

RESOLUTION NO. 01-07

RESOLUTION OF THE MONTEREY COUNTY LOCAL AGENCY FORMATION COMMISSION MAKING DETERMINATIONS AND APPROVING THE PROPOSED "MAP CORRECTION FOR THE WESTRIDGE REORGANIZATION" INVOLVING ANNEXATION OF 0.33± ACRES TO THE CITY OF SALINAS AND THE MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY (MONTEREY REGIONAL COUNTY SANITATION DISTRICT) AND DETACHMENT FROM THE SALINAS RURAL FIRE PROTECTION DISTRICT AND THE MONTEREY COUNTY RESOURCE CONSERVATION DISTRICT



RESOLVED, by the Local Agency Formation Commission of the County of Monterey, State of California, that

WHEREAS, a landowner petition for the proposed "Map Correction for the Westridge Reorganization" involving annexation of 0.33± acres to the City of Salinas and the Monterey Regional Water Pollution Control Agency (Monterey Regional County Sanitation District and detachment from the Salinas Rural Fire Protection District and the Monterey County Resource Conservation District, was heretofore filed and accepted for filing by the Executive Officer of this Local Agency Formation Commission, pursuant to Title 6, Division 1, commencing with Section 56000, et seq. of the Government Code; and

WHEREAS, the Executive Officer, pursuant to Government Code Section 56658, set July 30, 2001 as the hearing date on this proposal and gave the required notice of hearing; and

WHEREAS, the public hearing by this Commission was held upon the date and at the time and place specified in said notice of hearing and in any order or orders continuing such hearing; and

WHEREAS, the Executive Officer, pursuant to Government Code Section 56665, has reviewed this proposal and prepared a report, including recommendations thereon, and has furnished a copy of this report to each person entitled to a copy; and

WHEREAS, the purpose for this reorganization is to correct a boundary error on a recorded reorganization map to include a strip of territory in the Westridge Center ; and

WHEREAS, this Commission, on July 30, 2001, heard from interested parties, considered the proposal and the report of the Executive Officer and considered the factors determined by the Commission to be relevant to this proposal, including, but not limited to, factors specified in Government Code Section 56668; and

WHEREAS, the Commission has reviewed the environmental impacts of the proposed "Map Correction for the Westridge Reorganization" and determined that the proposal is exempt from the California Environmental Quality Act (CEQA) under Section

15061 (b) (3) because it can be seen with certainty that there is no possibility that the activity in question will have a significant effect on the environment ; and

WHEREAS, the City of Salinas will provide services to the proposal area; and

NOW, THEREFORE, the Local Agency Formation Commission of the County of Monterey does HEREBY RESOLVE, DETERMINE, AND ORDER as follows:

Section 1. This Commission has determined that the determined that the proposal is exempt from the California Environmental Quality Act (CEQA) under Section 15061 (b) (3) because it can be seen with certainty that there is no possibility that the activity in question will have a significant effect on the environment.

Section 2. Said proposal is approved subject to the terms and conditions hereinafter specified.

Section 3. The Executive Officer is hereby authorized and directed to mail certified copies of this resolution in the manner and as provided in Section 56882 of the Government Code.

Section 4. The applicant agrees as a condition of the approval of this application to defend at their sole expense any action brought against LAFCO, the Commission and its staff, because of the approval of this application. The applicant will reimburse LAFCO for any court costs and attorneys' fees which may be required by a court to pay as a result of such action. LAFCO may, at its sole discretion, participate in the defense of any such action; but such participation shall not relieve applicant of his obligations under this condition. An indemnification agreement shall be entered into by the applicant and the Executive Officer prior to the issuance of this Resolution.

UPON MOTION OF Commissioner Calcagno, seconded by Commissioner Gourley, the foregoing resolution is adopted this 30th day of July 2001 by the following vote:

AYES: Commissioners Calcagno, Gourley, Ingram, and Johnsen.
NOES: None
ABSENT: Commissioners Caballero and Smith
ABSTAIN: None

ATTEST:

I certify that the within instrument is a true and complete copy of the original resolution of said Commission of file within this office.

Witness my hand this 18th day of September, 2001

SALLY R. REED
Monterey County Acting Administrative Officer
and Ex-Officio LAFCO Executive Officer

By: Nicholas E. Chiulos
Nicholas E. Chiulos, Deputy

ORDINANCE NO. 2391 (N.C.S.)

AN ORDINANCE AMENDING SECTION 37-3(B) OF THE SALINAS CITY CODE, THE "ZONING MAP" COMPONENT BY THE ADDITION OF PARAGRAPH 291 TO SAID SECTION RECLARIFYING 14,540 SQUARE- FEET OF LAND (APN: 261-145-016) LOCATED AT THE SOUTHEAST CORNER OF WESTRIDGE PARKWAY AND BROOKS ROAD (RZ 01-04) PREZONING TO COMMERCIAL RETAIL - WESTRIDGE PRECISE PLAN OVERLAY DISTRICT (CR-PP3) ZONING CLASSIFICATION

WHEREAS, the City Council made the following findings to amend the Zoning Map:

- A. The amendment is consistent with the Salinas General Plan and other plans and policies adopted by the Salinas City Council;
- B. The amendment will not have the effect of reversing the policies of the Salinas General Plan and other plans and policies adopted by the Salinas City Council;
- C. The amendment would not create an isolated district unrelated to adjacent zoning district; and
- D. The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.

BE IT ORDAINED BY THE SALINAS CITY COUNCIL:

SECTION 1. Section 37-3(B) of the Salinas City Code, the "Zoning Map" component of the Zoning Code, is hereby amended by adding Paragraph 291 to said section to read as follows:

"Paragraph 291. That certain real property located in the City of Salinas, County of Monterey, State of California, and shown and designated on that certain map attached hereto and made a part hereof, entitled "Exhibit 1: Zoning Map Amendment - RZ 01-04: and which real property, a 14,540 square-foot section of parcel (APN 261-145-016), located at the southeast corner of Westridge Parkway and Brooks Road, is now classified in the Monterey County MDR-4 (A)(UR) (Medium-Density Residential (4 units/acre) (Limited Agricultural & Urban Reserve) Zoning District is hereby reclassified as shown on the attached "Zoning Map" into CR-PP3 (Commercial Retail - Westridge Precise Plan Overlay District). The aforesaid map and all notations, references and other information shown thereon shall be as much a part of this ordinance as if the matters and information shown on said map were fully described herein."

SECTION 2. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 3. A summary of this ordinance shall be published once in the Salinas Californian within fifteen days after adoption.

This ordinance was introduced and read on the 10th day of July, 2001, and passed and adopted on the 17th day of July 2001, by the following vote:

AYES: Councilmembers Barnes, Collins, De La Rosa, Gonzalez, Lutes, Ocampo, and Mayor Caballero

NOES: None

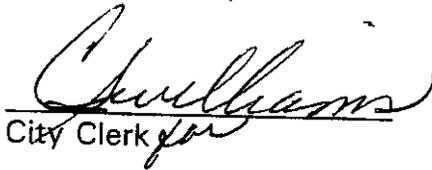
ABSTAIN: . None

ABSENT: None



Anria M. Caballero, Mayor

ATTEST:



City Clerk

EFFECTIVE DATE:

**SALINAS CITY COUNCIL
RESOLUTION NO. 17374**

**APPROVING A PRECISE PLAN AMENDMENT DELETING THE REQUIREMENT
TO DEVELOP SELF STORAGE AT THE WESTRIDGE SHOPPING CENTER**

WHEREAS, on June 21, 2000, the Planning Commission of the City of Salinas held a duly noticed public hearing to consider a Precise Plan Amendment to the Westridge Center Precise Plan which would strikeout the requirements on page 6 of the Plan to develop a self storage project on Block D; and

WHEREAS, on July 11, 2000, the City Council of the City of Salinas held a duly noticed public hearing to consider the Precise Plan Amendment; and

WHEREAS, the City Council reviewed the Negative Declaration prepared for the project and independently determined that all environmental impacts were adequately analyzed in accordance with the California Environmental Quality Act; and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the staff report incorporated herein by reference, and affirmed the following finding of the Planning Commission in support of the amendment:

The amendment is consistent with the Salinas General Plan and other plans and policies adopted by the Salinas City Council.

The Salinas General Plan designates the subject site as Retail Commercial. The amendment would not cause uses inconsistent with this land use designation to be developed on the subject site. The site is part of an 80-acre commercial shopping center in which all development standards and design criteria are governed by a Precise Plan that was adopted by the City Council in 1994. The environmental impacts of the amendment have been analyzed and conditions have been incorporated that will prevent significant environmental impacts.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Salinas that the Council hereby finds that the foregoing recitations are true and correct, and are included herein by reference as findings, and that the Council hereby approves Precise Plan Amendment 00-02.

PASSED AND ADOPTED this 11th day of July, 2000, by the following vote:

AYES: Councilmembers Armenta, Barnes, Collins, Lutes, Ocampo, Oliverez, and
Mayor Caballero

NOES: None

ABSTAIN: None

ABSENT: None

Ann Camel

Anna M. Caballero
Mayor Anna M. Caballero

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ATTEST:

CITY CLERK



ORDINANCE NO. 2376 (N.C.S.)

**AN ORDINANCE AMENDING PAGE 6
OF THE WESTRIDGE PRECISE PLAN RELATING TO
DEVELOPMENT OF A SELF STORAGE PROJECT**

BE IT ORDAINED BY THE CITY COUNCIL OF SALINAS THAT THE WESTRIDGE PRECISE PLAN IS HEREBY AMENDED AS FOLLOWS:

SECTION 1. *page 6, CHARACTERISTICS OF THE PROJECT, second paragraph (indented)*, is hereby amended to read: "Retail Center Alternative (Alternative 1), (the applicant's "preferred project"), which entails ~~652,500~~ 659,806 square feet of destination retail and commercial development, including a 5-story hotel of 250 rooms, and an associated restaurant, ~~a mini-storage area on the northwest corner of the site.~~

SECTION 2. *page 6, Table A, Retail Center Alternative (Alternative 1)*, is hereby amended by deleting the term "Mini-Storage", from under the heading of *Parcel/Area*, and replacing it with term "Block D."

SECTION 3. *page 6, Table A, Retail Center Alternative (Alternative 1)*, is hereby amended by deleting the figure "40,000" from under the heading *Major Retail S.F.*, and from under the heading *Total S.F.*, and replacing it with the figure "47,306."

SECTION 4. *page 6, Table A, Retail Center Alternative (Alternative 1)*, is hereby amended by deleting the figure "40" from under the heading *Parking Spaces, Total* and replacing it with the term "per City standards."

SECTION 5. *page 6, Table A, Retail Center Alternative (Alternative 1)*, is hereby amended by deleting the figure "652,500" under the heading *Total S.F.*, and replacing it with the figure "659,806."

SECTION 6. *page 6, Table A, Retail Center Alternative (Alternative 1)*, is hereby amended by deleting footnote 3.

SECTION 7. The Clerk of the City of Salinas is hereby directed to cause the following summary of the ordinance to be published by one insertion in the *Salinas Californian*, a newspaper of general circulation printed, published, and circulated in the City of Salinas and hereby designated for that purpose by the Council of Salinas:

"The City of Salinas has amended the Westridge Precise Plan to allow any use consistent with the CR zoning district to be developed on the parcel located along Westridge Parkway at the northwest corner of the site, (immediately behind Costco), subject to obtaining the necessary land use approvals."

This ordinance was introduced and read on the 11th day of July, 2000, and passed and adopted on the 18th day of July, 2000, by the following vote:

AYES: Councilmembers Armenta, Barnes, Collins, Lutes, Oliverez, and Mayor Caballero

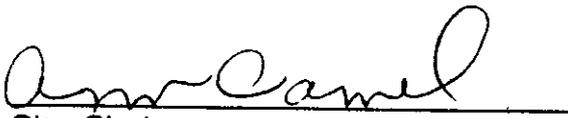
NOES: None

ABSTAIN: None

ABSENT: Councilmember Ocampo



Mayor Anna M. Caballero



City Clerk

July 18, 2000
Date

WESTRIDGE CENTER

PRECISE PLAN

Prepared by:

**Walt Bemis
and
Z A C Landscape Architects**

**Revised
June 1994**

TABLE OF CONTENTS	PAGE
I. INTRODUCTION	1
A. Project Overview	1
B. Purpose	1
C. Relationship to the General Plan	2
D. Relationship to the General Plan EIR	3
E. Relationship to the City of Salinas	4
II. DESCRIPTION OF PROJECT	5
A. Site Description and Project Objectives	5
B. Retail Commercial Project (Alt. #1)	7
1. Traffic and Circulation	
2. Trip Reduction	
3. Visual Characteristics	
4. Noise and Lighting	
5. Public Services and Utilities	
C. General Plan Consistency	12
III. DESIGN CHARACTER OF WESTRIDGE CENTER	13
A. Overview Landscape Concepts	13
B. Architectural Concepts	15
1. Design Standards	15
2. City Guidelines	16
3. Architectural Theme	16
4. Buildings	17
5. Special Issues (Lighting, etc.)	18

TABLE OF CONTENTS, Continued	PAGE
IV. TRAFFIC, TRANSPORTATION AND CIRCULATION	21
A. Area Circulation System	21
B. Proposed Improvements	22
C. Public Transit	23
D. Pedestrian and Bicycle Routes	23
E. Transportation Studies and Monitoring	23
F. Air Quality Maintenance	24
G. Noise Mitigation	24
V. COMMUNITY SERVICES AND FACILITIES	25
A. Police Services and Fire Protection	25
B. Water Supply and Distribution	27
C. Sanitary Sewer	30
D. Drainage and Flood Control	32
E. Schools	35
VI. LAND USE RELATED TO THE PROJECT	36
A. Existing and Surrounding Uses	36
B. Existing Land Use Plan and Policies	36
C. Effects of Project on Existing Land Use	38
VII. CONSERVATION ELEMENT	40
A. Conservation Opportunities	40
1. Preservation of Agricultural Land	40
2. Water Conservation	40
VIII. IMPLEMENTATION	41
A. Introduction	41
B. Zoning	41
C. Entitlement Process	41
D. Phasing of Development	42
E. Financing Program	45
F. Maintenance	48
G. Precise Plan Adoption and Amendment	52

LIST OF FIGURES

FIGURE #	DESCRIPTION	FOLLOWING PAGE NO.
1	VICINITY MAP	1
2	MASTER PLAN - ALTERNATIVE 1	1
3	SITE SECTION	2
4	SECTION AT NORTH DAVIS ROAD AND HOTEL PARKING	2
5	BUFFER SEPARATION BETWEEN PROPOSED RETAIL CENTER AND RESIDENTIAL NEIGHBORHOOD	3
6	VEHICLE CIRCULATION	7
7	PEDESTRIAN AND BICYCLE CIRCULATION	8
8	LANDSCAPE CONCEPT DIAGRAM	10
9	BUFFER SEPARATION BETWEEN PROPOSED RETAIL CENTER AND AGRICULTURAL LANDS	11
10	(DELETED DURING REVIEW)	
11	GENERAL PLAN	13
12	ENTRY AT DRAINAGE RESERVOIRS	14
13	SECTION AT NORTH DAVIS ROAD AND RESERVOIRS	14

LIST OF FIGURES, Continued

FIGURE #	DESCRIPTION	FOLLOWING PAGE NO.
14	LANDSCAPE TREATMENT AT NORTH DAVIS ROAD	14
15	LANDSCAPE TREATMENT AT TYPICAL INTERSECTION	15
16	TYPICAL PARKING LOT LANDSCAPING	15
17	BUFFER/LIGHTING AT RETAIL/ RESIDENTIAL	16
18	CONCEPTUAL ARCHITECTURAL TREATMENT	16
19	AREA INTERSECTIONS AND ACCESS POINTS	22
20	WATERSHEDS	33
21	EXISTING LAND USES	37
22	IMPORTANT FARMLANDS	37
23	BORONDA NEIGHBORHOOD PLAN	38
24	PHASING DIAGRAM	43

LIST OF TABLES

	PAGE
A. RETAIL CENTER - ALTERNATIVE 1	6
B. GENERAL PLAN	12
C. MAJOR CAPITAL IMPROVEMENT RESPONSIBILITIES	45-a
D. SCHEDULE OF MAINTENANCE RESPONSIBILITIES	50

APPENDICES

APPENDIX A

TRIP REDUCTION PLAN

APPENDIX B

WATER CONSERVATION PLAN

I. INTRODUCTION

A. PROJECT OVERVIEW

This document presents a Precise Plan for the Westridge Center. The Westridge Center will be 652,500 square feet of Retail/Commercial on an 85 acre site that will attract regional and local customers. A 250 room, five-story hotel is also scheduled for the project site. The Center property is located just north of West Laurel Drive and west of and adjacent to Highway 101 and will be accessed by the northerly extension of North Davis Road from West Laurel Drive, and an east/west connection with Boronda Road. Figures 1 and 2.

The primary goals of the project are: increase the regional strength of Salinas shopping; provide expanded shopping opportunities; provide the City and the Redevelopment Area an improved tax base; and, provide the applicant a return on investment.

Annexation to the City of Salinas is being requested for the Westridge Center area since it is not within the limits of the City of Salinas, but is within the City's sphere of influence per the 1988 General Plan. The project is also within the Boronda Redevelopment Area and Monterey County's Boronda Neighborhood Plan area. A Memorandum of Understanding exists between the City and County regarding the extent of the area to be annexed, tax distributions and financial responsibility.

A General Plan Amendment is required to facilitate the project. The General Plan would be amended to redesignate the site from its current mix of Retail, Office and Low-density residential designations to a Commercial Retail - Precise Plan Overlay (CR-PP) in the corporate limits of the City.

B. PURPOSE

The purpose of the Westridge Center Precise Plan is to implement the General Plan as amended, and this document is to provide sufficient Plan detail in the form of text, maps, and diagrams to assure consistency with the amended General Plan and to provide for an orderly development of the site. The areas covered by the General Plan include:

- land use;
- distribution, location and extent and intensity of major components of public and private transportation,

sewage, water drainage, solid waste disposal, energy, and other public facilities and services;

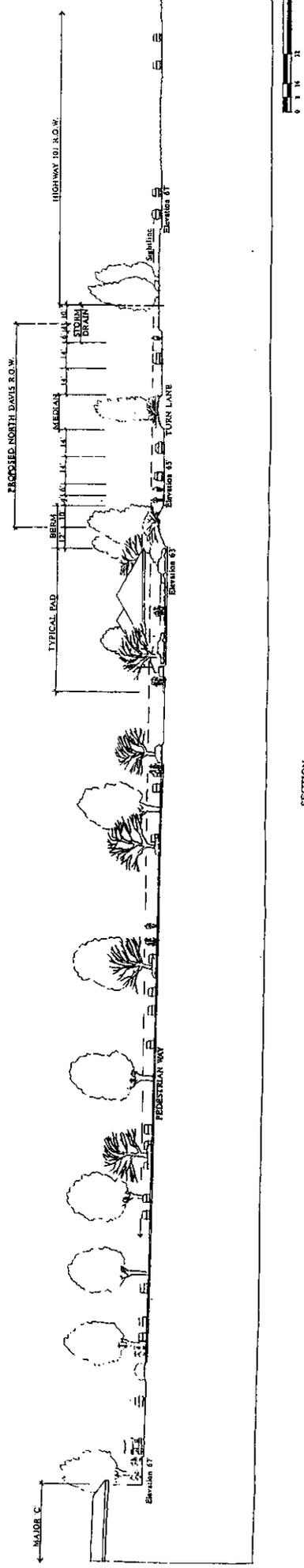
- standards and criteria by which development will proceed;
- a program of implementation measures including regulations, programs, public works projects, financing measures and other implementing measures required to fully implement the Precise Plan;
- the relationship of the Precise Plan to the adopted General Plan.

This Plan is to be used in conjunction with related Zoning, Commercial District Regulations, and the City's Design Guidelines for commercial development to provide a complete regulatory framework responsive to community needs but without time-consuming and costly reviews.

C. RELATIONSHIP TO THE GENERAL PLAN

The existing General Plan must be amended to accommodate a Commercial Retail - Precise Plan Overlay designation. The Westridge Center is only partly consistent with the General Plan in that the General Plan designates Retail, Office and Low Density Residential uses. The project proposes retail, and commercial uses with limited office use but no residential use. Project developers are requesting a General Plan Amendment.

1. **"The City Design Element"** of the General Plan under "2.1 Edges, Entrances and Freeway Views" has special application to the project since there is a visual and land use edge with agriculture; the project is at the northwest entrance to the City and parallels the Freeway. The relationships of Highway 101 to the project are illustrated in Figures 3 and 4.
2. The **"Land Use Element"** of the General Plan discusses "Retailing and other commercial policies aimed at insuring that Salinas will maintain and strengthen its position as the region's retail center."
3. **Precise Plan Area.** The Westridge Center Site is designated as a Conditional Growth Area in the General Plan. Under the General Plan, properties located in such areas are required to be included in precise plans prior to development or zoning approval. This Plan represents a conceptual, detailed development plan on an area of 85 acres.
4. **Traffic Studies.** The City completes biannual traffic studies. Transportation studies will determine when roadway improvements are



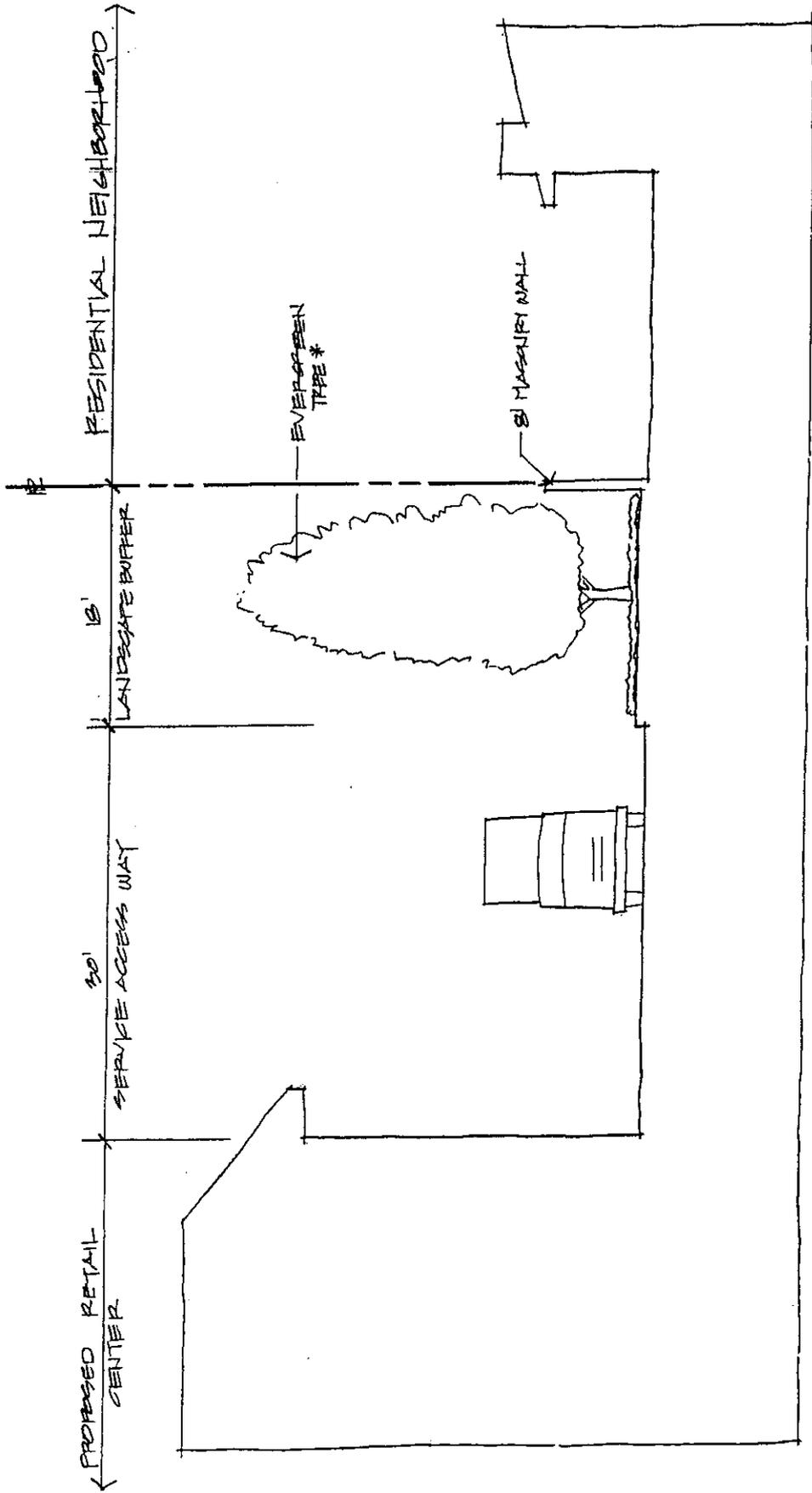
SECTION

WESTRIDGE CENTER

ANIMAL CULMINATION
 THE SAMMUT BROTHERS
 DEVELOPER

WALTER S. BEAVIS
 PLANNING CONSULTANT
 ZAC
 LANDSCAPE ARCHITECTS

1985 L.S.D.
 1985 L.S.D.
 1985 L.S.D.



* PLANT MATERIALS SHOWN
AT APPROX. MATURE SIZE

BUFFER SEPARATION BETWEEN PROPOSED
RETAIL CENTER AND RESIDENTIAL
NEIGHBORHOOD



FIGURE 5

needed as the project is built out and who would be responsible for funding. A schedule of roadway improvements listing phasing and source of funding is discussed in Chapter V of this Plan.

5. **Parks and Open Spaces.** Since the project does not have a residential element parks are not required under the General Plan.

The proposed project will provide some recreational opportunities since there will be about 14,000 feet of bikeways and 10,000 feet of pedestrian ways. The bikeways will be on the east and west side of the extended North Davis Road and also adjacent to the arterial connection that runs west from North Davis Road to the Boronda neighborhood. The pedestrian ways primary purpose is to provide shopping center access but they can and will be used by those who walk for recreation and fitness.

A reservoir and open space area of 3 to 4 acres in the southern part of the site will provide an animal habitat and open space area and will serve as a visual amenity within the proposed project.

6. **Other General Plan Policies.** In addition to the major General Plan policies described above, the Westridge Center Precise Plan implements other policies of the General Plan. Since this commercial project is adjacent to existing residential uses, policies on buffering are important, Figure 5. These policies are referenced in the elements of this Plan in the following chapters.

D. RELATIONSHIP TO THE CITY OF SALINAS GENERAL PLAN EIR

The GP-EIR included the project area as a "Conditional Growth Area - Not Annexed by 1988." As noted above under "Relationship to the General Plan" the General Plan EIR's project description for the subject area is not identical to that of the proposed uses. The GP-EIR and the current proposal both allow for significant retail uses and while this project will allow for office uses the GP-EIR anticipated more significant office development. Some low-density residential uses were anticipated under the GP-EIR while no residential uses are proposed for this project. These changed uses reflect the current economy and an existing surplus of residential development.

The plan for the Westridge Center will be consistent with the General Plan when the EIR and a General Plan amendment are approved. The Westridge Center EIR analyzes traffic, infrastructure and other impacts associated with a project that is primarily retail commercial. The project is more simplistic than the mixed use project of the 1988 General Plan.

The Westridge Center project has been evaluated in an environmental document entitled the Westridge Center Final Environmental Impact Report. The report details project impacts and required mitigation measures which reduce the project's environmental impacts to a level of insignificance. These mitigation measures are also identified in the project's Mitigation Monitoring and Reporting Program, as requirements for the project and are incorporated herein by reference.

E. RELATIONSHIP TO THE CITY OF SALINAS

The project site is in Monterey County and within the City's Sphere of Influence. The City's limit lines are on the south and east boundaries of the proposed project and a small portion of the site is within the City along the eastern boundary. A Sphere of Influence amendment will be required for the extension of Davis Road north to the Boronda Road Interchange.

II. DESCRIPTION OF PROJECT

A. LOCATION AND GENERAL SITE DESCRIPTION AND PROJECT OBJECTIVES

The Westridge Center would involve the approval of a proposed amendment to the Salinas General Plan to Commercial Retail - Precise Plan Overlay; rezoning and consideration of an annexation proposal for a retail commercial development of 85 acres of agricultural land (known as the Sammut Brothers property). The boundary change would be a reorganization involving annexation to the City of Salinas, detachment from the Monterey Coast Resource Conservation District, and detachments of portions of the area from the Boronda County Sanitation District and County Service Area No. 41. The project is located north of Laurel Drive and immediately west of Highway 101 within the Boronda Area, which is currently outside the City Limits of Salinas but within the City's Sphere of Influence, in Monterey County, California. The project site is currently used primarily for agriculture production. Improvements on the site are limited to the southeastern edge of the site and include a maintenance and storage area, an animal shelter and training area, and house and garage. Specific project objectives (both public and private) include the following:

- To expand employment opportunities for residents of the community;
- To diversify the City's economic base;
- To support and strengthen Salinas' position as the regional retail center;
- To provide an attractive shopping center that enhances shopping opportunities in the community;
- To design a project which meets the high design standards required of highway visible projects;
- To provide high quality visitor-serving facilities needed in the community, and
- To create a net revenue benefit for the City through the development of a regional shopping center.
- To provide planned, well-ordered, efficient urban development patterns with an appropriate consideration of preserving open space and agricultural lands within those patterns.

CHARACTERISTICS OF THE PROJECT

Two plans were discussed to allow the City an opportunity to review the merits of both; however, Alternative 1 is the recommended project. In the event that the applicants decide to develop the project as Alternative 2, subsequent environmental review may be required and an additional discretionary approval of the auto center use would be required.

-Retail Center Alternative (Alternative 1), (the applicant's "preferred project"), which entails 659,806 square feet of destination retail and commercial development, including a 5-story hotel of 250 rooms and an associated restaurant.

Table A
Retail Center Alternative (Alternative 1)

Parcel/Area	Acreage	Building Area			Total S.F.	Parking Spaces			
		Major Retail S.F.	Pads S.F. ₁	Hotel Units		Major Retail	Pads ₁	Hotel	Total
Parcel 1	14.80	140,000	15,500	0	155,000	709	116	0	825
Parcel 2	12.80	117,000	11,500	0	128,000	665	120	0	785
Parcel 3	16.70	191,000	0	0	191,000	1,081	0	0	1,081
Parcel 4	14.60	110,000	19,500	0	129,000	600	207	0	807
Parcel 5-Hotel	4.50	0	8,500	250	8,500 ₂	0	0	350	350
Block D	3.95	47,306	0	0	47,306	0	0	0	3
New Access Road/Other	17.98	0	0	0	0	0	0	0	0
TOTAL	85.33	598,000	54,500	250	659,806	3,055	443	350	3,888

1. Pads may include food services, banks, and other retail outlets
2. Does not include hotel square footage.
3. Per City Standards

The project would include a new intersection at North Davis Road and West Laurel Drive. New roadways, including a North Davis extension from Laurel to Boronda Road at U.S. Highway 101 and/or North Davis extended to an Alvin Drive overcrossing of U.S. Highway 101, may also be incorporated into the design to meet the project traffic needs. The overall concept of the two alternatives is "to provide an attractive center that meets unfulfilled needs of cost conscious shoppers."

1

Whenever the text discusses the project without reference to an alternative, it is discussing the developer's preferred project, Alternative 1.

B. RETAIL COMMERCIAL ALTERNATIVE (ALTERNATIVE 1)

Alternative 1 will have six major retail buildings housing as many as eight tenants, three of which will equal or exceed 100,000 square feet in size, plus pads adjacent to the site's main access road for a total of about 600,000 square feet (Table A. and Figure 2). A 250 unit 5-story hotel will be proposed in the southeast corner of the site, near the U.S. Highway 101 and Laurel Drive interchange. A mini-storage area is planned on the northwest tip of the site and would occupy about 3.62 acres and have 40,000 to 50,000 square feet of storage, or a project total of approximately 650,000 square feet. The major tenants will be predominantly discount-oriented and regional-serving, and will include retailers such as warehouse stores (COSTCO, Price Club) discount department stores (Target, WalMart) and larger food stores (Food-4-Less) (tenants are yet to be signed, and these names are only used to convey the character of the major retailers). The pads may include food services, banks and other retail service outlets. The hotel is proposed to meet the City's needs for a higher quality facility with superior architecture and would overlook an open space amenity area.

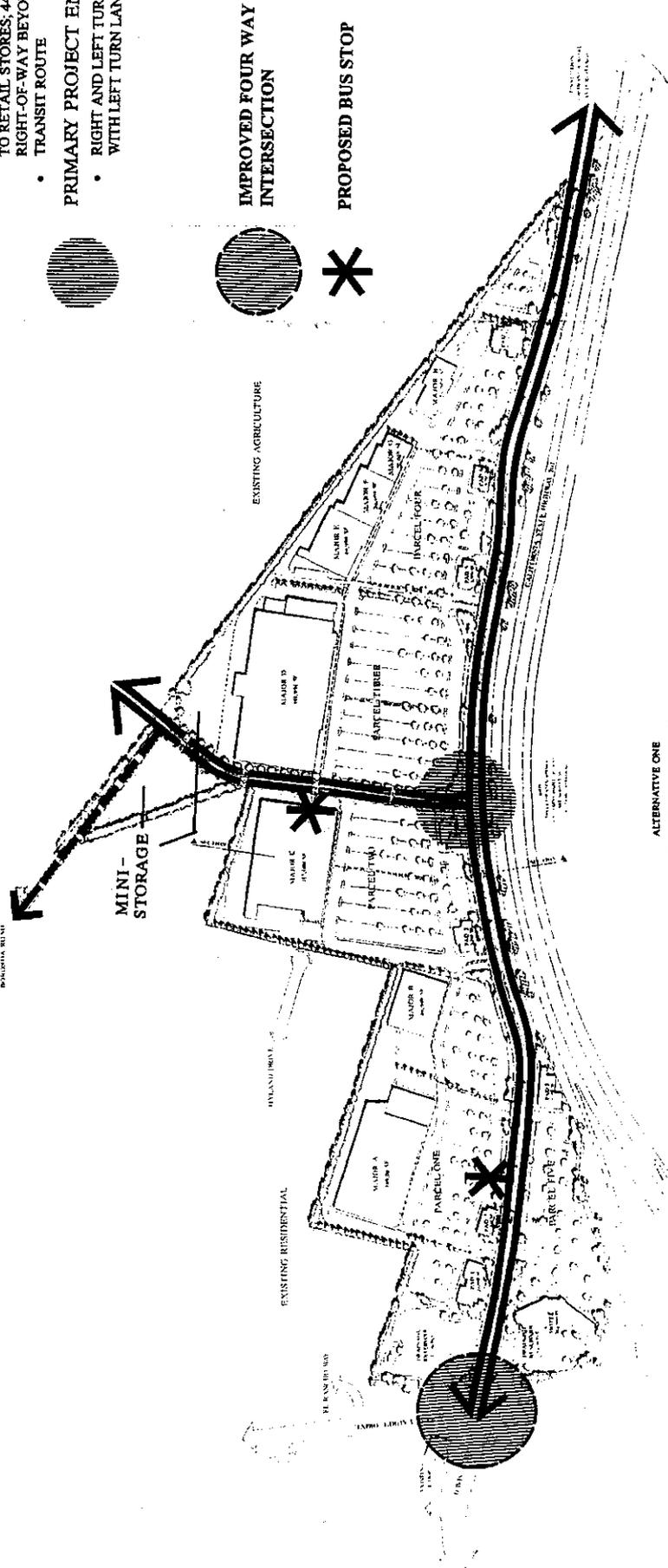
Traffic and Circulation

Alternative 1 will have a new "squared" intersection at North Davis Road and West Laurel Drive to lessen existing traffic conflicts and to provide a smooth flow on these main arteries. North Davis Road would be located immediately east of the existing I-HOP restaurant; the restaurant would be retained. North Davis Road would proceed north and become adjacent and parallel to U.S. Highway 101 to form the eastern edge of the project. North Davis Road would be extended north to connect with the Boronda Road/Highway 101 Interchange (Figure 6). The road alignment for Alternative 1 is for illustrative purposes and would be acceptable for any alternative.

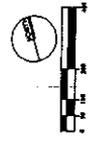
The project will accommodate an east-west connection between North Davis Road and the proposed Westside Bypass should a close-in route be established and should this connection be mutually beneficial for the flow of traffic. Regardless of the fate and future of the Bypass, a connection, Westridge Parkway, will proceed approximately due east between Boronda Road and North Davis Road to accommodate Boronda area residents and to lessen traffic at Post Drive and the West Laurel Road/North Davis Road intersection. No other east-west auto traffic connections are proposed; however, pedestrian and bicycle circulation from the adjacent residential community to the project would be accommodated.

LEGEND

- NORTH DAVIS ROAD**
 - 106 FOOT CITY RIGHT-OF-WAY
 - TRANSIT ROUTE
- WESTRIDGE PARKWAY**
 - 100 FOOT CITY RIGHT-OF-WAY TO RETAIL STORES; 44 FOOT RIGHT-OF-WAY BEYOND STORES
 - TRANSIT ROUTE
- PRIMARY PROJECT ENTRY**
 - RIGHT AND LEFT TURN ACCESS WITH LEFT TURN LANES



ALTERNATIVE ONE
 CONCEPTUAL MASTERPLAN
WESTRIDGE CENTER
 PALM SPRINGS, CALIFORNIA
 THE SANDLIT BROTHERS
 DEVELOPERS
 WALTER F. BRUNS
 PLANNING ARCHITECTURE
 PALM SPRINGS, CALIF.
 LANDSCAPE ARCHITECTS
 1988 L.A.C. 1000
 1988 L.A.C. 1000



VEHICULAR CIRCULATION

FIGURE 6

Project Trip Reduction

The applicant proposes a number of measures to achieve a City-required seven percent reduction in total project trips. These measures are based on the nature of the project. i.e., a regional center, large volume (less frequent trip "stock-up" type shopping), heavy weekend use, warehouse/discount characteristics. This is contrasted with typical, large "community centers" with 50 to 100 stores that results in almost daily shopping from members of the adjacent community and where purchases are more often small volume, carry-home items. The project applicant has made a commitment to achieve a 12 percent reduction in trips while proposing at least 7 mitigations described in the City of Salinas tabular form (Appendix A). These mitigations include bike lanes, transit plaza accommodations, pedestrian ways and multiple on-site services. The mitigations are discussed in more detail in the Traffic, Transportation and Circulation section. The following trip reduction measures are employee related:

1. Staff an on-site store management coordination center to promote car and van pooling and provide incentives to make it attractive, including preferential parking, willingness to pool on job applications, etc.
2. Develop a transit route through the center for some store front access and stops on North Davis Road. To make it feasible and desirable for transit providers, create a corridor that is free of parking stalls and conflicts, has adequate widths and turning radii and safe, wide exclusive stop areas for discharge and pickup. Provide lighted and sheltered wait areas that may be part of a store or be freestanding at a transit Plaza adjacent to buildings Major C and Major D.

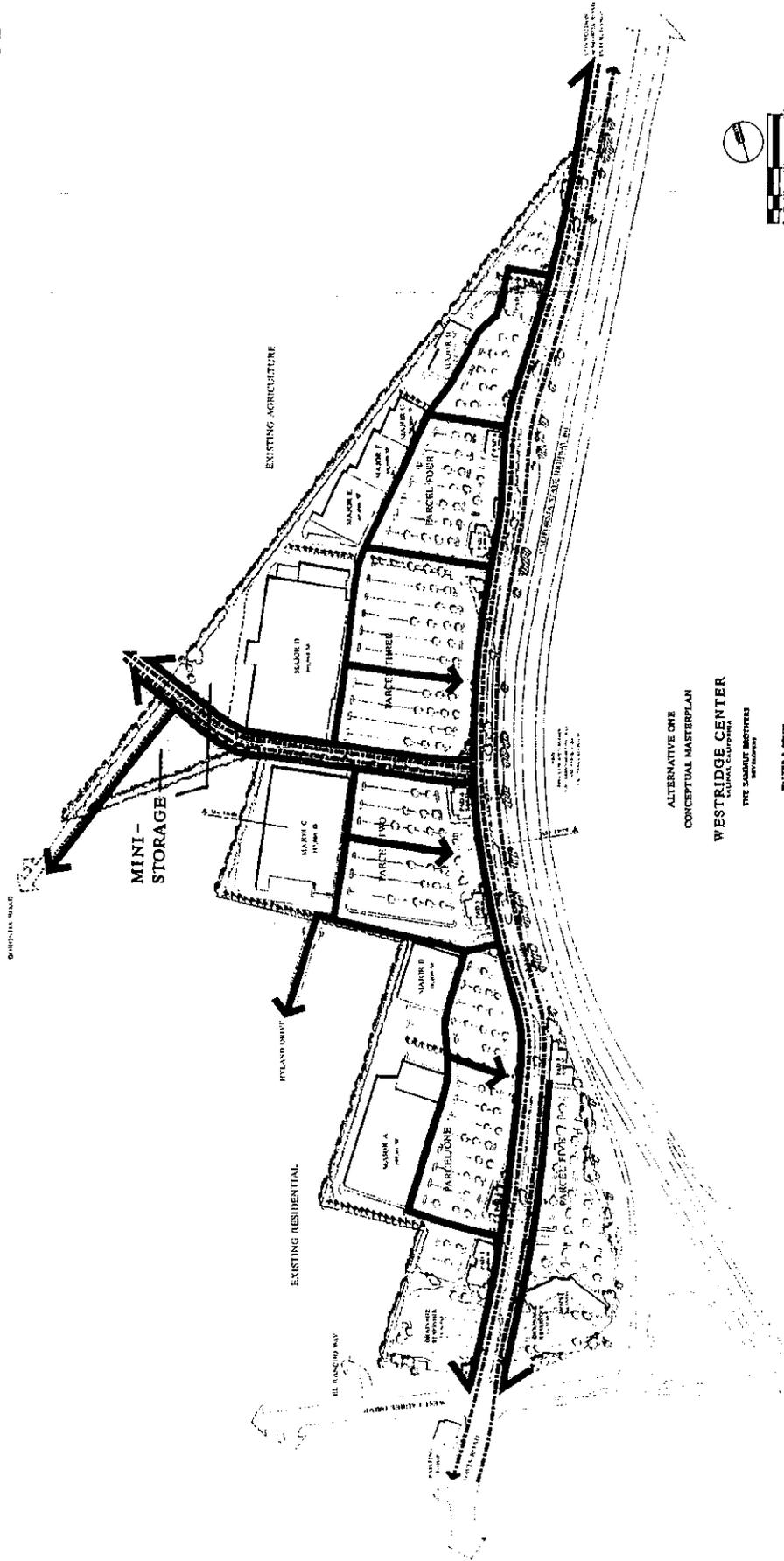
The following trip reduction measures are customer related:

1. Accommodations for public transit, as discussed above. Raise store staff awareness to share route and time information with customers.
2. Accommodate pedestrian and bicycle traffic from adjacent residential community via Hyland Drive (Figure 7).
3. Keep retail stores to west edge of the property to lessen walking distance from residential neighborhood.
4. Link major tenants with smaller uses to encourage pedestrian traffic between retail outlets.

LEGEND

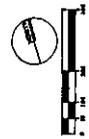
— PEDESTRIAN WALKWAY

— BICYCLE LANE



ALTERNATIVE ONE
CONCEPTUAL MASTERPLAN
WESTRIDGE CENTER
SALINA, CALIFORNIA
THE SALAMUT BROTHERS
ARCHITECTS

WALTER J. BRUES
PLANNING ARCHITECTURE
SAC
LAURENCE F. FORTNEY
ARCHITECTS
SAC
1988



**PEDESTRIAN AND
BICYCLE CIRCULATION**

FIGURE 7

5. Provide a good quality on-site hotel to encourage pedestrian use and to accommodate two-spouse, mixed-use trips where one shops and the other handles on-site or off-site business. The intent would also be to reduce the need for further travel for shoppers staying overnight.
6. Provide on-site restaurants (in or near the retail outlets and in the hotel) to lessen the need for separate auto trips for dining.
7. To encourage walking, provide safe pedestrian corridors between retail outlets, retail and restaurants, and retail and existing neighborhood.

Visual Characteristics

The alternative proposes a 32-foot wide landscaped area just west of North Davis Road. The landscaped area would involve a combination of a berm, low water requirement shrubbery, and other flowering plants, and spaced accent trees to screen out the parking areas from Highway 101 and North Davis Road. A landscaped 18 foot wide median and a 10-foot wide landscape strip along the CalTrans right-of-way adjacent to Highway 101 would provide additional greenway treatment along North Davis Road. The CalTrans right-of-way may also be enhanced by tree plantings if CalTrans indicates adequate space.

Architectural treatment, buildings with portions that set forward and back from their primary lines and various facade treatments would be used to create interest and minimize the appearance of simple rectangles or boxes. Also, selected trees and groups of trees would be used to accentuate and soften the building's character. A diagram showing the alternative is provided in Figure 8 , more detail is shown in Design Chapter V.

The 5-story, upscale quality, 250-room hotel has been proposed both to make a contrasting architectural entry statement and to reduce the amount of ground covered in the footprint and parking lot combination. To enhance the visual quality of the hotel and the entry into the project, a drainage reservoir of about three surface acres is proposed (as shown as a reservoir bridged by a road in Alternative 1). This reservoir is part of a drainage and flood control area and the water source would be primarily from treated drainage run-off. Also, the reservoir would have a pump to provide a backup water supply and high pressure in case of fire.

Noise and Lighting

Since the primary existing source of noise in the area is Highway 101, traffic is projected by the applicants to have a community noise equivalent level (CNEL) of 60 at 1000 feet. The impact from the project would be minimal with the possible exception of noises from loading docks that would occur at early hours. A sound wall plus an evergreen tree area will be a buffer between residential areas and the project. Any other noise produced on site from the development would be sound attenuated as necessary to keep noise at the receptors below a CNEL of 60 or the ambient noise level. If it is required to keep sound levels at or below ambient levels, all commercial buildings closer than 300 feet to a residential property will have loading docks located on a side of the building that does not directly impact residential property, and will have all building mechanical equipment fully enclosed and sound-proofed. Any loading dock or freight doors within 3000 feet of a residential property will have either a building or a 10-foot high solid masonry wall separating these facilities from any residential properties.

Any lighting in the project or in loading areas would be shielded and focused toward the project so as not to intrude on the residential area. The proposed evergreen tree barrier would also block diffused light.

Public Service and Utilities

Water: Along with the rest of the project, the 5-story hotel will have water provided by Cal-Water to be delivered in pressure and quantities adequate to meet fire fighting standards. The storage reservoir adjacent to the hotel would also provide a source of back up water for fire fighting. None of the uses within the project would use water in manufacturing or would have uniquely high water uses.

The project EIR indicates project water uses of approximately 113.9 acre feet per year, compared with existing agricultural use of 203 acre feet per year or a reduction of approximately 43.9%. With mitigations that include plumbing options and the use of xeriscaping principles in landscaping, a 7% reduction from the 113.9 acre feet of water will be achieved.

The drainage and flood overflow reservoir, which would also serve as a viewing amenity for the hotel, would have an oversized design to accommodate storage on top of an open space reservoir area. Some of the water supply for this water use would be from treated storm drainage/runoff.

Storm Drains and Flood Control: A portion of the southerly tip of the property is in a flood plain. The estimated required storage volume would be approximately 255,000 cubic feet (CF) for a 10-year event and 310,000 CF for a 100-year event.

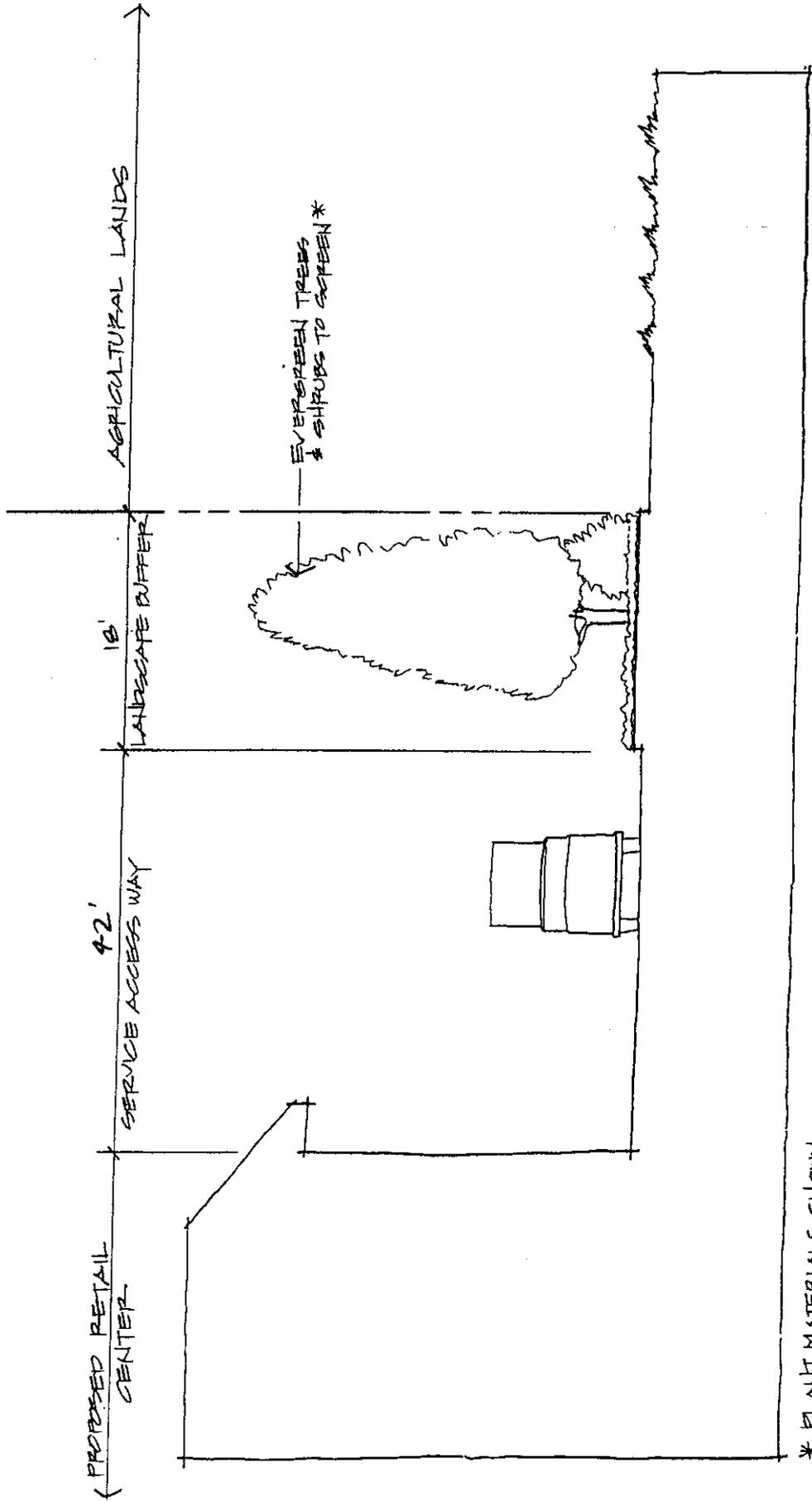
All project runoff would be directed to the proposed detention basin via a proposed 36 inch storm drain system. The reservoir will have a flood storage capacity of approximately 460,000 CF. In addition to the flood storage capability, it is intended that the detention basin also serve as a constant reservoir with a surface area of approximately 3 acres. Project runoff would be utilized to maintain the lake level during the winter season. A shallow shelf around the perimeter of this reservoir would support aquatic plants, which would aid in the removal of nitrates and other chemicals from the stored runoff.

AGRICULTURAL PRESERVATION

The Westridge Center includes the creation of a buffer between the project and the agricultural area to the northwest. This buffer would consist of developing a screen of evergreen trees; turning the back of development to the agriculture area; and providing an access way between the development and the trees, which would also serve as a setback zone (Figure 9). The effective buffer would therefore include 60 feet of setback plus the depth of the buildings.

C. GENERAL PLAN DESIGNATION COMPARISON

The following is a discussion of the type development that is consistent with the 1988 General Plan without amendment and provides a basis for comparison. Zoning, housing allocations, land use (classifications, arrangements and relations), and capital improvements would all be in agreement with City policies and the General Plan map. As shown in Figure 11, the General Plan would consist of a combination of low density residential, retail, and office uses. Table B lists population density and building intensity for each land use category.



BUFFER SEPARATION BETWEEN PROPOSED
RETAIL CENTER AND AGRICULTURAL LAND

FIGURE 9

Table B
General Plan Consistent Land Uses

	Land Use			Total
	Low Density Residential	Retail	Office ^a	
Gross Acres	36.0	34.0	15.0	85.0
Residential Population				
per gross acre	17	0	0	----
Population	612	0	0	612
Employees	Not Applicable	756 ^a	746 ^b	1,502
Floor Area Ratio				
per net acre	Not Applicable	0.3	.35	----
Gross Square Feet ^c	Not Applicable	378,000	194,000	572,000
Maximum Housing Units				
per gross acre	6.0	0	0	----
Housing Units	216	0	0	216
Average Vehicle Trips				
per day per gross acre	43	353	198	----
Parking Spaces	432	1,512	647	2,591
Vehicle Trips per day	2,160	18,900	2,328	23,388

a. Assumes 500 square feet per employee.

b. Assumes 260 square feet per employee.

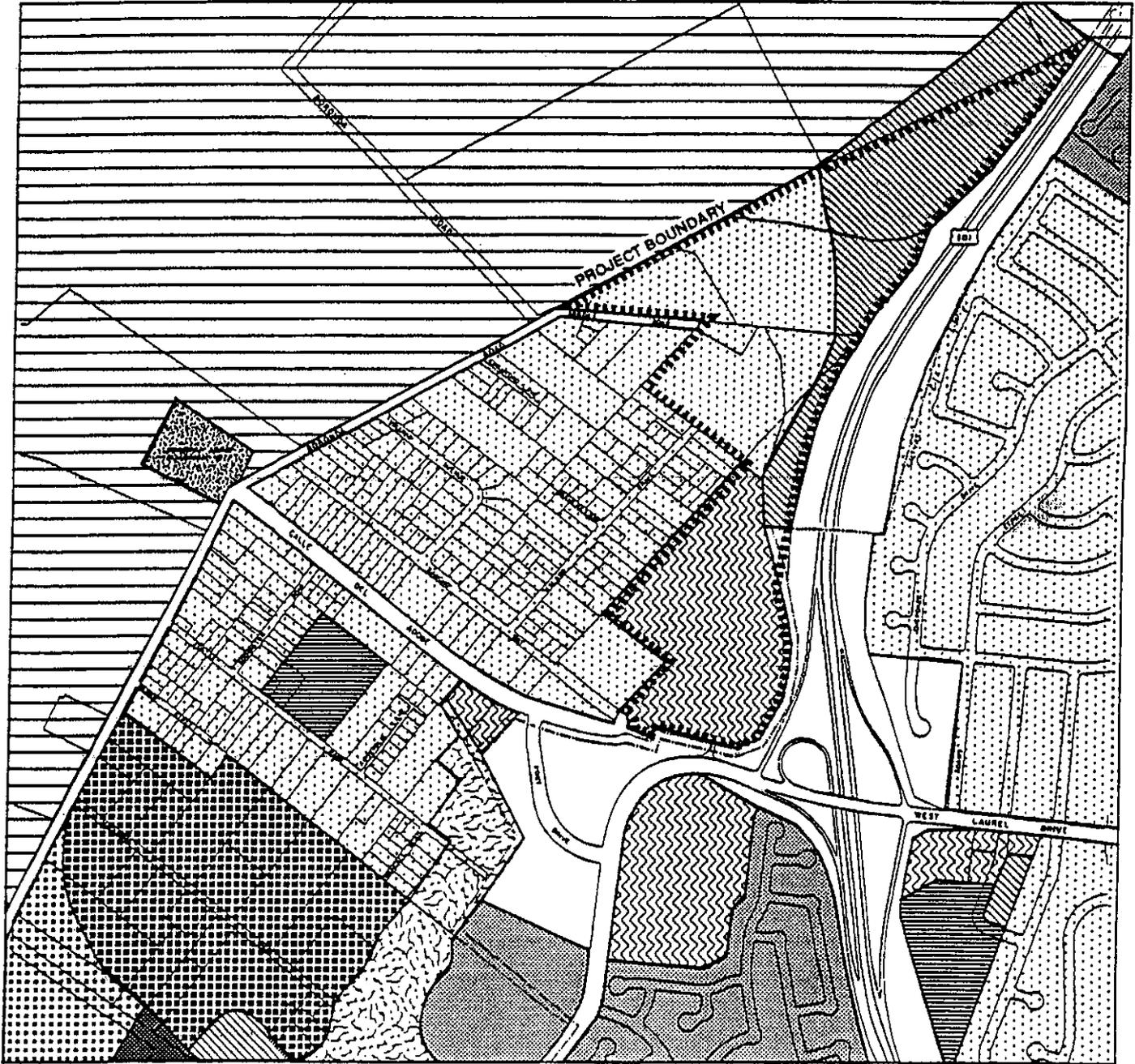
c. Assumes 85 percent net to gross ratio for nonresidential uses.

Source: City of Salinas, General Plan



City of Salinas

DEPARTMENT OF COMMUNITY DEVELOPMENT



 Residential - Low Density
(1-8 units / net acre;
average 4.25 units / gross acres)

 Residential - Medium Density
(8-15 units / net acre;
average 8 units / gross acres)

 Residential - High Density
(8-15 units / net acre;
average 8 units / gross acres)

 Public/Semipublic

 Open Space

 General Industrial

 General
Commercial /
Light Industrial

 Parks

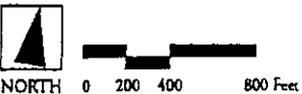
 Agriculture

 Office

 Retail

 Business Park

SALINAS GENERAL PLAN DESIGNATIONS



Source: Salinas General Plan

III. DESIGN CHARACTERISTICS OF WESTRIDGE CENTER

Since Westridge Center tenants have yet to be chosen and since their architects responses to the Precise Plan Guidelines are therefore not available, this section will emphasize concepts from the General Plan and Sections 37 - 55, the City's Commercial Design Guidelines, and the conceptual responses by the project's landscape architects and planning consultants.

A. OVERVIEW LANDSCAPE CONCEPTS

Chapters I and II of this Plan briefly discusses the project relative to the special considerations of "City Entrances" and "Freeway Landscape Considerations" and Figure 2 in an overview response to those considerations. The following Landscape Architectural items continue the discussions initiated in previous chapters and present some conceptual solutions.

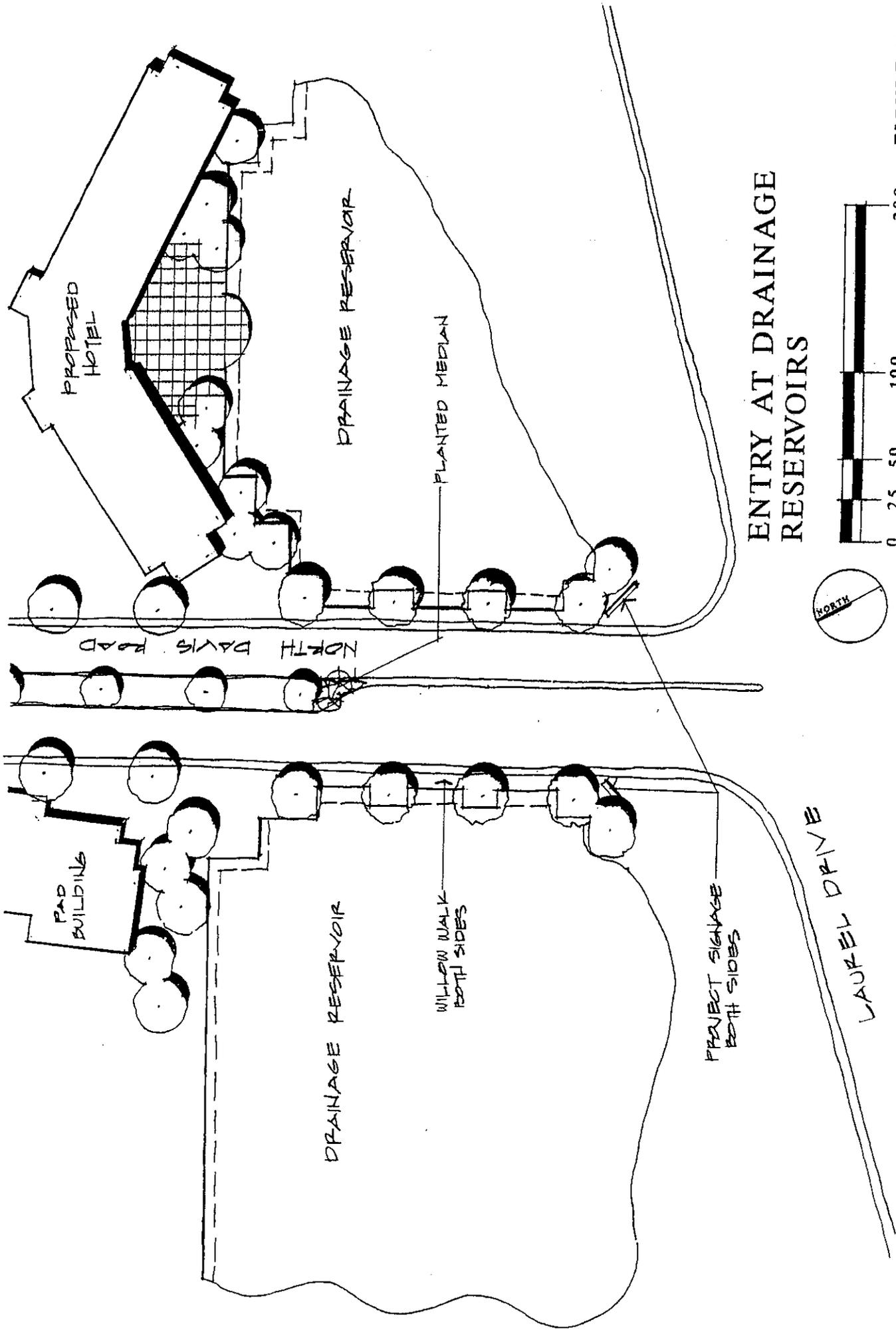
1. Landscape Concepts at the Freeway Frontage

A landscape corridor parallels the Highway 101 Freeway and North Davis Road (Figure 2) forming the "Urban Edge Landscaping" or an area of "Foreground Enhancement with Open Views" as noted in the General Plan's Figures 2 and 3. The general character of this corridor or greenway is an area of low plantings of shrubs and other ground covers on an earthen berm plus intermittent taller shrubs and trees. The landscaped berm part of this concept is very important in that it will screen out parking associated with the proposed development plus provide landscape beauty. A side benefit of the berm will be road and highway noise reduction for the Center and the residential area beyond.

The groupings of taller shrubs and evergreen trees will frame sequential vistas of the proposed Westridge Center and the distant hills to the west. The goal is to have an overall effect of a frame by frame view of an attractive center that is softened and enhanced by the landscape. The overall effect will be further enhanced by the site's landscaping including trees in the parking lots, trees adjacent to buildings, and trees on the site's perimeter on the northwest, west and south sides.

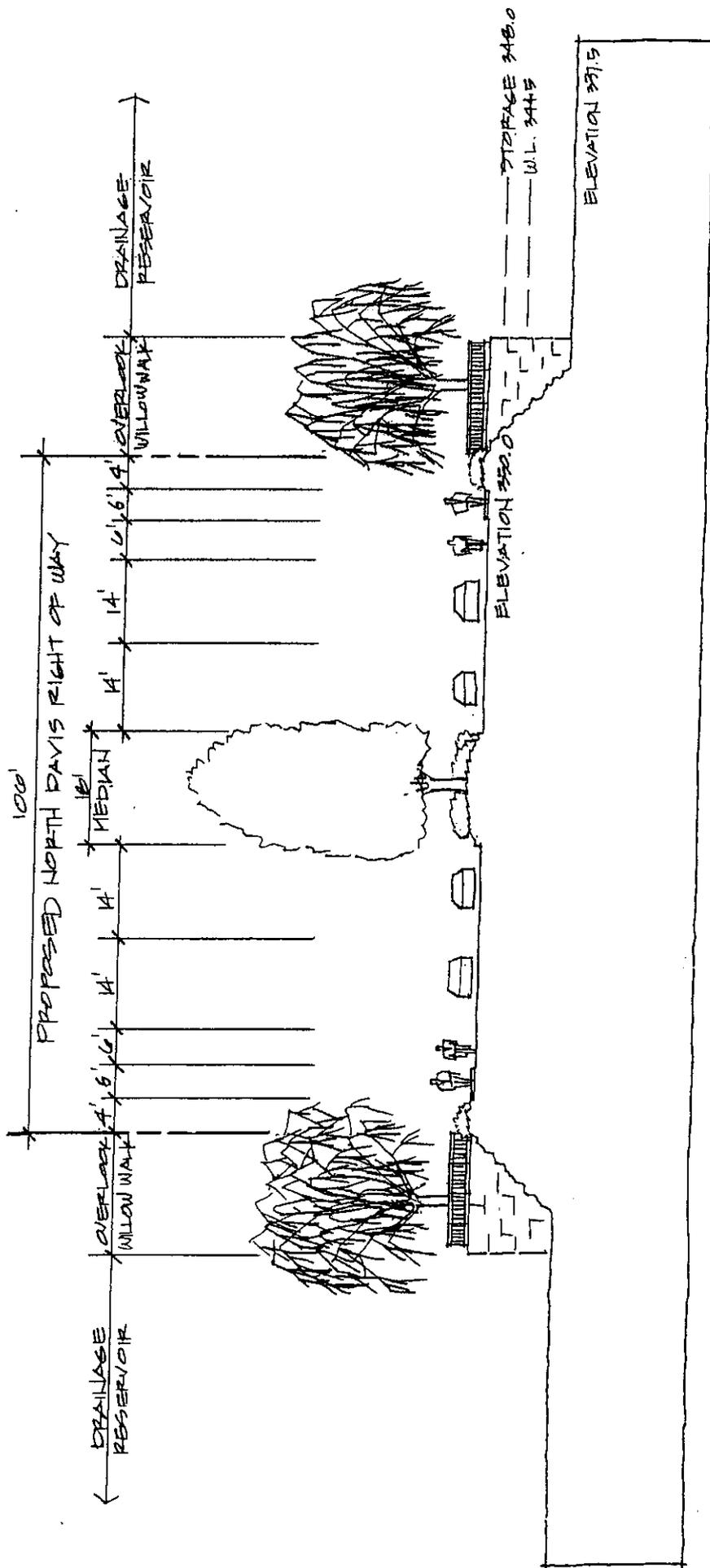
2. Project Entries

Project entries will be hierarchical plus maintain a theme through the use of plant materials, vertical masonry elements, pavers, and signs, (Figures 12, 13 & 14). Primary site entries would include the north and south entries on North Davis Road and the Center's central entry, Westridge Parkway, that connects to Boronda Road on the west. Secondary entries would include an intersection at the hotel and at least two additional T-entries into the Center that would allow for left turns in and out for circulation. Several additional minor right in and right out entries



ENTRY AT DRAINAGE
RESERVOIRS

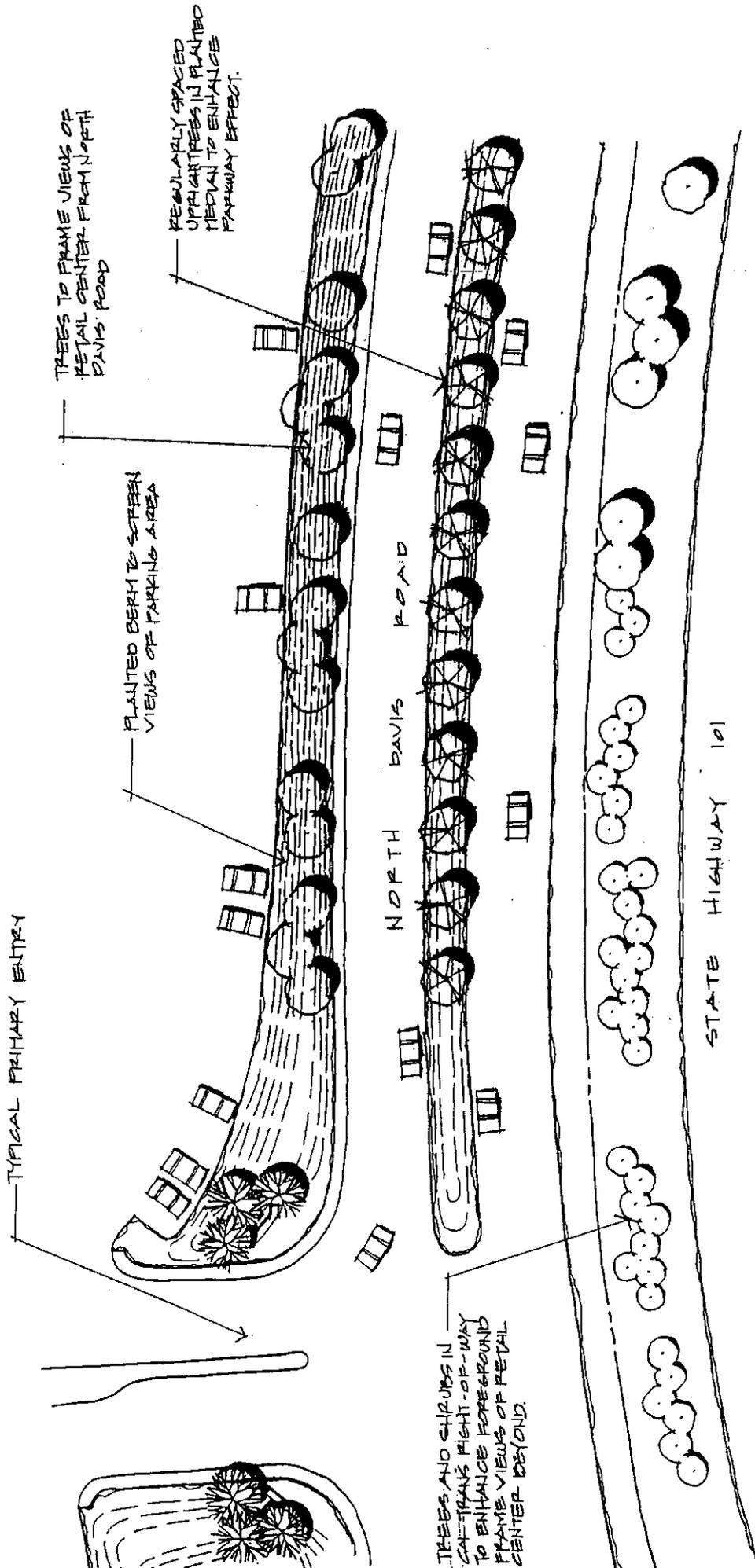
FIGURE 12



SECTION AT NORTH DAVIS ROAD AND DRAINAGE RESERVOIRS



FIGURE 13



LANDSCAPE TREATMENT AT NORTH DAVIS ROAD

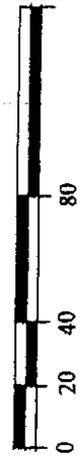
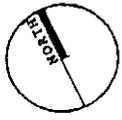


FIGURE 14

will be accommodated. All project entries would use common theme plants and other materials while changing in scale (Figure 15).

Entry monumentation will be designed to accomplish the screening of parking at the openings to the Center to continue the screening designed along North Davis Road. This screening should be accomplished while promoting the views of architectural elements beyond.

3. Project Signs

At a minimum, signs will be placed at the entries of the project site on North Davis Road; at points on North Davis Road approaching entries into the shopping center and at the main entrance into the Center on Westridge Parkway. Entry approach signs may list the major tenants with preferred monument type signs.

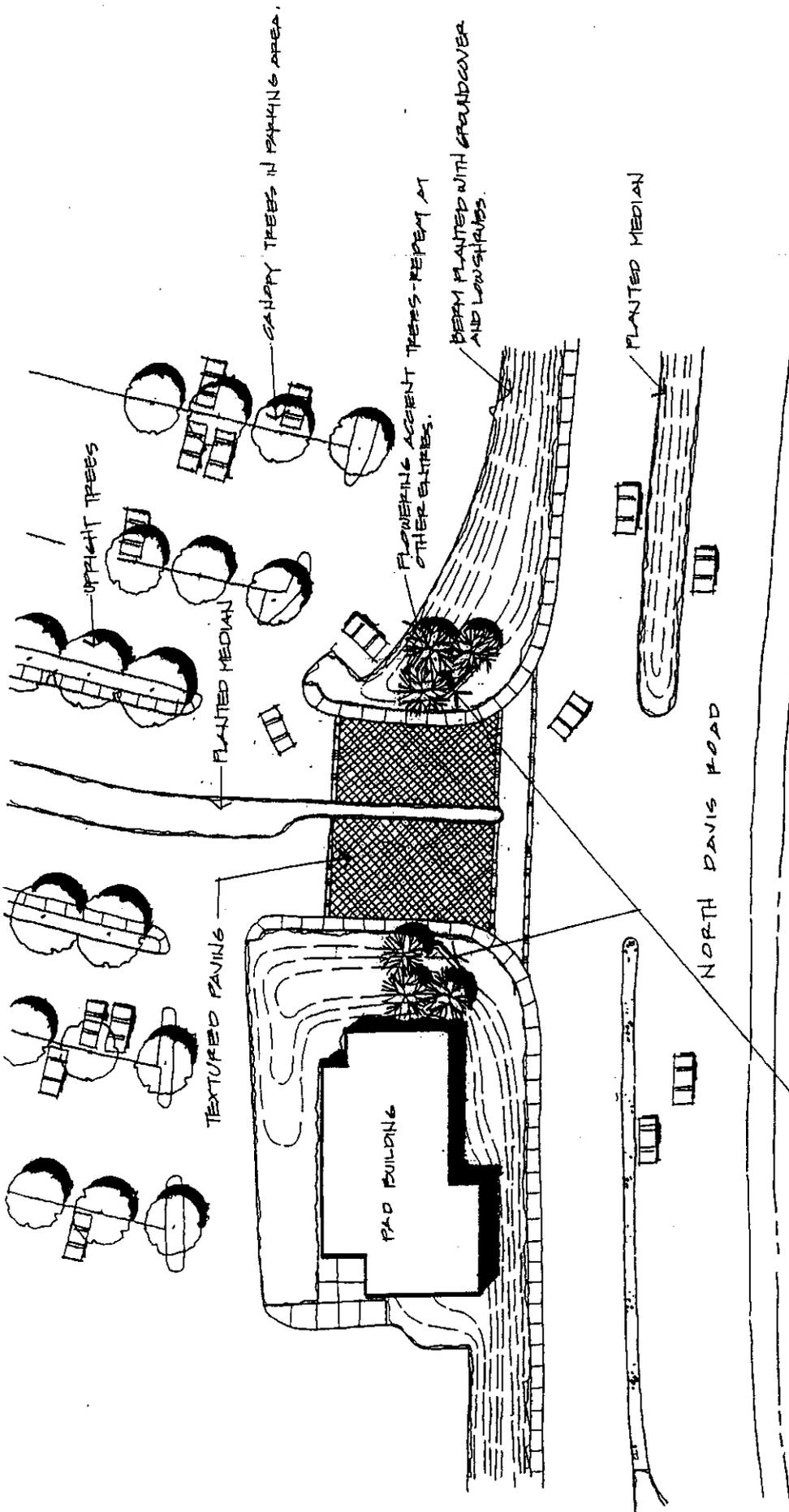
Signs may be placed on retail or commercial establishments that are easily readable, consistent with architectural style, and that are compatible with the colors of buildings and the color and character of other signs and buildings in the Center.

All signs, entry, and on buildings will be designed to have qualities in common and consider the preference for back lighting. Signs required for loading and receiving areas or special areas will also provide continuity in sign character.

A Master Sign Plan for Westridge Center must meet Zoning Code requirements.

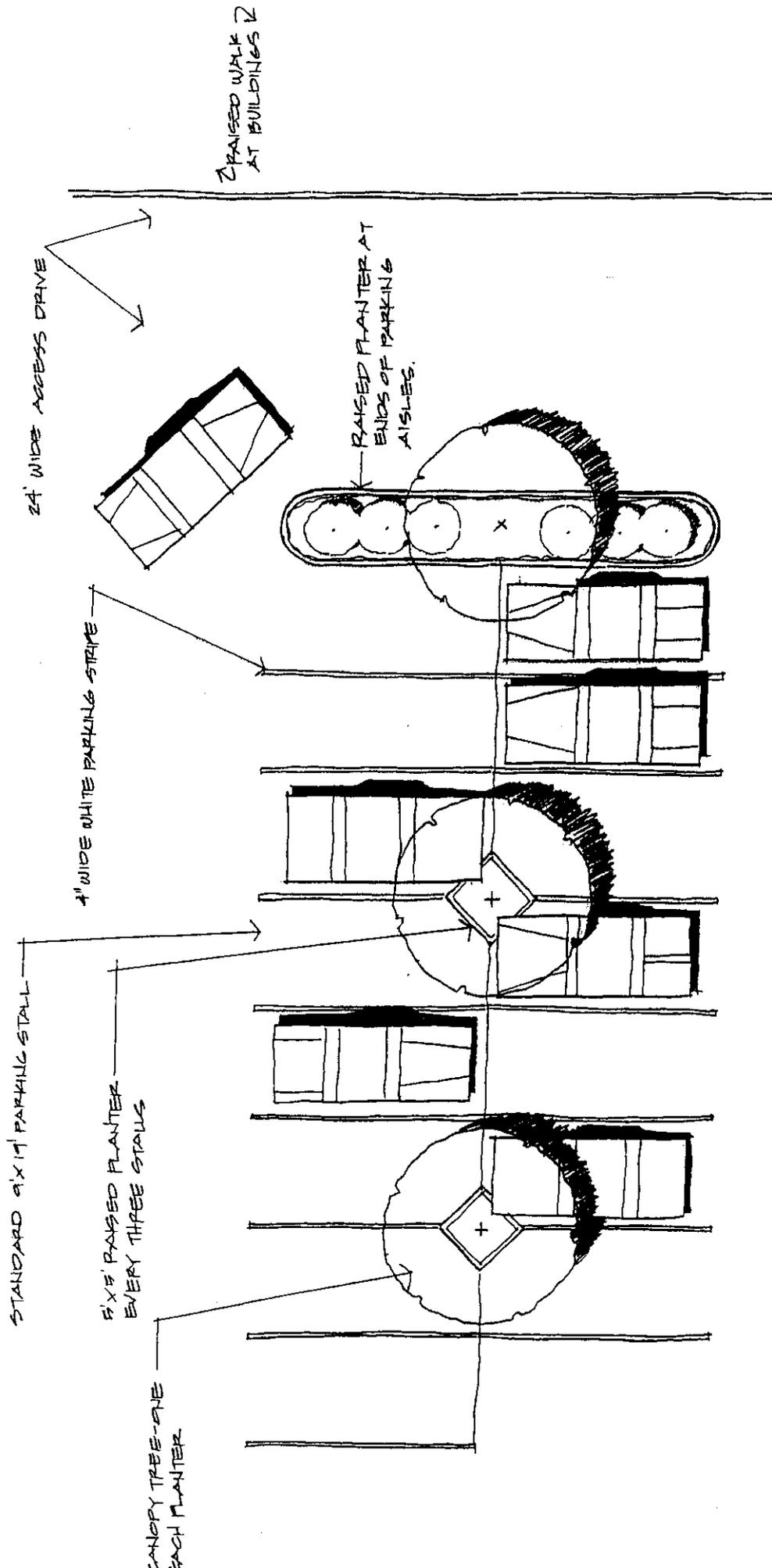
4. Parking and Circulation

- a. Parking will be designed so that the access to parking bays is perpendicular to the Center's buildings. (Figure 16). This will allow pedestrian movement parallel to traffic flow.
- b. Parking aisles will be separated from major auto circulation routes.
- c. A separate pedestrian circulation system will serve the major retail buildings; paver crosswalks will be used to identify crossings and to protect pedestrians.
- d. Parking access points will be located away from North Davis Road to assure adequate stacking without interference to primary arterial circulation.
- e. Parking lots will be landscaped with trees and other materials to soften the effect of an expansive hardscape, to separate parking areas and to direct pedestrian traffic. Tree species with limited



LANDSCAPE TREATMENT AT TYPICAL INTERSECTION

FIGURE 15



TYPICAL PARKING LOT LANDSCAPING

FIGURE 16

height growths will be selected to be consistent with the maintenance of visibility per the discussion in Item 1. of this Section.

5. Wall Treatments

a. Property perimeter walls are proposed for the westerly perimeter of the southern portion of the property, Figure 17. These walls will have an opening at Hyland Drive to encourage pedestrian and bicycle traffic. Time of day controls and other measures may be instituted for the mutual security of residents and the Center.

b. It is proposed that these masonry or cement walls be 8 feet in height to assist in noise and light control. Wall materials and finishes will consider the ease of maintaining the walls free of graffiti.

c. Evergreen trees with a tall growth character will be planted near the walls for improved aesthetics, reduction of diffused light from the center and to provide a more attractive pedestrian way along some of the perimeter.

d. Walls within the project that are in or adjacent to public use areas will have attractive features such as step up/step down levels, decorative uses of rock, top features, landscaping in front for scale modification and/or the growth of vines for beautification.

B. ARCHITECTURAL CONCEPTS

Since specific retail commercial or other users are not known at this time, the Precise Plan will identify architectural concepts that are compatible or consistent with the City's General Plan and the City's Commercial Design Guidelines to meet high design standards. (Figure 18).

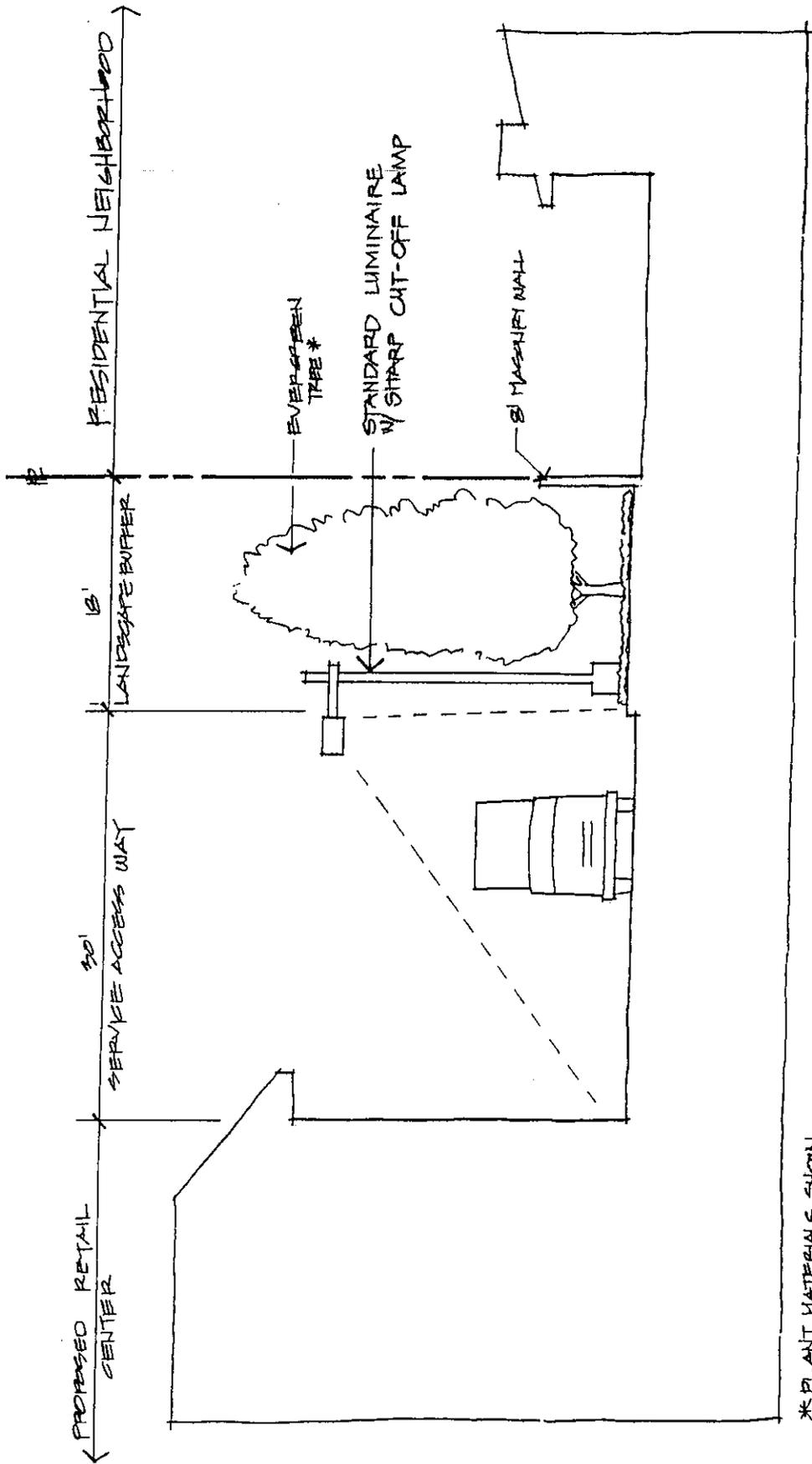
1. To meet high quality design standards the project applicant proposes the following:

a. A nonlinear grouping buildings, i.e., the major buildings will be at various depths from North Davis Road and Highway 101.

b. Character will be augmented by multi-planed roofs.

c. There will be varying degrees of roof overhangs and where possible, a window character that provides rhythm and continuity.

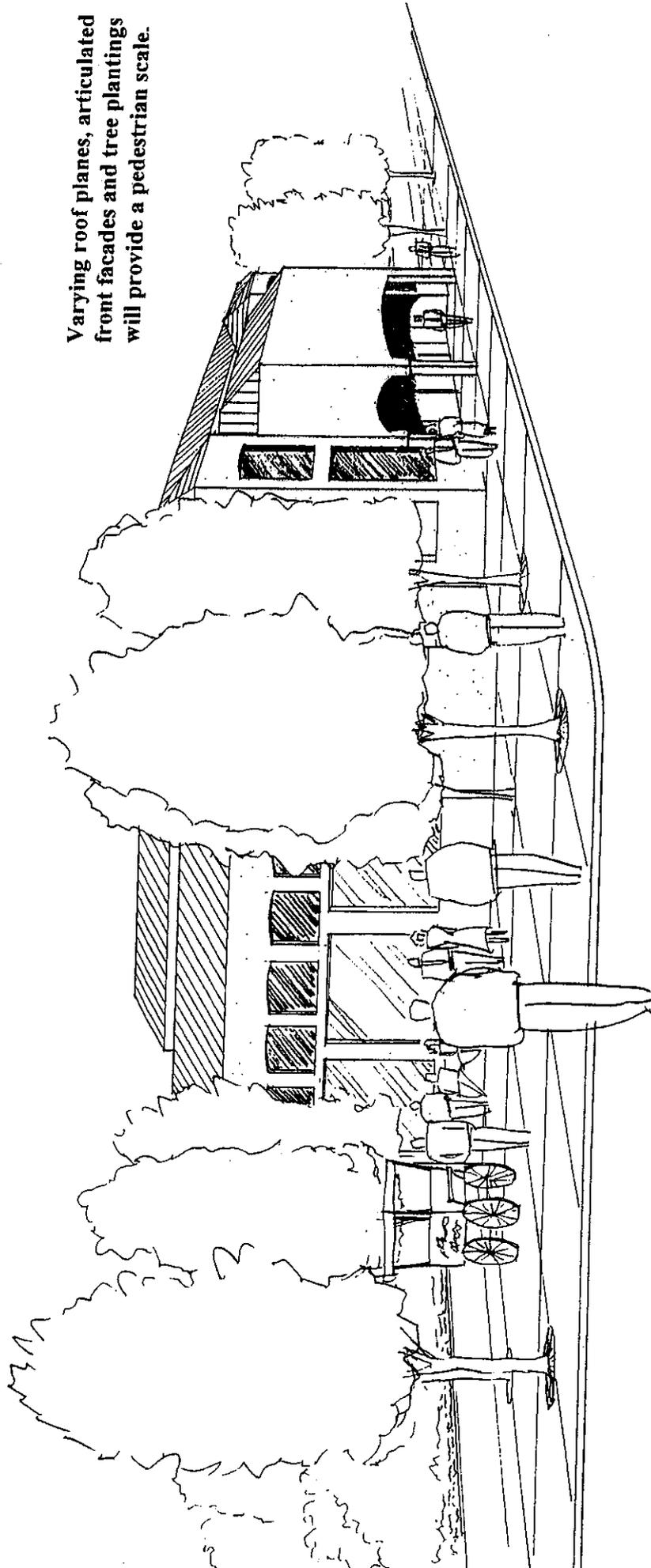
d. There will be significant landscape and hardscape elements through out to add to the richness of character. These elements will include



**BUFFER/LIGHTING
AT RETAIL/RESIDENTIAL**



FIGURE 17



Varying roof planes, articulated front facades and tree plantings will provide a pedestrian scale.

CONCEPTUAL ARCHITECTURAL TREATMENT

FIGURE 18

tree groups adjacent to taller buildings and hardscapes will use pavers to complement buildings architecture, to direct pedestrian traffic, and to outline unique spaces.

2. **Elements to be avoided or kept to a minimum (as noted in the City's Design Guidelines):**

- a. Large blank, unarticulated wall surfaces;
- b. Highly reflective surfaces;
- c. Metal siding on the main facade;
- d. Plastic siding;
- e. Square "boxlike" structures;
- f. Mix of unrelated styles (e.g. rustic wood shingles and polished chrome;
- g. Large, out of scale signs with flashy colors;
- h. Visible outdoor storage, loading and equipment areas; and
- i. Disjointed parking areas and confusing circulation patterns.

3. **Architectural Theme**

The buildings of Westridge Center will comprise a distinctive theme that incorporates the historical, cultural, and physical characteristics of the City of Salinas and/or the broader styles associated with Monterey County and other nearby coastal cities and coastal valley cities.

- a. The architectural theme of the Center will integrate, to the greatest extent possible, the characteristics of the surrounding areas. The use of traditional/historic materials, textures, and colors will be combined with more contemporary motifs and detailing.
- b. Where possible, variation of detail, form, and building orientation to provide visual interest will be practiced. Large retail commercial buildings will incorporate "human-scaled" elements at entry points, etc., to reduce the overall bulk and mass of the structures. These elements will relate to the scale and detailing of the smaller shops and will facilitate the overall reduction in perceived scale. A focal element will provide variations in

silhouette, and yield a sense of place. Entrances will be well-defined, and there will be a consistent landscape design theme throughout the Center.

- c. Accessory buildings shall be compatible with the primary structures.
- d. The Center shall have a distinct entrance reflecting the architectural theme. Signage structures, landscape treatment and adjacent pad buildings must respect the high level of design established throughout the Center.
- e. Roof elements shall be compatible with the building architecture of the Center. Roof forms will provide for visual variety and avoid unbroken horizontal profile lines.
- f. Materials and colors shall be consistent with the architectural theme of the buildings.

4. **Buildings**

The various buildings of the Center should relate to one another and to the larger community of the area. Architectural devices can be utilized to provide a transition between the large and small and between the older and new buildings.

- a. Buildings should respect the public viewsheds. Service areas, exterior storage areas, loading area, trash enclosures, and utility and mechanical equipment shall be screened or treated as an architectural element.
- b. Buildings that back up to public roadways or public viewsheds shall incorporate landscaped rear setbacks.
- c. Building location and landscape treatment shall be used to de-emphasize large parking areas.
- d. Shopping cart storage areas shall be strategically located throughout the parking areas and screened with landscaping or other architectural devices.
- e. Handicapped parking shall be located near each building entrance to the greatest extent possible, to the extent required by law.

5. **Special Design Issues**

Lighting

- a. All site, landscape, or building exterior lighting shall be of a configuration, style and finish that complements the Center's architectural theme.
- b. All automobile and pedestrian circulation, parking areas, loading areas, and service areas shall contain specifically directed lighting that does not produce direct off-site illumination (Figure 17). The function of the lighting is to provide safety and security while avoiding impacts to the public viewshed.
- c. High-intensity lighting will not be substituted for site or landscape lighting or general building exterior illumination but will be limited to service areas and other similar locations. High-intensity light fixtures may require the use of shields on parcels that adjoin residential areas.
- d. Lighting fixture placement in the parking areas shall assure adequate light levels after landscaping has matured.
- e. Pedestrian areas should be illuminated with smaller-scaled standards, bollards, and/or under-canopy lighting.

Accessory Functions

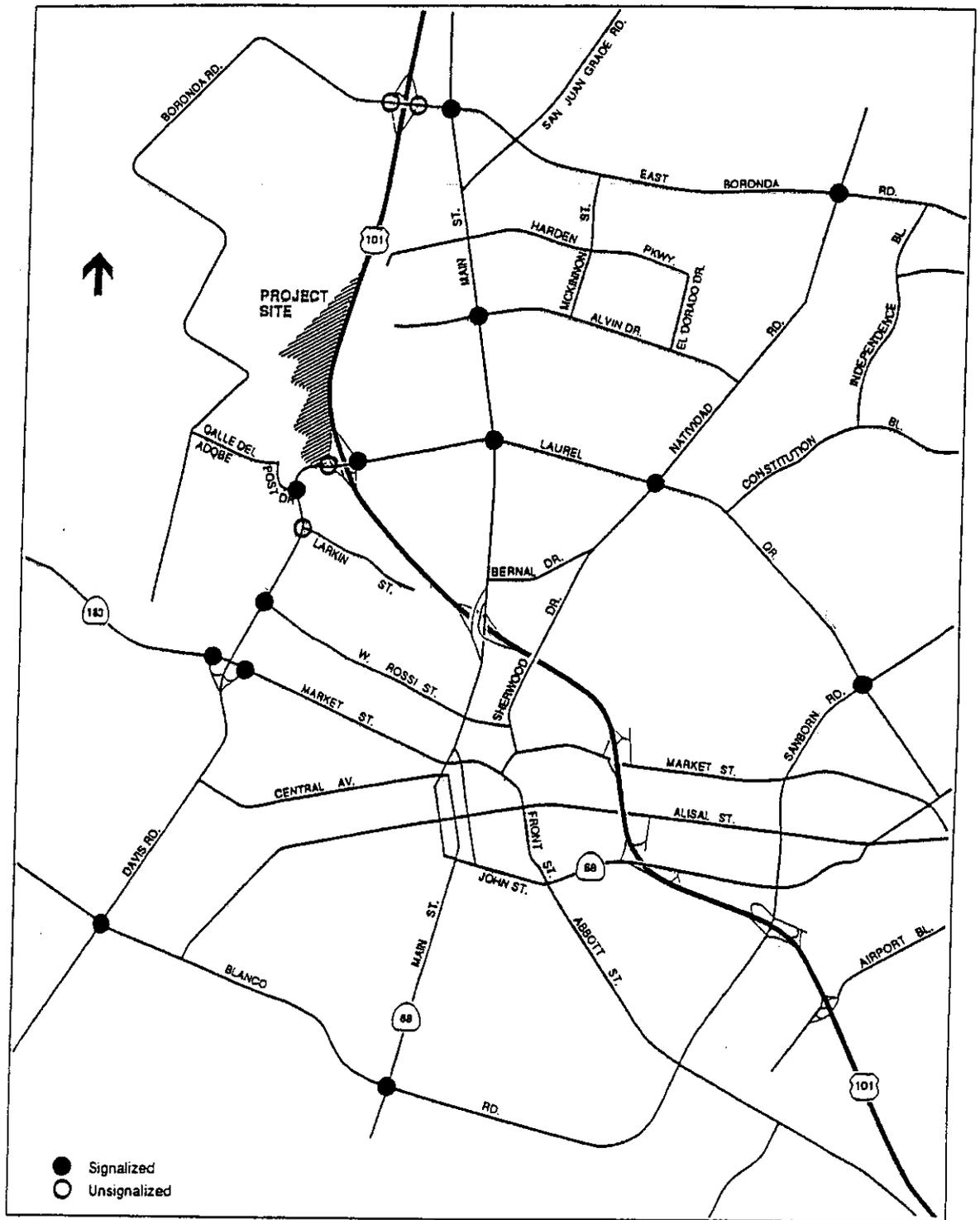
- a. Recycling storage facilities shall be located and designed to be visually consistent with the Center.

Service Needs

- a. Service functions shall be located and designed in areas where they will not create a nuisance for adjacent land uses and are screened from the public viewshed.

Service Areas

- a. Service areas should be located near the buildings and have convenient access for service vehicles, disposal companies, and tenants. The service area should be screened from adjacent land uses, public viewsheds, and adjacent residential neighborhoods



LOCATION OF STUDY AREA
 INTERSECTIONS AND
 EXISTING TRAFFIC CONTROL

b. Trash enclosures, loading areas, equipment and materials storage areas, utility and mechanical equipment, transformers, etc., should be located within service areas to the greatest extent feasible and be screened from adjacent neighborhoods and the public view from Highway 101.

c. The design of the service area screening (walls, fencing, vegetation) shall be compatible with the architecture of the building in the Center and similar materials should be used.

d. Roadways providing access to service areas shall be properly signed to discourage or prohibit public use.

Trash Enclosures

a. Trash enclosures shall allow convenient access for each tenant and for disposal companies and shall be constructed with concrete stress pads that are designed to accommodate disposal company trucks.

b. If located outside of the service area, trash enclosures shall be screened from public viewsheds and shall be architecturally and materially compatible with the theme of the Center. Landscape treatments shall be placed around the trash enclosures and all outdoor storage will conform to Zoning Code requirements.

Loading

a. Each freestanding building pad greater than 2,000 square feet shall provide a loading space.

b. Loading areas will be located away from public roadways and will be screened from public viewsheds.

Storage

a. Storage areas shall be provided for each building in the Center. All trash areas shall be shielded from view. Outdoor storage must conform to the Zoning Code requirements.

Utility Equipment

- a. Utility equipment (electrical panels, electric meters conduit, exposed cables and wires, and junction boxes) shall be situated in a utility room within a building. If this is not feasible, the utility equipment shall be grouped together on the exterior and be screened.
- b. Transformers shall be located outside of the entrance landscape areas. All transformers will be screened but shall not obstruct views of tenant spaces, monument signs, and/or driveways.

Mechanical Equipment

- a. Screening of mechanical equipment (e.g., compressors, air conditioners, antennas, pumps, heating and ventilation equipment, emergency generators, chillers, elevator penthouses, water tanks, stand pipes, solar collectors, satellite dishes, and communications equipment) shall be provided to eliminate visibility from adjacent land uses, public viewsheds, and also to reduce noise.

Recycling and Solid Waste Disposal

- a. Recycling and solid waste disposal regulations apply in all commercial districts under Article IV, Division 17. Section 37-157 provides regulation guidelines and Section 37-158 discusses recycling facilities.
- b. Westridge Center will create a significant amount of waste for disposal and recycling and will carefully abide by the above noted regulations.

IV. TRAFFIC, TRANSPORTATION AND CIRCULATION

The Plan proposes a circulation system to serve the Westridge Center plus existing development. Prior to the imposition of mitigation measures, the project would have a significant adverse impact on the intersections of Davis/Post, Davis/Laurel, Boronda/101 Sb ramps, Boronda/101 Nb ramps, and Davis/Blanco. The project's traffic study notes that required mitigations will reduce all project impacts at these intersections to a level of insignificance.

MAJOR CAPITAL IMPROVEMENT COSTS AND SOURCES OF FUNDING for the Circulation System and other infrastructure is discussed in Chapter VIII, Section E. (Implementation).

A. AREA CIRCULATION SYSTEM

Access routes and study area intersections are shown in Figure 19 and include the following routes:

Regional access to the project area is provided via U.S. 101, State Route (SR) 68 and SR 183.

1. US 101 is a north-south four-lane freeway with an average daily traffic (ADT) volume of 46, 500 vehicles south of the West Laurel Drive interchange; 54,000 vehicles between West Laurel Drive and Boronda Road; and 48,500 vehicles north of the Boronda Road interchange (CALTRANS, 1992).
2. SR 68 (Salinas-Monterey Highway) is a four-lane roadway along its segment between Salinas and the Ford Ord access, Reservation Road. It has an ADT volume of 27,000 vehicles south of Blanco Road. North of Blanco Road, the ADT is 27,500 vehicles.
3. SR 183 is a two-lane roadway that connects Salinas to Castroville and a four-lane road within Salinas. The ADT volume is 29,500 vehicles just south of the US 101 interchange and 16,000 vehicles in the vicinity of the Salinas' western City limits.
4. Local access to the project would be provided via an extension of North Davis Road north of West Laurel Drive and the Westridge Parkway connection between the Center and Boronda Road.
5. Davis Road is a four-lane divided arterial that extends from West Laurel Drive to Market Street (SR 183). The posted speed limit north of Larkin Street is 35 miles-per-hour (mph), and 45 mph between Larkin Street and Market Street. South of Market Street it is a two-lane arterial with a posted speed limit of 45 mph. Davis Road carries an ADT volume of 30,000 vehicles between West Laurel Drive and Blanco Road.

6. Boronda Road is a four-lane arterial between US 101 and San Juan Grade Road. East of San Juan Grade Road it is generally a two-lane arterial but is projected for 4 to 6 lanes as more development occurs. At the intersections with the US 101 on- and off- ramps, Boronda Road is a two-lane roadway on the West side of the Freeway.

7. West Laurel Drive is a four-lane arterial that traverses the City from Williams Road in the east to Davis Road in the west. As part of the proposed project, a new West Laurel/Davis Road signalized intersection would be created.

8. Also, the 1988 Salinas General Plan projected Alvin Drive to extend westerly over US 101 to North Davis Road and the potential Westside Bypass. This projection was based on a desire or need to create more major east-west routes. Recent studies indicate that the benefits may not equal the costs, i.e., the benefits are diminished because the street would only extend to Natividad Road on the east and would create an unacceptable level of service at Main Street. The costs, in addition to approximately \$5 million dollars for an over-pass, would include possibly even greater costs from the significant impacts to a residential neighborhood that it would bisect.

B. PROPOSED IMPROVEMENTS

A significant goal of the project is striving to maintain LOS C in "Conditional Growth Areas" and LOS D in "Existing Areas" as defined in the General Plan (5.1, A and B). As a commitment to project development, the applicant will complete the following three major projects:

1. A four-legged, traditional, squared intersection at North Davis Road and West Laurel Drive will replace the present curvilinear meeting of these streets. This meeting of two four-laned streets would accommodate turning movements with double left turn lanes and accommodate the northerly extension of North Davis Road. This intersection would be completed concurrently with initial site developments.

2. The extension of North Davis Road would involve about 1 mile of four-laned arterial through the Westridge Project site and provisions for phasing would provide for an extension of two lanes to Boronda Road at US 101; this two-lane extension will be completed prior to the first phase occupancy of Westridge Center.

North Davis Road would be completed through most of the proposed Westridge site concurrently with the development of the first phase, 350,000 square feet of retail commercial; two lanes of North Davis Road to Boronda Road at U.S. 101 are required to be completed before occupancy of the first phase of development.

3. A westerly connection through the project site (Westridge Parkway) would be completed from North Davis Road to a north-south portion of Boronda Road. Concurrently with the first 350,000 square feet of Center development, Westridge Parkway would be completed as a four-lane arterial to the location of the major commercial retail buildings, the remainder of the parkway would be two lanes to Boronda Road. This road would be designed to accommodate the Boronda neighborhood and also to relieve traffic at Laurel Drive and Post Drive intersections with North Davis Road.

Other capital improvements are noted in Table C of Chapter VIII, the Implementation Chapter.

C. PUBLIC TRANSIT

This project is expected to be served by bus transit routes with transit stops on North Davis Road and a plaza adjacent to Westridge Parkway and buildings D and C, Figure 8. The bus route is expected to loop through the Boronda neighborhood. If the preferred loop through the Boronda neighborhood proves to be unfeasible, an alternative loop through the Center will be developed that is free of parking conflicts.

D. PEDESTRIAN AND BICYCLE ROUTES

As noted in Figure 9 pedestrian and bicycle ways extend throughout the project. Pedestrian paths and sidewalks are at various widths based on expected traffic but will be a minimum of 5 feet. These routes extend along North Davis Road and Westridge Parkway with dual bike corridors of 6 feet on both sides of North Davis Road that have potential regional connections at West Laurel Drive and Boronda Road.

A review of the Salinas "Bikeways" Map indicates that the project's connections to the residential and commercial areas east of the Highway 101 are by way of West Laurel Drive and Boronda Road; these routes connect to a regional park and parkways for recreational opportunities. Also, residential communities south of the project and west of Highway 101 connect to the project through existing bikeways.

E. TRANSPORTATION STUDIES AND MONITORING

~~Since the City now completes biannual traffic studies a formal monitoring program is apparently not needed. Monitoring traffic counters will be built into Laurel Drive and both the north and south ends of North Davis Road to assist the City in completing traffic counts.~~

see page 23A

WESTRIDGE CENTER PRECISE PLAN MODIFICATIONS
June 21, 1994

Revise the Transportation Studies and Monitoring section of Chapter IV Traffic, Transportation and Circulation (Page 24) of the Precise Plan to delete the first sentence of the existing paragraph and add the following language:

E. TRANSPORTATION STUDIES AND MONITORING

The project has a number of improvements which must be implemented prior to the issuance of the first Certificate of Occupancy for the project. These include the reconstruction of the Laurel Drive/Davis Road Intersection, the addition of a northbound lane at Davis Road and Post Drive intersection, the extension of a four-lane Davis Road through the project site, the extension of a two lane Davis Road from the project site to the Boronda Road interchange, signalization improvements at the ramps at Boronda/US 101 and the extension of Westridge Parkway to the extension of Boronda Road from the Boronda neighborhood.

Additional project related mitigations are required at various other intersections identified in the Final EIR and Mitigation Monitoring Program. The timing of these improvements will be determined by a traffic monitoring program.

The City currently conducts an on-going traffic monitoring program of key intersections within the City. The condition of the remaining project-related intersections must be evaluated against the most current available traffic condition data. If a project triggers the improvement threshold of 0.89 v/c ratio prior to the approval of any proposed tentative map for the project, the applicants must fund and the required improvement must be constructed prior to the occupancy of the phase that triggered the improvement.

In the event that a tentative map is not filed for a portion of the site, the project applicant's must notify the City two months prior to their intent to file for any building permit application so that sufficient time is available to assess the current condition of critical intersections and complete project-funded improvements prior to the issuance of a Certificate of Occupancy for any element of the project that would violate the above noted threshold.

F. DESIGN THE DEVELOPMENT TO MAINTAIN GOOD AIR QUALITY.

It is the goal of this project to maintain the air quality of Salinas through the City's Trip Reduction Plan. Consistent with General Plan Policy (7.2.C), the City adopted a trip reduction program which requires major developments to reduce their project traffic by at least 7 %. The applicants have proposed seven mitigation measures identified in the Facilities Trip Reduction Plan (Appendix A) which would have the goal of reducing project trips by 12%. Additional mitigations were developed in the Final EIR that are subject to the City's monitoring program.

These mitigations include bike lanes, carpooling assistance and incentives, transit accommodations, pedestrian ways, and multiple on-site services.

G. MITIGATION OF NOISE LEVELS

A project goal is to mitigate noises to a level that is acceptable to receptors at or near the property line consistent with the General Plan (9K).

The sensitive receptors in the area are the Boronda neighborhood residents who live immediately west of the project site. Noise studies completed by the City and contained in the 1988 General Plan indicate projected noise levels for these receptors to be 60 to 65 CNEL, or "conditionally acceptable." The present source of these noises is primarily Highway 101.

The project developer is committed to keeping noise levels that are from the project to a CNEL of less than 60 at the property line. Noises from building loading docks, air conditioning systems, etc., will be mitigated at the source.

Other mitigations proposed for the project are expected to provide a significant reduction in noise levels and include: (Figures 4 and 5)

1. A landscaped earthen berm west of North Davis Road and parallel to Highway 101.
2. A masonry wall between the proposed development and the residential area;
3. Tree landscaping and project building massing between Highway 101 and the residential area.

Alvin Drive Over-crossing. If the overcrossing is required the applicant will have acoustical studies completed to evaluate the impact on the residential community on the east side of Highway 101.

V. COMMUNITY SERVICES AND FACILITIES

This Section discusses existing facilities and staffing and their adequacy and the extra requirements associated with the Westridge Center project.

Financing for new capital costs and staffing and equipment needs would be financed through the City's General Fund. This is discussed in the Westridge Plan for Providing and Financing Services that was completed by Economic Resource Associates for the applicant. This document is available from the City's Department of Community Development and indicates a positive cash flow for the agencies. **MAJOR CAPITAL IMPROVEMENT COSTS AND SOURCES OF FUNDING are discussed in Chapter VIII, Section E.**

The project developers are assuming much of the on-site and site adjacent road infrastructure and other on-site costs; financing methods are noted in the Plan's Implementation Section.

A. POLICE SERVICES AND FIRE PROTECTION

1. Police Services

The City of Salinas Police Department would provide full municipal law enforcement services to the proposed project. Currently, the Police Department has one station on Lincoln Avenue and has a total of 129 sworn personnel and 43 non-sworn or civilian staff. The Police Department has authorization from the City for a total of 138 sworn officers, however, due to the City's budget crisis, the nine vacant positions have not been filled. Presently, Salinas has a police officer-to-resident ratio of 1.1 officers per 1,000 residents. This is well below the State standard of 1.5.

2. Effect on Police Service

It is estimated that the proposed project would result in an increase in calls for police service which would require additional staffing. Also, the increase in traffic flow and congestion resulting from the proposed commercial development could negatively affect emergency vehicle response times and calls for services regarding collisions if adequate infrastructure expansions do not occur concurrently.

The Department's ability to respond to needs created by the proposed project would be limited by the number of officers who are assigned to the North Salinas area.

Some of the more common problems anticipated from the proposed commercial development would include shoplifting, business burglaries, robberies, civil disturbances, vandalism, and vehicle accidents. These calls account for a large percentage of the Police Department's activities in the North Salinas area.

Based on the Police Department's review of comparable projects within the City (Northridge Mall and Harden Plaza), the commercial development would generate approximately 500 to 600 calls per year. This level of anticipated calls for service would create the need to hire a minimum of two additional officers and purchase one patrol vehicle. This would allow sufficient staffing and equipment increases to deal with calls for services generated by the proposed project. The City has agreed to add the needed extra staffing per Table C.

3. **Fire Protection**

The proposed project would be serviced by the City of Salinas Fire Department which provides both general fire services and advanced life support. Salinas currently has five fire stations which are located in an approximate circle around the City. Presently, the Salinas Fire Department has eight administrative officers and a total of 81 line fire fighters. There are a minimum of 18 fire fighters on duty at any one time. Over the last ten years, the number of Salinas fire fighters has been substantially reduced by over 20 percent from 111 fire fighters in the early 1980's to the current level of 89.

The Salinas Fire Department currently has six engine companies and one truck company, the latter of which is operational only if staffing is available. Each engine company is equipped with a triple combination apparatus which has a 24-foot extension ladder, has its own water supply, and is capable of pumping water and carrying its own hoses. At Fire Station #1 on Alisal, the Fire Department has a 100-foot ladder in use and an 85-foot snorkel (ladder with an elevated platform) on reserve.

The City of Salinas Fire department receives approximately 7,400 calls per year. Fire Station #2 on Laurel Drive would service the proposed commercial development. It is the third busiest station and averaged eight calls per day. The Fire Department currently has a first alarm response rate of approximately five minutes. For major fires where three to four engine companies are needed, the response time would vary from five to eight minutes. The current Insurance Service Office (ISO) rating for the Salinas Fire Department is 4. The ISO rates community fire service on a scale from 1 to 10 with 1 as the highest rating.

Given the Salinas Fire Department's current situation, response time for getting an aerial ladder to the project site, assuming staffing is available, would be between five to eight minutes. If no staffing is available, off-duty fire fighters would need to be called in and the response time for getting an aerial ladder to the site would be between 25 to 30 minutes.

4. Needs to Maintain Fire Protection.

As noted above and in the Project EIR, additional staffing and specialized equipment would be requested by the Fire Department because of the proposed larger buildings. It is suggested that a special assessment district might be formed as a financing vehicle or it could be facilitated through a Mello-Roos Assessment District. Recommendations also include building sprinkler systems, adherence to the Uniform Building Code, adequate streets sized and fire hydrants 500 feet apart. An initial review by the Fire Marshal and the California Water Service Company indicates that adequate water pressures and volumes will be available.

The City has agreed to having the developers use "enhanced fire systems" and will not require extra equipment for the project.

B. WATER SUPPLY AND DISTRIBUTION

1. Groundwater Supply

Virtually all water used in the Salinas Valley is obtained from groundwater sources stored in confined aquifers. Due to high demand and low recharge rates over the past half century (especially during these last several years of drought), seawater has intruded into this groundwater source and is continuously migrating eastward toward Salinas. The two aquifers that have been affected by saltwater intrusion are the 180 foot and 400 foot aquifers of the pressure subarea.

It has been estimated that an average total groundwater basin overdraft of 32, 500 acre-feet per year (af/yr) occurred during the period of 1970 to 1981 while approximately 270,000 acre feet of overdraft was estimated for the 1990 drought year (Salinas Valley Seawater Intrusion Program, March 1993). Saltwater intrusion within the 180 foot aquifer has migrated east of Castroville, a few miles northwest of the project site. Due to the serious progression of saltwater intrusion, measures are currently contemplated by the Monterey County Water Resources Agency (MCWRA) to severely limit, and/or, halt all pumping within the 180 foot aquifer. Although seawater intrusion within the 400 foot aquifer is still west of Castroville and not quite as severe, it is still of concern.

There are two private agricultural wells located on the project site which irrigate approximately 120 acres of farmland and also service an existing animal boarding facility; the southerly well is approximately 640 feet deep with perforation from 560 to 640 foot depths (400 foot aquifer), while the northerly well is 340 feet deep with unknown perforation depth (probably within the 180 foot aquifer). The irrigated land consists of 75 acres within the project site and 45 acres of an adjacent agricultural parcel to the north. At least since 1987, both broccoli and

lettuce have been planted on the project site in nearly equal amounts throughout the year. Due to the continued operation of the 45 acres of farmland the northerly well, or a replacement well will still be required to irrigate this land.

2. **Historical Water Use**

Two methods were used to help determine historical water use which was determined to be 203 acre feet per year for the project site.

- a. A review of the Pacific Gas & Electric energy records of the two on-site pumps.
- b. A review of the limited crop planting history and water demand figures for that crop type.

3. **System Infrastructure**

Although the project site is not currently serviced by a domestic water purveyor, the California Water Service Company (Cal-Water) currently serves the Boronda neighborhood. One of Cal-Water's wells (#29) is located near the project site at the North Davis/West Laurel Curve and is among its multiple well network that is used to supply water to this area. Cal-Water's wells extract water mainly from the 400 foot aquifer.

A 12-inch water main currently runs along West Laurel Drive continuing southerly on North Davis Road. There are two mains that service the areas west and south of the project site which branch off of this 12-inch main. One branch is an 8-inch main that follows El Rancho Way to the intersection of Boronda Road, and the other is a 12-inch main that follows along Post Drive and Calle Del Adobe which loops aback into the 8-inch main in El Rancho Way.

4. **Project Water Needs**

The project will generate a water demand of 114 af/yr. This translates to a net reduction in water consumption on the project site of 43.9 percent based on the existing agricultural use of 203 acre feet per year.

The determination of project water demand was based on the water consumption rates provided by the Monterey Peninsula Water Management Agency. These rates are accepted as the regional standard by the Monterey County Water Resources Agency.

Although water demand estimates for the alternatives indicate there would be a reduction over current water demand, essentially all of this anticipated demand

would need to be met by Cal-Water. Upon review of the estimated demand, Cal-Water has tentatively indicated their ability to service the proposed project.

The applicant should ensure the efficient use of water through incorporation of water conservation measures implemented by the City of Salinas wherein the City of Salinas requires a 7% reduction in use. Salinas' Water Allocation Plan requires a 15% reduction in average water use from previous agricultural uses; Alternative 1 of the project reduces the water use by 43.9%. Some of the specific water conservation measures to be initiated on this project to further reduce water demand include, but are not limited to:

- a. Installation of low flow devices, i.e., toilets, shower heads, hot water recirculation systems, etc.
- b. Use of xeriscaping principles throughout the exterior landscaping.
- c. Use of recycled water for washing of vehicles if a car-wash is developed on site.
- d. Pursue the use of treated or reclaimed water and use of "gray" water to irrigate site landscaping.
- e. Use storm water to maintain lake levels to the greatest extent possible. The drainage reservoir is intended to function as an engineered wetland and reduce nitrates and other chemicals and act as a aesthetic feature adjacent to the hotel, as well as provide storm water detention capabilities for the entire site runoff. The concept of a constant lake level is not possible without supplemental well water however since storm water runoff is not available throughout the year. This is especially true during dry or drought years. The Project EIR estimates an evaporation rate of 42 inches per year or for the 3 acres 10.5 acre feet; with the use of storm water retention and allowing some fluctuation the applicant's goal is to save 3.0 acre feet so that the net evaporation would be 7.5 acre feet. If the lake feature was eliminated from the design, the detention basin would likely be designed as a landscaped open space for use by hotel guests. If this were the case, the water required to irrigate the landscaped open space would be approximately 2.5 af/yr per acre or a total of 7.5 af/yr, based on data in the Project EIR.
- f. Minimize groundwater pumping for the drainage reservoir by lining the lake bottom with an impervious barrier. Although percolation is the primary method to recharge groundwater, in this instance a perched aquifer underlies the project site which would prevent recharge of the critical 180 foot aquifer. Percolation of the perched aquifer provides very little benefit, if any, to the groundwater supply.

g. Pursue the use of lake water for irrigating landscaping (this may not be feasible since supplemental water will be required for the lake and during times of surplus supplies in the lake, irrigation by rainfall will be occurring).

5. Loop Connections

A connection to the existing system can be readily made at the 12-inch main at the West Laurel/North Davis curve near Cal-Water's well #29. A loop would be designed to provide service to the rear of the commercial buildings. Loop connections can be accomplished by extending the 8 inch main in Boronda Road.

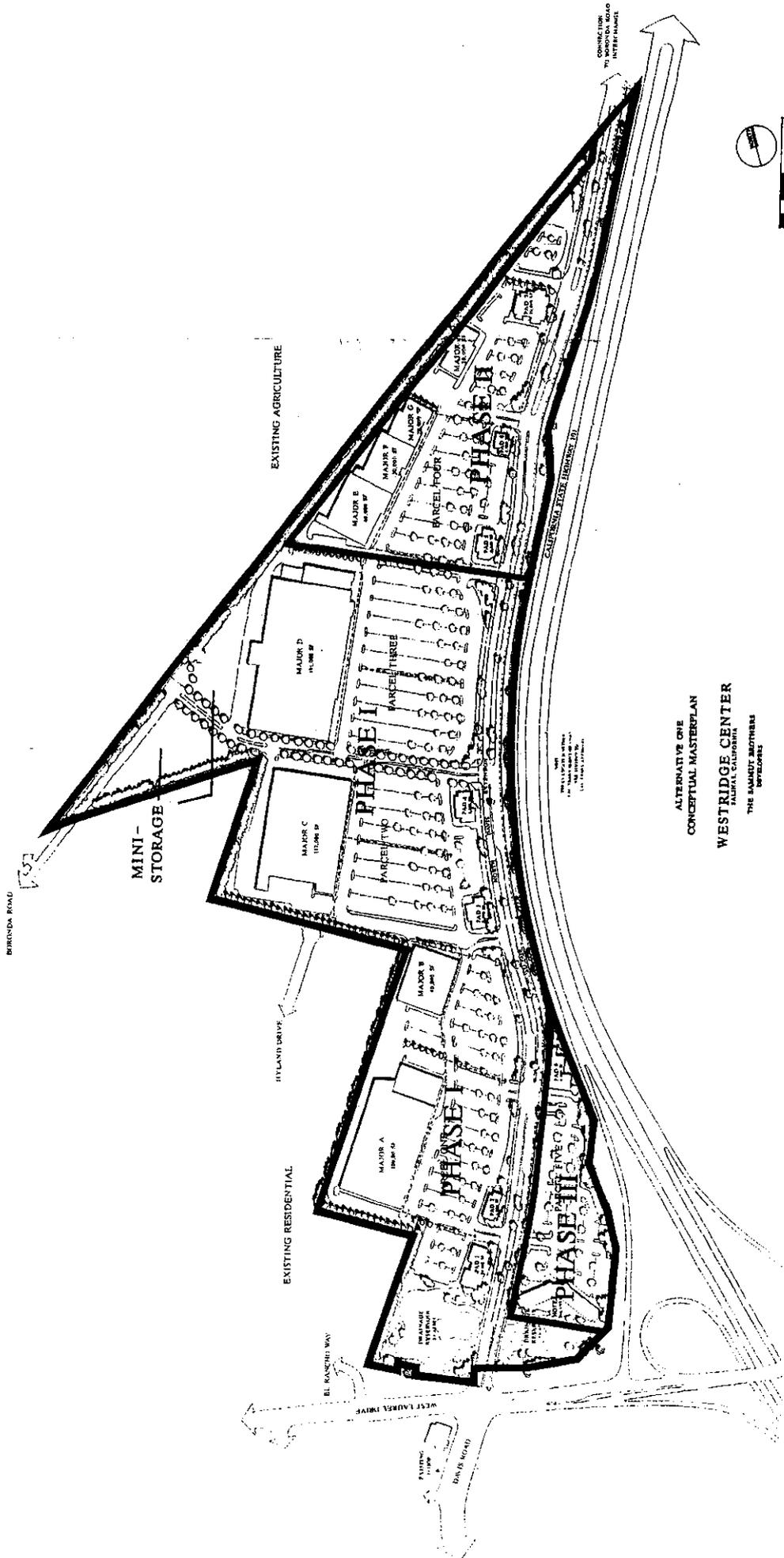
In the Boronda Road loop, the connection would require removal of approximately 400 linear feet of an existing 6-inch main and the extension of an additional footage of 8-inch main along the northerly boundary of the project site.

C. SANITARY SEWER

1. Existing Systems

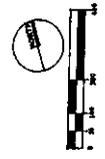
The City of Salinas currently provides sanitary sewer service to about 13 square miles within its incorporated city limits. The sanitary sewer system in the unincorporated Boronda area is also connected to the City's sanitary sewer system. The project site is currently without sewers due to current agricultural use (the existing kennel utilizes a septic system). All of the City's wastewater sewage flows in a general southerly direction to the Salinas Pumping Station located south of Blanco Road. This sewage is then transferred to the Monterey Regional Wastewater Pollution Control Agency (MRWPCA) Wastewater Treatment Plant located near Marina, California.

An existing sewage collector system, ranging in size from 10 to 48 inches, services the western portion of the City which is referred to as Basin 3 in the City of Salinas Sewage and Drainage Master Plan. This collector system, referred to as System 3, is a 24-inch line where it crosses Highway 101 approximately 1,000 feet north of West Laurel Drive and enters the project site, traversing along the south\eastery boundary. The 24-inch collector increases to 30 inches immediately after it leaves the project site, where it is joined by an 8-inch and a 10-inch line serving the Boronda area. The downstream section of System 3 consists of 30- and 48-inch lines which continue on a southerly course along Davis Road to the Salinas Pumping Station. Sewage flow is by gravity and as a consequence, there are no pumping stations located on this collector system.



ALTERNATIVE ONE
 CONCEPTUAL MASTERPLAN
 WESTRIDGE CENTER
 PALM SPRINGS, CALIFORNIA
 THE SANDY BROTHERS
 DEVELOPERS

WALTER J. BEHRE
 PLANNING ARCHITECT
 S.A.C.
 LAUREL AVENUE
 PALM SPRINGS, CALIF.
 92262



PHASING DIAGRAM

FIGURE 24

The natural slope of the project site dictates that the point of connection to the existing sewer system be made with the 24-inch collector at the southern boundary of the site. It is anticipated that the project would be serviced by a sewer main located within the Davis Road Extension, with branches serving individual parcels. In anticipation of extending Davis Road to the Boronda Road/Highway 101 intersection, the main could be extended to the northerly boundary of the project site and also be sized to accommodate future development to the north. The City may wish to consider realigning a portion of the 24-inch collector within the project site and make a connection to the proposed main in the Davis Road extension. Although this may be advisable due to the proposed location of the detention basin, it is not absolutely necessary since this project will not utilize any portion of the realigned collector.

2. System Capacity

This project site is a part of the study area analyzed in the Master Plan. Current average daily sewage flow generated from Basin 3 is estimated to be approximately 25 percent of the entire City's current wastewater flows and under current dry and peak wet weather flows, all of System 3 downstream of the project site, has adequate capacity. Under future peak wet weather flows (assuming ultimate build-out of the study area), however, the Master Plan indicated a need to provide a relief line for the collector downstream of this project. This collector is divided into three segments identified as Davis Road (1), (2), and (3) and labeled with System/Branch numbers 2-23, 3-29, and 3-32, respectively, in the Master Plan. The analysis of sewage flows must be made under future conditions in order to compare the increase in flow for this project with all future developments affecting the sanitary sewer collector in Basin 3. All future developments are expected to pay their fair share of these improvement costs.

This project will require connection to portions of the City's existing sewage system which was indicated in the Master Plan as requiring the construction of relief collectors to accommodate future peak wet weather flows.

By itself, this project only contributes an insignificant amount of the projected future peak flows, only when combined with all future developments would this trigger the need to provide these relief lines.

The effect of this project upon the MRWPCA Wastewater Treatment Plant is assumed to be negligible since the estimated average daily flow from this project is on the order of four tenths of one percent of the City's 26.9 mgd future average flow.

Whether through assessment districts or otherwise, the applicant may be asked to contribute a prorata share of the anticipated Capital Improvement Program for the Davis Road (1), (2), and (3) infrastructure improvements. These costs are

estimated in the Master Plan as \$2.6 million, \$2.5 million, and \$1.6 million dollars, respectively. The proration based on the above percentages amount to approximately \$75,000 for Alternative 1 and approximately \$63,000 for Alternative 2. Some of this prorated fee will be covered in the sanitary sewer fees paid at the time permits are issued.

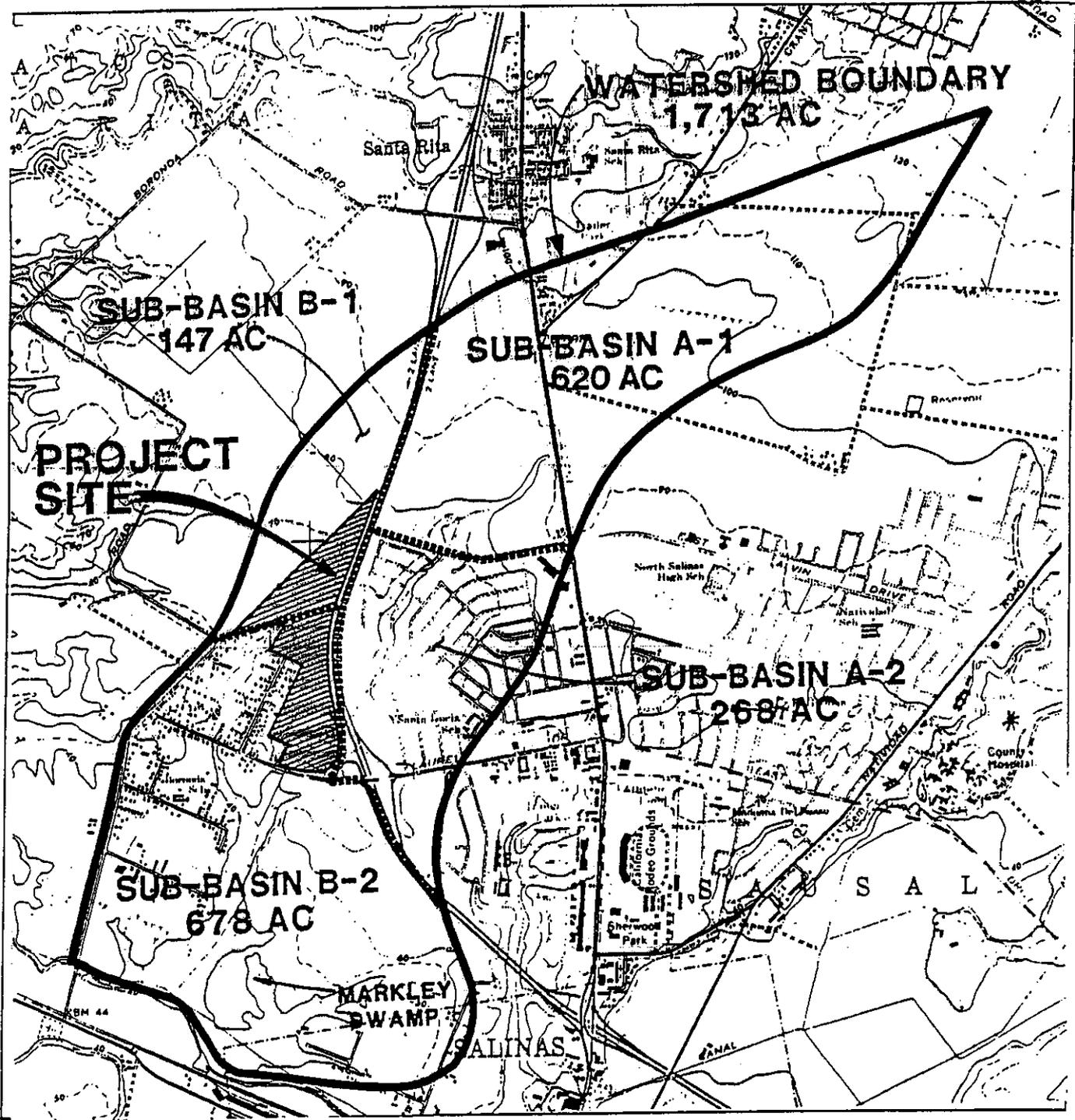
D. DRAINAGE AND FLOOD CONTROL

1. Surface Hydrology

Four natural channels flow from the Gabilan Mountains through Salinas and are tributary to the City's primary drainageway, Reclamation Ditch 1665. The project site is located immediately north of a dry lake known as Markley Swamp and is a part of the Reclamation Ditch Subsystem where other dry lakes become flooded during the rainy season and drains into the Reclamation Ditch. Due to the slow draining Reclamation Ditch during heavy periods of rainfall, Markley Swamp as with the other dry lakes are also slow draining and act as detention facilities. The draining of Markley Swamp is accomplished through a single culvert with a flap gate which allows water to flow into the Reclamation Ditch once the level in the Ditch reaches a point where the flap gate opens. Runoff in the Reclamation Ditch is then carried through Salinas, eventually discharging at Moss Landing Harbor.

Based on the USGS quadrangle map of Salinas, Markley Swamp collects runoff from over 1, 700 acres of watershed lying generally to the northeast, (Figure 20) roughly half of this watershed area lies east of Highway 101 and is identified as Sub-basin A1 and A2 and the other half lies to the west and is identified as Sub-basin B1 and B2. Although this map shows fingers of Markley Swamp extending deep into the southern portion of the project site, it appears that the ground has been regraded and has been in agricultural production for years. This regrading appears to limit inundation by Markley Swamp to a portion of a 6 acre lowland lying in the most southerly end of the project site, and within the drainage ditch at the project's southern boundary.

Sub-basins A1 and A2 are developed residential and commercial lands and, as such, the watershed as shown on Figure 20 may not reflect actual drainage patterns. Runoff from these basins is carried through 78 inch and 60 inch storm drain lines crossing underneath the highway toward the project site. The existing 78 inch storm drain crosses to the west side of Highway 101 approximately 4100 feet north of Laurel Drive. After following the easterly boundary of the project site for approximately 2500 feet, the pipe then traverses the project site, crossing El Rancho Way, Calle Del Adobe and Post Drive, and then outfalls into Markley Swamp. The existing 60 inch storm drain crosses to the west side of Highway 101 at the southeast corner of the project boundary, where it then ends at a concrete headwall located in a drainage ditch immediately outside the project site. The



WATERSHEDS

runoff in the drainage ditch is then picked up by the 72 inch line running parallel with the 78 inch line previously discussed.

Sub-basins B1 and B2 are generally undeveloped agricultural lands except for the residential development in the Boronda area. The project site is split between these sub-basins. The northern half of the project site is part of Sub-basin B1 and consists of approximately 47 acres. Off-site runoff from above the project site flows in a southwesterly direction until it reaches Boronda Road and collects in a roadside ditch. At the most westerly tip of the project site, this roadside ditch overflows to another roadside ditch lying along the project boundary allowing it to flow northeasterly until it outlets to a natural drainageway through the Boronda neighborhood to Markley Swamp.

All on-site runoff from the northerly half of the project site also flows toward Markley Swamp in basically the same manner. The southerly area is a part of Sub-basin B2 and consists of approximately 38 acres. Runoff from Sub-basin B2 flows south and discharges directly into the drainage ditch where it is then transported via the existing 66 and 72 inch storm drains leading to Markley Swamp.

Markley Swamp is designated as being within the 100 year flood plain on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (flood elevation of 38 feet), as such, the City and County are required by ordinance to mitigate impacts on the flood plain. Due to existing farming operations within and adjacent to Markley Swamp, there are concerns regarding current and projected flood hazards relating to crop loss and use of agricultural lands.

A possible solution to the flooding of Markley Swamp being considered by the Monterey County Water Resources Agency is a pump station to improve the discharge of water from Markley Swamp to the Reclamation Ditch. The estimated cost of this pump station is \$325,000 and is to be shared among all future development (including Harden Ranch) proportional to the post-development volume of runoff from the respective projects (Owen Stewart, MCWRA, pers. comm.). This allows the water from Markley Swamp to be pumped into the Reclamation Ditch as soon as the water level in the ditch subsides. Although the timing of the construction of this pump is somewhat dependent upon other projects, it will most likely be constructed within the next five years.

2. System Capacity

The capacity of the existing 78 inch storm drain line is estimated to be approximately 260 cfs. By applying the Rational Formula on the 620 acre watershed area for Sub-basin A1, a 25 year storm and 65 minute time of concentration, it was determined that runoff from this basin would result in a peak discharge of 250 cfs. Therefore, there does not appear to be any available capacity

in the existing 78 inch storm drain line. The capacity of the existing 66 and 72 inch storm drain lines is estimated to be approximately 130 cfs and 164 cfs, respectively. By applying the Rational Formula on the 268 acre watershed area for Sub-basin A2 and a 25 year storm and 30 minute time of concentration, it was determined that runoff from this basin would result in a peak discharge of 105 cfs. Therefore, there appears to be approximately 25 cfs of available capacity in the smaller 66 inch storm drain line.

3. Effects of the Project

The project would increase the volume of surface runoff over the present agricultural use, thereby impacting the 100-year flood level of Markley Swamp. The proposed detention basin would serve to limit the discharge to pre-development flows, but will still pass the entire volume of post-development runoff to Markley Swamp.

The applicant has proposed a 3.2 acre parcel for a multi-functional lake and detention basin for Alternative 1 and a slightly modified configuration for Alternative 2. In accordance with County guidelines the detention basin is to be designed to detain the 100-year post-development flows which limits the discharge to only a 10-year pre-development flow. The lake will serve as a visual amenity for the proposed hotel.

The estimated pre-development and post-development surface runoff rates for the project site were also calculated by the "Rational Method". The pre-development runoff rate is estimated to be approximately 14 cfs during a 10 year event. The volume of runoff from a 100 year storm was calculated by using a 6 hr. duration rainfall intensity of 1.9 inches, as taken from the NOAA Atlas 2 (Precipitation Frequency Atlas 161X1 and an infiltration rate of .15 inches per hour. The 100 year volume from the project site was estimated to be 7.1 af. Based on these figures the proposed basin with a capacity of 457,000 cf (10.5 af) is more than adequate to accommodate the 100 year storm runoff. The lake will have a volume of approximately 500,000 cf in addition to the flood storage volume.

Surface runoff from the site is expected to be conveyed by a 36 inch storm drain line which discharges to the detention basin. This line would be of sufficient size to accommodate project runoff.

The applicant will operate the proposed lake below normal levels during the winter season to allow the detention basin to maximize the storage of surface runoff, thereby reducing the runoff volume reaching Markley Swamp.

The applicant will divert the volume of runoff from the northern half of the project to the proposed detention basin instead of allowing it to follow its natural path to Markley Swamp. This can be achieved by regrading of the site and proper design of the storm drain system.

Off-site runoff that currently enters a roadside ditch adjacent to the northerly project boundary would be restricted by this development from entering its natural path to Markley Swamp, thereby creating a ponding situation at the westerly tip of the project site. The applicant will construct the necessary drainage swale and culvert to intercept the off-site runoff and properly direct it to the same natural path in which it currently flows. Outlet protection should also be provided to minimize erosion.

The surface runoff from the parking areas within the project site would carry elevated levels of contaminants. If not prevented from entering the detention basin, these contaminants would eventually enter downstream drainage areas and wetlands and lead to degradation of aquatic and upland habitat.

The applicant will prevent the discharge of pollutants into the drainage channel prior to entering the detention basin. Sediment and grease would be captured from surface runoff through proper design and placement of sediment/grease traps in the storm drain system. The applicant will also establish a proactive maintenance program to routinely clean out and dispose of the captured contaminants from the sediment/grease traps, as well as routine sweeping of the parking area. Use of aquatic vegetation in the drainage reservoir can aid in the cleansing of the runoff water.

E. SCHOOLS

The project site is served by three school districts: the Salinas Union High School District (SUHSD), the Salinas City Elementary School District (SCESD), and the Santa Rita Union School District (SRUSD).

To the extent that locals will constitute the primary employee pool and that no residential areas are expected to be build in the project area, Westridge Center is not expected to have significant effects on local schools.

VI. LAND USE RELATED TO THE PROJECT

A. EXISTING AND SURROUNDING LAND USES

Existing land use adjacent to and within the project site are shown in Figure 21. Approximately 75 of the total 85 acres of the site are currently used for farmland in irrigated agricultural production and the remainder is used for a house, garage, exotic animal compound and animal training area. Crops produced on the site during the past five years include lettuce and broccoli. Depending upon the severity of the wet season, the land is farmed approximately 10-11 months per year. These farmlands have not been categorized by the Soil Conservation Service (SCS) as being "important" (i.e., prime farmlands, farmlands of statewide importance, unique farmlands, or farmlands of local importance), are not under Williamson Act agriculture contract (Monterey County Planning Department, October 1986), and are not considered as the most valuable or productive land surrounding Salinas (City of Salinas Department of Community Development, June 1988).

Land used adjacent to the site include existing single-family residences in the established Boronda Neighborhood to the southwest, and farmlands to the northwest. As shown in Figure 22, these farmlands have been defined by SCS to be "prime farmland" and "of statewide importance". Generally, "prime farmlands" are regarded as the best for a wide range of crops while lands "of statewide importance" are also very productive irrigated lands for a lesser range of crops. An existing restaurant (International House of Pancakes) is located on West Laurel Drive along the site's southern boundary, and a four-lane freeway, U.S. Highway 101, forms the eastern border of the site. Low density residential development occurs on the east side of the freeway extending from West Laurel to Alvin Drive and beyond.

B. EXISTING LAND USE PLAN AND POLICIES

Applicable land use plans include the following:

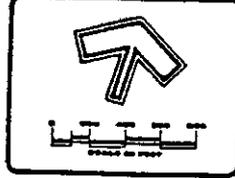
1. Greater Salinas Area Plan - supersedes the Monterey County General Plan for the Greater Salinas Area and is consistent with the intent and overall direction of the countywide plan.
2. Boronda Neighborhood Improvement Plan - supplements the goals, policies, and objectives of the Monterey County General Plan and the Greater Salinas Area Plan, and indicated the course of action the County and City intend to pursue to implement the goals and land use plan for Boronda.
3. Salinas General Plan - includes policy statements, the General Plan Map, and supplementary maps designated as part of the General Plan, and provides a basis to determine whether private development proposals are in harmony with the policies.



BORONDA NEIGHBORHOOD IMPROVEMENT PLAN

EXISTING LAND USE

- | | | | | | |
|---|------------------------------------|---|-----------------------------|---|---|
|  | SINGLE FAMILY RESIDENTIAL |  | HEAVY INDUSTRIAL |  | PUBLIC SCHOOL |
|  | MULTIPLE FAMILY RESIDENTIAL |  | GENERAL AGRICULTURAL |  | RELIGIOUS FACILITIES |
|  | COMMERCIAL |  | UNIMPROVED LANDS |  | PUBLIC RECREATION |
| | |  | WATERSHED AREAS |  | BORONDA COUNTY SANITATION DISTRICT |
| | |  | PUBLIC QUASI PUBLIC | | |





City of Salinas

DEPARTMENT OF COMMUNITY DEVELOPMENT

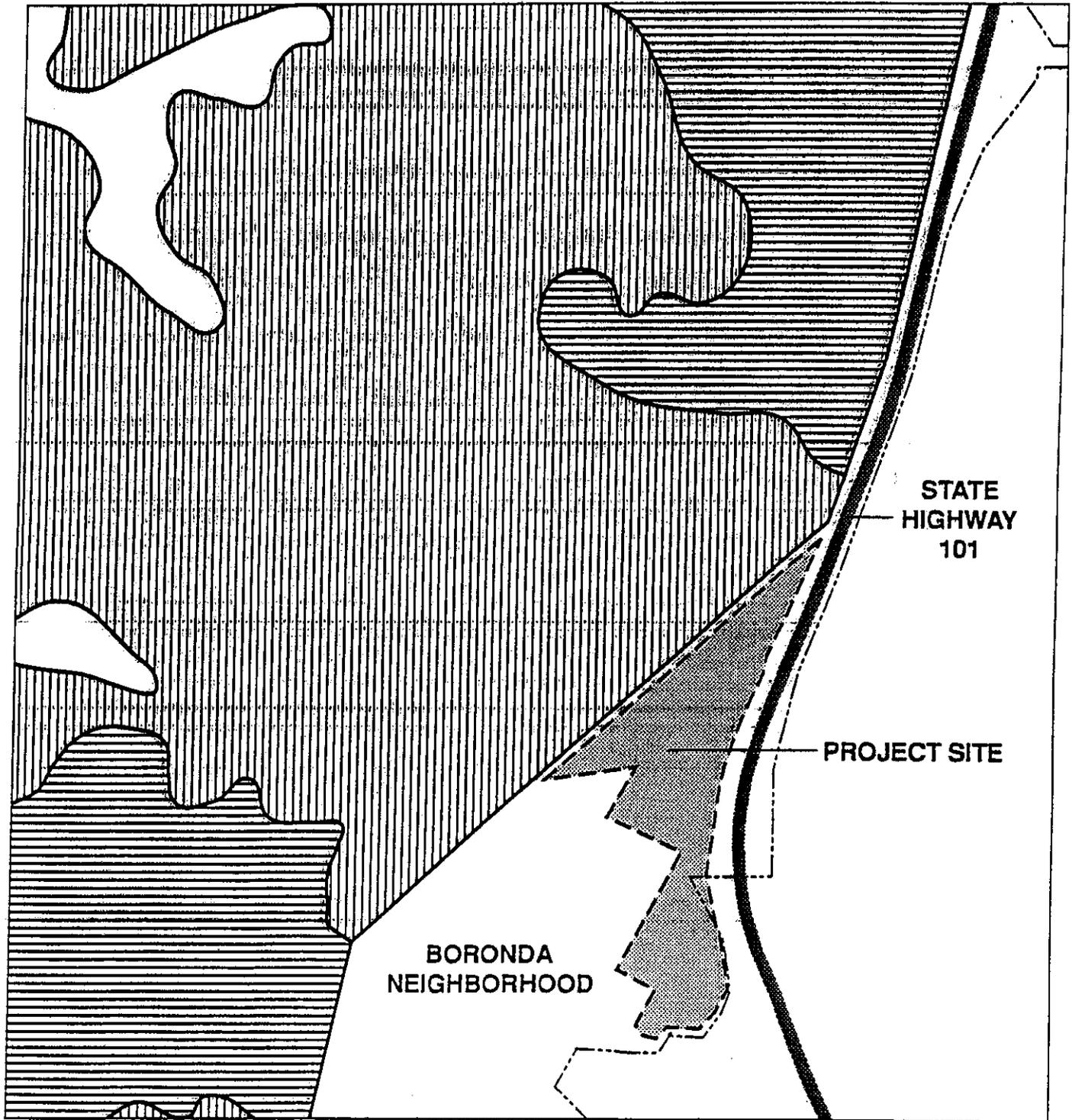


Figure 4-5

IMPORTANT FARMLANDS IN THE PROJECT SITE VICINITY

The County's General Plan land uses for Boronda and the project site are reflected on the land use map of the City's General Plan. On the whole, the land uses shown in the Salinas General Plan are consistent with the land uses reflected in the Boronda Neighborhood Improvement Plan (Figure 23). Uses designated on the Salinas General Plan map for the project site include "Low Density Residential", "Office" and "Retail".

Text policies of the land use plans relevant to the project are listed below. The policies provide for the project site's orderly transition from rural to urban uses, and for the preservation of surrounding farmlands, a high priority use with all of the plans:

Greater Salinas Area Plan:

Provide for orderly annexation in a direction which is mutually beneficial for City growth and the preservation of farmlands (26.1.14.1.a).

Guarantee that productive farmlands are preserved, enhanced and expanded (26.1.14.1.c).

Ensure that roads necessary to service development in the City of Salinas should not be constructed in the unincorporated area of the County on prime farmland (39.2.8:f).

Boronda Neighborhood Improvement Plan:

Ensure availability of necessary services and utilities specifically, a sanitary sewer which is part of the Monterey County Regional Sanitation District and water utility services (28.2.1.1.1).

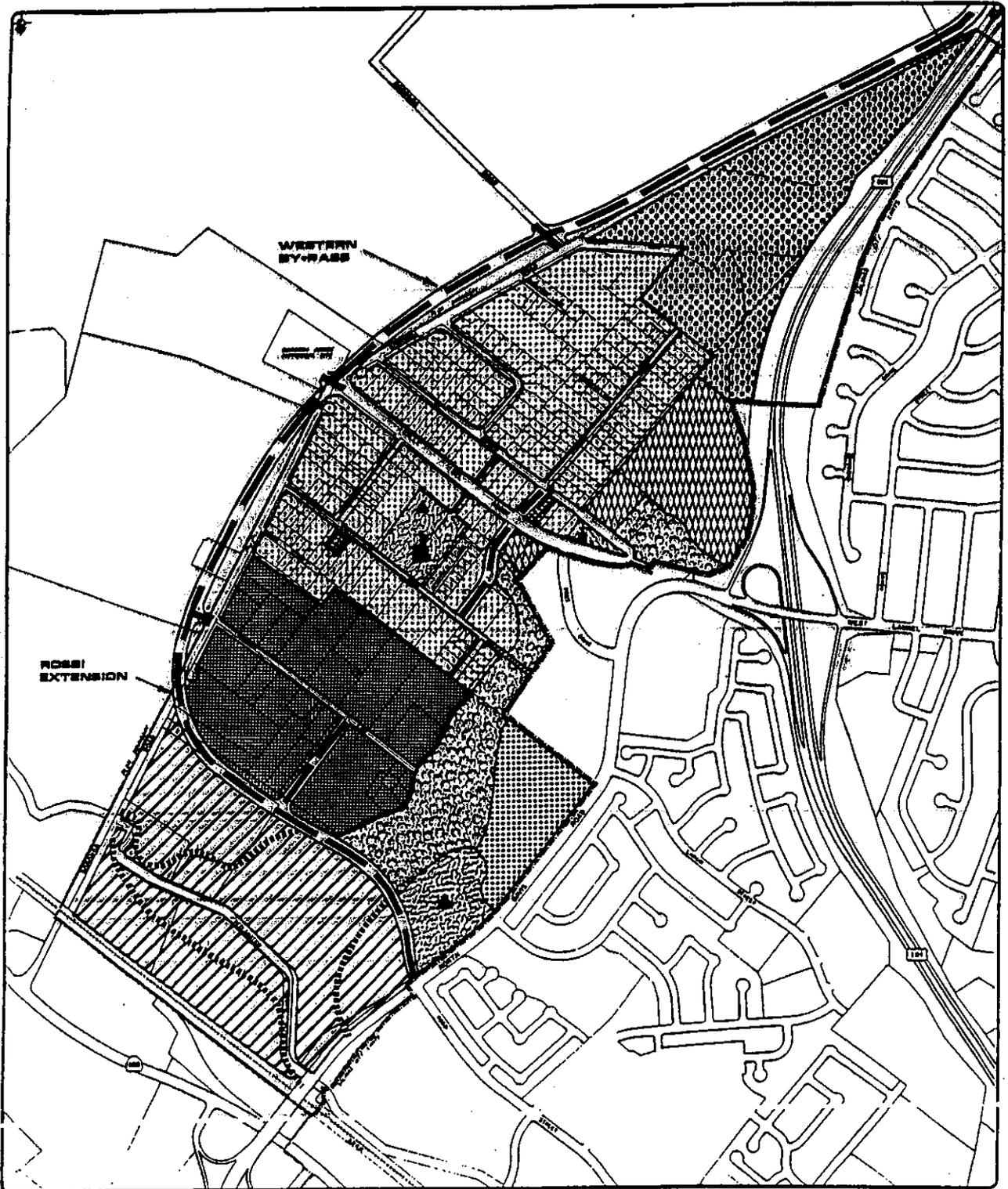
Ensure completion of the joint planning effort for growth and agricultural preservation as prescribed in Policy 26.1.14.1. of the Greater Salinas Area Plan (28.2.1.1.3).

Development will be sited to minimize any potential development conflicts with agricultural activities (30.0.1.1.).

To protect viable adjacent agricultural land uses surrounding the Boronda area on the north and west, a well defined buffer zone will be established. The Boronda Plan suggests that the buffer zone will consist of:

a. 60-foot street right-of way between urban and agricultural land uses, street trees will be placed within the right-of-way on the urban side of the right-of-way as a canopy buffer. (The applicant proposes a 48-foot setback that contains an evergreen tree zone and building access way plus the back of buildings and their depth as a responsive equivalent that does not waste agricultural land.)

b. A required minimum 20-foot building setback with a landscaped shrub buffer for all new development on lots facing agricultural land.



BORONDA NEIGHBORHOOD IMPROVEMENT PLAN

ADOPTED LAND USE PLAN

RESIDENTIAL (4 DU/AC)	PLANNED COMMERCIAL	PUBLIC/QUASI PUBLIC
RESIDENTIAL (15 DU/AC)	HIGHWAY COMMERCIAL	PUBLIC SCHOOL
NEIGHBORHOOD COMMERCIAL	INDUSTRIAL PARK	PARK
GENERAL COMMERCIAL	OPEN SPACE	CHURCH
		100-YEAR FLOODPLAIN BOUNDARY

SOURCE: MONTEREY COUNTY PLANNING DEPARTMENT. ADOPTED JULY 14, 1997.

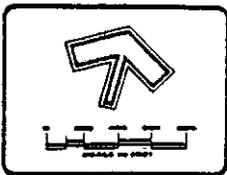


FIGURE 23

- c. A requirement that parking facilities be placed on the front of the lots facing agricultural land (30.0.2.1).

Salinas General Plan:

Minimize disruption of agriculture by maintaining a compact City form and directing urban expansion away from the most productive land (3.1.A).

Maintain a compact urban form and locate growth areas to minimize loss of agricultural resources (4.2.A).

Minimize conflicts between agricultural and urban uses (4.2.B).

Where feasible, bound the urban area with an arterial road (4.2.C). (Please see the following for alternative discussions.)

C. EFFECTS OF PROJECT ON EXISTING LAND USE

1. The project will require the conversion of 75 acres of agricultural lands that are on-site and currently designated for urban development within the City and County General Plans. None of this land is designated as "prime" or of "statewide importance". During the development of the City General Plan in 1988, it was decided to protect the most valuable lands in the south and allow growth in this area.

The extension of North Davis Road to the Boronda Road Overpass is scheduled to hug Highway 101 to have the least possible impact on agricultural land.

2. Measures proposed by the applicant to minimize disruption to agricultural lands bordering the site would reduce impacts to agricultural activities to a level of insignificance.

Proposed buffering between the proposed development and the agricultural land includes vegetative screening and an access way between the development and the adjoining agricultural area. The back of the development would be turned toward agricultural lands.

3. The applicant will establish a well-defined buffer zone between the proposed development and the northwesterly agricultural area consisting of the following:

- a. Placement of street trees placed on-site as a canopy buffer with an interplanting of shrubs to maintain an effective screen.

- b. The applicant would execute and record an agrarian easement in a form approved by the City and County which would preserve and protect

agricultural activities by allowing dust, noise and odors emanating from lawful agricultural activities on adjoining property to burden the project site.

c. After agreeing to the above it is believed that a boundary road between the agricultural area and the development is not necessary or desirable. A road would not be desirable because it would either take the place of or duplicate a much more efficient dual purpose access road that bisects the property. A boundary road would more than double the proposed access road's length and therefore absorb more existing agricultural land, off or on-site. Finally, there are current active negotiations and understandings that would allow for the development of the land north of the site that is not under the control of the Westridge Center applicant.

The development will comply with the City's Zoning Code, including amendments thereto.

VII. CONSERVATION ELEMENT

The Plan includes conservation measures to encourage the efficient management of natural and man-made resources.

A. CONSERVATION OPPORTUNITIES

1. Preservation of Agricultural Land

a. The project will require the extension of North Davis Road to Boronda Road at Highway 101. The project design calls for these extensions to hug the Highway ROW to minimize disruption of agriculture.

b. The agriculture buffer on the northwest side of the site is to be a multiple use landscaped area of evergreen trees and shrubs, and a strip access area in the back of retail commercial buildings, creating a buffer of 60 feet. In addition the buildings will be backed up to this buffer to increase the effective size of the buffer to more than 60 feet. The project applicants are also willing to sign a commitment to tolerate any obnoxious effects that may result from adjacent legal agricultural uses.

c. The site land was designated to be within the City's Sphere of Influence for urban development in the City's General Plan. None of proposed project farmlands are prime farmlands or farmlands of statewide importance.

2. Water Conservation

According to the Project EIR the conversion of the proposed project site to retail commercial uses would result in a water savings of about 43.9% for the applicant's preferred proposal (Alternative 1).

The applicant/developers are committed to saving an additional 7% with water conservation measures that include, low water use landscape planting (xeriscape), the use of drainage runoff waters and or other reclaimed water for the greening of the flood retention wetlands and lake adjacent to the hotel, low water-flow plumbing fixtures and carefully controlled irrigation systems.

A Water Conservation Plan is in Appendix B.

VIII. IMPLEMENTATION

A. INTRODUCTION

This Precise Plan anticipates the approval of a General Plan Amendment to the Salinas General Plan and annexation to the City of Salinas of 85 acres of property for retail commercial development. The property is now within the City's Sphere of Influence in Monterey County, California. The boundary change would be a reorganization involving detachment from the Monterey Coast Resource Conservation District, and a detachment of portions of the area from the Boronda County Sanitation District and County Service Area No. 41.

B. ZONING

The property would be pre-zoned per commercial District Regulations to a zone that would encompass all of the proposed uses by Site Plan Permit Review. Permanent zoning is intended to accomplish the following:

1. To allow for a wide range of compatible commercial uses and to provide development regulations that are flexible, market responsive and encourage creative and evolving design concepts. The site will be zoned to a Commercial Retail - Precise Plan Overlay.
2. To allow for Site Plan Permit uses, e.g., development by "right" so that uses consistent with zoning and the Precise Plan can move forward.

Upon adoption of the Precise Plan and zoning, City staff will issue permits to construct after conducting a site plan review and finding that each proposed project meets Precise Plan and zoning requirements.

The City Council will be responsible for subdivision approval, right-of-way dedication, assessments and Precise Plan amendments. In this way, the City Council retains overall policy direction and defers routine permit issuance to staff.

C. ENTITLEMENT PROCESS

The entitlement process described herein applies to all private developments proposed within the Plan area. This description addresses only entitlements the City of Salinas has authority to grant. Permits from other governmental agencies may be required prior to project implementation and the City assumes no responsibility for identifying or pursuing these permits on behalf of any applicant.

1. **Development Plan Review**

Prior to filing, the applicant shall submit to the City plans and other information concerning any proposed development in the Plan area. The plan that is submitted for review may be for the entire Precise Plan area or may be for any portion thereof.

2. **Tentative Maps**

Before any property is subdivided, a tentative map of the subdivision must be approved by the City of Salinas in accordance with the City's subdivision ordinance.

3. **Final Maps**

Prior to the expiration of a tentative map, a final map based on a qualified survey should be submitted to the City of Salinas Department of Public Works. As specified in California Government Code Section 66474.1, the final map must be approved if found to be in substantial compliance with the approved tentative map. As a condition of the map, the developer shall indemnify the City. All development fees shall be paid prior to approval of the final map and its recordation.

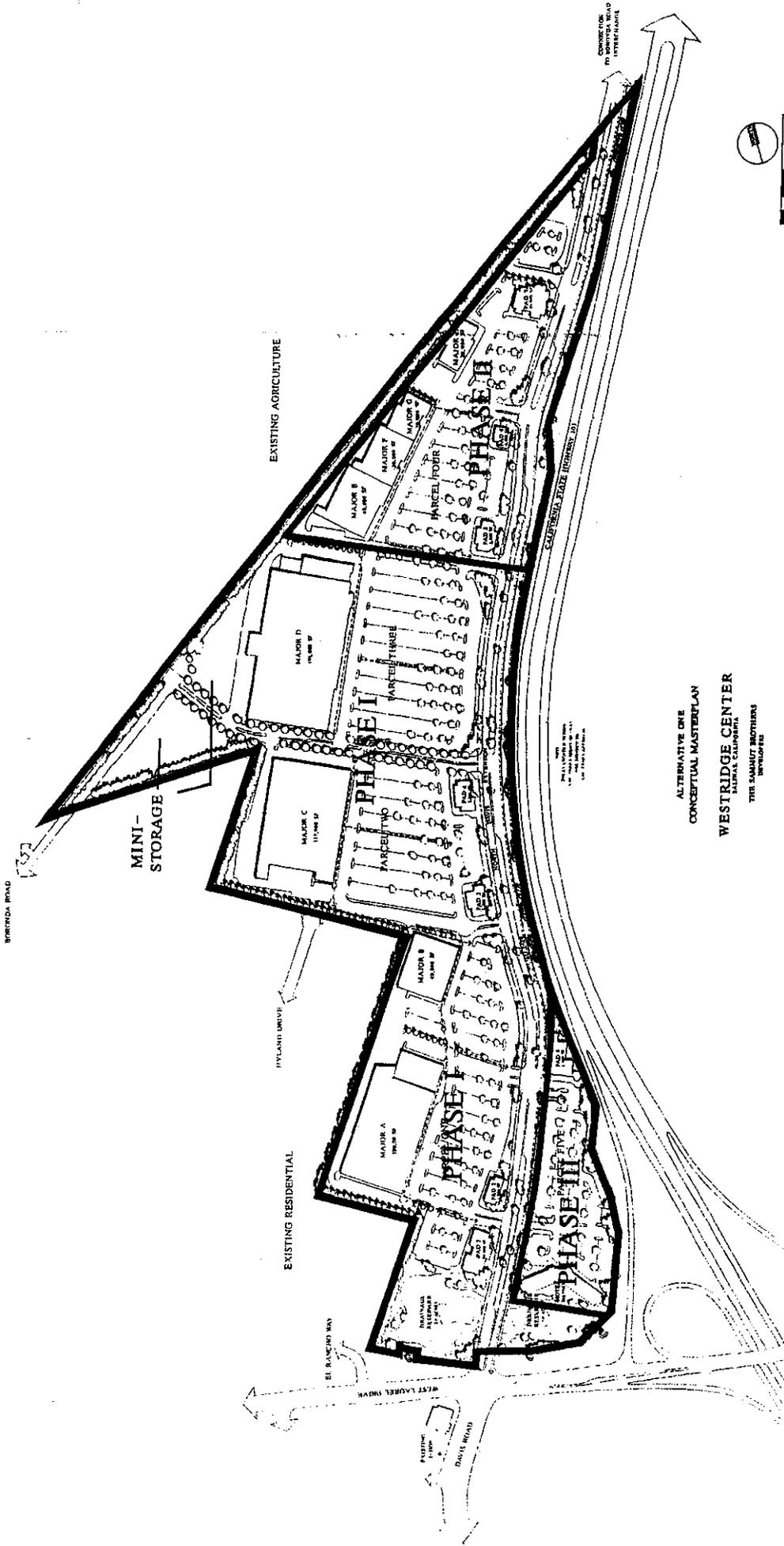
4. **Building Permits**

Following approval of the final map, proposed development projects may apply for building permits through the Building Division. All project structures must comply with the Uniform Building code and all development must meet all applicable codes of the City.

D. PHASING OF DEVELOPMENT

Full development of the Westridge Center will take approximately 4 years to complete, depending upon market conditions. Infrastructure phasing will generally occur from south to north, however, the desire to have a significant portion completed during the first 2 years will necessitate the development of some of the larger spaces in the center of the project in Phase One, Figure 24.

Development activity is expected to be continuous until the project is completed. Most of the on-site infrastructure, including the new intersection near the south entry are expected to be completed in Phase One.



PHASING DIAGRAM

ALTERNATIVE ONE
 CONCEPTUAL MASTERPLAN
WESTRIDGE CENTER
 PALMDALE, CALIFORNIA
 THE SAMANTH BROTHERS
 ARCHITECTS

WALTER S. BRASS
 PLANNING CONSULTANT
 S.A.C.
 LANDSCAPE ARCHITECTS
 PALMDALE, CALIFORNIA

FIGURE 24

The tentative schedule for the Phases is:

Retail/Commercial	Phase I	1994 - 1995
Retail/Commercial	Phase II	Completed by the fall of 1996
Retail/Commercial	Phase III	Completed by the fall of 1997
Hotel	Phase III	Completed by the fall of 1997

Projects by phase are described in more detail below. Continuing traffic studies may influence the timing of street and intersection development.

PHASE ONE

1. Phase I Building Construction

As shown in Figure 24, Phase I will encompass about 350,000 to 400,000 square feet of retail commercial development with two or three larger stores and a couple of pads providing most of the space. While some construction may start in 1994, it is anticipated that most of the construction will occur in 1995. Building and parking lot landscaping will begin concurrently with building construction or immediately thereafter where there are site occupancy conflicts.

2. Phase I Infrastructure

- a. North Davis Road Construction is expected to proceed in 1994, concurrent with or prior to building construction.

The extension of North Davis Road includes the construction of a traditional four-legged intersection at North Davis Road and West Laurel Drive. This intersection will be equipped with traffic signals and will be configured in accordance with Alternative 1 of the EIR Traffic Section.

North Davis Road will be extended through the property as a four-laned arterial per the project description and Figure 24 of this Plan. If development does not extend beyond Parcel Three in Phase I, the extension of 4 lanes of the arterial may be equally limited. The first two lanes of North Davis Road will be extended to the Highway 101, Boronda Interchange prior to the occupancy of Phase I of the Center.

Landscaping of the North Davis Road corridor will be concurrent with the completion of the road extension or during the next construction season if winter weather interferes, corridor landscaping will be in place before buildings open for business.

b. Westridge Parkway - the east to west road connecting North Davis Road to Boronda Road, will be completed during Phase I concurrent with the development of the major retail commercial establishments on Parcels Two and Three. This street will be a four-laned arterial as far west as the northwest property line and will then become two lanes up to the connection with Boronda Road. Landscaping of this street will also be completed on a concurrent basis as noted for North Davis Road above.

c. Installation of main lines for sewer and storm drain systems will be concurrent with the extension of North Davis Road. This will include the development of the drainage -- flood control reservoirs near the southern entrance to the site. Sewer connections and tributary lines will be concurrent with building development.

d. Walls and associated landscaping between the existing residential areas and the proposed development will be completed during Phase I. Also, the evergreen strip of trees and associated landscaping will be completed along the north west side of the development site to form the outside edge of a separator corridor between agriculture and development.

PHASE TWO

1. **Building Construction**

An additional 100,000 to 150,000 square feet of building construction is planned for Phase II. It is probable that this would include the completion of development on Parcel One and the start of development in Parcel Four. Building and parking lot landscaping will begin concurrently with building construction or immediately thereafter where there are construction and site occupancy constraints.

2. **Phase II Infrastructure**

a. Within the Westridge Center, site landscaping of the North Davis Road corridor will be concurrent with the completion of the road extension or during the next construction season if winter weather interferes. On-site corridor landscaping will be complete before buildings open for business.

b. Installation of main lines for sewers and storm drainage to the north end of the project site will be completed concurrently with the on-site completion of North Davis Road. Connections to buildings will be concurrent with their construction.

PHASE THREE

1. Building Construction

Construction is expected to be completed up to the maximum allowable or approximately 652,500 square feet during this Phase. Phase III is scheduled for completion during 1997 but may not be completed until 1998. The 250-room hotel on Parcel Five is also scheduled for completion during Phase III.

Building and parking lot landscaping will be concurrent with building construction or immediately thereafter where construction and site occupancy constraints occur.

2. Phase III Infrastructure

a. Infrastructure construction for the project will be completed in Phase II except that buildings in Phase III will connect to the completed infrastructure.

E. FINANCING PROGRAM

A financing program must be developed to assure the orderly construction of area-serving facilities, such as storm drains, utilities, street improvements, arterial and other area landscaping and pedestrian and bicycle circulation improvements. These are all needed to serve site area development and in most cases are prerequisites for such development. The applicant will have the direct responsibility for the completion of the Davis/Laurel Intersection, Davis Road Extension to Boronda Road and Westridge Parkway. Summarized below are possible methods of financing these improvements. See Table C regarding Major Capital Improvement Costs and Sources of Funding.

1. General Fund

The Salinas City Council could appropriate moneys from its General Fund, via the annual Capital Improvements Program, to be administered by the appropriate implementing departments.

2. Development Fees

Prior to the issuance of building permits, fees are paid to the City by developers to cover fair-share costs for various capital improvements including traffic infrastructure.

**TABLE C
MAJOR CAPITAL IMPROVEMENT RESPONSIBILITIES
WESTRIDGE CENTER PROJECT**

IMPROVEMENTS	TYPE OF IMPROVEMENT	PHASE	RESPONSIBILITY
Davis/Laurel Intersection	Install new, four-legged signalized intersection with one northbound left turn lane, two northbound through lanes and two northbound right turn lanes on Davis Road, two southbound through lanes on Davis, one eastbound left turn lane and two eastbound through lanes on Laurel Drive and two westbound left turn and two westbound through lanes on Laurel.	I	Developer
Davis Road Laurel - Alvin	Extend four lanes of Davis Road and dedicate 106' of right-of-way.	I	Developer
Davis Road Alvin - Boronda	Obtain right-of-way and extend two lanes of Davis Road.	I	Developer
Westridge Parkway	Create a T intersection and extend a four lane road to end of the Center's buildings and two lanes to western property line, dedicate land.	I	Developer
Boronda Road	Expand capacity of the interchange by payment of traffic fees for signalization of both intersections if available, otherwise the applicant pays with TFO credit.	I	Developer
Davis/Post	Create a northbound through lane prior to project occupancy and monitor for the need for a southbound left turn lane.	I	Developer
Davis/Larkin	City adds third north and southbound through lanes and signal at Davis/Larkin.	I	City

**TABLE C
MAJOR CAPITAL IMPROVEMENT RESPONSIBILITIES
WESTRIDGE CENTER PROJECT, Continued**

IMPROVEMENTS	TYPE OF IMPROVEMENT	PHASE	RESPONSIBILITY
Davis/Blanco	Based on traffic monitoring, install, at the City discretion, one of the following improvements: A) a second northbound through lane, or B) a second southbound left turn lane, or C) a second westbound through lane. (Monitoring in Phase I but construction as needed.)	I	Developer
North Main/Boronda Road	Add a second northbound through lane, a southbound right turn lane, a second eastbound right turn lane, and a second westbound left turn lane.	I	City
Natividad/East Laurel	Restripe to add a third northbound through lane and additional southbound, eastbound and westbound left turn lanes.	I	City
N. Davis Road Greenway	Design and Install Greenway and Median Landscape	I	Developer
Storm Drain System	Build new drainage system which flows to on-site retention facility	I / II (A)	
Water System	Expand and create loop system for water service	I / II (A)	Developer
Sanitary Sewer	Expand and connect to City's sewer system	I / II (A)	Developer
Police Costs	Hire two police officers and buy a new police car.	I	City
Fire Costs	Enhance Fire Systems	I	See EIR for Mitigation PS-3.1 for details

((A) The majority of this work would be completed in Phase I but some tributary or lateral connections may be concurrent with the completion of Phase II.

3. **Redevelopment Grants**

The Boronda Neighborhood Redevelopment Area has made minor insignificant allocations that could be used to develop infrastructure beneficial to the Redevelopment Area and the applicant. The Redevelopment Area has committed significant funds, approximately \$500,000, to assist in connecting Rossi Road to Boronda Road. This commitment was apparently made in consideration of development occurring in this area first. An amendment to the Redevelopment Plan would be required to accommodate a change in funding.

4. **Developer Financing**

This is the preferred financing method of the developer of the Westridge Center to the degree that it is feasible or possible. Developers may advance funds or obtain private sector or contractor's financing to construct portions of the identified infrastructure improvements in order to open areas for project development. Developers would be given credit toward such infrastructure to the extent such infrastructure would otherwise have to be financed by fees.

In addition, the sources for this investment may include sales of parcels of land; also sales to other parties will involve their assumption of their pro rata share of such improvements.

If necessary, a combination of developer and assessment district financing may be used. Depending upon the amount of the improvement cost, the availability of cash investment, and the availability of public sources as hereinafter described, it may be possible to include a combination of the two methods.

The implementation of the financial strategy will occur simultaneously with the completion of annexation. Thus, the Westridge schedule would include the collection of assessment district information necessary for City approval at the same time that private sources of funds will be solicited. Both of these tracks will occur while annexation is finalized. It is hoped that the public improvement package will achieve design review so that, upon completion of annexation, the culmination of the financial strategy and the design work will prepare the project for implementation.

Finally, all other public sources of funds that may be available for such a project will be pursued. For example, any California state grant or CalTrans grants, or City and County participation will be pursued to the fullest extent possible.

5. **Assessment District Financing**

With approximately 6 million dollars of improvements to be completed within the project, the assessment district route appears achievable. The possible addition of adjacent land to the north would increase the capacity of the area to absorb an assessment district for the improvements. The form of district would be similar to that incorporated in the Harden Ranch project, except that the developers would attempt to achieve a complete tax exempt status on the bonds. The 6 million dollars of assessment district bonds should satisfy the necessary value-to-bond ratio of 3 to 1 in order to satisfy assessment district requirements. In addition, the public purpose of the project should satisfy any City concerns about the objective of the assessment district for tax exempt status. It is the intention of the applicant to institute an assessment district as the primary source of financing.

If a district is formed, the applicant would like to finance all on-site street improvements (North Davis Road-West Laurel Drive intersection, extension of North Davis Road and Westridge Parkway), water, sewer, drainage (including drainage lakes), sidewalks, bicycle ways and arterial associated landscaping. Assessments may be paid in cash by the property owners, or bonds can be sold which are secured by liens against benefiting properties. Assessment installments normally are billed on the annual property taxes bills. They are payable, become delinquent, and are subject to the same penalty and recovery laws as general property taxes.

6. **Mello-Roos Financing**

The Mello-Roos Community Facilities Act of 1982 (Government Code 53311-53565) provides an alternative method for financing a broad range of public facilities. Like an assessment district, a community facilities district is strictly a financing vehicle, not a separate political entity. Mello-Roos financing can be used to provide any kind of facilities with a useful life of five years or more, which the City of Salinas is authorized to construct, own, or operate, and which are needed because of development.

Mello-Roos financing can be used to finance a variety of facilities including:

- a. Local park, recreation, or parkway facilities;
- b. Natural gas, telephone, or electrical facilities for new area, even if owned by a regulated public utility; and
- c. Any other governmental facilities which the city is authorized by law to construct, own, or operate.

To authorize a special tax on bonds, the measure must be approved by a favorable two-thirds vote of the qualified electors in the community facilities district. The approved measure must specify a maximum tax rate and the method in which the tax will be apportioned. The intent of the Community Facilities District Act is to allow flexibility in the establishment of the special tax. Different classes of property may be taxed at different rates, e.g., one rate for undeveloped land, one for commercial, and so forth. In such a case, the tax paid by a given parcel can vary as its land use is converted from undeveloped to a more intensive use. However, Proposition 13 prohibits special taxes based on real property value and sales taxes on the sale of real property.

To ensure full disclosure, provisions have been added to the Mello-Roos Act to advise the purchasers of property in such a district that their property is subject to a special tax.

7. Special Gas Tax and Related Funds

State reimbursements are also a source of financing, especially in the area of transportation. State gas tax funds can be applied to construction, improvement and maintenance of streets, and other vehicle-related facilities. They are limited to capital improvements rather than operations and maintenance but can be applied to local street improvements or to transit improvements.

The gas tax funds can be used as well to acquire lands adjoining or near highways, for park purposes, and to provide for maintenance of such parks. As provided under SB 36 (1972), funds could be allocated from the State Gas Tax Funds to cities and counties for use in construction of bicycle lanes along local streets and roads. These provisions may apply to acquisition and development of the proposed trails in the open space corridors as provided in the Plan.

As provided under the Transportation Development Act of 1971, revenue based on a percentage tax rate on gasoline can be used in improving and operating public transportation and highways. This is also an allocation of a portion of the general sales and user tax by the State to counties for local transportation. These so-called TDA funds can be applied to capital improvements.

F. MAINTENANCE

Area-wide improvements in the Westridge Center will require ongoing or periodic maintenance, especially landscaped open space. As a general rule, responsibility for the maintenance rests with the owner of the improvement, regardless of who may

have constructed it originally. However, the owner of the improvement may have available a variety of funding options.

Certain constructed improvements, such as streets and reservoirs may be offered for dedication to the City of Salinas. Acceptance of dedication is not automatic on the part of the City, however. Improvements, for example, must conform to City standards, must be unencumbered, and must be accessible at all time for maintenance and replacement. A maintenance district may be formed to maintain median islands, common entry areas, reservoirs, pedestrian paths, walls and other common areas between the curb and property line. Please see Table D for the schedule of maintenance responsibilities.

1. **Funding**

Maintenance costs can be met in a variety of ways. In cases where the City of Salinas is responsible, it may use money from the General Fund, accept donations of money, labor and/or materials, seek advancement or reimbursement from other public agencies or utilities where they benefit from the maintenance, and/or assess the private property owners who benefit from the maintenance.

California law authorizes a variety of assessment procedures which could be employed to provide maintenance services. The more relevant procedures are discussed below:

a. **Open Space**

An Open Space Maintenance District (sometimes called a landscape assessment district) is authorized in Sections 50575-50620 of the Government Code. The district may employ necessary labor and provide the required materials and equipment to maintain and to operate planned open space areas. Formation may be initiated by petition of at least 25 percent of the landowners of the proposed district. Alternatively, if the Salinas City Council determines that the district is in the public interest, it may adopt an ordinance of intention, with protest by more than 50- percent of the landowners terminating the proceedings. The City must have complete acreage, supervising and controlling of all open areas maintained. The Council may appoint an advisory board composed of five property owners within the district; advisory board members serve without compensation for three-year terms and may make recommendations to the City Council with respect to maintenance and operation of open areas.

**Table D - Schedule of Maintenance Responsibilities
(Asterisk indicated that Assessment District is recommended)**

Improvement Type	City of Salinas	Property Owner, Abutting Owner Assessment District or Center Association	Other
<u>Arterial Public Streets</u>			
All improvements in ROW	Total maintenance*		Utility companies - top and ventilation pruning of street trees; street lights subject to agreement with City.
<u>Center Perimeters</u>			
Fences and walls, conventional landscaping	When in City ownership*	When in private ownership	When in other agency ownership
Irrigation systems	When in City ownership*	When in private ownership	
<u>Utilities</u>			
Sewerage	Sewer mains	Sewer laterals	
Water lines			Cal-Water all water mains and laterals
Other utilities			Utility companies - gas, phone, etc.
Utility easements	When granted to City	Fencing, landscaping, other encroachments	When granted to utility companies
<u>Drainage Management Systems</u>			
Landscaped constructed waterways	Emergency maintenance		
Channels	Emergency maintenance		