traffic impacts were evaluated in the EIR for all known pending and approved area projects on pages 4.8-20 and 21; cumulative projects are listed on Table 20 on page 5-2 Table 15 identifies level of service under existing, project and cumulative conditions. The traffic report identifies the existing conditions, project impacts, and cumulative impacts. The analysis concludes that mitigation is required due to cumulative traffic increases.



According to the Fort Ord Reuse Plan DEIR and summarized in the table below, Highway 68 between Highway 1 and San Benancio Road currently operates at LOS F during the peak hour. LOS F represents severely congested conditions and is the lowest level of service rating. With the addition of traffic associated with redevelopment of former Fort Ord (including the lands proposed to be annexed by Del Rey Oaks) and growth forecast for the region in general, traffic volumes on Highway 68 would increase, exacerbating the congested conditions on the highway. As shown in the following table, conditions on Highway 68 are projected to improve to acceptable conditions only under the scenario which assumes that the Highway 68 By-Pass Freeway is in operation.

Highway 218 between Fremont Boulevard and Highway 68 currently operates at LOS B during the peak hour. This LOS is considered acceptable according to the thresholds proposed by the City of De Rey Oaks in the Circulation Element of the Draft General Plan Update and those adopted by the County of Monterey. With the addition of traffic associated with redevelopment of Fort Ord and growth forecast for the region in general, traffic volumes on Highway 218 would increase. However, LOS on the Highway 218 road segments within the City of Del Rey Oaks would not decline below LOS C under any of the identified scenarios.

In summary, Highway 68 is severely congested during the morning and evening peak hours under existing conditions. Even without development of the former army base, traffic volumes are expected to increase on this corridor, exacerbating congested conditions. As development proceeds on the former army base, including the portion of the former base planned to be annexed to the City of Del Rey Oaks, peak hour traffic volumes will increase on Highway 68. Roadway operations will continue to worsen until completion of the proposed Highway 68 By-Pass freeway by Caltrans.

The Circulation Element of the Del Rey Oaks General Plan Update identifies a number of policies and programs designed to promote the efficient use of existing transportation facilities and support the implementation of improvements to regional transportation facilities outside of their jurisdiction. Please refer to Policies C-9 through C-10a and Programs 11 through 17b.

## 6.0 Traffic Noise and Ambient Noise

As stated in the DRO DEIR, the predominant source of noise within the City of Del Rey Oaks, besides aircraft noise from the Monterey Peninsula Airport, is vehicle noise, particularly along Highway 218. Under cumulative buildout conditions, traffic volumes are not expected to substantially increase along this corridor between Fremont Boulevard and North-South Road. Slightly greater increases in traffic volumes are expected on Highway 218 between North-South Road and Highway 68. However, since these road segments will remain relatively uncongested even during the travel peak hours, noise levels will not rise substantially and will remain within acceptable levels.



## 8.0 Cumulative Impacts

### 8a. Biological Resources

The encroachment of residential and commercial development on natural open space would result in a cumulative reduction in wildlife habitat and native vegetation. In addition, wildlife mobility throughout the adjacent open space lands could be affected unless corridors or adequate open space areas are provided to connect established open space lands. Fort Ord at Highway 68 development also may result in a loss of native communities such as oak and Monterey pine woodlands, coastal terrace prairie, and riparian and wetland habitats.

While the majority of the 218 corridor is developed, the Highway 68 corridor is largely open space and rural lands with pockets of residential and commercial development. The terrain varies from level meadows with some wetlands, to rolling hills with oak woodlands, to steeper hillsides with chaparral vegetation. Several stream corridors and drainage channels are also present in this corridor. All of these resources provide habitat for wildlife in the area. Golden eagles, as well as other birds of prey, are known to utilize the entire Highway 68 corridor for hunting and nesting. As development continues within the corridor, the loss of wildlife and wildlife habitat, even that which is currently not classified as special status (e.g. central maritime chaparral) could become a significant cumulative impact. Development proposals will be evaluated by the affected jurisdictions and City for site-specific impacts and mitigation measures.

FORA, County and City policies require that biotic assessments be conducted where environmentally sensitive habitats may occur. The HMP also set forth policies regarding habitat management and mitigation. The County and City also require permits to remove trees from individual lots.

The siting of structures will necessitate suppression of fires which are recognized as important natural strategies effecting regeneration and vitality of certain habitat.

Cumulative impacts to habitat may be reduced to less-than-significant by implementation of HMP policies and plans as well as management practices that include replanting and reforestation with stock propagated from local native vegetation and trees, and noxious weed management. The implementation of HMP and State, Federal and local requirements are under the purview of other agencies. If not properly monitored, this may result in a cumulative significant impact.

### 8b. Traffic

The mitigation for deficient cumulative conditions on Highway 68, to which the proposed project would contribute but not cause, is payment into the Highway 68 improvement fund. This fund is administered by Monterey County and is to be used for Highway 68 improvements as described in the EIR. It is up to the discretion of the Board of Supervisors as to what improvements would be built. Based on their approval action relative to previous projects, it is unlikely the Board would use the funds toward the ultimate freeway project, which is



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.

Not all proposed projects as listed in the Cumulative Table 17 in the Draft EIR have a secured source of potable water. These projects are discussed in the Fort Ord Reuse Plan Draft EIR. No development under the plan is allowed without adequate water supply available. However, this EIR and the Reuse Plan EIR conclude that due to the severe water shortage, as well as the overdraft and seawater intrusion issues in the local aquifer serving Fort Ord, the resulting impact on water resources is significant unavoidable.

In the case of projects located outside the Ft. Ord area, both the MPWMD and the County Water Resources Agency have established policies and regulations that require development to achieve a net water savings. The MPWMD reviews each proposal on a case-by-case basis. There are a number of County approved, but not yet developed projects which have proven sources of water as a condition of approval. These projects have demonstrated a net loss or have a water right through the SWRCB.

In the Highway 68 area, cumulative projects are located in at least four separate groundwater basins, including the Laguna Seca, the El Toro subarea, the Ryan Ranch groundwater subareas and the Monterra ground water basin (Canada Woods North EIR, December 1996). The Laguna Seca, El Toro, and Ryan Ranch subarea are all included in the same groundwater basin ; the Monterra basin is separate (Ibid.). The Toro subare is constrained due to water quality and supply problems. 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. The assessment identified no water quality problems with the subarea and 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.).

## Hydrology

Some of the cumulative projects listed in Table 20 are located within or adjacent to Highway 218 and Highway 68 and ultimately drain to Canyon del Rey watershed. Storm drainage and erosion hazards would increase as a result of cumulative development in these watersheds.

school impact fees from new development. It is likely that in the future, the school district may require new development to pay impact fees to the greatest extent allowed by state law. Therefore, additional mitigation may be necessary for cumulative conditions.

#### **8f. Other Impacts**

The Fort Ord and Highway 68 projects have been independently evaluated for a range of other impacts and the analysis is included in their respective program and project EIRs. It would be unlikely that the construction of the projects would occur simultaneously other than the major road construction and utility installation. Other services such as police and fire protection will be provided through the City and/or agreements with jurisdictions. No significant cumulative impact is anticipated for these services.

#### **Other CEQA Issues**

**CEQA Process and Public Review.** Preparation and circulation of environmental documents have met or exceeded the time requirements established in CEQA and the CEQA Guidelines; see City staff report for details.

**Responses/Revisions in FEIR.** This Supplemental Information Final document provides clarification on several issues, in response to comments which were received after the official comment period had ended. The added information does not significantly change the project (see General Response 2b and 2c), does not result in the identification of new significant impacts not already identified, and does not increase the severity of an identified environmental impact, as referenced in CEQA Guidelines (Section 15088.5). The revisions in the Final EIR addressing alternatives clarify the descriptions of certain alternatives and are responsive to the public comments that the projects size was a concern and the density could be reduced without compromising project objectives



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### 3.0 COMMENT LETTERS AND RESPONSES

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The following written comments were received after the close of the Draft EIR public review period and preparation of the Final EIR.

- A. Monterey Bay Unified Air Pollution Control District (June 14, 1996)
- B. Jane Haines (February 7, 1997)
- C. David Dilworth (February 7, 1997)
- D. Doug Westphal (February 7, 1997)
- E. Highway 68 Coalition (February 7, 1997)
- F. Airport Land Use Commission (March 17, 1997)

At the request of the City, responses to these comments are provided immediately following each comment letter.

not the General Plan itself. As stated in the District's response to the NOP, General Plan consistency with the 1994 Air Quality Management is used to determine the project's cumulative impact on regional air quality (i.e., ozone levels). AMBAG should be contacted for a formal consistency determination.

5. Page 62. Since an estimate of construction emissions was not included in the EIR, appropriate analyses must be included in environmental documents for all future projects.
6. Page 57. The EIR indicates that the cumulative traffic analysis assumes improvements to the roadways within the study area and that if these improvements do not occur, the project's cumulative impact would be significant, i.e., decline to LOS E or F. The source of funding and time frame for these improvements should be identified. If there are not secured sources of funding and mitigation measures cannot be assured, the EIR should include carbon monoxide modeling for all intersections for which the LOS would decline from LOS D. Please see the District's CEQA Air Quality Guidelines for recommendations on the appropriate level of modeling.

Thank you for the opportunity to review the document. Please do not hesitate to call if you have any question.

Sincerely,



Janet Brennan  
Supervising Air Quality Planner  
Planning and Air Monitoring  
Division

cc: Nicolas Papadakis

Jane Haines, Attorney at Law  
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 394-6421

February 7, 1997

Del Rey Oaks City Council and Mayor  
 650 Canyon Del Rey  
 Del Rey Oaks, CA 93940

Re: 2/7/97 Council Meeting - Final EIR for General Plan Update "Project Objectives"

Dear Honorable City Council and Mayor:

I am writing to supplement the comments by the Highway 68 Coalition and Mike Weaver regarding the EIR for the Del Rey Oaks General Plan Update. I am writing while on a family vacation in Montana. Thus, the comments are necessarily brief. They are intended to supplement the more comprehensive comments that Mr. Weaver will present at tonight's meeting.

You are respectfully requested not to certify the EIR until (1) it contains a legally-adequate statement of project objectives and (2) it contains sufficient data to analyze whether annexing Fort Ord would meet the project objective of increasing the proportion of Del Rey Oaks residents who find employment within the City.

Statement of Project Objectives

The section entitled "Project Objectives" on page 13, Section 3.5 of the final EIR was added *after* the Draft EIR was circulated for public review, thereby preventing timely public review of its vague, sweeping terms. It states the project objectives as follows:

*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 natural beauty and biological resources of the area.*

The above-quoted statement of objectives is legally inadequate to justify a general plan update that provides for doubling the size of the existing City of Del Rey Oaks by annexing 300 acres of Fort Ord for a 316-room hotel, office park, golf course and corporate office center. The project objective of economic growth and revenue arises from two assumptions: first, that the City of Del Rey Oaks needs an

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advanced degrees. It seems unlikely that such residents would leave their present positions to work on a golf course or in a hotel.

- A golf course and a hotel generally hires employees in the category of "handlers/equipment cleaners/ laborers." Table 5 shows that only 20 persons in Del Rey Oaks were employed in this category in 1990, yet the City had 50 job positions in this category. Thus, a golf course and a hotel would be unlikely to employ residents of Del Rey Oaks, but would instead employ residents of other areas, just as the City of Del Rey Oaks did in 1990. This influx of non-City residents would increase traffic congestion, air pollution and noise.
- The data on pages 17 and 18 is based on the 1990 census. Tele-commuting (persons working at home by use of computer) has increased greatly since 1990, particularly for persons employed as "professional specialty." The EIR gives no figures post-dating 1990; more recent data is needed to address the effect that the growth in tele-commuting since 1990 had on the number of Del Rey Oaks residents who work within the City limits.

The City Council is required by law to have a factual basis for its decisions. Mere speculation is legally inadequate. The EIR does not provide the requisite facts.

The EIR must not be certified because it is legally inadequate

An EIR is supposed to be more than merely an exercise on paper to be completed before approving a project. The California Environmental Quality Act (CEQA) intends that EIRs inform decision-makers whether there are ways to avoid significant impacts on the environment. Doubling the size of the City of Del Rey Oaks and increasing the number of jobs open to out-of city residents will have a significant impact on the local and regional environment.

The Final EIR for the General Plan Update does not serve the purpose intended by CEQA because it does not contain a clear statement of project objectives, the facts it contains do not show that the City needs economic revitalization, and they do not show that annexing Fort Ord for a golf course, hotel, and corporate business center would provide the employment that the City claims is needed for its residents. Thus, it is legally inadequate and must not be certified.

Respectfully yours,

LAW OFFICES OF JANE HAINES

Jane Haines

Jane Haines

/ attracting revenue generating commercial retail businesses to the visitor serving and commercially zoned parcels in the City.

**Response B-7:** Table 5 of the Final EIR indicates that out of the number of employed Del Rey Oaks residents, 35% are employed within City limits. If new jobs are generated by the development of office-professional, commercial, visitor-serving uses, there is a possibility that these jobs could employ Del Rey Oaks citizens. Currently, Del Rey Oaks is a bedroom community and any additional job opportunities within the City has the potential to reduce the congestion, noise and air quality impacts.

**Response B-8:** The City has determined that the amount of new professional specialty positions created by the corporate office, business park, hotel and golf course would be approximately 126 new positions, with a small percentage of these positions (16%) working in the hotel and golf course industry.

**Response B-9:** Not all employees will come from within the City of Del Rey Oaks. The Fort Ord annexation area defined in the General Plan is a small portion of a larger project, the Fort Ord Reuse Plan. The number of residential units in the Fort Ord Reuse Plan is 2,232. Employment for certain types of development in the annexation area may come from new residential units in the Fort Ord Reuse Area.

**Response B-10:** This comment is not a CEQA issue. The objectives in the General Plan Update are a matter of policies given by the decision makers. Refer to Response B-1.

**Response B-11:** Comment noted.

**Response B-12:** Comment noted.

**Response B-13:** Refer to Response B-1.



**Letter C: Response to David Dilworth Letters (11-1-96 & 11-5-96)**

**Response C-1.** See General Response 3a.

**Response C-2.** 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.

**Response C-3.** The commentor's reference to a study of pesticides in New York state is of interest from a general perspective on golf course chemicals and is part of the basis for identifying pesticide/herbicide use as a potentially significant impact. However, the eastern U.S. has substantially different climate, pest problems, and hydrologic, soil and geologic conditions than the project site and the western U.S. in general. The climate and other environmental factors in the eastern U.S. are generally far more conducive to pesticide leaching as compared with relatively dry climates such as Carmel Valley. Consequently, the study results in New York are not directly transferrable to the project site. The total amount of pesticides used in the eastern U.S. on golf courses is also known to be considerably higher due to differences in insects and other pest occurrences.

As indicated in General Response 2, pesticide monitoring data at Cal-Am wells in Carmel Valley and other monitoring wells in areas near several existing Carmel Valley golf courses indicate testing has occurred from some of the pesticides recommended at the project site. All results over 3 to 4 years of sampling have shown no detection of any pesticides.

**Response C4:** 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 will be part of an integrated approach. Pesticides application will be detailed and conditioned as appropriate, per a golf course pesticide management plan on the acres of golf course turf. Pesticide and fertilizer application will be required to be controlled to prevent overspraying and leaching into drainages and ponds with implementation of Best Management Practices recognized by the State Water Resources Control Board and EPA.

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.

**Response C-5:** The required Golf Course Environmental Management Plan will include an Integrated Pest Management (IPM) strategy to not only reduce the amount of pesticides, but



2-7-97

To: Del Rey Oaks City Council  
From: Doug Westphal, resident of Del Rey Oaks  
Re: New General Plan for Del Rey Oaks

I object to the adoption of the proposed new general plan for Del Rey Oaks.

I object to any annexation and commercialization of Port Ord lands by Del Rey Oaks.

I prefer that Del Rey Oaks remain as it is: small, quiet, and barely solvent. I willingly pay the property assessment for Del Rey Oaks and would pay more if required to keep the city afloat in the absence of annexation and commercialization.

Douglas Westphal

Petition was signed by 46 MEMBERS OF THE PUBLIC

I STRONGLY OBJECT TO THE PLANS OF DEL REY OAKS FOR HOTELS, GOLF COURSE, COMMERCIAL, RETAIL, OFFICE COMPLEX, ETC. STATE HIGHWAY 68 IS A RURAL STATE HIGHWAY WITH SCENIC HIGHWAY STATUS THAT IS CURRENTLY A VERY DANGEROUS HIGHWAY. THE TRAFFIC IMPACTS OF ALL THIS WOULD BE HORRENDOUS! I ASK THAT YOU CONSIDER THE CUMULATIVE IMPACTS TO YOUR NEIGHBORS.

NAME:

ADDRESS:

SIGNATURE:

*Janne Johnson*  
*90 Robles Road*  
*Janne Johnson*

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I STRONGLY OBJECT TO THE PLANS OF DEL REY OAKS FOR HOTELS, GOLF COURSE, COMMERCIAL, RETAIL, OFFICE COMPLEX, ETC. STATE HIGHWAY 68 IS A RURAL STATE HIGHWAY WITH SCENIC HIGHWAY STATUS THAT IS CURRENTLY A VERY DANGEROUS HIGHWAY. THE TRAFFIC IMPACTS OF ALL THIS WOULD BE HORRENDOUS! I ASK THAT YOU CONSIDER THE CUMULATIVE IMPACTS TO YOUR NEIGHBORS.

NAME:

ADDRESS:

SIGNATURE:

*JOHN H. B. CANTLEY*  
*23799 Monterey - Salinas Highway. #39*  
*93908*  
*John H.B. Cantley*

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# MONTEREY COUNTY

## AIRPORT LAND USE COMMISSION

(408) 755-5025 - P.O. BOX 1208 - SALINAS, CALIFORNIA 93902

ROBERT SLIMMON, JR., DIRECTOR OF PLANNING & BUILDING INSPECTION  
AND SECRETARY OF THE COMMISSION



RECEIVED

MAR 19 1997

DEL REY OAKS  
CITY CLERK

March 17, 1997

D. Steven Endsley  
City Manager  
City of Del Rey Oaks  
650 Canyon Del Rey Road  
Del Rey Oaks, CA 93940

**Subject:** Comments on EIR for General Plan Amendment

Dear Mr. Endsley:

This letter is being submitted in lieu of a standard Draft EIR comment letter for the proposed Del Rey Oaks General Plan Amendment. I hope these comments can be taken into account as the City discusses certifying the Final EIR since, as you know, the Monterey County Airport Land Use Commission (ALUC) did not have the opportunity to comment on the Draft EIR. The ALUC will be considering the consistency of the proposed plan amendment with the Comprehensive Land Use Plan for the Monterey Airport at their March 24, 1997 meeting. The Commission may provide additional comments on the EIR at that meeting.

**Comment 1:**

(Section 4.2, Land Use, Page 26, paragraph 1)

The EIR determines that the development of property located in the Runway Clear zones along Highway 218 may result in an incompatible land use and create a potential significant impact.

No specific mitigation is provided for this impact, although the document does state that "land use compatibility problems that may arise from new development are most appropriately considered at the project-specific level". This potential impact should be addressed at the General Plan level. Project level review is important; however, for such review to be effective it needs to be based on strong General Plan policies.

The best mitigation in this case would be to adopt policies that would prevent the introduction of new land uses that require the construction of structures and/or a concentration of people. If this is not feasible, then policies should be adopted that would limit incompatible uses. Such policies could include:



**Letter F. Airport Land Use Commission (March 17, 1997)**

**Response F-1:** The Final EIR has been revised to include the following mitigation:

The City shall adopt a policy which states that within the runway clear zone, the following standards shall be incorporated into the land use plan:

- Adopt 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.

**Response F-2:** Table 16A has been incorporated into the Final EIR which provides a detailed noise compatibility standards as follows:

**Table 16A**

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