

Attachment 2:

Comments Received and Responses

Comments Received at the September 6, 2023 Planning Commission

Agency Responses:

Public comment was received via email from Emma Patel, Planning Manager, Monterey-Salinas Transit District (MST) on August 31, 2023. Comments and response to comments are provided below and are also provided in the revised Initial Study and Mitigated Negative Declarations as attachments to this report.

Alisal Marketplace

Minor changes to this IS/MND were made in September 2023 in response to a comment letter received via email from the Monterey-Salinas Transit District (MST) on August 31, 2023 during the 20-day public review period. The MST comments include the following:

Greenhouse Gas Emissions (GHG)

The VMT reduction column under Table 4-8 Scoping Plan Reduction Measures Consistency Analysis mentions that the project site has 6 bus stops within 1000 feet of the project site. Please provide the full list of stops and a vicinity map with all 6 bus stops:

- 1. Alisal / Work (Stop ID: 3401)*
- 2. E. Alisal / Work (Stop ID: 3467)*
- 3. E. Alisal / California (Stop ID: 6094)*
- 4. E. Alisal / Front (Stop ID: 6085)*
- 5. E. Alisal / Soledad (Stop ID: 6082)*
- 6. E. Alisal / Soledad (Stop ID: 6097)*

MST also recommends that future developers incorporate pedestrian and bicycle infrastructure along the project site that are in accordance with AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) plan. The implementation of complete streets in areas with mixed-use can mitigate the project's potential increase in GHG emissions.

Transportation

Although no development is proposed at this time, the future development of the project site could result in an increase in traffic and demand for transportation alternatives.

Access to adequate transit services can help mitigate both the environmental and transportation related impacts of new developments. Therefore, it is crucial for future developers to incorporate transit into their plans, including bus stop infrastructure improvements and enrolling in MST's Group Discount Program.

Please make the following corrections:

Page 129: There is one (1) bus stop adjacent to the site ("East Alisal/Work" Stop ID: 3467) on East Alisal Street and Work Street for ~~Route~~ Line 41 – Salinas-Alisal-Northridge and Line 42 – Salinas-Alisal operated by the Monterey-Salinas Transit District (MST) with service every 15 minutes on weekdays and every 30 minutes on weekends.

Page 138: Page 129: There is one (1) bus stop adjacent to the site ("East Alisal/Work" Stop ID: 3467) on East Alisal Street and Work Street for ~~Route~~ Line 41 – Salinas-Alisal-Northridge and Line 42 – Salinas-Alisal operated by the Monterey-Salinas Transit District (MST) with service every 15 minutes on weekdays and every 30 minutes on weekends.

MST's comments have been addressed through minor changes to this IS/MND. The minor changes are indicated by red underlined text within the document and include in-text changes to **SECTION 1 INTRODUCTION** (current section), **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** and addition of **Appendix G** (Public Review Comment Letter). The in-text changes are summarized as follows:

- Page 9: Addition of Appendix G and Section 1.4. Document Revisions
- Page 85: Clarification of MST bus stops/lines serving the Project vicinity
- Page 87: Addition of figure showing MST bus stops/lines serving the Project vicinity
- Page 88: Addition of complete streets language
- Page 131: Clarification of MST bus stops/lines serving the Project vicinity
- Page 132: Addition of language describing the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
- Page 141: Clarification of MST bus stops/lines serving the Project vicinity

Recirculation of this IS/MND is not required pursuant to CEQA Guidelines Section 15073.5 because the requested changes by MST do not constitute a "substantial revision" whereby a "substantial revision" means: 1) a new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect of insignificance, or 2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. The requested changes by MST do not introduce new avoidable significant effects or mitigation measures. Therefore, recirculation pursuant to CEQA guidelines is not required.

Edge of Downtown/Front and John Streets

Minor changes to this IS/MND were made in September 2023 in response to a comment letter received via email from the Monterey-Salinas Transit District (MST) on August 31, 2023 during the 20-day public review period. The MST comments include the following:

Greenhouse Gas Emissions (GHG)

The VMT reduction column under Table 4-8 Scoping Plan Reduction Measures Consistency Analysis mentions that the project site has three (3) bus stops within 1000 feet of the project site. Please provide the full list of stops and a vicinity map with all three (3) bus stops:

- 1. Front / Summer (Stop ID: 3794)*
- 2. Abbott / John Street (Stop ID: 2341)*
- 3. Abbott / Maple (Stop ID: 3789)*

MST also recommends that future developers incorporate pedestrian and bicycle infrastructure along the project site that are in accordance with AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) plan. The implementation of complete streets in areas with mixed-use can mitigate the project's potential increase in GHG emissions.

Transportation

Although no development is proposed at this time, the future development of the project site could result in an increase in traffic and demand for transportation alternatives. Access to adequate transit services can help mitigate both the environmental and transportation related impacts of new developments. Therefore, it is crucial for future developers to incorporate transit into their plans, including bus stop infrastructure improvements and enrolling in MST's Group Discount Program.

MST's comments have been addressed through minor changes to this IS/MND. The minor changes are indicated by red underlined text within the document and include in-text changes to **SECTION 1 INTRODUCTION** (current section), **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** and addition of **Appendix G** (Public Review Comment Letter). The in-text changes are summarized as follows:

- Page 9: Addition of Appendix G and Section 1.4. Document Revisions
- Page 82: Clarification of MST bus stops/lines serving the Project vicinity
- Page 84: Addition of figure showing MST bus stops/lines serving the Project vicinity
- Page 85: Addition of complete streets language

- Page 127: Addition of language describing the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Recirculation of this IS/MND is not required pursuant to CEQA Guidelines Section 15073.5 because the requested changes by MST do not constitute a “substantial revision” whereby a “substantial revision” means: 1) a new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect of insignificance, or 2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. The requested changes by MST do not introduce new avoidable significant effects or mitigation measures. Therefore, recirculation pursuant to CEQA guidelines is not required.

Foods Co Shopping Center

Minor changes to this IS/MND were made in September 2023 in response to a comment letter received via email from the Monterey-Salinas Transit District (MST) on August 31, 2023 during the 20-day public review period. The MST comments include the following:

Greenhouse Gas Emissions (GHG)

The VMT reduction column under Table 4-8 Scoping Plan Reduction Measures Consistency Analysis mentions that the project site has five (5) bus stops within 1000 feet of the project site. Please provide the full list of stops and a vicinity map with all five (5) bus stops:

- 1. E Alisal / Towt (Stop ID: 3416)*
- 2. E Alisal/ Towt (Stop ID: 3452)*
- 3. E Alisal/ Sanborn (Stop ID: 3413)*
- 4. E Alisal/ Felice (Stop ID: 3458)*
- 5. E Alisal / Felice (Stop ID: 3410)*

MST also recommends that future developers incorporate pedestrian and bicycle infrastructure along the project site that are in accordance with AMBAG’s 2045 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) plan. The implementation of complete streets in areas with mixed-use can mitigate the project’s potential increase in GHG emissions.

Transportation

Although no development is proposed at this time, the future development of the project site could result in an increase in traffic and demand for transportation alternatives. Access to adequate transit services can help mitigate both the environmental and transportation related impacts of new developments. Therefore, it is crucial for future

developers to incorporate transit into their plans, including bus stop infrastructure improvements and enrolling in MST's Group Discount Program.

MST's comments have been addressed through minor changes to this IS/MND. The minor changes are indicated by red underlined text within the document and include in-text changes to **SECTION 1 INTRODUCTION** (current section), **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** and addition of **Appendix G** (Public Review Comment Letter). The in-text changes are summarized as follows:

- Page 9: Addition of Appendix G and Section 1.4. Document Revisions
- Page 85: Clarification of MST bus stops/lines serving the Project vicinity
- Page 88: Addition of figure showing MST bus stops/lines serving the Project vicinity
- Page 89: Addition of complete streets language
- Page 131: Addition of language describing the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Recirculation of this IS/MND is not required pursuant to CEQA Guidelines Section 15073.5 because the requested changes by MST do not constitute a “substantial revision” whereby a “substantial revision” means: 1) a new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect of insignificance, or 2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. The requested changes by MST do not introduce new avoidable significant effects or mitigation measures. Therefore, recirculation pursuant to CEQA guidelines is not required.

Laurel West Shopping Center

Minor changes to this IS/MND were made in September 2023 in response to a comment letter received via email from the Monterey-Salinas Transit District (MST) on August 31, 2023 during the 20-day public review period. The MST comments include the following:

Greenhouse Gas Emissions (GHG)

The VMT reduction column under Table 4-8 Scoping Plan Reduction Measures Consistency Analysis mentions that the project site has five (5) bus stops within 1000 feet of the project site. Please provide the full list of stops and a vicinity map with all five (5) bus stops:

- 1. Davis / Post (Stop ID: 3250)*
- 2. Larkin / Davis (Stop ID: 3281)*
- 3. Larkin / Davis (Stop ID: 3288)*
- 4. Larkin / Larkin Circle (Stop ID: 3291)*
- 5. Larkin / Larkin Circle (Stop ID: 3278)*

MST also recommends that future developers incorporate pedestrian and bicycle infrastructure along the project site that are in accordance with AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) plan. The implementation of complete streets in areas with mixed-use can mitigate the project's potential increase in GHG emissions.

Transportation

Although no development is proposed at this time, the future development of the project site could result in an increase in traffic and demand for transportation alternatives. Access to adequate transit services can help mitigate both the environmental and transportation related impacts of new developments. Therefore, it is crucial for future developers to incorporate transit into their plans, including bus stop infrastructure improvements and enrolling in MST's Group Discount Program.

MST's comments have been addressed through minor changes to this IS/MND. The minor changes are indicated by red underlined text within the document and include in-text changes to **SECTION 1 INTRODUCTION** (current section), **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** and addition of **Appendix G** (Public Review Comment Letter). The in-text changes are summarized as follows:

- Page 9: Addition of Appendix G and Section 1.4. Document Revisions
- Page 84: Clarification of MST bus stops/lines serving the Project vicinity
- Page 86: Addition of figure showing MST bus stops/lines serving the Project vicinity
- Page 87: Addition of complete streets language
- Page 130: Addition of language describing the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Recirculation of this IS/MND is not required pursuant to CEQA Guidelines Section 15073.5 because the requested changes by MST do not constitute a "substantial revision" whereby a "substantial revision" means: 1) a new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect of insignificance, or 2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. The requested changes by MST do not introduce new avoidable significant effects or mitigation measures. Therefore, recirculation pursuant to CEQA guidelines is not required.

Sears (Northridge Mall)

Minor changes to this IS/MND were made in September 2023 in response to a comment letter received via email from the Monterey-Salinas Transit District (MST) on August 31, 2023 during the 20-day public review period. The MST comments include the following:

Transportation

Although no development is proposed at this time, the future development of the project site could result in an increase in traffic and demand for transportation alternatives. Access to adequate transit services can help mitigate both the environmental and transportation related impacts of new developments. Therefore, it is crucial for future developers to incorporate transit into their plans by allowing MST to service the Northridge Mall stop and have access to both driveways (vehicle entrance and exit) on Madrid Street.

Greenhouse Gas Emissions (GHG)

The VMT reduction column under Table 4-8 Scoping Plan Reduction Measures Consistency Analysis mentions that the project site has 6 bus stops within 1000 feet of the project site. Please provide the full list of stops and a vicinity map with all 6 bus stops:

- 1. Northridge Mall (Stop ID: 0011)*
- 2. N Main / Big 5 Sport Store (Stop ID: 6043)*
- 3. N Main / Madrid (Stop ID: 6033)*
- 4. Harden / East Entrance to Shopping Center (Stop ID: 3152)*
- 5. Harden / Entrance to Target Lot (Stop ID: 3149)*
- 6. N Main / Firestone Svc Stn (Stop ID: 6040)*

MST also recommends that future developers incorporate pedestrian and bicycle infrastructure along N. Main Street and Madrid Street that are in accordance with AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS) plan. The implementation of complete streets in areas with mixed-use can mitigate the project's potential increase in GHG emissions.

MST's comments have been addressed through minor changes to this IS/MND. The minor changes are indicated by red underlined text within the document and include in-text changes to **SECTION 1 INTRODUCTION** (current section), **SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS** and addition of **Appendix G** (Public Review Comment Letter). The in-text changes are summarized as follows:

- Page 9: Addition of Appendix G and Section 1.4. Document Revisions
- Page 81: Clarification of MST bus stops/lines serving the Project vicinity
- Page 83: Addition of figure showing MST bus stops/lines serving the Project vicinity
- Page 84: Addition of complete streets language

- Page 125: Addition of language describing the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Recirculation of this IS/MND is not required pursuant to CEQA Guidelines Section 15073.5 because the requested changes by MST do not constitute a “substantial revision” whereby a “substantial revision” means: 1) a new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect of insignificance, or 2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. The requested changes by MST do not introduce new avoidable significant effects or mitigation measures. Therefore, recirculation pursuant to CEQA guidelines is not required.