

Final CENTRAL AREA SPECIFIC PLAN



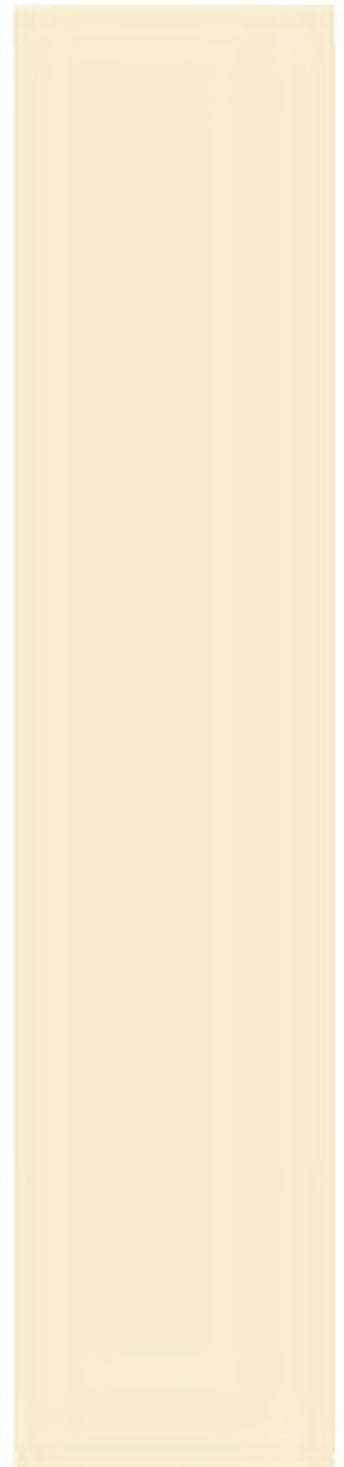
City of Salinas
November 17, 2020

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Final Central Area Specific Plan
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1. Introduction

1.1 Purpose and Scope of the Specific Plan

1.1.1 Function of Specific Plan

The Central Area Specific Plan (herein also referred to as the “Central Area”, “CASP” or “Specific Plan”) provides the land use planning and regulatory guidance including land use and zoning designations and policies as well as development regulations and design standards for the development of approximately 760 acres of land located within the City’s North of Boronda Future Growth Area (FGA), see Figure 1-1, Regional Location Map and Figure 1-2, Project Location Map. The area to be governed by the Specific Plan (herein also referred to as the “Plan Area”) is located within the incorporated boundaries of the City of Salinas, except for approximately 85 acres of the Settrini, Igaz Ranch and Garcia Properties. See Section 1.3 and Section 9.2.1 of the Specific Plan for further discussion of these properties. The entire 760-acre site is located within the City’s Sphere of Influence (SOI).

The Specific Plan is a comprehensive document that establishes a development framework for: (i) land use and zoning designations; (ii) circulation; (iii) public services and utilities; (iv) resource conservation; (v) financing and implementation; and (vi) development regulations and design standards for the development of the Plan Area. The Specific Plan provides a bridge between the Salinas General Plan (herein also referred to as “General Plan”) and applications for individual development permits within the planning area, applying and adding greater



specificity to the goals, policies and implementation measures of the General Plan for the area.

The Specific Plan provides a blueprint for the development of the Plan Area, including the following:

- A description of the proposed uses;
- Development regulations, policies and design standards;
- Infrastructure and financing requirements; and
- Implementation and Administrative processes.

The Salinas Zoning Code (herein also referred to as “Zoning Code”) requirements shall apply to the property located within the Plan Area where not addressed by regulations and standards contained in the Central Area Specific Plan. The Specific Plan is supported by a large body of technical analyses, which are referenced in the Specific Plan and/or included in the Appendices.

1.1.2 Goals, Policies and Implementation Measures

As used in this Specific Plan, a goal is a broad statement of intended direction and purpose. A policy is a statement which provides specific guiding action and clear commitment to achieve a desired outcome or implement a Specific Plan or other City requirement. An implementation measure is a specific action, procedure, program or technique by a specific party or parties that must be taken to implement the policy and the Specific Plan. Implementation measures also identify a party or parties that are responsible for taking the action. If not specified, the City Planner shall determine the responsible party or parties. Chapter 2 and Chapters 5 through 9 contain goals, policies, and implementation measures.

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1.2 Specific Plan Organization and Content

The Specific Plan is organized into the following nine chapters and the appendices:

- **Chapter 1. Introduction** - This Chapter provides the context for the Specific Plan by describing its purpose and scope, organization and content, New Urbanism principles, relationship to and conformance with the General Plan and Salinas Zoning Code, project description, planning background, plan area location, setting and project applications.
- **Chapter 2. Land Use** - This Chapter identifies the land uses, zoning and General Plan land use designations, development intensities, inclusionary housing, density bonus, and organization of land uses used to meet the objectives of the Specific Plan and General Plan
- **Chapter 3. Use Classifications and Development Regulations** - This Chapter provides the use classifications, densities and the development regulations required to create a New Urbanism-style community
- **Chapter 4. Design Standards** - This Chapter provides the standards that guide design and planning of residential and mixed use/commercial development, as well as parks and other amenities.
- **Chapter 5. Circulation** - This Chapter discusses the location and classification of roadways, bicycle and pedestrian paths, transit and the circulation infrastructure needed to link the Specific Plan area to the vicinity road network.
- **Chapter 6. Infrastructure Plans** - This Chapter identifies the public services and provides a framework for expansion of infrastructure systems.
- **Chapter 7. Stormwater and Water Quality Management** - This Chapter identifies the measures and requirements, which will be used throughout the Specific Plan in order to comply with the City of Salinas Stormwater Development Standards and other applicable County, State, and federal stormwater requirements.
- **Chapter 8. Public Facility Financing** - This Chapter identifies the proposed financing plan, public facility cost summaries, and funding sources to support the Plan Area.
- **Chapter 9. Implementation and Administration** - This Chapter addresses the project review process, actions, phasing, and approvals needed to implement and amend the Specific Plan.

Table 1-1: Central Area Owner’s List

APN	Owner
153-091-011-000	Cloverfield
153-091-014-000, 153-091-016-000	Cloverfield
211-013-007-000	Harden
211-013-010-000	Sbrana
211-013-003-000, 211-013-011-000	Kantro
211-013-012-000	Bondesen
153-091-017-000, 153-091-008-000, 153-091-009-000, 153-091-010-000	Kantro
153-101-005-000	Madalora
153-071-011-000, 153-071-036-000, 153-071-035-000, 153-071-034-000	Santa Rita Union School District
153-091-015-000	Salinas Union High School District
153-091-003-000	Mortensen
153-091-001-000, 153-091-005-000	Osequera
<p>Notes: Refer to Appendix G for Planning Subareas within each APN and Figure 1 4, Existing Conditions *See Section 8.9 for a discussion of the Reimbursement Ordinance that governs reimbursements among Central Area property owners for fair share of costs associated with annexation and Specific Plan preparation.</p>	

1.3 Property Ownership and Development

Central Area Owner’s List contains the Assessor’s Parcel Numbers (APNs) and ownership of the properties located within the Central Area Specific Plan as of the writing of this Specific Plan. The participating project proponents (applicants) are Thrust IV, Inc., and Harrod Construction. Participating project proponents have funded the annexation, EIR preparation and specific plan preparation. As of the writing of this Specific Plan, there are no other developers or property owners participating. As noted previously, the Settrini, Igaz Ranch and Garcia properties are not located in City limits at present but are within the City’s SOI.

The General Plan requires that Specific Plans be approved by the City Council prior to any development in the City’s Future Growth Area (FGA). Since the annexation of the North of Boronda FGA into the City of Salinas, the City Council has envisioned that three large Specific Plans (consisting of the West, Central and East Areas) would be prepared to ensure a comprehensive and orderly planning approach is undertaken to guide the development of this area.

Given the Settrini, Igaz Ranch and Garcia properties are located within the City’s SOI, these properties have been included as part of the planning efforts for the greater North of Boronda FGA and the Central Area Specific Plan. The Central Area Specific Plan will be applicable to and govern the development of these properties at such time they are annexed into the City limits, have paid their share of the annexation and entitlement

costs and other required entitlements have been obtained. As such, all figures and text in the Central Area Specific Plan (as they pertain to these properties) have been provided for conceptual planning purposes only. See Section 9.2.1 of the Specific Plan for further discussion of this issue.

The northeast portion of the Specific Plan (Hartnell and Natividad properties) and the southcentral and southeast portion of the Specific Plan (Manning, Scagliotti and Helmers) also have no identified developer at this time and have not paid any portion of the annexation and entitlement costs. Additionally, it should be noted that the Alisal Union School District, owns one of the two proposed elementary school sites in the Plan Area and the Salinas Union High School District, owns the proposed middle school site. These sites are both currently undeveloped.

In general, the developer and/or property owner of each of the Central Area properties will be responsible for designing, financing and constructing the infrastructure needed to support development within their portion of the Plan Area and shall receive credit (where approved by the City) against future impact fees where the improvement is clearly part of the impact fee and shall receive reimbursement in accordance with the City's Reimbursement Ordinance, as applicable.

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1.4 Vision: New Urbanism Principles

The vision for the Central Area Specific Plan is to create a livable and pedestrian-oriented community, planned and designed to implement the tenets of New Urbanism and other General Plan principles, with a diverse mix of housing types and lot sizes, a vibrant mixed use main street (herein referred to as “Main Street” and village greens, accessible public uses and gathering places, an interconnected bicycle path and public transit network, and well-planned infrastructure.

The Specific Plan will foster the creation of distinct identifiable neighborhoods that have traditional neighborhood development (TND) design characteristics. Crime Prevention Through Environmental Design (CPTED) design principles as expressed in the Salinas General Plan have been incorporated into the Specific Plan to promote a safer built environment. Design principles and standards promoting Health in all Policies, Smart Growth, and Green Building have also been included to ensure the development of a healthy, compact, vital, and well-balanced community. These design principles are distinct from the conventional auto-centric suburban type of development that has often occurred over the last seventy years.

The Specific Plan design and transect planning principles include, but are not limited to the following elements:

- Use of innovative and imaginative site planning techniques in order to develop a sense of place where the amenities, facilities, and features exhibit an overall high level of urban design and architectural integration;
- A lively mix of residential, shopping and community services within a clearly defined Village Center;
- A clear, gradual transition, block by block, between the high density, active Village Center and the lower density edges of the plan area;
- An advantageous and sensitive use of natural resource features and open spaces;
- Quality and craftsmanship in the built environment;
- The emphasis on the pedestrian rather than automobile, including the provision of pedestrian-scale amenities and decorative street lighting. In this regard, sidewalks are separated from abutting streets by 8-foot wide landscaped planters (behind the face of curb) to accommodate large trees and other landscaping and provide a more pedestrian-friendly environment except where otherwise provided for in this Specific Plan;
- Tree-lined streets and houses with porches and other features to promote “eyes on the street” and cars and garages located to the rear so the streetscapes will have landscaped front yards with no

driveways or cars parked in the front setbacks; a variety of land uses and housing types throughout the community; and

- An interconnected bike lane and pathway network that encourages residents to frequently walk and bicycle to the various uses and facilities in their community.

The Development Regulations in Chapter 3, coupled with the Design Standards in Chapter 4, are intended to encourage a new Salinas neighborhood in accordance with TND and the other planning and design principles as previously discussed. The vision and core design principles for the Central Area Specific Plan are as follows:

A. Create Seven New Urbanism Zoning Districts. These Zoning Districts are more fully described in Chapters 2 and 3, see Figure 1-6, Zoning District Map Upon Adoption of Specific Plan. The seven Zoning Districts (transect) transition from the low density edge of the Plan Area to the high density Village Center in its core.

- (1) Neighborhood Edge A (NE-A) District. To provide areas along the open spaces and arterial roads for a mix of large lots for low density detached single-family dwellings.
- (2) Neighborhood Edge B (NE-B) District. To provide areas for a broader mix of lot sizes for low density detached single-family dwellings.
- (3) Neighborhood General A (NG-A) District. To provide areas for a mix of lot sizes for detached single-family dwellings at a higher density than the NE-A and the NE-B Districts.
- (4) Neighborhood General B (NG-B) District. To provide areas for a mix of lot sizes for detached and attached single-family and multifamily dwellings, at a higher density than the NG-A District.
- (5) Neighborhood General C (NG-C). To provide areas of a mix of lot sizes for detached and attached single-family as well as multifamily dwellings at a higher density than the NG-B District. This district also allows for small scale retail and office uses on the ground floor with residential above.
- (6) Village Center A (VC-A) District. To provide areas for high density multifamily residential uses and flex use and mixed use buildings, stand-alone retail and office uses, generally sited along the Main Street and around the Village Greens.
- (7) Village Center B (VC-B). To provide areas for flex use and mixed use buildings, retail and office uses, multifamily residential development, and public and semipublic facilities generally located along the Main Street and around the Village Greens. The residential density within this district is the highest residential density in the Specific Plan.

B. Transect Zones.

A major feature of transect planning is that it incorporates a variety of residential and mixed use commercial spaces into a Plan Area. A typical transect plan would consist of a “main street” mixed use commercial center with high density multifamily dwellings. A village center area would be a focus of transit and ideally be within walking distance from any point in the surrounding neighborhoods. The Specific Plan Village Center Zones described previously are located and designed with these principles in mind. Moving outwards from the center, residential density would gradually decrease from apartments to townhouses to fully detached dwellings. In addition, each block within the NE-A, NE-B, NG-A, NG-B and NG-C zones encourage a mix of lot sizes to provide a variety of price points and massing along a street.

C. Conventional Subdivision Ordinances.

Conventional subdivision ordinances and Zoning Codes have for 70 years required uniformly sized lots and homes often on dead-end cul-de-sacs, which exited onto loop streets, then onto collector streets and then to arterials and expressways. This development pattern encouraged a dependency on the automobile to get to shopping, employment and often schools and was not bicycle-or pedestrian-friendly. This type of development pattern is not consistent with the vision for the Central Area Specific Plan or the General Plan.

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1.5 Project Description

See Section 2.3, *Land Use Plan Summary* and Section 3.7, *Densities for further land use and development details within each zoning district*.

1.5.1 Regional Location, History and Setting

Salinas is located approximately 15 miles from Monterey Bay in northern Monterey County between the Gabilan and Santa Lucia mountain ranges. Located at the northern end of the Salinas Valley, Salinas is situated approximately 20 miles northeast of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco, and 325 miles north of Los Angeles, see Figure 1-1, Regional Location Map and Figure 1-2, Project Location Map. Salinas is located in proximity to regional transportation routes including U.S. Highway 101 and State Routes 68, 156 and 183, which traverse the City, a regional airport located in Monterey, and a municipal airport located in the southeast portion of the City.

Unincorporated land under the jurisdiction of the County of Monterey surrounds Salinas. Land uses in the areas surrounding Salinas include land in agricultural production, open space, commercial, and low-density residential development.

Salinas began as a small cattle ranching and agriculture town in 1856. By the 1860s, Salinas was renowned for its fertile lands and quickly became the governmental seat of Monterey County, with the arrival of the Southern Pacific Railroad in 1872. Salinas was incorporated in 1874 and the Salinas Valley is now referred to as the “Salad Bowl of the World.” In 1970, Salinas was a medium size agricultural-based city of 58,896 people. According to the 2010 U.S. Census, during the 40 years between 1970 and 2010 the population grew to 150,441 and Salinas now has a diverse economy and the largest population of any city in Monterey County.

The Specific Plan area is located in the northern area of the City of Salinas, referred to as the North of Boronda Future Growth Area as shown on Figure 1-3. The Specific Plan area (comprising 760 gross acres) is bounded by the future extension of Russell Road on the north, East Boronda Road (herein also referred to as “Boronda Road”) on the south, Natividad Road on the west, and the future extension of Constitution Boulevard on the east.

1.5.2 Existing Conditions, Project Setting and Surrounding Land Uses

The Specific Plan area consists of multiple parcels of varying sizes. The Assessor’s Parcel Numbers (APNs) and the 12 property owners of these parcels (as of the writing of this Specific Plan) are identified on Table 1.1. Two of these property owners are the Salinas Union High School District and the Alisal Union School District, which own school sites in the Plan Area.

The lands within the Plan Area are currently primarily cultivated farmland and grazing lands. The land is considered prime farmland or farmland of statewide importance. The loss of this farmland was previously addressed as part of the Environmental Impact Report (EIR) prepared for the Salinas General Plan in 2002 and findings of overriding consideration were adopted by the Salinas City Council at that time. None of the parcels in the Specific Plan area have Williamson Act contracts or other encumbrances protecting agricultural activities. A total of 7 residences, 3 detached garages and 17 miscellaneous sheds or outbuildings associated with individual property owners, are located within the Plan Area and are shown on Figure 1 4.

Existing utilities and infrastructure are currently available located along Boronda Road including water, sewer, electricity, storm drainage and dry utilities which will be extended into the Specific Plan area. Monterey-Salinas Transit (MST) currently provides transit access to the site.

1.5.3 Creek Corridors

The majority of the site has been heavily disturbed for years from agricultural practices. There are two creek corridors which run through the plan area. The Gabilan Creek riparian corridor runs through the plan area in a north/south direction along the future extension of Independence Boulevard, and the Natividad Creek riparian corridor runs through the Plan area in a north/south direction west of the future extension of Constitution Boulevard, see Figure 7 4 and Figure 7 5. The upper portion of the Natividad Creek riparian corridor has been converted from its natural state to an agricultural drainage ditch, and most of the vegetation surrounding the seasonal creek has been removed. The Gabilan Creek riparian corridor has also been degraded over time as a result of agricultural practices. These creeks are identified on Salinas General Plan Figure COS-4, Vegetation Communities of the Conservation/Open Space Element as having the potential for certain special status species. A biotic study was previously prepared (2005) as part of the FGA SOI and annexation, which evaluated the biotic resources at the site. Oak woodlands are located near the northwest intersection of Old Stage Road and Williams Road and along the Gabilan Creek east of Natividad Road. The project area also supports an oak grove near the intersection of Williams Road and Old Stage Road. The grove is comprised of large-sized, mature coast live oak trees with multiple cavities and snag limbs. However, the report concludes that the habitat values of the oak woodland are diminished due to the fragmented and isolated nature of the stand, understory management (disking), and ground squirrel control (e.g., bait stations). Within the project area, areas of Native Grassland type are limited to two (2) small remnant patches on sloping, non-agricultural land. One patch is located adjacent to Old Stage Road and the second patch is on a hillside south of Natividad Creek. The Native Grassland are noticeable by growth of purple needle grass, blue wild rye, narrow-leaved mule ears, golden brodiaea, annual lupine, blue-eyed grass, soap plant, California brome, and sun cups. The site is not located within an adopted Habitat Conservation Plan or other Natural Community Conservation Plan.

Gabilan Creek and Natividad Creek are designated as areas of one percent chance annual flood by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) (Gabilan Creek is within Flood Zone AE, and Natividad Creek within Flood Zone A, Flood Insurance Rate Map (FIRM) panels 06053C0226G, 06053C0228G, and 06053C0230G). A FEMA map revision will be required to adjust the boundaries of the “A” flood designation prior to any development in the flood zone. The remainder of the site is within either unshaded or shaded Zone X, see Figure 6 6, FEMA Flood Zones.

1.5.4 PG&E Transmission Towers

Existing PG&E transmission towers and corresponding easement extend through the center of the site north of Hemingway Drive.

They also border the site along the north (future Russell Road) and along Old Stage Road.

1.5.5 Topography

The site generally slopes from a northerly to southerly direction towards Boronda Road. The overall topographic relief is approximately 76 feet, with a maximum elevation of approximately 146 feet above sea level at the northeast corner on Old Stage Road, and a minimum elevation of approximately 70 feet above sea level in Natividad Creek at the Boronda Road crossing.

1.5.6 Adjacent Uses

Everett Alvarez High School and single-family dwellings (including but not limited to those located in the Creekbridge development) are located south of Boronda Road. Agricultural uses are located to the west, east and north. Figure 1-4 provides an aerial photograph showing the existing uses on-site and surrounding land uses. Figure 1-5 shows the existing Salinas General Plan land use designations for the site and surrounding areas.

The site and lands to the east and west are currently zoned New Urbanism Interim (NI) with a Specific Plan Overlay district. Lands to the south are zoned Residential Low Density (R-L-5.5) and to the north are unincorporated Monterey County properties zoned F-40 (Farmlands 40 acres minimum, and Residential – Rural Density: 5 Acres + /Units).

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1.6 Planning Background

1.6.1 Sphere of Influence Amendment and Annexation

In 1986, the City of Salinas entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey. The intent of the MOU was to preserve the best agricultural land which is located to the south and west of Salinas, and to provide certain areas for Salinas' future growth. This future growth was to be predominantly in a northeasterly direction. The Central Area is located in the central portion of the North of Boronda FGA generally bounded by Natividad Road, Boronda Road, the future extensions of Russell Road and Constitution Boulevard. The 1986 Boronda MOU was replaced by the Greater Salinas Area Memorandum of Understanding in August 2006, adopted jointly by the Salinas City Council and Monterey County Board of Supervisors. The intent of the 2006 Greater Salinas Area MOU was to preserve agricultural lands within Monterey County, provide future growth areas for Salinas, and provide adequate financing for services and facilities for the City and the County's Greater Salinas Area Plan area.

The City of Salinas submitted an application to Monterey County Local Agency Formation Commission (LAFCO) for annexation of the properties within the North of Boronda FGA in December 2007, which included the properties located in the Central Area Specific Plan project area. LAFCO approved the SOI amendment and annexation of the North of Boronda FGA into the City of Salinas on May 19, 2008. The annexation was formally completed and the property was annexed into the City on September 8, 2008 except for approximately 85.12 gross acres of property located at the northwest portion of the project site (known as the Settrini, Igaz Ranch and Garcia properties), which was excluded from the annexation approval at the request of the property owners.

Monterey County LAFCO considered the following key elements when determining the appropriateness of the proposed annexation:

- (1) Will the project entail premature or unnecessary conversion of agricultural land?
- (2) Does the City have the ability to provide the area with public utilities and services in an efficient manner?
- (3) Will the annexation constitute a logical expansion of the city boundary? and
- (4) Will the project provide affordable housing?

The annexation approval included technical studies prepared under the oversight of the City that focused on a plan for services, a fiscal impact evaluation, a municipal services review, various studies, and a water service area plan for the North of Boronda Road FGA.

1.6.2 Specific Plan Initiation

Policy LU-4 of the Salinas General Plan requires new development within Future Growth Areas to prepare Specific Plans prior to any development. The North of Boronda FGA, as shown Figure 1 3, includes the proposed East Area Specific Plan, the proposed Central Area Specific Plan, the West Area Specific Plan (which was approved by the City in 2019) and the Gateway Center Specific Plan (which was approved by the City in 2011). The processing of the Central Area and West Area Specific Plans and preparation of the related environmental impact reports have been coordinated for consistency. No application has been submitted for the East Area Specific Plan Area as of the writing of this Specific Plan.

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1.7 Regulatory Authority and Compliance

1.7.1 Specific Plan Authority

California State law requires cities and counties to prepare a General Plan, which describes what the city or county (and its residents) desire for their community, both now and in the future. General Plans are required to address land use, circulation, housing, conservation, open space, noise, and safety issues.

State law includes provisions for the adoption of specific plans to provide comprehensive guidelines for a more defined and localized area within a jurisdiction's boundaries. They offer more specific information and guidance than what is available in a General Plan and provide the methods of implementing for the General Plan's goals and policies.

The Salinas General Plan requires the approval of Specific Plans for all properties located in the Future Growth Areas of the City prior to any development in these areas. The Central Area Specific Plan has been prepared in conformance with this requirement.

The Specific Plan has been prepared consistent with the Specific Plan content and requirements identified in California Government Code, Title VII, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans are also subject to the requirements of Article VI, Division 15: Specific Plans of the Salinas Zoning Code. According to State law, a Specific Plan must at a minimum, contain the following information:

- (a) A text and a diagram or diagrams which specify all the following in detail:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
 - (2) The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
 - (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3); and
- (b) The Specific Plan shall include a statement of the relationship between the Specific Plan and the General Plan.

The Central Area Specific Plan serves both a planning and regulatory function and implements the Salinas General Plan for the Plan Area. The Specific Plan may be adopted by Resolution or Ordinance and regulates the types of uses permitted, allowable densities and adopted design guidelines.

The Specific Plan's overall consistency with the Salinas General Plan and Zoning Code is discussed below and in Appendix C.

1.7.2 Relationship to the Salinas General Plan

The Salinas General Plan serves as the long-term planning guide for the physical, economic, and environmental growth of Salinas. The Specific Plan provides the community vision, land use plan, development regulations, design guidelines, and implementation measures to ensure development is consistent with the goals, objectives, principles, and policies of the Salinas General Plan, as listed below. The principles used in development of the Specific Plan were based upon relevant General Plan goals and policies, and development and design policies related to New Urbanism, which include transect planning, Smart Growth, and Crime Prevention Through Environmental Design (CPTED) and briefly summarized below.

- Preserving and minimizing the disruption of agricultural lands and to achieve the other benefits of compact urban design, by requiring new neighborhoods to achieve a minimum average density of nine dwelling units per net residential developable acre, exclusive of open space, parks, schools, streets and other non-developable areas, through a mix of low, medium and high densities in accordance with the requirements of the Specific Plan;
- Creating a community in which housing, businesses, parks, schools and other community facilities are within walking distance of each other and pedestrian-friendly through a network of community pathways, thereby reducing traffic congestion, noise, excessive energy consumption, air pollution and the potential for vehicle accidents and/or incidents;
- Creating a community that is visually distinguishable from other communities, with a sense of place and identity for its residents reflective of TND design principles;
- Creating a center that brings together commercial, civic, cultural and recreational uses and serves as a focus for community life;
- Providing ample opportunities for outdoor recreation with open spaces, schools and parks fronted by streets or public spaces and not privatized backyards;
- Creating aesthetically attractive, safe, distinctive residential neighborhoods with as many discrete lot sizes and housing types as feasible in the interest of offering a broader range of housing choices and prices. Several lot sizes and housing types within

each block shall be encouraged to provide variety and texture within the block as well as through each neighborhood avoiding the clustering of a large group of any single housing type;

- Creating a community with a mix of housing, workplaces, retail, commercial services (including a Village Center with a Main Street and mixed use commercial area) and public/semipublic use such as schools and parks/recreation that reflect CPTED design principles and contribute to the overall vitality, safety, image and identity of the City;
- Participating in maintenance assessment districts to fund on-going operation and maintenance of certain facilities and services within the Plan Area; and
- Creating a plan that is consistent with and substantially advances these and other goals, policies and implementation measures of the Salinas General Plan, including but not limited to those related to land use, transportation and circulation systems, community design, noise, safety, economic development, conservation, housing, etc.

The City of Salinas General Plan Land Use and Circulation Policy Map indicate that the project site is designated for Mixed Use; Residential Low, Medium and High Density; Park, Public/Semipublic and Open Space land uses as shown on Figure 1 5, Existing General Plan Designations. As previously noted, the Future Growth Areas are subject to the adoption of Specific Plans prior to development. On December 14, 2010, the City Council adopted Resolution 19958, clarifying that the Specific Plans will specify the ultimate distribution, location and intensity of land uses in the FGA in accordance with the total development capacities provided under the General Plan for the Future Growth Area. The Resolution further states that the General Plan Land Use Designations shown for land located within the Future Growth Area boundaries are provided for generally illustrative purposes and are subject to adjustment and refinement as part of the Specific Plan approval process. As such, the distribution of the General Plan Land Use Designations for the Central Area Specific Plan (once approved by the City) will be in accordance with Figure 2 1 and the Land Use Density requirements in Chapter 3 of the Plan.

Development of the Specific Plan adheres to the principles of New Urbanism as outlined in the General Plan. The elements of the Specific Plan that respond to these principles are outlined in Chapter 2. Consistency with specific General Plan policies is discussed in Chapter 3 and in Appendix C.

1.7.3 General Plan Residential Density Standards

The General Plan on page CD-27, states that new residential developments shall not achieve the required average density of 9 units per net residential developable acre through an exclusive mix of low density and high density units. On page LU-39, the General Plan requires a minimum and maximum percentage for two specific ranges of densities. The required percentages are as follows: 15% to 25% of the housing units shall fall within the density range of 16-24 units per net residential developable acre and 35% to 45% of the housing units shall fall within the density range of 7-14 units per net residential developable acre.

Sections 3.7 through 3.11 of the Specific Plan identifies the requirements for the minimum required and maximum allowable units per net residential developable acre for each owner in the Central Area in order to achieve the required percentage mix.

A table, breakdown and map of the land uses of individual parcels (Planning Subareas), and the acreages of these Planning Subareas can be found in Appendix G.

1.7.4 Relationship to the Salinas Municipal Code and Zoning Code

The Salinas Zoning Code (Chapter 37 of the Salinas Municipal Code) regulates the development of properties within the City. Upon approval, the Central Area Specific Plan will be the governing document for development in the central portion of the North of Boronda FGA. The Specific Plan is a tool to implement goals and policies of the General Plan. The Specific Plan embodies the vision and standards found in the City's New Urbanism District Design Standards of the Zoning Code. Where inconsistencies between the Zoning Code and Specific Plan occur, the Specific Plan shall prevail except that the Building Code, Fire Code and Stormwater Permit requirements, including NPDES Permit/Stormwater Development Standards/Stormwater Standard Plans shall not be superseded. The Specific Plan Design Standards and Development Regulations were prepared in accordance with the City's vision for the Future Growth Area as provided in the General Plan and Article 3, Division 8 of the City Zoning Code and are discussed in Chapters 3 and 4 of this Specific Plan. Where the Specific Plan does not address an issue, the Salinas Municipal Code (including Chapter 37, Zoning) and other existing City regulations shall apply to development proposals and uses within the Specific Plan area. See Section 3.2 for further discussion of this issue.

1.7.5 Compliance with the California Environmental Quality Act

The Specific Plan is a Project under the California Environmental Quality Act (CEQA) and is subject to environmental review and documentation as specified in CEQA. CEQA requires that the City, as the Lead Agency, disclose and consider the environmental consequences of proposed projects for which they have discretionary authority prior to taking action on approval. CEQA also requires that the City avoid significant environmental impacts wherever feasible and mitigate impacts to less-than-significant levels wherever feasible. It was determined by the City that an Environmental Impact Report (EIR) is the appropriate document to address the impacts of the Specific Plan. The City directed the preparation of a Central Area Specific Plan Environmental Impact Report (EIR), the certification of which is required prior to approval of the Specific Plan. The EIR for the Specific Plan was prepared as a Program EIR pursuant to CEQA Guidelines Section 15168.

Though environmental issues are addressed in certain sections of this Specific Plan, readers are directed to the Central Area Specific Plan EIR and supporting documentation for a more thorough evaluation of environmental impacts of Specific Plan implementation. The Central Area Specific Plan EIR, once certified, is intended to serve as the primary environmental clearance document for the subsequent project applications referenced in the Specific Plan. The need for additional site-specific environmental review, if any, will be determined through one of the processes described in detail in Section 9.6 Environmental Review of the Specific Plan.

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1.8 Project Applications

Project applications include a Specific Plan, Rezoning and Development Agreement(s). The Settrini, Igaz Ranch and Garcia properties will ultimately require the submittal of applications for Annexation and Pre-Zoning (with the City) and the submittal of an application for Annexation, etc. with LAFCO (prior to development of either of these properties within the City) should they choose to annex to the City. The following is a brief discussion of each application. The applications for Tentative Map/Vesting Tentative Maps, Parcel Maps and other site-specific entitlements have not been filed at this time. See Chapter 9 for further details on the proposed applications. As previously indicated, an EIR has been prepared and will be certified by the Salinas City Council prior to or concurrent with the approval of the Specific Plan. The following is a brief discussion of each application.

1.8.1 Specific Plan

Because the area is part of the City's Future Growth area, the General Plan requires that a Specific Plan be adopted for the property prior to allowing any development on the site. A specific plan is a planning and regulatory tool made available to local governments by the State of California (Government Code Section 65450 – 65457) and implemented by the City pursuant to Zoning Code Sections 37-60.1150 – 37-50.1240. Specific Plans implement a City's General Plan and must be consistent with the General Plan.

1.8.2 Rezoning

In conjunction with the adoption of the Specific Plan, the site will be rezoned from the New Urbanism Interim (NI) Zoning District with a Specific Plan Overlay to the Zoning District Designations noted on Figure 2 1. Additionally, the Salinas Flood Overlay District will apply to portions of the Plan Area.

1.8.3 Tentative Map/Vesting Tentative Map

Each owner/developer of a subdivision consisting of five or more parcels, or five or more condominium units within the Specific Plan will be required to submit and obtain approval of a Tentative or Vesting Subdivision Map, which conforms to the provisions of Chapter 31 of the Salinas Municipal Code and the Zoning, Density and Design standards reflected in Chapters 3 and 4 of this Specific Plan, prior to any development within the proposed subdivision.

1.8.4 Parcel Map

An initial parcel map may be submitted by a property owner or group of property owners, or developer(s) within the Plan Area in order to subdivide or re-subdivide existing legal parcels for the purpose of adjusting boundaries, creating "master parcels" for development, creating phasing components, or otherwise facilitating the development of the land. Parcel Maps shall be prepared and processed in conformance

with Chapter 31 of the Salinas Municipal Code and the Subdivision Map Act. Parcel Maps containing five or more parcels may be utilized if the proposed division meets the standards contained in Chapter 31 of the Salinas Municipal Code.

1.8.5 Development Agreement

A Development Agreement may be proposed by a property owner, developer and/or applicant to guide the Specific Plan through the implementation process. Because the Specific Plan encompasses a number of ownerships, it is possible that there may be multiple Development Agreements entered into in connection with the implementation of the Specific Plan.

Development Agreements are contracts that mitigate the risks inherent in major development projects by locking in existing local ordinances and regulations, and thus creating vested rights to develop a specific project for an extended period of time subject to the terms and conditions specified in the agreement. Development Agreements are authorized by Section 65864 – 65869.5 of the Government Code and Sections 37-60.760 – 37-60.870 of the Salinas Municipal Code. The City is authorized to enter into a development agreement with any person having a legal or equitable interest in real property within the Specific Plan Area. Other Project Application(s)

Individual development projects within the Specific Plan area may also require Administrative Permits, Site Plan Reviews, Conditional Use Permits, Variances or Planned Unit Development Permits. When one or more discretionary actions are required for a single project, all required applications may be filed concurrently. When filed concurrently, the applications will be reviewed and processed concurrently and will be subject to the processing requirements of the application requiring the most stringent review. See Section 37-60.110 of the Salinas Municipal Code.

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Figure 1-1: Regional Location Map

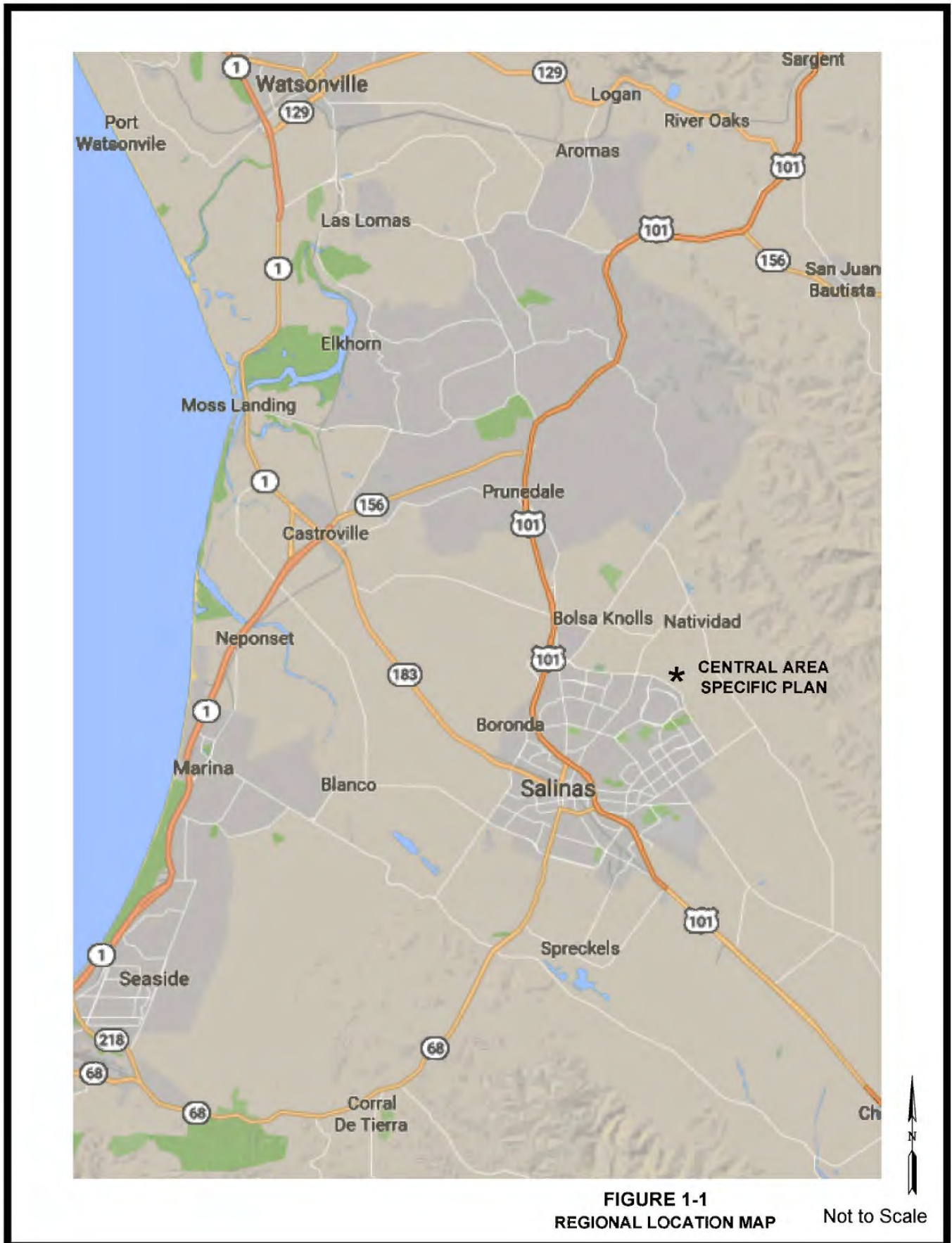


Figure 1-2: Project Location Map

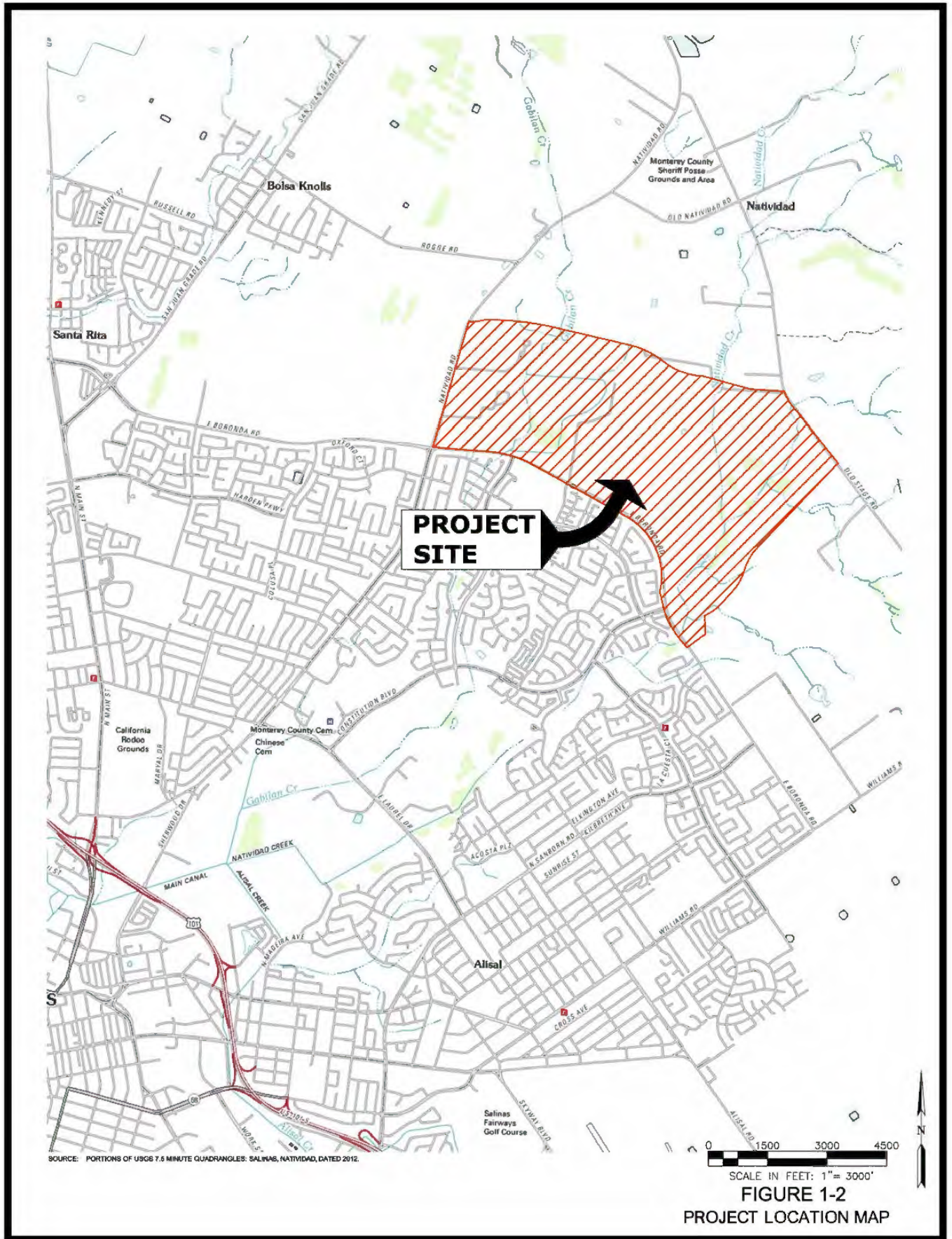


Figure 1-3: North of Boronda Road FGA Composite Map

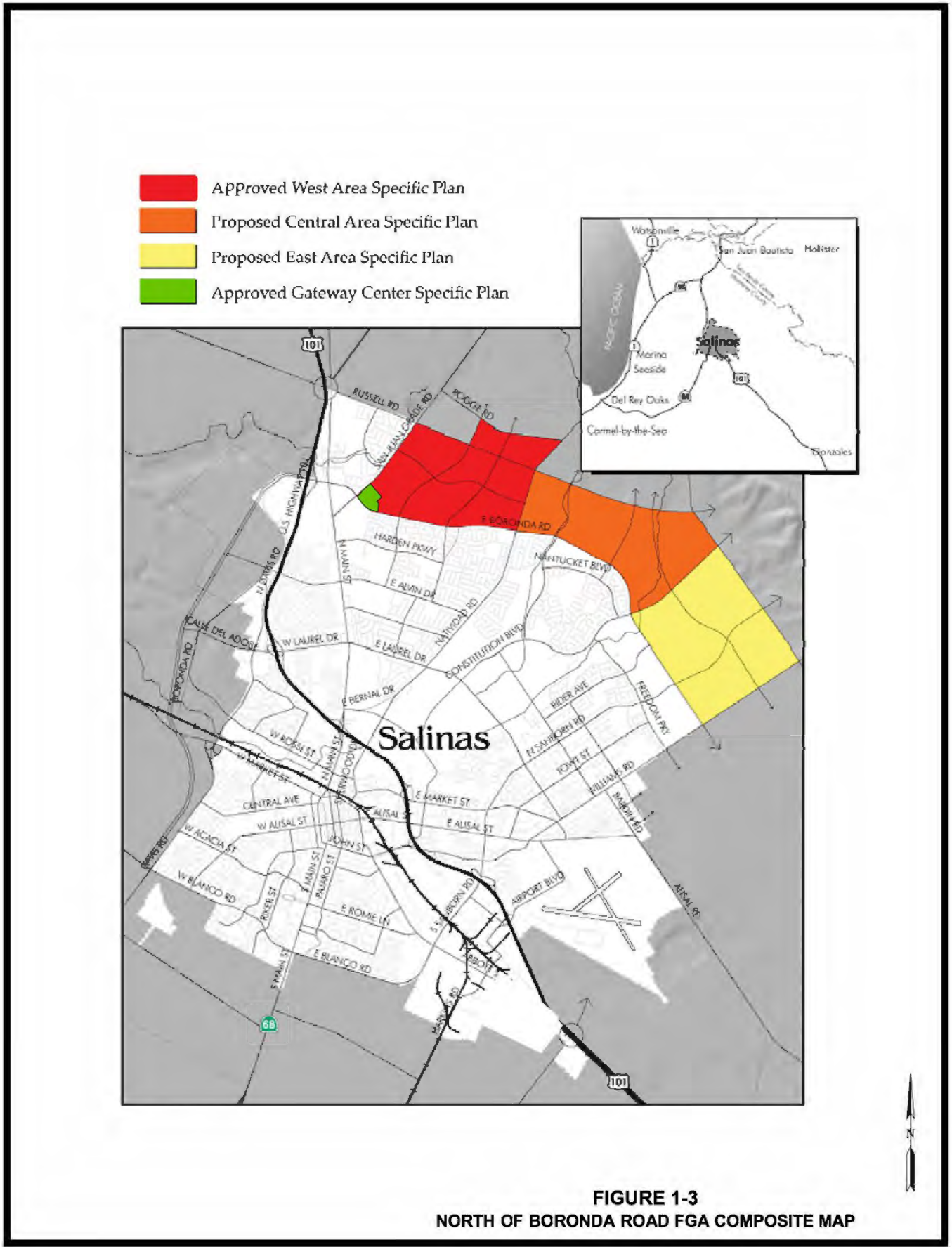
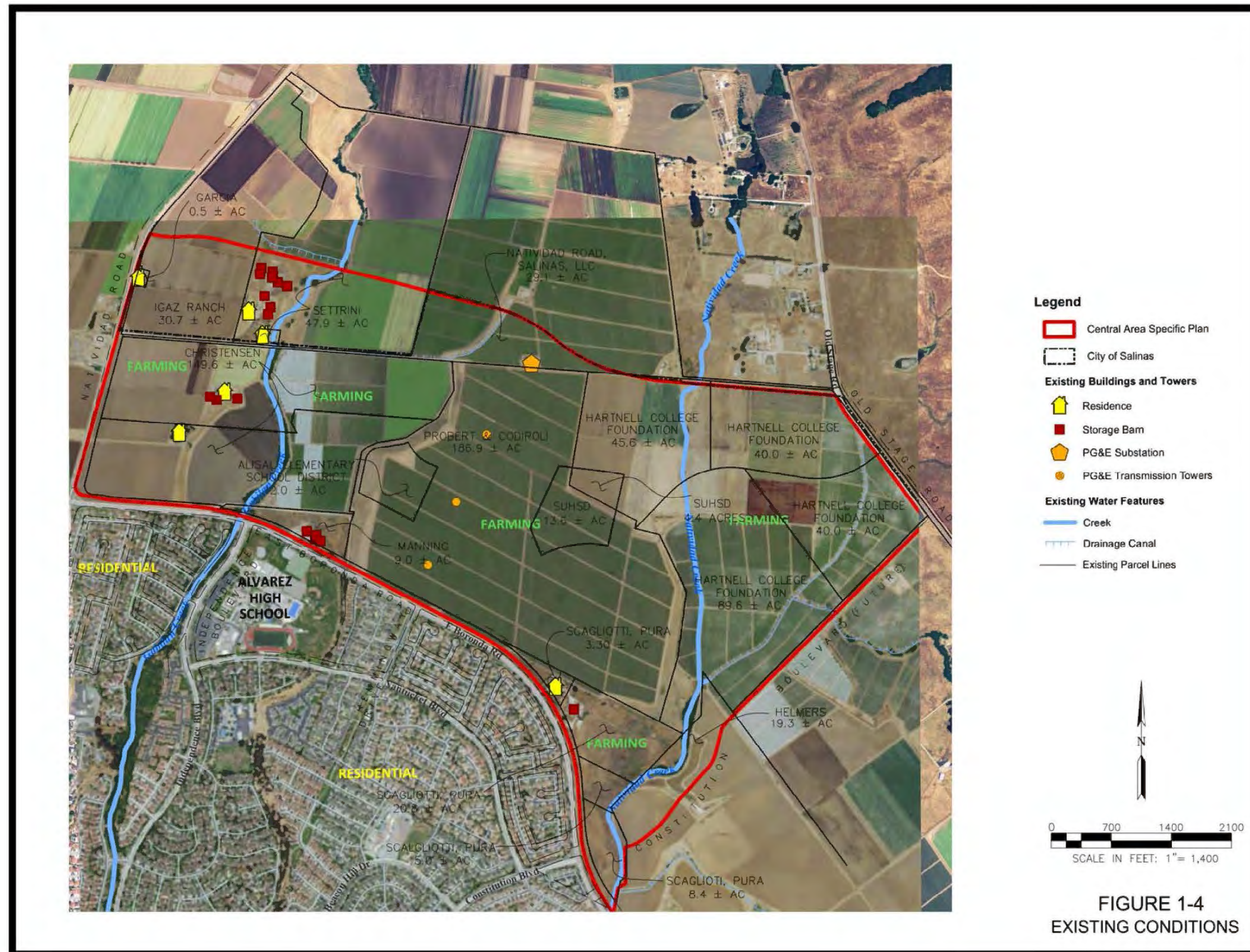


FIGURE 1-3
NORTH OF BORONDA ROAD FGA COMPOSITE MAP

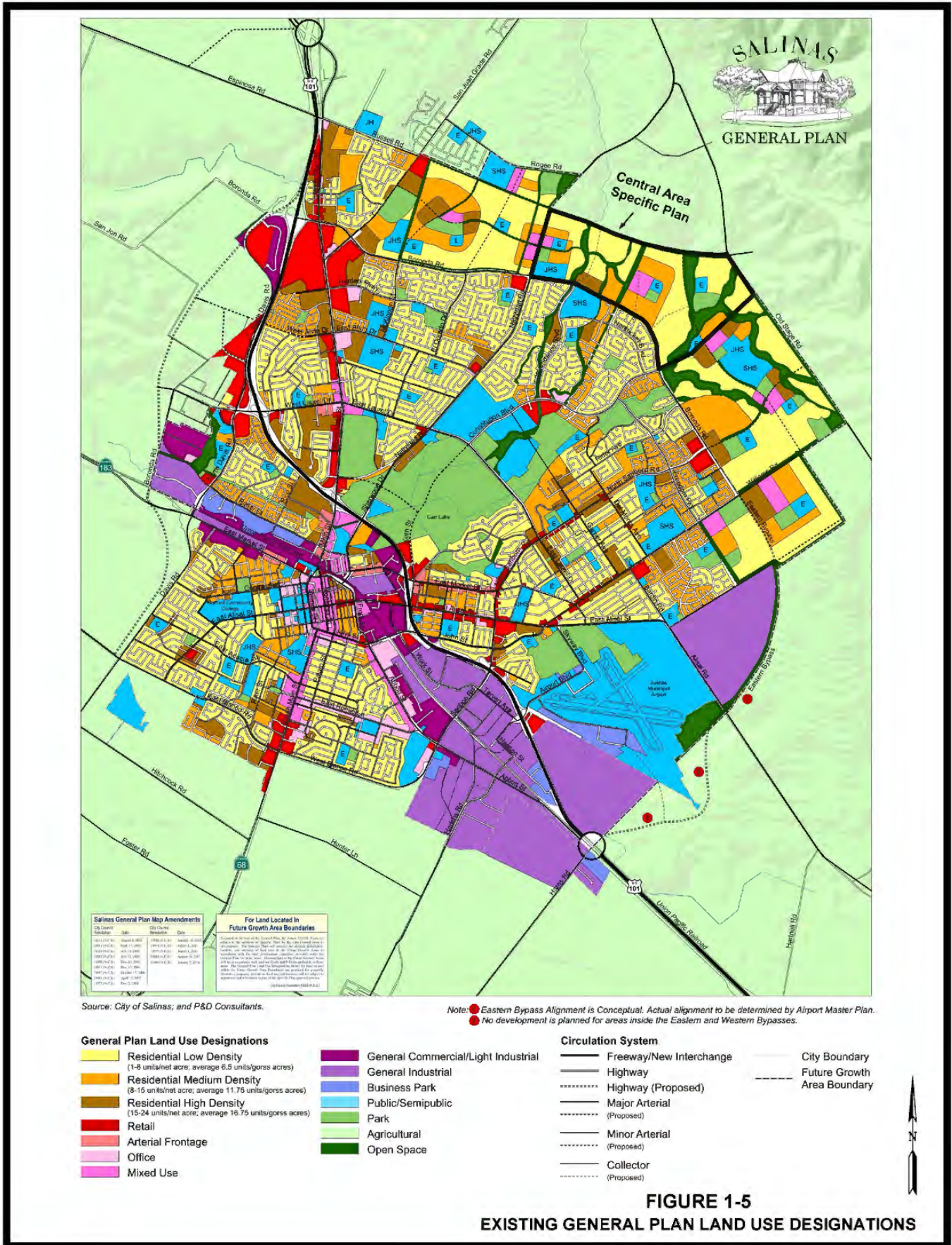
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Figure 1-4: Existing Conditions



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Figure 1-5: Existing General Plan Land Use Designations



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Figure 1-6: Existing Zoning Map Upon Adoption of Specific Plan

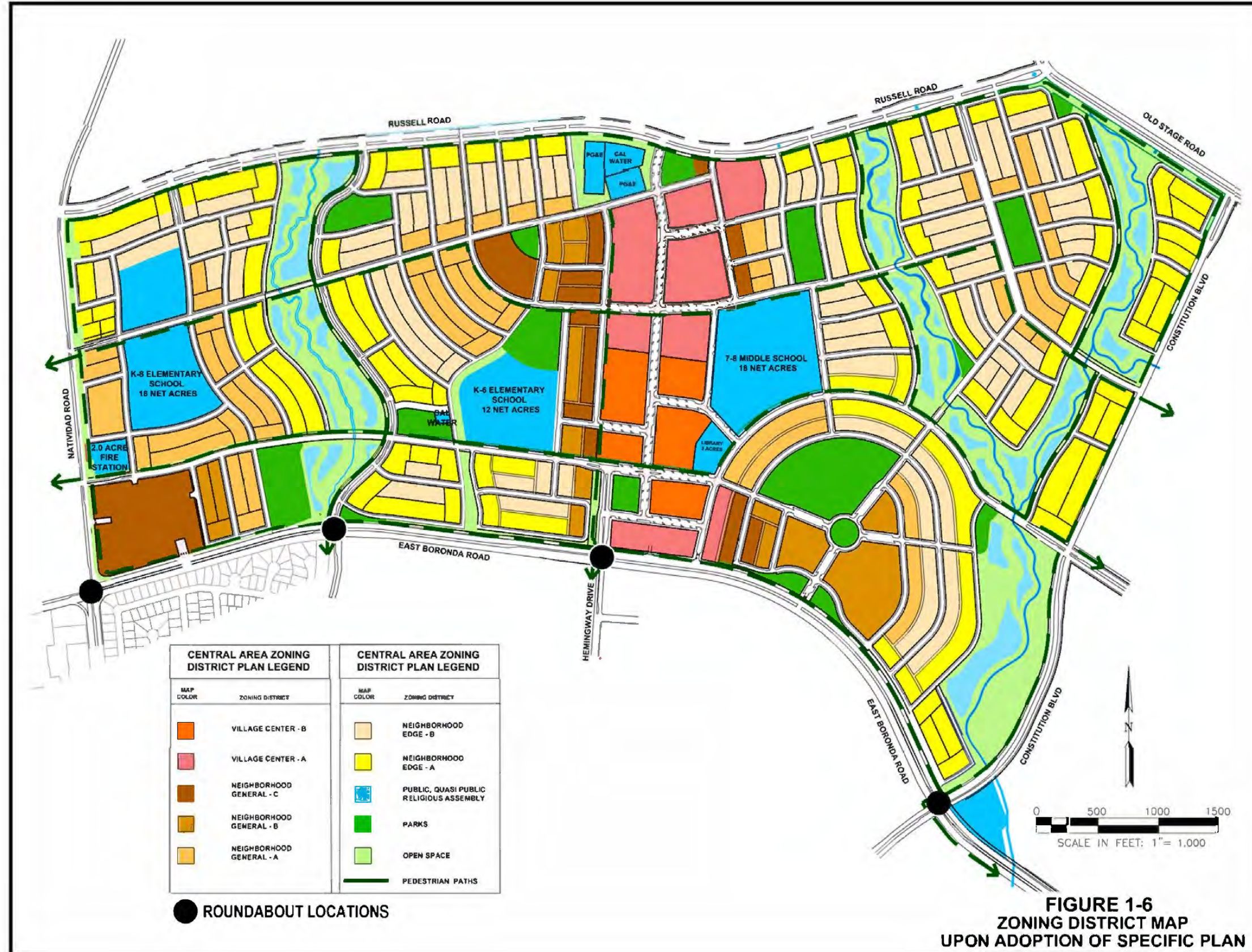
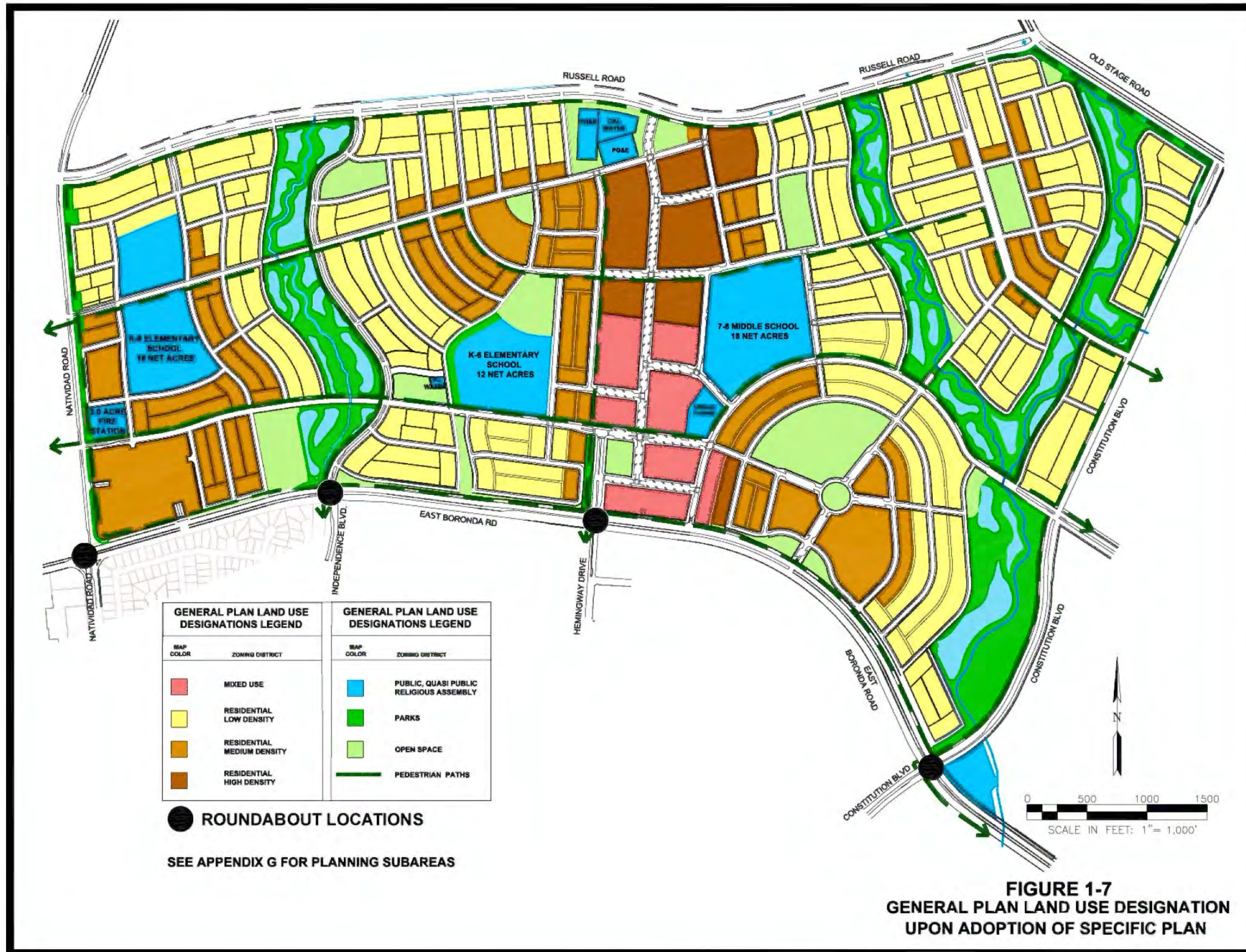


Figure 1-7: Existing Zoning Map Upon Adoption of Specific Plan





2. Land Use

2.1 Introduction

This Chapter outlines and discusses the proposed land uses within the Central Area Specific Plan (CASP) and their consistency with the Salinas General Plan and its vision, goals, policies, and implementation measures for the North of Boronda Future Growth Area (FGA). Figure 2-1 includes the Specific Plan Land Use Map.

2.2 Overview of Land Use Plan

2.2.1 Goals

In general, the overarching goal of the Specific Plan is to create a new pedestrian-friendly neighborhood based on the design principles of New Urbanism, Crime Prevention Through Environmental Design (CPTED), Health in all Policies, and Smart Growth which will:

- (1) promote the creation of a vibrant, compact, healthy, safe, and sustainable community;
- (2) broaden the availability of low, medium and high density housing options and facilitate the development of innovative housing types that meet the diverse needs of residents;
- (3) provide mixed use commercial and other uses to meet the day-to-day needs of the residents within walking distance of their homes;



- (4) promote passive visual surveillance and social interaction through building and site design;
- (5) ensure safe circulation for pedestrians, bicycles, and vehicles through the use of off-street pedestrian promenades and paths, reduced pedestrian crossing distances and appropriate traffic calming measures on streets;
- (6) provide tree-lined green streets that include vegetated curb extensions, sidewalk planters, landscaped medians, parks and open space and other measures to reduce stormwater flow and improve water quality (e.g. permeable paving), reduce urban heating and carbon footprints and beautify neighborhoods;
- (7) provide a range of public, recreational, and open space opportunities easily accessible to residents to provide gathering spaces and encourage healthier lifestyle choices;
- (8) create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities, and other elements to bolster community pride;
- (9) provide public services and infrastructure improvements that meet or exceed City service standards;
- (10) conserve, enhance and restore sensitive biological resources;
- (11) provide housing for families and others with a broad range of income levels from very low to upper income levels; and
- (12) Provide very low, low, and moderate-income families/persons with affordable housing options without unduly increasing the price or rent of other housing. This can be accomplished by providing a wide range of densities, housing types, and lot sizes as further discussed in Section 2.7 of the Specific Plan.

2.2.2 Central Area Specific Plan Design Concept

The Central Area Specific Plan was designed using the principles of New Urbanism Traditional Neighborhood Development (TND). The New Urbanism movement began in the 1970s as a response to suburban auto-oriented sprawl. New Urbanism is based on principles of planning and architecture that work together to create human-scale, walkable communities. The heart of New Urbanism is in the design of neighborhoods, which can be defined by the following elements:

- **Traditional Neighborhood Structure.** The Plan Area has a discernable Village Center, which includes neighborhood shopping and employment opportunities and a quality public realm with community gathering spaces (village greens). Public art or other pedestrian-friendly elements will be an important part of its design. The traditional neighborhood also contains a range of uses and densities within a 5 - to 10 - minute walk to the Village Center.

- **Transect.** The Land Use Plan also reflects another important New Urbanism design principle, the transect, where: the highest densities are found at the Village Center and densities progressively reduce, block-by-block towards the edge of the Plan Area.
- **Walkability.** As mentioned previously, the majority of the residents will be located within a 5 to 10 minute walk of the Village Center. The street design is pedestrian-friendly (buildings close to the street; porches, windows and doors overlooking the detached 5-foot wide sidewalks with 8-foot wide planter strips and tree-lined streets; on street parking; hidden parking lots; garages are encouraged to face onto landscaped alleys placed behind the homes located on somewhat narrower, curved, slower speed streets. See Figure 2-2, Walkability Map for additional details.
- **Grid Street System.** An interconnected street network disperses traffic and eases walking within the neighborhood. There is a hierarchy of interconnected streets, boulevards, and landscaped alleys. A high-quality pedestrian access network and a well-designed public realm makes walking more pleasurable and safer. No Cul-De-Sacs or looped streets are allowed as they greatly increase the pedestrian and bicyclist travel distance and concentrate high volume traffic onto fewer residential streets.
- **Mixed Use and Variety of Uses.** A mix of shops, offices, multifamily dwellings (e.g. apartments), and other higher density housing types are centrally located in the Village Center districts, and within the Neighborhood General C districts. This allows for a variety of shops and services within easy walking distance of homes in the Plan Area.
- **Mix of Housing Types and Lot Sizes.** Within the neighborhoods, a variety of housing types, lot sizes and prices are intermixed within each block in these neighborhoods. This will provide a variety of housing options to meet the diverse needs and income levels of residents.
- **Quality Architecture & Urban Design.** Neighborhood design places an emphasis on aesthetics, human comfort, and creating a sense of place with special placement of civic uses, such as schools, libraries, fire stations, parks and open space sites, within the community. Human scale architecture, pedestrian amenities and safe and accessible surroundings nourish the human spirit.
- **Increased Density.** The clustering of higher densities, shops, and services closer together for ease of walking enables a more efficient use of services and resources, and creates a more convenient, enjoyable place to live.
- **Pedestrian-friendly Transportation.** Pedestrian-friendly site design encourages a greater use of bicycles and walking as daily transportation and recreation. The Plan Area also makes public transportation more convenient and accessible by providing bus pullouts with benches

and shelters in close walking distance of homes, businesses, schools, parks, and open spaces. Potential public transit routes are shown on Figure 5 2, Conceptual Public Transit Route Map.

- **Sustainability.** Promoting a reduced environmental impact by incorporating eco-friendly technologies, energy efficiency, renewable energy sources, onsite water cleansing utilizing parcel based post-construction Low Impact Development (LID), best management practices (BMPs) to the maximum extent practicable (MEP), reducing stormwater runoff by maximizing infiltration and retention practices and minimizing managed turf areas, restoring the Natividad and Gabilan Creek corridors which run through the project site with a greatly improved and enhanced riparian habitat and promoting walking more and driving less, all are components of a new urbanism sustainable community, which have been incorporated into the Central Area Specific Plan.
- **Quality of Life.** Taken together, these elements add up to a higher quality of life for residents of the Plan Area and creates a built environment that serves to enrich, uplift, and inspire the human

2.2.3 General Plan Land Use and Zoning Districts

The existing General Plan Land Use Designations (prior to the adoption of the Specific Plan) for the Plan Area are shown in Figure 1 5, Existing General Plan Land Use Designations. The existing zoning (prior to the

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adoption of the Specific Plan) is New Urbanism Interim (NI) with a Specific Plan Overlay district. As previously discussed in Section 1.7.2 of the Specific Plan, upon the adoption of the Specific Plan, the location, distribution, and intensity of the General Plan Land Use Designations for the Plan Area will be in accordance with .

The site will also be rezoned from New Urbanism Interim (NI) with a Specific Plan Overlay to the zoning designations, which are shown in Figure 1 6, Zoning District Map Upon the Adoption of the Specific Plan. The exact boundaries of each Zoning District and General Plan Land Use designation may be slightly adjusted as necessary upon the recordation of each final map in the Plan Area subject to the approval of the City Planner and City Engineer. The General Plan Land Use Designation and the corresponding Zoning Districts are further described below:

Table 2-1: General Plan Designations and Corresponding Zoning Districts

General Plan Land Use Designation	Corresponding Zoning Districts
Residential Low Density	Neighborhood Edge A and B (NE-A and NE-B)/Low Density Residential*
Residential Medium Density	Neighborhood General A and B (NG-A, NG-B and NG-C)/ Medium Density Residential *
Residential High Density	Village Center A (VC-A)*/High Density
Mixed Use	Village Center B (VC-B)*
Open Space	Open Space (OS)*
Park	Park (P)*
Public/Semipublic	Public/Semipublic (PS)*
Notes: *All Zoning Designations include a Specific Plan Overlay in accordance with the requirements of the General Plan. The Zoning Districts are more fully described in Section 3.	

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2.3 Land Use Plan Summary

At build-out, the Plan Area will have approximately 14,353 residents, two elementary schools and one middle school, approximately 44 net acres of parks, a fire station, a library and public utility facilities (electrical substation and water well/pumping facilities) and over 100 net acres of paths, stormwater basins and riparian open space.

Section 3.8 lists the net acreages of the proposed Specific Plan land use districts, the minimum and maximum number of dwelling units and the maximum mixed use square footage permitted in the Specific Plan’s mixed use districts. Table 2 2 summarizes the proposed land uses, acreages, projected number of dwelling units (low, medium, high, and mixed use.) and mixed use commercial square footage.

Table 2-2: Summary Land Use Plan

Land Use	Approximate Acreage	Project Dwelling Unit/ Mixed Use Commercial Square Feet
NE-A	108.59	652
NE-B	89.33	715
NG-A	56.94	512
NG-B	31.46	315
NG-C	33.23	532 du/95,000 sq.ft.
VC-A and B	44.43	1,185 du/389,800 sq.ft.
Residential and Village Center Subtotal of Acreage	363.98	Maximum - 3,911 du/489,700 sq.ft.
Elementary School #1	18.00	
Elementary School #2	12.00	
Middle School	18.00	
Neighborhood and Small Parks	44.06	
Open Space	104.29	
Public Facilities/Utilities	18.65	
Circulation/Roadways	181.46	
Total	760.44	

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2.4 Land Uses

Figure 2 1, Specific Plan Land Use Map depicts the locations of the proposed land uses in the Plan Area which include: residential land uses consisting of Neighborhood Edge A and B districts (NE-A and NE-B)/(low density residential), Neighborhood General A and B districts (NG-A and NG-B)/(medium density residential), Neighborhood General C district (NG-C)/(medium density residential), the Village Center A district (VC-A)/(high density residential) and Village Center B district (VC-B) (consisting of mixed use commercial, office and higher density residential uses), Parks, Open Space, and Public/Semipublic land uses including three public schools, a library, a fire station, offices, religious assembly and public utility facilities.

These Specific Plan land use areas are further outlined below. The corresponding Zoning Districts for these areas are described in Chapter 3 of the Specific Plan and are subject to the development regulations in Chapter 3 and the design standards in Chapter 4 of the Specific Plan. Consistency with the minimum and maximum General Plan land use densities and percentages are discussed in Chapter 3. The locations of the proposed land uses are shown in Figure 2 1, Specific Plan Land Use Map and Appendix G.

2.5 Residential Land Use Transect

The average density of each block within residential designated areas gradually increases from the Neighborhood Edge A and B low density areas located predominantly on the edges or open space corridors of the Plan Area through the Neighborhood General A, B and C medium density areas to the Village Center A and B, high density and mixed use areas in accordance with the transect design approach.

2.5.1 Neighborhood Edge A and B Districts – Low Density Residential (NE-A and NE-B)

As noted above, the low density residential areas are generally located along the Plan Area’s boundaries and its open space corridors. These low density areas are zoned Neighborhood Edge A and B (NE-A and NE-B) with a Specific Plan Overlay. The NE-A and NE-B Zoning Districts are further described in Chapters 3 and 4 of the Specific Plan.

The density of the NE-A district ranges from 5 to 6 dwelling units per net residential acre, while the density of the NE-B district ranges from 7 to 8 dwelling units per net residential acre. The two districts together will allow from 1,168 to 1,367 dwelling units. The minimum average density in these two districts combined shall not be less than 6 dwelling units per net residential acre or more than 8 dwelling units per net residential acre without density bonus in accordance with the density requirements of the General Plan.

Lot sizes within the NE-A district will average approximately 8,000 square feet. The lots sizes in the NE-B district will average approximately 6,000 square feet. Allowable types of dwelling units within the NE-A and NE-B districts include single-family detached dwellings and accessory dwelling units and some other compatible uses may be considered, such as religious assembly. Carriage Apartments and other ADUs are encouraged to provide additional housing opportunities and “eyes” on the landscaped alleys located in these districts.

2.5.2 Neighborhood General A and B Districts – Medium Density Residential (NG-A and NG-B)

The Neighborhood General A and B zoning districts provide medium density residential areas that occur between the Neighborhood Edge (low density) and Village Center (high density and mixed use) areas. The Neighborhood General C is a medium density residential land use that also incorporates some limited neighborhood serving flex use and mixed use commercial as further described below. The density of dwelling units in each block in the Neighborhood General A, B and C areas will gradually increase as one proceeds from adjoining low density Neighborhood Edge districts to the Village Center districts. This mix of housing types and lot sizes will create a diverse livable neighborhood that is both visually and socially stimulating while offering a variety of new homes with a wide range of prices. These Zoning Districts are further described in Chapters 3 and 4.

The densities of the NG-A and NG-B districts range from 8 to 9 dwelling units per net residential acre and 9 to 10 dwelling units per net residential acre, respectively, which together will allow from 739 up to 827 dwelling units. The minimum average density in these two districts and the Neighborhood General C district combined shall not be less than 9 dwelling units per net residential acre or more than 15 dwelling units per net residential acre without density bonus in accordance with the requirements of the General Plan.

The types of dwelling units allowed within the NG-A and NG-B districts include courtyard apartments, duplex dwellings, single-family attached dwellings (NG-B), green court dwellings, lane dwellings, row home dwellings (NG-B), single-family detached dwellings and accessory dwelling units. Carriage Apartments are also encouraged overlooking the landscaped alleys.

2.5.3 Neighborhood General C District – Medium Density Residential with Limited Flex and Mixed Use (NG-C)

The Neighborhood General C district is located between the NG-A and NG-B districts and the Village Center A and B districts and includes medium density residential housing and some limited flex and mixed use neighborhood commercial. The NG-C areas are typically located adjacent to or near a park and/or a school. This Zoning District is further described in Chapters 3 and 4.

The density of the NG-C district ranges from 14 to 16 units per net residential acre. As noted above, the minimum average density in these Neighborhood General A, B and C combined shall not be less than 9 dwelling units per

net residential acre or more than 15 dwelling units per net residential acre without density bonus in accordance with the requirements of the General Plan. Neighborhood serving mixed use retail and office uses are limited to a maximum of 2,000 square feet per net acre within this district. This district will allow between 465 and 532 dwelling units and up to 95,000 square feet of mixed use office and retail uses built out with the minimum number of residential units. The maximum Floor Area Ratio (FAR) of residential and mixed use commercial combined in the NG-C is 0.425. See Sections 3.8.4 and 3.8.5 for further discussion of the minimum and maximum number of units and the minimum and maximum FAR allowed in this district.

Housing types within the NG-C district include courtyard apartments, duplex dwellings, multifamily dwellings, single-family attached dwellings, green court dwellings, lane dwellings, row home dwellings, single-family detached dwellings, and accessory dwelling units.

2.5.4 Village Center A and B Districts – High Density Residential and Mixed Use (VC-A and VC-B)

The Village Center, which consists of the Village Center A and B districts serves as the focal point within the larger community, creating a vibrant gathering place for residents. The Village Center districts encourage mixed use commercial, flex use, medium and high density residential, office, entertainment, recreational and many other uses. Its location in the center of the Specific Plan area promotes alternative travel modes, such as biking and walking, by reducing the need for residents to travel far from home to obtain basic services and reach employment. The Village Center land use area consists of two Zoning Districts: Village Center A (VC-A) with a Specific Plan Overlay and Village Center B (VC-B) with a Specific Plan Overlay. These Zoning Districts are further described in Chapters 3 and 4.

The allowed uses within the Village Center A (VC-A) district include mixed use and flex use buildings, multifamily dwellings, office uses, and (the northernmost) Village Green. The VC-A district has an allowable density ranging from 20 to 23 units per net residential acre and will allow between 492 and 656 dwelling units. Stand alone and mixed use commercial floor area is also allowed in this area adjacent to Boronda Road.

The minimum average density in VC-A district shall not be less than 16 dwelling units per net residential acre or more than 24 dwelling units per net residential acre without density bonus in accordance with the requirements of the General Plan. The maximum Floor Area Ratio (FAR) of residential and mixed use commercial combined in the VC-A is 0.65. See Sections 3.8.4 and 3.8.5 for further discussion of the minimum and maximum number of units and the minimum and maximum FAR allowed in this district.

The Village Center B (VC-B) district provides a central Village Green and a core shopping area located around the Green. This core area will allow retail, office and other resident serving commercial uses on the ground floor of buildings with multifamily residential units and offices are allowed on all floors. One of the goals for encouraging residential uses in the Village Center,

above commercial uses (in a mixed use building), is to provide housing for employees working in the area and provide residents in close proximity to create a vibrant, walkable, and identifiable neighborhood focal point. The VC-B district allows between 410 and 529 dwelling units.

The maximum Floor Area Ratio (FAR) of residential and mixed use commercial combined in the VC-B is 0.85. See Sections 3.8.4 and 3.8.5 for further discussion of the minimum and maximum number of units and the minimum and maximum FAR allowed in this district. Conversion of commercial floor area (square footage) to residential dwelling units is permitted in accordance with subsection 3.8.6 of the Specific Plan.

Chapters 3 and 4 of this Specific Plan provide the development regulations and design standards for implementing the VC-A and VC-B Zoning Districts. The development regulations and design standards are intended to promote the creation of a thriving Village Center area and to implement many of the key elements of New Urbanism design.

2.6 Public and Semipublic (PS)

The Public and Semipublic land use areas serve the general public and are generally operated and maintained by public or semi-public agencies. Public and Semipublic land uses within the Specific Plan include three school sites, a fire station site, a public library site, utility facilities and a prominent site reserved for religious assembly or government offices at the intersection of Boronda Road and Constitution Blvd. These areas are zoned Public and Semipublic (PS) and are subject to the requirements of Article III, Division 7 of the Salinas Zoning Code except as otherwise provided for in this Specific Plan.

Public land uses proposed as part of the Specific Plan are designed to serve residents and businesses both within the Plan Area as well as the surrounding area. However, the facilities will be integrated within the overall development of the Plan Area, designed to reinforce its community and pedestrian orientation.

All Public and Semipublic uses will include stormwater infrastructure to treat all stormwater and maximize infiltration before any runoff leaves the site as provided for in Chapter 7, Stormwater and Water Quality Management.

2.6.1 Schools

The Central Area Specific Plan currently falls within three public school districts: Santa Rita Union School District (SRUSD), Alisal Union School District (AUSD) and the Salinas Union High School District (SUHSD). The City and developers have coordinated with the three school districts throughout the Specific Plan's planning process to identify each district's needs in terms of elementary and middle schools. In this regard, three school sites were initially chosen within the Plan Area: one 18 acre elementary/middle school site (grades K-8th) within the SRUSD; one 12 acre elementary school site (grades K-6th) within the AUSD; and one 18

acre middle school site (grades 7th- 8th) within the SUHSD. The 18 acre elementary/middle school site, which is located in the western portion of the Plan Area, is currently located in the SRUSD. As of the date of this Specific Plan, a district boundary adjustment had been initiated between SRUSD, AUSD and SUHSD. If the districts finalize this district boundary adjustment, the SRUSD would relinquish that elementary school site to the AUSD and no longer have a school site in the Plan Area. It is not anticipated that this boundary adjustment would alter the land use plan. Consultation with applicable school districts shall occur as described in Section 9.3, Project Review Procedures, under Tentative/Vesting Tentative Subdivision Maps, because the demand for new schools will gradually increase over the time period in which buildout of the Specific Plan gradually occurs. Chapter 6 of the Specific Plan discusses the school sites and student generation rates for the Plan Area.

Figure 2 1, Specific Plan Land Use Map shows the locations of the school sites within the Plan Area. The three school sites comprise approximately 48.0 net acres of land within the Plan Area. The K – 6th grade elementary school site and the 7th – 8th grade middle school site have both been purchased by the AUSD and the SUHSD, respectively. The SRUSD K-8th grade elementary school site will be reserved for purchase by either SRUSD or AUSD (depending on the outcome of the district boundary adjustment noted above), as applicable, in accordance with the requirements of the Subdivision Map Act.

If the remaining elementary school site is not utilized by the applicable District in the future or if any of the school sites are later resold and not developed as schools, the land will revert to the Neighborhood General-A (NG-A) Zoning District. The alternative use of these school sites, if not required by the School Districts, are those uses allowed within that district. If additional residential uses are proposed in accordance with the NG-A district in lieu of a school or schools, additional park space based on the additional population will be required. Such a revision shall be considered a minor revision as described in Section 9.7 of this Plan Area.

The Central Area Specific Plan includes an interconnected path and bicycle circulation system to create and promote a pedestrian and bicycle-friendly environment. Paved ADA compliant paths (ranging from 5 to 12 feet in width) and bike lanes/routes are located throughout the plan to provide pedestrian and bicycle access from residences to the schools, parks, library, and other uses. Traffic calming and other traffic control devices will serve to slow traffic, facilitate street crossing by pedestrians and bicyclist, and promote safe routes to schools.

The northerly and southerly streets/paths and other paths/bicycle lanes and routes will provide pedestrian and bicycle access to each of the school sites across the length of the Plan Area and to the west, east, south and north as well. Additionally, the AUSD elementary school site is located adjacent to a future park, and the middle school is located across the street from the future library that will be located in the Plan Area.

Design Standards and Development Regulations

All school buildings and facilities shall be developed in accordance with the requirements of the Department of State Architect (DSA). The school districts are encouraged to incorporate the New Urbanism design concepts, design standards, and development regulations contained in the Central Area Specific Plan when designing future schools to complement and promote compatibility with surrounding uses in regard to walkability, building orientation (the main entrances of buildings should be designed to abut the street instead of being separated from the street by parking lots), parking locations, and play field orientation. In this regard, City staff has previously worked and coordinated with the SUHSD on the preliminary site design of the new middle school to reflect these design concepts and facilitate student, pedestrian, vehicular and bus access to the new school once it is constructed. Section 4.8 includes further discussion of the school design standards.

2.6.2 Pacific Gas and Electric (PG&E), Cal Water and ALCO Water Sites and Facilities

The Central Area Specific Plan includes an existing PG&E electric substation, (which is proposed to be expanded), in the north central portion of the Plan Area, near the future extensions of Russell Road and Hemingway Drive. The expanded PG&E substation site will comprise approximately 4.5 net acres of land within the Plan area, plus a 50-foot wide landscaped buffer surrounding the existing and new PG&E facilities as well as the California Water Service (Cal Water) domestic water wells, storage, and water treatment facilities. The other Cal Water well, storage, and water treatment facility is located just west of the proposed AUSD elementary school site on an approximately 0.25 acre site next to a neighborhood park. See Chapter 6 for additional information on Cal Water.

Alisal Water Corporation (ALCO) anticipates the need for three booster stations located along and within their existing easement for the 30-inch low pressure main, which runs through the center of the project adjacent to the PG&E tower line easement. See Chapter 6 for additional information on ALCO.

All Cal Water and ALCO water wells, storage, water treatment and above ground conveyance facilities (booster/pumping stations) and other related facilities within the Specific Plan area will be designed to blend with adjacent uses through the use of design elements such as architectural features, landscaping, and decorative masonry screen walls. In this regard, the Cal Water well, storage, and water treatment facilities and any above ground conveyance facility (ALCO booster stations) will require the City's approval of a Conditional Use Permit (CUP) for each facility prior to construction. This CUP process will include, but not be limited to the review and approval of details for the decorative screening (8-foot minimum masonry or as required by the City Planner) walls, landscaping, noise attenuation, use of hazardous materials, if any, and drainage details (including water flows in the event of the malfunction of the applicable

facility) and other architectural features incorporated into the design of the facility to ensure compatibility with the surrounding development. Minimum required setbacks will be maintained between infiltration features/practices and water wells in accordance with the City's Stormwater Development Standards (SWDS). The expansion of the P G & E Substation will also require the approval of a CUP by the City and incorporation of the above noted landscape buffer, decorative masonry screen walls and other architectural features as required by the City Planner.

2.6.3 Public Library

The Land Use Plan includes a two net acre site for a new library. This site will accommodate a 22,500 square-foot library with on-site parking. The new library will be located along the southerly greenway street adjacent to and between the Village Center and the Salinas Union High School District Middle School site in the Plan Area. See Chapter 8 for additional details on this facility.

2.6.4 Fire Station

A two net acre fire station site is included at the northeast corner of Natividad Road and the southerly greenway street. See Chapter 8 for additional details on this facility.

2.6.5 Parks (P) and Open Space (OS) Land Uses

Approximately 148 net acres of land are dedicated to public parks and open space uses within the Plan Area. These areas are designated as the Parks (P) Zoning District (approximately 44 net acres) or Open Space (OS) Zoning District (approximately 104 net acres), as applicable and are subject to the requirements of Article III, Divisions 6 and 7, of the Zoning Code respectively, except as otherwise provided for in the Central Area Specific Plan.

The diversity of park types and open space provides a full range of recreational areas and green spaces to be enjoyed by the future residents and the surrounding community. See Figure 4 1, Conceptual Park Map and Table 4 1, Park Summary for the location of the proposed parks and open space areas. As noted previously, a total of approximately 44 net acres of public parks are provided in the Specific Plan to meet the General Plan requirement of 3 acres of developed parkland per 1,000 residents assuming buildout with 3.67 people per dwelling unit. The public parks will consist of seven (7) neighborhood parks (3.0 acres or more) with sport fields and tot lots and ten (10) small parks, many with ball courts and tot lots. Neighborhood Parks are three to five+ acres in size, and small parks are one-half acre to two acres in size. The size and type of each park is shown on Table 4 1. The design standards for the Plan Area's parks and open space areas are described in Chapter 4.0. Included within the Plan Area are a wide variety of park and open space types and sizes, ranging from large open space areas along the creek corridors to small parks, neighborhood parks, play fields, tot lots and public garden areas.



The Specific Plan includes parks and open spaces for recreational activities.



Examples of Open Spaces

All the public parks will be dedicated to the City and will be maintained through a Landscaping and Lighting Maintenance District (LLMD) assessed to future property owners in the Plan Area. Financing of parks is discussed in Chapter 8.

2.6.6 Open Space Linkages

Open Space land uses in the Plan Area include Natividad Creek, which is located in the eastern portion of the Plan Area, and Gabilan Creek, which is located in the western portion. A carefully planned park, open space, drainage, and supplemental detention and retention system, that improves the existing topographic and biologic features of both creek corridors, will provide the Plan Area with a unique open space network of both passive and active recreation and natural outdoor education areas.

The proposed open space system creates one of the binding elements of the Plan Area. This system includes a 5-foot wide (12-foot wide along tower line) north/south Class 1 pedestrian/bicycle paths located along Natividad Creek, Gabilan Creek and the PG&E Tower line, together with a strategically located east/west 12-foot wide Class 1 pedestrian/bicycle paths along the north side of the southerly greenway street, which transects the entire Plan Area. In addition, a five mile long 28-foot wide promenade with an 8-foot wide sidewalk, with a 10-foot wide planter strip on both sides of the sidewalk, plus a 6-foot wide on-street bike lane will encircle the outside of the entire Central Area along all abutting major streets.

These paths provide an extensive network of linkages between parks, creek corridors, schools, shopping, library, fire station and dwellings throughout the Plan Area. The paths will ultimately connect directly to similar paths in the adjacent Specific Plan areas to the east and west and to the existing neighborhoods located to the south at Constitution Blvd. In addition, the natural drainage tributaries of Natividad Creek and Gabilan Creek, are envisioned to be set aside and enhanced as natural ecological and recreational elements in the project's extensive open space system.

2.6.7 Internal Parks and Green Spaces

Individual larger residential projects within the Plan Area will design and provide private green spaces, tot lots, play areas, courts, gardens, sitting/strolling areas, entry features and other landscape elements within their property. Because each of the public parks and green spaces within neighborhoods will be located and designed as visual and functional focal points within the neighborhood, the parks and open space systems will greatly enhance the visual nature and quality of life for the residents.

Community centers, neighborhood recreation buildings, neighborhood monuments, public art and other appropriate park-oriented structures are permitted and encouraged within the parks.

2.6.8 Focal Parks and Open Space Areas

Incorporation of dramatic sightlines, viewsheds and focal points throughout the community is a critical component of the Central Area

Specific Plan in keeping with New Urbanism site planning design. Elements such as connecting road alignments, open space corridors, park locations/shapes and the geometrics of the physical layout have all been orchestrated to reinforce a dramatic “sense of place” and pedestrian connectivity within this new community. The three major focal elements of the park and open space system are the Village Center Greens, the Natividad and Gabilan Creek corridors, and the path system.

Village Greens

A Village Green will be placed at the intersection of Hemingway Drive and the southerly greenway street and at the north end of the Village Center Main Street. The vision for the two Village Greens is to provide community focal point for gathering and activities of all kinds. The Village Greens have been laid out and designed with formal sightlines, pathways, and tree groupings, with opportunities for distinctive civic and community art. The major backbone roads lead to the Village Greens. A variety of elements that attract residents and visitors will be provided in the Village Center that will subsequently stimulate activity and community interaction along the Village Center core. See Figure 4 1, Conceptual Park Map for the Village Green locations.

Natividad and Gabilan Creek Corridors

Quality of life in the Plan Area will be enhanced by opportunities for access to and appreciation for natural environments. The natural drainage tributaries of Natividad Creek and Gabilan Creek running north to south through the Plan Area currently exist as agricultural ditches for most of their lengths. These corridors shall be greatly enlarged, restored and improved to add aesthetic, ecological, recreational and stormwater retention and detention (riparian areas) and infiltration enhancement to the local setting and provide new open space and pathway linkages to the various land uses in the Plan area. Picnic areas, exercise circuits, game tables and other activity nodes may be included in these corridors where they cross the southerly and northerly greenway streets as well as along other parts of the pedestrian/bike path system. As these areas are planned, consultation with qualified biotic and ecological experts will be required to ensure the proper balance between habitat creation/protection and recreation design. See Section 2.9.2 Sensitive Species and Habitats Resources for further discussion of this issue.

2.6.9 Pedestrian/Bike Path Promenades

There are Pedestrian/Bike paths and promenades provided throughout the Specific Plan area. Figure 2-1 shows the location of the proposed promenades within the Specific Plan. All of these will have paved all-weather ADA compliant hard surfaces.

The pedestrian/bike promenade system provides an important recreation amenity and provides connections to anywhere in the Plan Area, which reduces the need for automobile use. The promenade system connects the creek corridors, parks, schools, library, and Village Center throughout the



*Example of a Pedestrian/
Bike Path*

entire Plan Area. Closely spaced (30 to 40 feet on center) large species shade trees on both sides of the promenades will shade the paths and streets and provide a comfortable, aesthetic amenity to the community.

Southerly Greenway

The southerly greenway path (located on the north side of the southerly greenway street) will span the entire length of the Plan Area running from Natividad Road to Constitution Boulevard. Ultimately, this path will also extend into the adopted West Area Specific Plan and the future East Area Specific Plan located to the west and east of the Plan Area. This path (except as described in the Village Center and along the frontage of the middle school) shall be improved with an 8-foot landscape planter as measured from curb face, a 12-foot, shared-use, paved all-weather (ADA-compliant) sidewalk and an 8-foot landscape easement from the back edge of the sidewalk. The easement may be located within the 12-foot minimum building setback area. No fences or buildings may be located within the landscape easement and no buildings may be located within the building setback.

The portion of the southerly greenway path located between Hemingway Drive and the library site will consist of an 18-foot shared-use, paved, all-weather, ADA-compliant path/sidewalk. To promote pedestrian circulation and prevent interruptions along the length of the southerly greenway and northerly greenway paths, no front-loaded garages or private driveway access shall be permitted to cross either of these paths except within the Village Center. In this regard, in the Village Center, two driveways will be permitted: one between Hemingway Drive and the library site and one (for student drop/bus access) on the middle school site. Access to common alleyways (across these paths) may be allowed in other limited locations as approved by the City Engineer. Appropriate striping, signage and design will be utilized to ensure safety of path users.

The southerly greenway street and path will have special treatments that include custom decorative street lighting, street furniture (such as benches, trash receptacles), and way-finding directional signage. These special treatments are to be consistent along this greenway segment as it extends through the Plan Area.

Perimeter Path

The Perimeter Path will be constructed around the entire five-mile (26,000 feet) perimeter of the Plan Area along Boronda Road, Natividad Road, Russell Road, Old Stage Road and Constitution Boulevard. This path will also act as a buffer between the residential uses on the south side of Russell Road and the agricultural uses to the north side of Russell Road and Old Stage Road. This path will be a minimum 28-foot wide and have a 10-foot wide park strip on both sides of an 8-foot wide concrete path (sidewalk) with closely spaced (30-feet to 40-feet on center) large specimen trees on both sides of the sidewalk. The adjoining arterial streets will provide a 6-foot wide on-street dedicated bike path.

Tower Line Path

The Tower Line Path will be constructed along the 0.5 mile (2,500 feet) PG&E tower line within the Plan Area and will connect across Boronda Road at Hemingway Drive to an existing Tower Line Path developed south of Boronda Road. This path currently extends all the way to Laurel Drive. This path will provide connections to Creekbridge Village, Carr Lake and Central Salinas to the south. The Tower Line Path will be a minimum of 28-feet wide and will have an 8-foot wide landscaped park strip on both sides of the 12-foot wide (Class 1) pedestrian/bike concrete path. The tower line easement will be fully landscaped except where approved by the City Planner to accommodate the path and other improvements as proposed in the Specific Plan.

Northerly Greenway

A fourth path, the northerly greenway, will be constructed along the south side of the 1.8 mile (9,700 feet) northerly greenway street and will extend the length of the northern portion of the Plan Area. Ultimately, this path will also extend into the adopted West Area Specific Plan and future East Area Specific Plan. The northern greenway will be a minimum 23-feet wide and will have an 8-foot wide park strip between the curb and the 7-foot wide sidewalk with an 8-foot wide landscape easement within a 12-foot wide building setback to the adjoining homes. The northerly greenway street/path will have same decorative lighting as used on the southerly greenway path/street.

Limited Driveway Interruptions

To promote pedestrian circulation along these paths, no front-loaded garages or private driveway access shall be permitted to cross either the northerly or southerly greenway path except as provided for in the Village Center and on the middle school site. In this regard, within the Village Center, one driveway will be permitted to cross the southerly greenway path between Hemingway Drive and the library site. Additionally, one common driveway (for student drop-off/bus access) will be permitted to cross the southerly greenway path on the middle school site. Access to common alleyways may be permitted to cross these two paths in limited locations subject to the approval of the City Engineer.

All homes facing Boronda Road, Constitution Boulevard, Russell Road and Natividad Road, shall either face onto a frontage road and shall access off an alley or back up to these roads. In no case will individual or other driveways or alleys be allowed access to these arterial roads.

Wide Paths/Sidewalks and Park Strips

In addition to the promenades and paths previously described above, paved all-weather ADA compliant paths (sidewalks) 5-foot wide (with 8-foot wide landscaped park strips between the face of curb and sidewalk shall also be provided throughout the Plan Area.

2.7 Inclusionary Housing

The City of Salinas has an inclusionary housing ordinance (Ordinance No. 2594; herein also referred to as “the Ordinance”) to ensure that all new residential developments (as applicable) in the City of Salinas include housing affordable to a range of income levels. Specifically, the Ordinance sets forth the requirements for project proponents to fulfill the requirement for median-, moderate-, low- and very low-income housing as well as workforce housing. The Central Area Specific Plan will comply with the requirements of the Ordinance that is in effect at the time of the approval of the Specific Plan, unless otherwise provided for in the Development Agreement.

The Plan Area is currently under multiple ownerships and development will likely be phased over 20-30 years. Due to the ownership distribution, the anticipated life of the project, and the variety of options provided in the Inclusionary Housing Ordinance, multiple Affordable Housing Plans will likely be required. Additionally, in accordance with the Ordinance, if the applicant chooses to pay rental housing impact fees and/or for-sale housing in-lieu fees to meet the requirements of the Ordinance, no Affordable Housing Plan is required. All residential development in the Plan Area shall be subject to the Inclusionary Housing Ordinance, regardless of the number of units proposed within an individual planning permit application. Inclusionary housing requirements are further discussed in the Affordable Housing Component for the Central Area Specific Plan as contained in Appendix I of the Specific Plan.

2.8 Density Bonus

Density bonus units are dwelling units approved in a residential development pursuant to California Government Code Section 65915 (or by City Density Bonus Ordinance) that are in excess of the maximum allowable residential density otherwise permitted by the Salinas General Plan, Zoning Code or Central Area Specific Plan. All density bonus units shall be subject to the provisions of Section 37-50.060 of the Salinas Zoning Code, City Density Bonus as may be amended.

2.9 Resource Management and Conservation

Sensitive resources identified within the Specific Plan area include agricultural resources and potential biological and cultural resources. See Section 1.5.2 Existing Conditions, Project Setting and Surrounding Land Uses for further discussion of the agricultural and potential biological and cultural resources.

Section 2.9 also identifies conservation measures to protect natural resources including energy and water. Additional information, details and mitigation measures are discussed in the Central Area Specific Plan EIR as well as the Mitigation Monitoring and Reporting Program (MMRP), included herein as Appendix D.

2.9.1 Agricultural Resources

The agricultural lands located within the Plan Area are primarily cultivated farmland and grazing lands. The land is considered prime farmland or farmland of statewide importance. The loss of this farmland was previously addressed as part of the Environmental Impact Report prepared and certified for the Salinas General Plan and the Salinas City Council adopted findings of overriding consideration in this regard. Agricultural resource mitigation is discussed in Section 9.5 of the Specific Plan.

2.9.2 Sensitive Species and Habitats Resources

Natividad Creek has been converted from a natural seasonal creek to an agricultural drainage ditch, and most of the native flora and fauna has been removed as a result of decades of agricultural practices. Gabilan Creek has also been degraded over time as a result of agricultural practices. The Specific Plan proposes to use year-round runoff, vegetation and retention areas to create a restored riparian corridor for both Gabilan and Natividad Creeks. The total riparian area created within the Plan area will be approximately 30 acres for Gabilan Creek and 74 acres for Natividad Creek. Any proposed alteration or improvement of these creek corridors may require the approval by the Central Coast Regional Water Quality Control Board, California Department of Fish and Wildlife, the Army Corp of Engineers, Monterey County Water Resources Agency (MCWRA), US Fish and Wildlife Service, Federal Emergency Management Agency (FEMA) (potentially) and the City of Salinas.

Several special-status wildlife species are known to occur in the vicinity of the Plan Area. A portion of the Plan Area is located within the Natividad Creek Corridor and Gabilan Creek Corridor (as indicated on Figure COS-4, Vegetative Communities of the General Plan) as having the potential for certain special status species. A prior biotic study was conducted in 2005 which identified an Oak Woodlands along the Gabilan Creek as well as some native grasslands. The value of these habitats has been diminished due to the fragmented and isolated nature of the stand and other factors. To ensure no significant adverse impacts to these resources, a subsequent biotic study was performed as part of the California Environmental Quality Act (CEQA) analysis for the Central Ara Specific Plan. Additional information, details and mitigation measures are discussed in the Central Area Specific Plan EIR as well as the Mitigation Monitoring and Reporting Program, included herein in Appendix D.

2.9.3 Cultural Resources

Searches for historic, archaeological, and paleontological records, including records documenting Native American artifacts, did not identify any historic or prehistoric artifacts or assets within the Plan area. Since the area is located near and within two creek corridors as indicated on Figure COS-4, Vegetation Communities of the General Plan, there is always the potential presence of prehistoric artifacts or paleontological assets that may have been deposited in the area. As part of the CEQA analysis for the Specific Plan, a study was conducted to determine if significant

archaeological or paleontological resources are potentially present and if the project will significantly impact these resources. Additional information, details and mitigation measures addressing these resources are discussed in the Central Area Specific Plan EIR as well as the Mitigation Monitoring and Reporting Program, included herein in Appendix D.

2.9.4 Sustainable Community Strategies

Sustainable communities that incorporate the principles of smart growth and green building technologies better serve the needs and desires of both today's residents and future residents. The Central Area Specific Plan responds to these principles in a number of ways as discussed below. The Specific Plan also recognizes the importance of an economically viable community, which provides the means to implement and maintain sustainability and fosters opportunities for residents to establish, maintain and advance themselves financially. Sustainability is defined by the American Planning Association as "the capacity to equitably meet the vital human needs of the present without compromising the ability of future generations to meet their own needs, by preserving and protecting the area's ecosystems and natural resources." The ecological and energy conscious objective of sustainability can be implemented in such a way as to foster a more livable community. In its "Policy Guide on Planning for Sustainability," the American Planning Association identifies four objectives for sustainability:

Objective 1: Reduce residents' and workers' dependence on fossil fuels and other non-renewable natural resources.

The Central Area Specific Plan meets this objective through:

- Provision of jobs, schools, retail, parks and play fields in proximity to housing, minimizing the need to drive.
- Provision of a mix of community uses within walking and biking distance of each other.
- A pedestrian/bike promenade system that encourages the use of non-motorized modes of transportation.
- Creation of pedestrian-scaled and pedestrian-friendly streets and public spaces.
- Provision of opportunities for employment including home-based occupations.
- Landscape and park elements that utilize native and drought tolerant vegetation wherever appropriate and use water-efficient landscape/irrigation technologies.
- The use of energy efficient light, such as Light Emitting Diode (LED) fixtures throughout the site design.
- Convenient bus routes and stops so that 90% of the residents will be within a 5- minute walk of a bus stop (assuming Monterey Salinas

Transit is able to provide a bus route along the southerly greenway street and other streets in the Plan Area). This will provide access to both local and regional serving destinations.

Objective 2: Reduce residents' and businesses' dependence on chemicals and other manufactured substances that can accumulate in nature.

Central Area Specific Plan meets this objective through:

- Creation of large native landscape areas that minimize the use of water, fertilizers, pesticides, and herbicides.
- Provision of proper disposal and recycling programs and facilities for demolition and construction waste.
- Disposal of all stormwater runoff into parcel/site based SCMs to the maximum extent practicable (MEP). Use of low impact development (LID) design assists to clean the water, recharge the aquifer, and not increase peak flow runoff.

Objective 3: Reduce residents', businesses', and development's encroachment upon the natural environment.

The Central Area Specific Plan meets this objective through:

- Provision of low-flow water fixtures and water conserving irrigation systems.
- Cleaning and retention of stormwater through use of parcel/site and creek side based post construction best management practices (PCBMPs) to the maximum extent practicable (MEP) for infiltration that restores the quality of on-site runoff and retains and/or infiltrates the runoff to pre -development levels.
- Reduction of impervious paving surfaces through narrow streets and use of pervious/permeable pavements/pavers wherever feasible.
- Creation of a green space network within the community.
- Incorporation of native and drought tolerant landscaping in compliance with the City's Water Efficient Landscape Ordinance and other City ordinances (Water Conservation Ordinance) consistent with State Law.
- Any proposed alteration and/or improvement of the Natividad Creek and Gabilan Creek corridors will require the approval of the Central Coast Regional Water Quality Control Board, California Department of Fish and Wildlife, the Army Corp of Engineers, MCWRA, US Fish and Wildlife Service, FEMA (potentially) and the City of Salinas.
- To ensure no significant adverse impacts to sensitive species or habitat resources, a biotic study will be performed as part of the CEQA analysis for the Specific Plan.

Objective 4: Meet human needs fairly and efficiently.

The Central Area Specific Plan meets this objective through:

- Provision of a wide range of lots, housing sizes, housing types and price points.
- Location of housing near services, employment centers and recreational opportunities; balancing housing with jobs to a reasonable degree.
- Provision of access to alternatives modes of transportation within easy walking distance homes, schools, parks and businesses.

Economic sustainability will come from the development of a community that creates a variety of jobs and tax revenue sources. Retail and service jobs in the retail areas provide for both entry-level and management jobs, which enable those businesses to generate significant amounts of sales tax and property tax revenues to support various governmental operations. The office uses will provide opportunities for professionals to work within walking distance of their homes.

Creative implementation of the sustainability principles listed above will create a community within the Plan Area where the mix of land uses are amenities for each other, as well as for the overall community of Salinas. These livability design aspects include:

- Creating a unique sense of community and place.
- Providing a mix of land uses within each neighborhood.
- Utilizing narrow, curvilinear streets which emphasize and protect pedestrians and bicyclists, and traffic calming elements such as roundabouts, traffic circles and bulb out curbs which make the circulation experience pleasant, safer, and less intrusive to residents and visitors.
- Linking homes and places of work through the provision of an extensive pedestrian and bicycle pathway system and transit connections within walking distance.
- Providing shopping, employment, and recreational opportunities within a 5 to 10 minute walk reducing dependence on the automobile.
- Clustering of retail, service and high-density housing uses within easy walking distance of planned transit facilities.
- Providing a wide range of housing types and sizes (e.g. from large Victorian style homes to apartments) in order to meet the diverse needs and income levels of residents.

2.10 Implementation Measures

The following goals and policies were developed for the Central Area Specific Plan and are based on the Salinas General Plan. See Appendix C for a General Plan Consistency compendium.

Goal 1: Diverse land use patterns responsive to the physical characteristics of the land, as well as to environmental, economic, and social concerns of the residents of the City of Salinas.

LU Policy 1-1: Designate land to provide a mix of residential uses and product types, commercial uses that support residential development, office uses, and recreation and open space amenities to meet the needs of residents.

1. The Central Area Specific Plan, once adopted by the City, will regulate the future development of lands located within the Plan Area.
2. Developers shall implement projects consistent with the land use plan, Zoning District designations, the Land Use Classifications and Development Regulations (Chapter 3) and Design Standards (Chapter 4), and other applicable provisions of the Central Area Specific Plan and City regulations. Modifications to the land uses or development regulations identified in the Specific Plan shall be subject to review and approval by the City in accordance with Section 9.7 of the Specific Plan.
3. Developers shall each submit a tentative map(s) for their areas of control which are consistent with the Specific Plan.
4. Developers shall provide a variety of housing products on large to small lots as well as other attached and multifamily in accordance with the Central Area Specific Plan.

LU Policy 1-2: Provide mixed and flex use service, retail, professional office, and residential uses within the two Village Center Zoning Districts and the NG-C Zoning District. The intent of the mixed use and flex use development is to create retail, office, and residential uses for the Specific Plan area.

1. Applications for development within the VC and NG-C Zoning Districts shall be consistent with Chapter 3.0, Development Regulations and Chapter 4.0, Design Standards and other applicable provisions of the Central Area Specific Plan and City regulations. Each application shall be subject to review and approval by the City Planner and other applicable regulations of the Central Area Specific Plan and Salinas Zoning Code.

Goal 2: A coordinated system of open space, parks, and recreational amenities to meet the needs of the Plan Area residents and their visitors.

LU Policy 2-1: Provide neighborhoods and parks with appropriate facilities within each neighborhood in the Plan Area.

1. The land for neighborhood parks, small parks, play fields, tot lots and open space within the Plan Area, consistent with the Land Use Zoning Map and Parks in Chapter 4, shall be designated on the Tentative Maps. Improvement plans for parks and trail systems within each phase shall be prepared by the developer and approved by the City except as otherwise provided in the Specific Plan.

Goal 3: Essential public services to meet the needs of future residents

LU Policy 3-1: Reserve land for the applicable school district to expand educational opportunities commensurate with needs generated by build-out of the Specific Plan area.

1. The Developer has previously sold 12 net acres of land for a future elementary school to Alisal Union Elementary School District and 18 net acres for a future middle school to the Salinas Union High School District. In addition, 18 net acres will be reserved for the Santa Rita Union School District or the Alisal Union School District (as applicable, based on the outcome of the district boundary adjustment between the two school districts) for the construction of a second elementary school, a portion of which is on the Christensen property and a portion on the Igaz Ranch property. The unpurchased school site shall be reserved as provided for with agreement with the City or applicable School District or as otherwise provided in the Subdivision Map Act. The alternative use of the school sites, if not required by the School Districts are the uses allowed within the Neighborhood General-A (NG-A) zone.
2. Each individual project applicant shall pay school impact fees to the Alisal Union School District and/or the Santa Rita Union School District as applicable and to the Salinas Union High School District, consistent with the adopted school fee programs. Fees shall be paid prior to issuance of building permit for each residential unit or commercial or industrial building or as otherwise required through agreement with the applicable School District.

LU Policy 3-2: Reserve 6.95 net acres of land for PG&E, as shown on the Land Use Plan to purchase (at market value) for expansion of gas and electric utility services and to buffer land uses adjacent to the substation in the Plan Area.

1. The property owner shall reserve approximately 6.95 acres of land for five years from the date of approval of the Tentative Map containing said parcel/property or as otherwise required by the Subdivision Map Act or agreement with PG&E for the expansion and buffer of the PG&E substation in the north central portion of the Plan Area.

2. The proposed expansion of the PG&E sub-station will require the City's approval of a Conditional Use Permit and environmental review in accordance with the CEQA prior to construction. Screening and a landscape buffer will be required in accordance with the requirements of the Specific Plan.

LU Policy 3-3: Reserve appropriate land for wells, storage, booster/pump stations and water treatment facilities for Cal Water and/or ALCO, as applicable.

1. The property owner shall reserve the applicable land acreage for five years from the date of approval of the Tentative Map containing said parcel/property or easement as otherwise required by the Subdivision Map Act or agreement with the applicable water district for domestic water needs.
2. The proposed wells, storage, booster/pump stations and water treatment facilities water will be subject to the approval of a Conditional Use Permit by the City. This approval process will include details on the decorative screening walls, landscaping, noise attenuation, use of hazardous materials, if any and drainage details (including water flows in the event of the malfunction of the well or treatment facility) to ensure compatibility with surrounding development.

Goal 4: Promote green building techniques in order to promote sustainability.

LU Policy 4-1: Create buildings that are more energy and water efficient and healthier than those generally built in the past.

1. The individual developers shall incorporate energy and water saving techniques into the design and construction of the homes and commercial buildings they build. These techniques may include, at a minimum, the following, within the single-family detached homes: (a) recirculating hot water systems; (b) high efficiency dish washers; (c) formaldehyde-free insulation; (d) low Volatile Organic Compounds (VOC) paints, and (e) other technologies and efficiencies that may evolve.
2. Each development in the Specific Plan area will be required to meet any and all requirements of the California Building Code, including CALGreen, which are in effect on the date of permit submittal.

Goal 5: Conservation of agricultural, cultural, and natural resources, and preservation of sensitive habitat and aesthetic value.

LU Policy 5-1: Protect special status species and their habitat within the Plan Area in accordance with federal and State regulatory requirements.

1. The individual developers shall comply with mitigation measures adopted as part of the Mitigation Monitoring and Reporting Program

(MMRP) for the project's Environmental Impact Report (EIR) regarding the protection of special status species and their habitats.

2. Construct the Plan Area at or above the required minimum average residential density of 9 units per net residential developable acre to efficiently utilize the land and delay the need for the conversion of more agriculture land for urban uses and comply with General Plan requirements.

LU Policy 5-2: Protect sensitive vegetative communities, including creek riparian habitat.

1. The individual developers shall prepare a Biological Mitigation Monitoring Plan integrated with the MMRP to preserve and protect sensitive vegetative communities from degradation, particularly creek riparian habitat. The individual developers shall mitigate the loss of sensitive habitat as outlined in the EIR prepared for the Central Area Specific Plan.
2. Development of parks/open space areas shall provide native vegetation, as appropriate and shall not include species listed on the California Invasive Plant Inventory (Cal-IPC 2006).
3. Maintain the 300-foot wide creek corridors as open space in accordance with the requirements of the Salinas General Plan. Any proposed alteration of the Creek Corridors will require the approval of the Central Coast Regional Water Quality Control Board, California Department of Fish and Wildlife, the Army Corp of Engineers, MCWRA, US Fish and Wildlife Service, FEMA (potentially) and the City of Salinas. All river corridors and other open space areas will be maintained through a LLMD established for the Central Area Specific Plan.

LU Policy 5-3: Protect agricultural resources adjacent to the northern boundary of the Plan area.

1. The Natividad Road, Salinas, LLC, Settrini and Igaz Ranch properties lie on both sides of the future extension of Russell Road. These property owners shall buffer their residential uses located along the south side of Russell Road from the continuing agricultural uses on their lands on the north side of Russell Road by dedicating a temporary 200-foot wide buffer along the northerly boundary between the front of the homes on the south side of Russel Road and the agricultural uses on the north side of Russell Road and shall not access their farm lands from Russell Road unless dirt/mud mitigation features are provided and approved by the City Engineer. This requirement shall apply to these properties upon annexation into the City.
2. The 200-foot wide temporary buffer shall include a temporary easement to the City over the 30 - foot front set back of the homes on the south side of Russell Road (open porches may intrude up to 12-feet into this temporary buffer), and shall also include the future right-of-

way for Russell Road and 32-feet of the land north of the future Russell Road right-of-way, for a total of 200 feet. The temporary 200-foot wide easement shall prohibit agricultural operations within the easement and the City shall record a termination of said easement when the land on the north side of Russell Road is approved for development. This requirement shall apply to these properties upon annexation into the City.

3. In accordance with Salinas Municipal Code (SMC) Article V, Division 1, Section 37-50.220, a deed restriction notifying any purchaser, property owner, or tenants of the adjoining property owner's right to farm the adjacent property to the north of the Plan Area shall be prepared by the adjacent developer and shall be approved by the City Planner. The deed shall be filed by the City Planner for recordation by the Monterey County Recorder's Office prior to the issuance of the first building permit for the lots abutting the easement. The deed restriction shall be removed by the City recording a notice of termination at such time as the adjacent properties to the north are approved for development and are no longer being used for farming as determined by the City. This requirement shall apply to these properties upon annexation into City limits.

All development shall comply with the requirements of the Section 9.5, Agricultural Land Preservation of the Specific Plan.

LU Policy 5-4: Protect significant historical, cultural, and archaeological resources that may be accidentally uncovered during construction activities.

1. The individual developers shall comply with the mitigation presented in the Specific Plan EIR regarding historical, archaeological, and cultural resources.

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Figure 2-1: Specific Plan Land Use Map

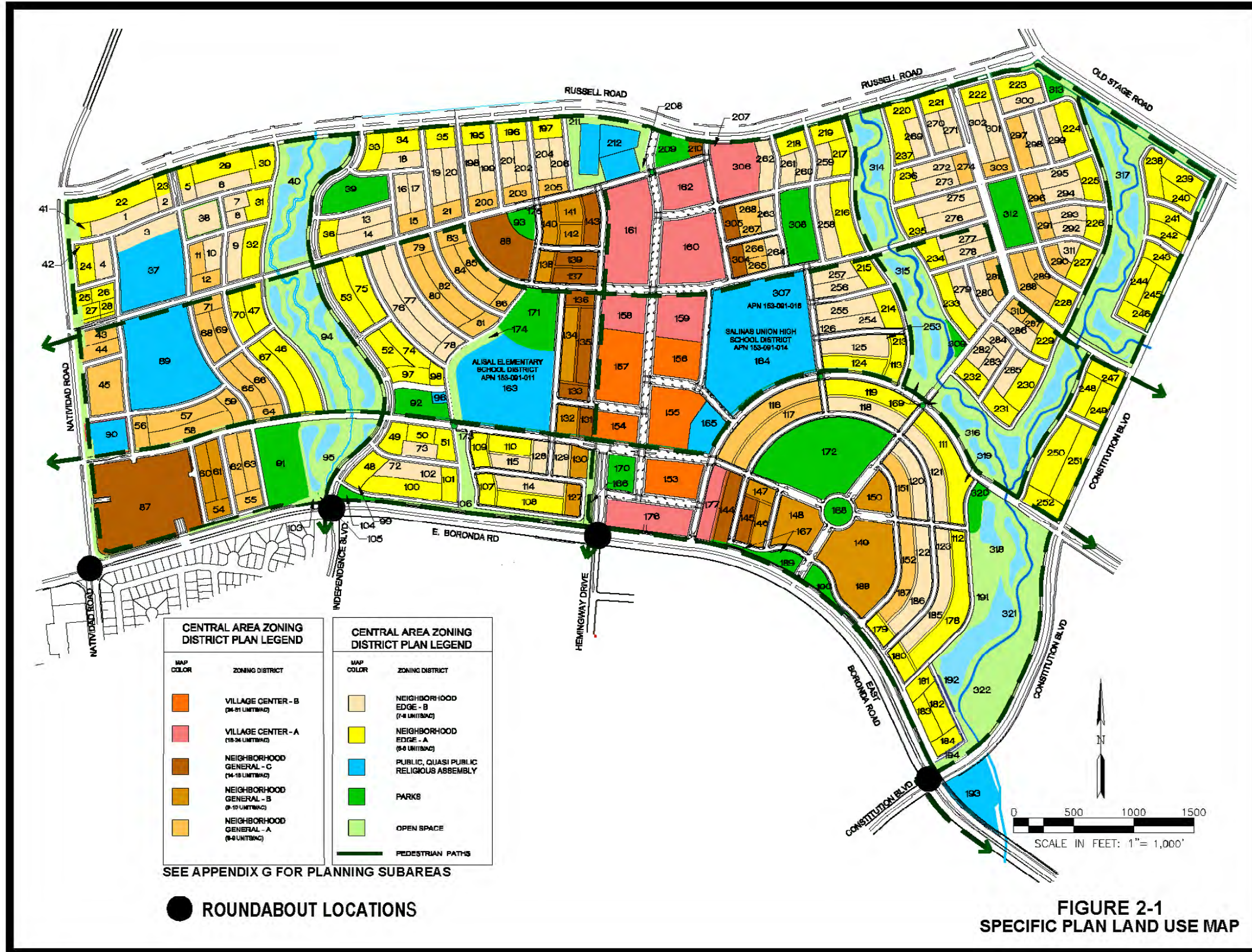
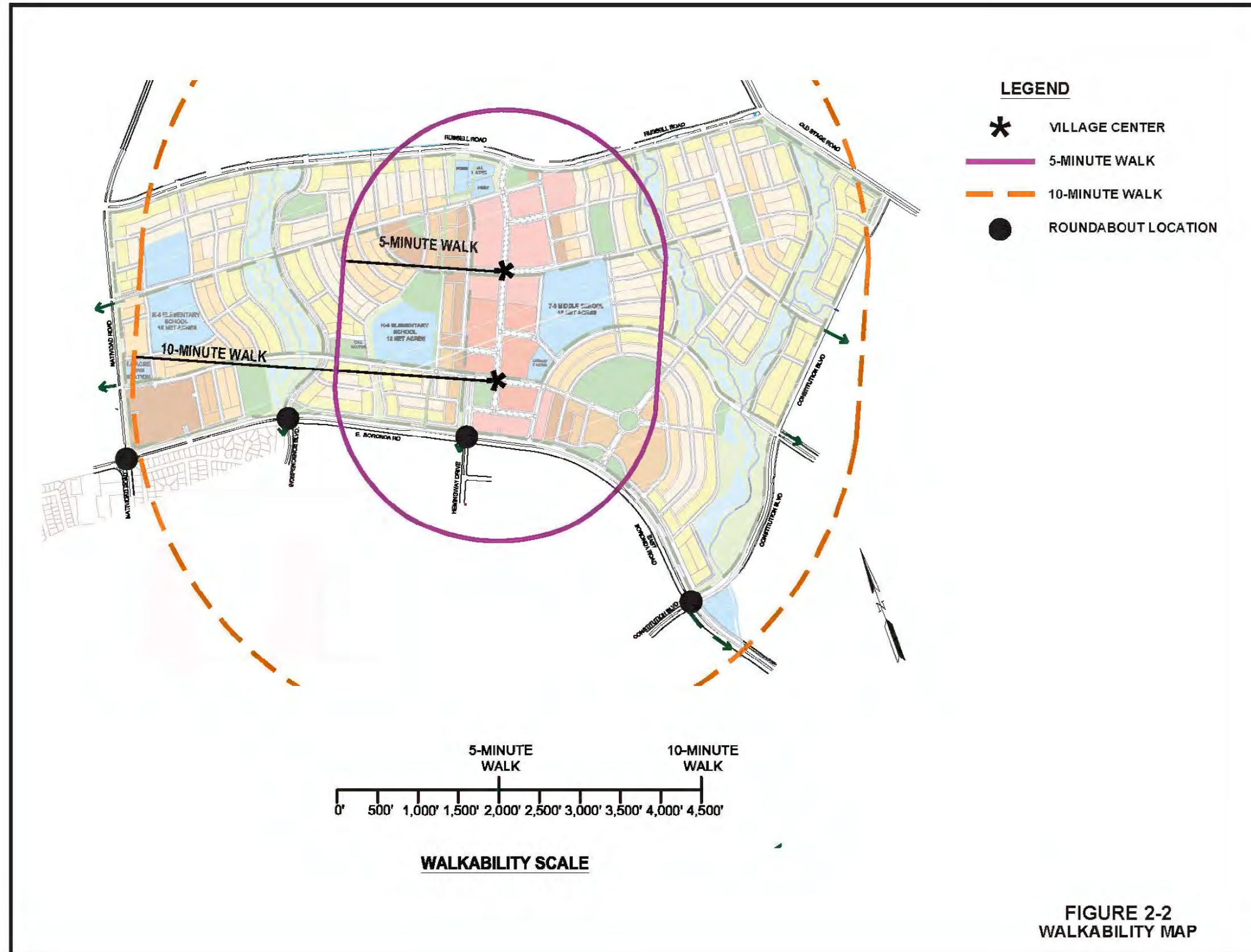


Figure 2-2: Walkability Map





3. Use Classifications and Development Regulations

3.1 Introduction

The Use Classifications and Development Regulations are organized to meet the objectives described in Chapter 1, Introduction, of this Specific Plan. The goal of Chapter 3 is to provide a set of rules which will guide the development of a new pedestrian-friendly neighborhood based on New Urbanism principles. It is anticipated that the successful completion of this development will broaden the availability and range of housing options in the City, provide neighborhood-serving services for the day-to-day needs of the residents within walking distance of their homes, and ensure conservation of sensitive biological resources.

Chapter 3 provides the Use Classifications and Development Regulations for the Plan Area and an explanation of their consistency with the General Plan vision for the Future Growth Area. The Use Classifications and Development Regulations in Chapter 3 and the Design Standards contained in Chapter 4 shall be used to guide the development within each Zoning District in the Plan Area.

3.2 Purpose and intent

The purpose of these Land Use Classifications and Development Regulations is to regulate and accommodate the types of buildings, structures, and improvements typical of a compact New Urbanism community and achieve the following goals of this Specific Plan:

- a. Promote the principles of New Urbanism through the creation of identifiable neighborhoods that have the characteristics of a Traditional Neighborhood Development (TND);
- b. Ensure the development of a phased, employment-generating, pedestrian-sensitive, yet automobile-accommodating community which contains a range of residential housing types, mixed use buildings and commercial uses;
- c. Provide for a number of design, development, and infrastructure features indicative of self-reliant neighborhoods, including, but not limited to: (i) multi-purpose safer streets linking residential areas with the Village Center, neighborhood activities, commercial services and with multi-modal transportation choices; (ii) quality and craftsmanship in the built environment; (iii) a lively mix of neighborhood shopping and community services; (iv) an advantageous and sensitive use of natural resource features and open space; and (v) innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities, and features all exhibit an overall high level of urban design;
- d. Ensure the creation of walkable neighborhoods with a mixed use Village Center embedded in a network of schools, civic amenities, parks, and open space;
- e. Provide a circulation system that avoids significant pedestrian barriers and replaces the standard collector street with more frequent and less congested local streets. The proposed circulation system establishes a traditional grid circulation system that offers a variety of circulation options and allows multiple connections from neighborhood to neighborhood. The combination of such a circulation system with design standards that ensure bicycle and pedestrian-friendly neighborhoods with a defined Village Center is intended to result in a pattern of development which enhances the City; and
- f. Promote vital and safe residential and mixed-use areas through the incorporation of Crime Prevention Through Environmental Design (CPTED) features in development.

In order to achieve the goal of providing homes for families and others with a broad range of incomes, the Specific Plan encourages a mix of lot sizes on each block and an organized transition (transect) from the low residential densities (large lots and large homes) in the Zoning Districts located at the edges and along the open space corridors, to the gradually increasing medium density residential districts to the high density residential located in the Village Center.

3.3 Applicability

The requirements of Chapters 3 and 4 of the Central Area Specific Plan, Table 3 1, Use Classifications, Table 3 2, Development Regulations, and Table 3 3, Useable Open Space Standards, shall supersede the requirements in the Salinas Zoning Code Division 8, New Urbanism (NU) Districts Regulations, where there are conflicts. Where there are no conflicts with the Specific Plan, the requirements of the Salinas Zoning Code Division 8, shall apply to land located in the Central Area Specific Plan. If an issue is not addressed in the Specific Plan or Zoning Code, the Zoning District regulations having the most similar characteristics to that of the applicable lot and the proposed use in the Plan Area shall be applied as determined by the City Planner.

All terms, unless otherwise defined in this Plan, shall be in accordance with definitions provided in the Salinas Zoning Code.

3.4 Zoning Districts

The Central Area Specific Plan establishes seven transect New Urbanism Zoning Districts, all of which allow residential uses and three of which also allow mixed use commercial and flex use (see Table 3 1 for the Use Classifications). The minimum and maximum allowable average densities for each Zoning District are established in Table 3 2. The Use Classifications and Development Regulations contained in this Chapter, combined with the Design Standards contained in Chapter 4, will produce neighborhoods characterized by the principles of New Urbanism. The Zoning Districts are described below.

3.4.1 Neighborhood Edge A (NE-A)

This district provides areas for a mix of lot sizes for larger detached single-family dwellings. The minimum average residential density within this classification shall not be less than 5 dwelling units per net residential acre or more than 6 dwelling units per net residential acre.

3.4.2 The Neighborhood Edge B (NE-B)

This district provides areas for a broader mix of lot sizes for detached single-family dwellings. The minimum average residential density within this classification shall not be less than 7 dwelling units per net residential acre or more than 8 than dwelling units per net residential acre.

3.4.3 Neighborhood General A (NG-A)

This district provides areas for a mix of lot sizes for detached single-family dwellings, duplex dwellings, green court dwellings, lane homes and courtyard apartments. The minimum average residential density within this classification shall not be less than 8 dwelling units per net residential acre or more than 9 dwelling units per net residential acre.

3.4.4 Neighborhood General B (NG-B)

This district provides areas for a mix of lot sizes for single-family detached and attached dwellings, lane homes and green court dwellings, duplex dwellings, townhouses, small lot dwellings, and courtyard apartments. The minimum average residential density within this classification shall not be less than 9 dwelling units per net residential acre or more than 10 dwelling units per net residential acre.

3.4.5 Neighborhood General C (NG-C)

This district provides areas for a mix of lot sizes for single-family detached dwellings, duplex dwellings, lane homes and green court dwellings, row home dwellings and. It also allows courtyard apartments and other single-family attached dwelling units, multifamily dwellings and some flex use and mixed use buildings for small scale retail and office use with residential dwellings above, on parcels greater than three acres. The minimum average residential density within the classification shall not be less than 14 dwelling units per net residential acre or more than 16 dwelling units per net residential acre, and the maximum floor area ratio (FAR) shall not exceed 0.425 for the combination of residential and commercial uses within this zone.

3.4.6 Village Center A (VC-A)

This district provides areas for flex use and mixed use buildings, stand-alone retail and office uses, some single-family attached dwellings, multifamily projects such as apartments/condominiums, lane and green court homes, townhouses, row homes and other single-family attached dwellings. The VC-A district must incorporate, but every building in a block need not incorporate, residential uses. The minimum average residential density within this classification shall not be less than 18 dwelling units per net residential acre or more than 24 dwelling units per net residential acre. The maximum floor area ratio (FAR) shall not exceed 0.65 for the combination of residential and commercial uses shown within this district.

3.4.7 Village Center B (VC-B)

This district provides areas for flex use and mixed use buildings, retail and office uses, multifamily projects, and public and semipublic facilities generally sited along the Main Street and around the southernmost Village Green. The VC-B district must incorporate, but every building in a block need not incorporate, residential uses. The minimum average residential density within this classification shall not be less than 24 dwelling units per net residential acre or more than 31 dwelling units per net residential acre. The maximum floor area ratio (FAR) shall not exceed 0.85 for the commercial uses shown within this district. A building within the VC-B district may contain 0 to 40 dwelling units per net acre.

3.4.8 Parks (P) and Open Space (OS) Districts

The Salinas Zoning Code, Article III, Division 6 requirements shall apply to the Central Area Specific Plan Parks (P) and Open Space (OS) Districts.

3.4.9 Public/Semipublic (PS) District

The Salinas Zoning Code, Article III, Division 7 requirements shall apply to the Central Area Specific Plan Public/ Semipublic (PS) District.

3.4.10 Specific Plan Overlay District

A Specific Plan (SP) Overlay District shall apply to all Zoning Districts in the Central Area Specific Plan.

3.4.11 Flood Overlay District

A Flood (F) Overlay District shall be combined with any of the above-referenced zoning districts where the land is located within the one hundred year flood boundary designated by the Federal Emergency Management Agency (FEMA) as shown on the flood insurance rate maps (FIRM), as amended. This Overlay district shall be in accordance with the requirements of Division 1, Article 4 of the Salinas Zoning Code.

3.5 Use Classifications and Development Regulations

Table 3 1 Use Classifications, Table 3 2 Development Regulations and Table 3 3 Useable Open Space Standards shall apply to properties located in the Neighborhood Edge (NE-A and NE-B), Neighborhood General (NG-A, NG-B and NG-C) and Village Center (VC-A and VC-B) districts as provided below.

Salinas Zoning Code Article III, Division 6 applies to the Central Area Specific Plan's Parks (P) and Open Space (OS) Districts. Salinas Zoning Code Article III, Division 7 applies to the Central Area Specific Plan's Public/Semipublic (PS) District.

Table 3-1: Use Classifications

Land Use Classification	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Residential Uses - Note (37)							
Day Care Homes, Family - Large (7 or more) - Notes (1), (2)	P	P	P	P	P	P	P
Day Care Homes, Family - Small (6 or less) - Note (2)	P	P	P	P	P	P	P
Home Occupations - Note (4)	P	P	P	P	P	P	P
Interim Housing - Note (3)	NP	NP	NP	NP	SPR	SPR	SPR
Manufactured Housing	P	P	P	CUP	CUP	NP	NP
Mobile home Park	NP	NP	CUP	CUP	CUP	NP	NP
Multiple Detached Dwellings	NP	NP	SPR	SPR	SPR	CUP	CUP
Residential Care Facilities – Large	CUP	CUP	CUP	CUP	CUP	CUP	CUP

Land Use Classification	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Residential Care Facilities – Small Note (5)	P	P	P	P	P	CUP	CUP
Residential Service Facilities - Note (3)	NP	NP	NP	NP	CUP	CUP	CUP
Single Room Occupancies - Note (7)	NP	NP	NP	NP	CUP	CUP	CUP
Courtyard Apartments - Note (35)	NP	NP	SPR	SPR	SPR	NP	NP
Duplex Dwellings	NP	NP	SPR	SPR	SPR	NP	NP
Multifamily Dwellings	NP	NP	NP	NP	SPR	SPR	SPR
Custom Detached/Attached Dwellings	SPR/ NP	SPR/NP	SPR/NP	SPR/ SPR	SPR/ SPR	NP/SPR	NP/SPR
Mixed Use and Flex Use							
Mixed Use Buildings - Notes (8), (9), (15), (31), (39)	NP	NP	NP	NP	CUP	SPR	SPR
Flex Use Buildings - Notes (8), (9), (15), (31), (39)	NP	NP	NP	NP	CUP	SPR	SPR
Single-Family Dwellings							
Single-Family Attached Dwellings	NP	NP	P	SPR	SPR	SPR	NP
Green Court Dwellings - Note (24)	NP	NP	P	P	P	NP	NP
Lane Dwellings - Note (24)	NP	NP	P	P	P	NP	NP
Row Home Detached Dwellings - Note (24)	NP	NP	P	P	P	NP	NP
Accessory Dwelling Units (Carriage Apartments) - Notes (6), (24)	P	P	P	P	P	NP	NP
Single-Family Detached Dwellings	P	P	P	P	P	NP	NP
Public and Semipublic Uses							
Clubs and Lodges - Note (18)	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Convalescent Hospitals/ Nursing Homes	NP	NP	NP	NP	CUP	CUP	CUP
Cultural Institutions	NP	NP	NP	NP	CUP	SPR	SPR
Day Care Centers	NP	NP	NP	NP	SPR	SPR	SPR
Government Offices/Library	NP	NP	NP	NP	SPR	SPR	SPR
Hospitals	NP	NP	CUP	CUP	CUP	SPR	SPR
Mural Exhibits - Note (16)	SPR	SPR	SPR	SPR	SPR	SPR	SPR
Park and Recreation Facilities	SPR	SPR	SPR	SPR	SPR	SPR	SPR
Parking Lots and Structures - Note (21)	NP	NP	NP	NP	CUP	CUP	CUP
Public Safety Facilities	CUP	CUP	SPR	SPR	SPR	CUP	CUP
Public Utility Service Yards	NP	NP	NP	NP	NP	NP	NP
Religious Assembly	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Schools - Public	NA	NA	NA	NA	NA	NA	NA

Land Use Classification	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
School - Private	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Schools - Trade - Notes (10), (34)	NP	NP	NP	NP	NP	CUP	CUP
Telecommunication Facilities - Major Notes (19), (32)	NP	NP	CUP	CUP	CUP	CUP	CUP
Telecommunication Facilities - Minor Note (19), (32)	P	P	P	P	P	P	P
Utilities - Major - Notes (26), (32)	NP	NP	NP	NP	NP	NP	NP
Retail and Office Uses (Note 41)							
Adult Entertainment Facilities - Note (27)	NP	NP	NP	NP	NP	NP	NP
Ambulance Services - Note (38)	NP	NP	NP	NP	NP	CUP	CUP
Animal Boarding - Note (38)	NP	NP	NP	NP	NP	CUP	CUP
Animal Grooming	NP	NP	NP	NP	NP	SPR	SPR
Animal Hospitals	NP	NP	NP	NP	NP	CUP	CUP
Animal Retail Sales	NP	NP	NP	NP	NP	SPR	SPR
Antique and Collectible Shops	NP	NP	NP	NP	NP	SPR	SPR
Artists' Studios	NP	NP	NP	NP	SPR	SPR	SPR
Automated Teller Machines (ATM's) Indoor - Note (28)	NP	NP	NP	NP	SPR	SPR	SPR
Automated Teller Machines (ATMs) Outdoor - Note (25)	NP	NP	NP	NP	SPR	SPR	SPR
Bakeries - Retail	NP	NP	NP	NP	SPR	SPR	SPR
Bakeries - Wholesale	NP	NP	NP	NP	NP	NP	NP
Bars - Note (18)	NP	NP	NP	NP	NP	CUP	CUP
Bed and Breakfast	NP	NP	NP	NP	CUP	CUP	CUP
Building Materials and Services - Note (38)	NP	NP	NP	NP	NP	NP	CUP
Catering Services - Notes (18) (22)	NP	NP	NP	NP	SPR	SPR	SPR
Commercial Filming	NP	NP	NP	NP	NP	CUP	CUP
Commercial Recreation and Entertainment - Notes (9), (18)	NP	NP	NP	NP	NP	CUP	CUP
Convenience Stores Without Gas Pumps - Notes (10), (18), (25), (38)	NP	NP	NP	NP	CUP	SPR	SPR
Convenience Stores with Gas Pumps - Notes (10), (11), (18), (23), (25), (33) and (38)	NP	NP	NP	NP	NP	CUP	NP
Entertainment, Live (Excluding Adult Entertainment) - Note (15)	NP	NP	NP	NP	NP	CUP	CUP
Equipment Sales, Services, and Rentals	NP	NP	NP	NP	NP	NP	NP
Financial Services - Notes (25), (28)	NP	NP	NP	NP	NP	SPR	SPR
Food and Beverage Sales - Notes (18), (25), (40)	NP	NP	NP	NP	CUP	SPR	SPR

Land Use Classification	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Fortunetelling	NP	NP	NP	NP	NP	NP	CUP
Funeral Services - Note (17)	NP	NP	NP	NP	NP	NP	CUP
Hotels and Motels - Note (7)	NP	NP	NP	NP	NP	NP	CUP
Extended Stay Hotels and Motels - Note (7)	NP	NP	NP	NP	NP	CUP	CUP
Kiosks - Permanent - Note (36)	NP	NP	NP	NP	CUP	CUP	CUP
Kiosks - Temporary or Semi-permanent - Note (36)	NP	NP	NP	NP	CUP	CUP	CUP
Laboratories	NP	NP	NP	NP	NP	SPR	SPR
Laundries – Limited	NP	NP	NP	NP	CUP	SPR	SPR
Laundries - Unlimited	NP	NP	NP	NP	NP	CUP	NP
Live-work Units – Note (20)	NP	NP	NP	NP	CUP	SPR	SPR
Maintenance and Repair Services - Major	NP	NP	NP	NP	NP	NP	NP
Maintenance and Repair Services - Minor - Notes (10), (38)	NP	NP	NP	NP	NP	SPR	SPR
Marine Sales and Services	NP	NP	NP	NP	NP	NP	NP
Nurseries - Notes (10), (29), (38)	NP	NP	NP	NP	NP	CUP	CUP
Office - Business and Professional	NP	NP	NP	NP	CUP	SPR	SPR
Office - Medical and Dental	NP	NP	NP	NP	CUP	SPR	SPR
Pawn Shops	NP	NP	NP	NP	NP	NP	NP
Personal Improvement Services	NP	NP	NP	NP	CUP	SPR	SPR
Personal Services	NP	NP	NP	NP	CUP	SPR	SPR
Pharmacy - Note (25)	NP	NP	NP	NP	CUP	SPR	SPR
Printing and Publishing – Limited	NP	NP	NP	NP	CUP	SPR	SPR
Printing and Publishing – Unlimited	NP	NP	NP	NP	NP	NP	NP
Recreational Vehicle Parks	NP	NP	NP	NP	NP	NP	NP
Recycling Facilities	See Zoning Code Section 37-50.210						
Restaurants Without drive-through or drive-in facilities - Note (18)	NP	NP	NP	NP	CUP	SPR	SPR
Restaurants With drive-through or drive-in facilities - Notes (18), (25), (38)	NP	NP	NP	NP	NP	CUP	NP
Retail Sales Without drive-through or drive-in facilities - Note (18)	NP	NP	NP	NP	CUP	SPR	SPR
Retail Sales With drive-through or drive-in facilities - Note (38)	NP	NP	NP	NP	NP	CUP	NP
Secondhand or Consignment Stores	NP	NP	NP	NP	NP	NP	CUP
Service Stations - Notes (10), (11), (38)	NP	NP	NP	NP	NP	CUP	NP

Land Use Classification	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Shopping Centers Without gas stations - Notes (10), (18), (23), (38)	NP	NP	NP	NP	NP	SPR	NP
Shopping Centers With gas stations - Notes (10), (11), (18),(38)	NP	NP	NP	NP	NP	CUP	NP
Speculative Buildings - Note (12)	NP	NP	NP	NP	NP	SPR	SPR
Tattoo and/or Body Piercing Parlors	NP	NP	NP	NP	NP	NP	NP
Vehicle Repair Facilities - Major - Note (38)	NP	NP	NP	NP	NP	NP	NP
Vehicle Repair Facilities - Minor Note (38)	NP	NP	NP	NP	NP	CUP	NP
Vehicle Related Retail Sales and Services	NP	NP	NP	NP	NP	CUP	NP
Vehicle Storage	NP	NP	NP	NP	NP	NP	NP
Vehicle Washing - Notes (10), (11), (25), (33), (38)	NP	NP	NP	NP	NP	CUP	NP
Warehousing and Storage – Limited	NP	NP	NP	NP	NP	NP	NP
Wholesale Distribution	NP	NP	NP	NP	NP	NP	NP
Industrial Uses							
Industrial Complexes	NP	NP	NP	NP	NP	NP	NP
Industry – limited	NP	NP	NP	NP	NP	NP	NP
Accessory Uses and Structures - Note (13)							
Animals-Domestic - Note (30)	P	P	P	P	P	P	P
Utilities-Minor - Note (32)	P	P	P	P	P	P	P
Temporary Uses - Note (14)	TULP	TULP	TULP	TULP	TULP	TULP	TULP
Nonconforming Uses and Structures							
See Section 37-50.160: Non-conforming uses and structures, in the Salinas Zoning Code							
<p>P = Permitted Use NP = Not Permitted Use CUP = Conditional Use Permit Required SPR = Site Plan Review Required TULP = Temporary Use of Land Permit Required CASP = Central Area Specific Plan</p> <p>"See Section 37-xx.xxx", refers to the adopted 2006 Salinas Zoning Code at the time of the project review, included as Appendix S of this Specific Plan.</p> <p>(1) See Section 37-50.120: Large Family Day Care Homes. (2) Small and Large Family Day Care Homes are permitted uses in all districts when the principle use is a residential dwelling unit. (3) In the VC and NG-C districts, residential service facilities and interim housing serving six or fewer people are allowed with a SPR or as otherwise provided by state law. Such facilities shall be designed to accommodate a group living environment. (4) See Section 37-50.100: Home Occupations. In all districts, home occupations are permitted uses when the principal use is a residential dwelling unit. (5) Small residential care facilities (6 or fewer patients) are a permitted use when the principal use is a residential dwelling unit or as otherwise provided by state law. (6) See Section 37-50.250: Accessory Dwelling Units of the Salinas Zoning Code. A Carriage Apartment shall be considered an Accessory Dwelling Unit. See Table 3-2 of this Specific Plan, Carriage Apartments, Footnote (4) for further requirements applicable to Carriage Apartments. (7) See Section 37-50.270: Single Room Occupancy (SRO) housing.</p>							

- (8) Commercial uses in Mixed Use and Flex Use buildings are subject to the approval of a SPR in both VC districts and may be considered in the NG-C district subject to approval of a CUP. The following additional requirements shall apply:
- a. Mixed use and flex use floor area may be provided on the first floor of any building in the VC-A and VC-B zones, and if occupied with a non-residential use shall qualify as acceptable space to meet the Note 8b requirements below.
 - b. A minimum of 600 lineal feet of the first floor frontage of the buildings (described in Note 8a above) shall be restricted to non-residential uses.
 - c. The 600 lineal foot frontage requirement of non-residential uses (described in Note 8b above) shall not restrict the approval of or the allowed uses in the buildings (described in Note 8a above) until such time that the frontage remaining to be permitted (described in Note 8a above) is equal to the required 600 lineal feet of non-residential uses, minus the frontages (described in Note 8a above) already rented to non-residential uses.
 - d. The ground floor Flex Use spaces (described in Note 8a above) may change from residential to non-residential uses and back to a residential use upon the City Planner's approval of a SPR authorizing the change. However, a minimum of 600 lineal feet of the approximately 1,800 lineal feet of frontage (described in Note 8a above) shall be offered for rent exclusively to and occupied by non-residential uses.
 - e. The requirement for a minimum of 600 lineal feet of frontage of non-residential occupancies on the first floor of the buildings (described in Note 8a above) may be reduced subject to the approval of a Minor Revision of this Specific Plan in accordance with Section 9.7 of this Specific Plan where the applicant has demonstrated to satisfaction of the City Planner that sufficient reasonable efforts were made to rent the space to non-residential uses and that insufficient tenants were secured to the fill the required 600 lineal feet of frontage.
 - f. The first floor of Flex Use buildings must have a minimum of 14 feet between the first floor and the second floor plate of the building.
 - g. Flex Use buildings may have residential and/or non-residential uses located on any floor of the building.
 - h. The conversion of residential uses to non-residential uses, or vice versa, in a Flex Use building, is subject to approval of a SPR in the VC districts and a CUP in the NG-C district unless otherwise approved by the City Planner as provided for in Note 8(d) above.
 - i. The first floor façade of Flex Use buildings must be designed and engineered to allow the provision of shop doors, display windows and signage spaces above the first floor doors and windows to accommodate non-residential uses.
- (9) Commercial recreation and entertainment uses less than two thousand square feet in floor area and fitness center uses less than five thousand square feet are permitted with a SPR in the VC-B district and on planning sub area 176 as shown in Appendix G.
- (10) See Section 37-50.170: Outdoor Storage and Display.
- (11) See Section 37-50.260: Service Stations, Vehicle Repair, and Vehicle Washing.
- (12) See Section 37-50.280: Speculative Buildings.
- (13) Accessory Uses and Structures will require approval of a SPR or a CUP, if a SPR or CUP is required for the principal use.
- (14) See Section 37-50.300: Temporary Use of Land.
- (15) A Live Entertainment Permit shall be issued for live entertainment uses in the VC districts in accordance with Section 37-60.490: Minor Conditional Use Permit - Live Entertainment Permit.
- (16) See Section 37-50.150: Mural Exhibits.
- (17) Funeral services with crematories shall be subject to approval of a CUP.
- (18) See Section 37-50.030: Alcohol License Review.
- (19) See Section 37-50.290: Telecommunications Facilities: Only stealth telecommunication facilities shall be allowed in the Plan Area except as otherwise mandated by federal law.
- (20) See Section 37-50.130: Live-Work Units: Live-work units may only be located in the NG-C and Village Center districts.
- (21) Does not apply to the parking required to serve the use. It shall apply only to stand-alone parking facilities.
- (22) Catering is only permitted as an accessory use to a restaurant in the VC-A, VC-B and NG-C districts. The overnight outdoor parking or outdoor storage of catering vehicles in the Plan Area is prohibited.
- (23) Convenience stores with gas pumps (including sales, display, storage, restrooms, etc.) are limited to a maximum of 2,500 square feet of gross floor area and are allowed only in the VC-A district adjacent to E. Boronda Road.
- (24) See Appendix B, Definitions and Chapter 4 of this Specific Plan for a description of this use.
- (25) Drive-through and drive-in uses shall not be permitted except as otherwise provided for in this section subject to approval of a CUP. In this regard, a maximum of two drive-through food/drink uses, one drive-through pharmacy use, one drive-through bank use and one other drive-through use will be permitted in the VC-A district adjacent to E. Boronda Road (Planning Subarea 176 as shown in Appendix G) subject to the approval of a CUP as noted previously.
- (26) The expansion of the PG&E substations, water wells, water storage, water treatment and above ground conveyance facilities (e.g. booster and pumping stations), drainage, and flood control facilities may be permitted with the approval of a CUP as provided below. All utilities shall comply with the City's current NPDES permit.
- a. Expansion of the PG&E substation near Hemingway Drive and Russell Road is permitted subject to approval of a CUP, provided a 50-foot wide landscape easement surrounds the existing and new facilities on all sides. The Landscape Easement shall be planted with evergreen shrubs which a landscape architect certifies will grow to a height of 8-feet or more and evergreen trees which a landscape architect certifies will grow to 70-feet or more. The shrubs must be planted along all of a screen wall (masonry) at 5-foot spacing and the trees must be planted 15-feet on center side to side and front to back and said landscaping shall be maintained in good health by a LLMD and replaced as needed by a LLMD, all at PG&E's expense. The expansion of the P G & Substation will require the incorporation of the above noted landscape buffer, decorative masonry screen walls and other architectural features as required by the City Planner to ensure the facility complements the adjacent uses.
 - b. All Cal Water and ALCO water wells, water storage, water treatment and above ground conveyance facilities (e.g. booster and pumping stations) within the Specific Plan area will be designed to blend with adjacent uses through the use of elements such as architectural features, landscaping, and decorative masonry screen walls. In this regard, the Cal Water well, storage, and water treatment facilities and any above ground conveyance facility (ALCO booster stations) will require the City's approval of a CUP for each facility prior to construction. This CUP process will include the review and approval of details on the decorative masonry (minimum 8 feet in height) screen walls, landscaping, noise attenuation, use of hazardous materials, if any, and drainage details (including water flows in the event of the malfunction of the well or treatment facility) and other architectural features to blend with and ensure compatibility with surrounding development. Minimum required setbacks will be maintained between infiltration features/practices and water wells in accordance with the City's Stormwater Development Standards (SWDS), stated on page 22, Table 1 of the City of Salinas SWDS.
- (27) See Section 37-50.020: Adult entertainment facilities are not permitted in the Plan Area. Adult bookstores shall be subject to the same supplemental regulations applicable to adult entertainment facilities.
- (28) ATM facilities that are located entirely within a building shall be a permitted use in the NG-C and both VC districts.
- (29) Nursery uses are only permitted as an accessory use in the VC-A district on Planning Subareas adjacent to E. Boronda Road.
- (30) See Salinas Zoning Code for regulations applicable to domestic animals or animal-keeping.
- (31) In Mixed Use and Flex Use Buildings, which allow residential uses, vehicle-related uses including repair, sales, service, storage, and washing; animal sales and services; maintenance and repair services; pawn shops; tattoo and/or body piercing parlors, industrial uses and other uses deemed inappropriate or incompatible by the City Planner with the residential uses in the same building shall not be allowable uses. In Mixed Use and Flex Use buildings allowing residential uses, commercial uses shall be limited to retail, restaurants, offices, services, and similar pedestrian-oriented uses, which are deemed by the City Planner to be compatible with the residential uses located in the same building.

- (32) Utilities shall not unreasonably interfere with the use, enjoyment, or aesthetics of adjacent uses.
- (33) Vehicle washing and vehicle repair may be considered as an accessory use to a service station use only in the VC-A district adjacent to E. Boronda Road, subject to the approval of a CUP.
- (34) Truck and heavy equipment driving schools shall not be permitted in the Plan Area.
- (35) See Appendix B, Definitions and Chapter 4 of this Specific Plan for a description of the Courtyard Apartment.
- (36) Permanent and temporary kiosks that are designed and included as part of a larger development review application for another use (such as a shopping center, retail, or restaurant use) shall be subject to the same development review process as required for that use. Kiosks along the streets in the two VC Districts and in the NG-C district are permitted subject to approval of a CUP.
- (37) Dwellings located along the south side of the northerly greenway and the north side of the southerly greenway streets shall front onto these streets and shall not have driveways, which access on to or off of these streets. Alley entrances serving dwellings abutting these streets shall not access the northerly and southerly greenway streets.
- (38) Notated uses may only be placed in the VC-A District adjacent to E. Boronda Road. See Section 4.3.4 (a) of this Specific Plan.
- (39) Only Flex Use Space is allowed on the first floor of buildings which front on the street in VC districts and the east side of the southernmost Village Green. No drive-through lanes, gas pumps or car wash facilities may be permitted in these areas.
- (40) A site for a potential full service anchor grocery store has been identified in the Village Center (planning subarea 176) near the northeast corner of Boronda Road and Hemingway Drive. A maximum of one anchor full service grocery store or a similar size anchor store is permitted within the Plan Area and it must be located in the Village Center on planning subarea 176. A full size grocery store typically has approximately 55,000 square feet of floor area. Regional-serving "big box" retail uses are prohibited in the Plan Area.

Table 3-2: Development Regulations

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Minimum Average D/U Per Net Acre Per Block Per Zone – Note 23	Residential	5	7	8	9	14	18	24
Maximum Average D/U Per Net Acre Per Block Per Zone – Note 23	Residential	6	8	9	10	16	24	31
Minimum Lot Size and Area per Dwelling Unit – Notes 22 and 23	Residential and Non-residential	-	-	-	-	-	-	-
Maximum Floor Area Per Net Acre (FAR)	Non-residential	-	-	-	-	0.42	0.65	0.85
Minimum Lot Frontage (Feet)	Residential	35	35	25	25	25	25	25
Minimum Lot Width (Feet)	Courtyard Apartments	NP	NP	130	130	130	NP	NP
Interior Lots	Duplex Dwellings	NP	NP	55	55	55	NP	NP
	Lane Home & Green Court Dwellings	NP	NP	30	30	30	NP	NP
	Mixed & Flex Use Buildings	NP	NP	NP	NP	130	130	130
	Multifamily Dwellings	NP	NP	NP	NP	130	130	130
	Other Uses	130	130	130	130	130	130	130
	Row Home Dwellings	NP	NP	25	25	25	NP	NP
	Single-family Dwellings – Attached	NP	NP	25	25	25	25	NP
Notes (1), (2), (3), (8)	Single-family Dwellings – Detached	50	45	40	35	30	NP	NP

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Minimum Lot Width (Feet)	Courtyard Apartments	Not permitted on corner lots						
Corner Lots	Duplex Dwellings	NP	NP	60	60	60	NP	NP
	Lane Home & Green Court Dwellings	NP	NP	35	35	35	NP	NP
	Mixed & Flex Use Buildings	NP	NP	NP	NP	130	130	130
	Multifamily Dwellings	NP	NP	NP	NP	130	130	130
	Other Uses	130	130	130	130	130	130	130
	Row Home Dwellings	NP	NP	NP	30	30	30	NP
	Single-family Dwellings – Attached	NP	NP	NP	30	30	30	NP
Notes (1) and, (2), (3), (8)	Single-family Dwellings-Detached	55	50	45	40	35	NP	NP
Minimum Lot Depth (Feet) - Notes (3), (8) and (10)	Courtyard Apartments	NP	NP	120	115	120	120	NP
	Duplex Dwellings	NP	NP	120	120	120	NP	NP
	Lane Home & Green Court Dwellings	NP	NP	95	95	95	NP	NP
	Mixed & Flex Use Buildings	NP	NP	NP	NP	120	120	120
	Multifamily Dwellings	NP	NP	NP	NP	120	120	120
	Other Uses	130	125	120	120	120	120	120
	Row Home Dwellings	NP	NP	120	115	120	120	NP
	Single-family Dwellings - Attached	NP	NP	NP	115	115	115	NP
	Single-family Dwellings - Detached	130	125	120	120	120	NP	NP
Minimum Front Yard Setback (Feet)	Courtyard Apartments	NP	NP	20	15	10	0	NP
If alley loaded garage.	Duplex Dwellings	NP	NP	20	15	10	NP	NP
	Lane Home & Green Court Dwellings	NP	NP	5	5	5	NP	NP
	Mixed & Flex Use Buildings	NP	NP	NP	NP	0	0	0
	Multifamily Dwellings	NP	NP	NP	NP	0	0	0
	Other Uses	30	25	20	15	10	0	0
	Row Home Dwellings	NP	NP	15	10	5	5	NP

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
	Single-family Dwellings - Attached	NP	NP	NP	15	10	0	NP
Notes - (3), (10), (20)	Single-family Dwellings - Detached	30	25	20	15	10	NP	NP
Minimum Side Yard Setback (Feet)	Courtyard Apartments	NP	NP	5	5	5	5	NP
Interior Lots	Duplex Dwellings	NP	NP	5	5	5	NP	NP
	Lane Home & Green Court Dwellings	NP	NP	5	5	5	NP	NP
	Mixed & Flex Use Buildings	NP	NP	NP	NP	0	0	0
	Multifamily Dwellings	NP	NP	NP	NP	0	0	0
	Other Uses	NP	NP	5	5	5	5	5
	Row Home Dwellings	NP	NP	NP	1.5	1.5	1.5	NP
	Single-family Dwellings - Attached	NP	NP	NP	0	0	0	NP
Notes - (2),(3), (6), and (20)	Single-family Dwellings - Detached	5	5	5	5	5	NP	NP
Minimum Side Yard Setback (Feet) Street Side of Corner Lots	Courtyard Apartments	Not permitted on corner lots						
If alley loaded garage.	Duplex Dwellings	NP	NP	10	10	10	NP	NP
	Lane Home & Green Court Dwellings	NP	NP	10	10	10	5	NP
	Mixed & Flex Use Buildings	NP	NP	NP	NP	0	0	0
	Multifamily Dwellings	NP	NP	NP	NP	0	0	0
	Other Uses	10	10	10	10	0	0	0
	Row Home Dwellings	NP	NP	NP	10	10	5	NP
	Single-family Dwellings - Attached	NP	NP	NP	10	10	5	NP
Notes - (3), (16), (15)	Single-family Dwellings - Detached	10	10	10	10	10	NP	NP
Maximum Allowable Impervious Coverage (Percentage of Site) - Note (10)	Site Coverage	45%	50%	55%	60%	65%	95%	98%

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Maximum Height in Habitable Stories – Note (14), (24)	All	2	2	3	3	3	4	5
Alley Loaded Garage Setback from Center of Alley - Note (3)	All	15 feet						
Rear yard setback – Principle Structure with alley	All	30 feet from the centerline of the alley						
Front Yard Setback to Street Loaded Garage	All	See Note 10						
Distance Between Structures	All	10 Feet						
Rear Yard Setback for Dwellings without Alleys	All	20 Feet						
Rear and Side Yard Setback for Street Loaded Garage in Rear Yard	All	Minimum 5 feet to rear and side property lines Minimum 25 feet to back of walk						
Carriage Apartments	All	See Notes 4 and 13						
Minimum Bedrooms, as a Percent of total dwelling units in a multifamily project	All	See Note 17						
Usable Open Space per Dwelling Unit – Minimum	All	See Table 3-3 of this Specific Plan						
Stormwater and Water Quality Management	All	See Chapter 7 of this Specific Plan						
Landscaping - Note (21)	All	See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation						
Fences, Walls, and Hedges - Note (22)	All	See Table 3 1, footnote 26a and Section 4.11 of this Specific Plan and Salinas Zoning Code Section 37-50.090: Fences, Walls and Hedges						
Off-Street Parking, Loading and Outdoor Lighting - Notes (9), (10), (11), and (12)	All	See Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading, and Outdoor Lighting.						
Driveway and Corner Visibility	All	See Salinas Zoning Code Section 37-50.460: Driveway and Corner Visibility.						
Signs - Note (22)	All	See Salinas Zoning Code Article V, Division 3: Signs						
Outdoor Facilities, including outdoor seating	All	See Salinas Zoning Code Section 37-50.170: Outdoor Storage and Display.						
Accessory Uses and Structures	All	See Salinas Zoning Code Section 37-50.010: Accessory Uses and Structures.						
Screening of Mechanical Equipment	All	See Salinas Zoning Code Section 37-50.240: Screening of Mechanical Equipment.						
Recycling and Solid Waste Disposal	All	See Salinas Zoning Code Section 37-50.200: Recycling and Solid Waste Disposal Regulations						
Performance Standards	All	See Salinas Zoning Code Section 37-50.180: Performance Standards.						
Planned Unit Development	All	See Salinas Zoning Code Article 6, Division 13: Planned Unit Development Permits.						
Nonconforming Uses and Structures	All	See Salinas Zoning Code Section 37-50.160: Nonconforming Uses and Structures.						

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Recreational Vehicles, Prohibited Vehicles, and Equipment	All	See Salinas Zoning Code Section 37-50.190: Recreational Vehicles, Prohibited Vehicles, and Equipment Parking and Storage.						
Vehicle Trip Reduction	All	See Salinas Zoning Code Section 37-50.330: Vehicle Trip Reduction.						
Swimming Pools, Spas and Hot Tubs	All	See Salinas Zoning Code Section 37-50.010 (k): Swimming Pools, Spas, and Hot Tubs.						
Accessory Dwelling Units	All	See Salinas Zoning Code Section 37-50.250: Accessory Dwelling Units						
Temporary Use of Land	All	See Salinas Zoning Code Section 37-50.300: Temporary Use of Land						
Condominium Conversions	All	See Salinas Zoning Code Section 37-50.050: Condominium Conversions						
<p>Notes and Additional Requirements CASP = Central Area Specific Plan "See Section 37-xx.xxx", refers to the adopted Salinas Zoning Code included as Appendix S of this Specific Plan.</p> <p>(1) In order to improve the mix and massing on each block and provide a wider range of dwelling unit sizes and prices, each zoning district on each block in the NE-A, NE-B, NG-A and NG-B districts should contain a mix of lot widths and dwelling unit sizes. The long sides of each block within the NE-A, NE-B, NG-A and NG-B Zoning Districts shall contain a mix of at least three (3) lot widths, with the middle width lot at least 5-feet wider than the smallest lot and five feet (5') narrower than the width of the largest width lot (i.e. 50-feet, 55-feet and 60-feet wide) on that side of that block.</p> <p>(2) On the side where a Row Home or Single-family attached dwelling (Townhouse dwelling) abuts another dwelling type or use, the minimum interior side yard setback shall be 5-feet.</p> <p>(3) Lane Home and Green Court Dwellings.</p> <p>a. a. Lane Home dwellings back onto an alley and front onto a common area easement, which must be a minimum of 20' wide and said common area runs between two public streets.</p> <p>b. b. Green Court Dwellings back onto an alley and front onto three sides of a common Green (minimum 30 feet deep by 60 feet wide) with a public street on the fourth side. Since Lane and Green Court dwellings are located on lots which front a common area, the lot depth shall be measured from the edge of the common area easement (back of sidewalk) to the center of the alley behind the dwelling. The front yard setback for these dwelling types shall be measured from the edge of the common area easement (back of sidewalk) to the main dwelling. The side yard setback for these dwelling types, which sides onto a public street, shall be a minimum of 10 feet, otherwise shall be 5 feet.</p> <p>(4) See Section 37-50.250: Accessory Dwelling Units. A Carriage Apartment shall be considered an Accessory Dwelling Unit except that:</p> <p>a. The Carriage Apartment must be located on a minimum forty-five (45) foot wide lot above an alley-served three car garage, both the unit and the garage shall have access to the alley.</p> <p>b. A Carriage Apartment over an alley served garage shall only be a permitted use on lots with a single-family detached dwelling unit as the primary use and with at least a two-car garage for the principal residence, plus at least a one car garage for the Carriage Apartment. The Carriage Apartment is a permitted use on all such lots.</p> <p>c. The maximum floor area may be up to 800 square feet for a studio and one-bedroom Carriage Apartment and may be up to 1,100 square feet for a two (2) or three (3) bedroom Carriage Apartment.</p> <p>d. See Chapter 4 of this Specific Plan for design standards for the Carriage Apartments.</p> <p>(5) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and other similar facilities. Additionally, minimum lot sizes may be reduced in conjunction with shopping centers and office complexes where two or more separate lots would be created and be subject to a reciprocal agreement utilizing shared parking, landscaping, and related facilities. In all cases, it shall be demonstrated that the goals of the Zoning District can be achieved and that the public health, safety, and general welfare will be maintained.</p> <p>(6) If there is a 30-foot wide alley easement along the side of the lot, the minimum side setback to the dwelling shall be 20 feet measured from the center line of the alley. The minimum setback to an alley served garage shall be 15 feet measured from the center line of the alley.</p> <p>(7) Alleys must have a minimum of 20 feet of open pavement width including the curbs, plus 5 feet of landscaping on each side of the alley (except at the driveway entries to a garage, carport, or parking). The pavement width is measured to the back of the continuous roll or flush curb.</p> <p>(8) Minimum lot widths and minimum lot depths are measured in conformance with the Salinas Zoning Code, except the minimum lot depth is measured from the right-of-way (street property line) in front of the dwelling unit or non-residential building to the centerline of the standard 30-foot wide minimum alley easement (20' paved vehicle access with 5' landscape planters on both sides) or the edge of the ROW for a standard 30-foot wide public alley or to the rear property line if there is no alley.</p> <p>(9) Parking, loading and outdoor lighting shall be in accordance with City Zoning Code Article V, Division 2: Parking, Loading, and Outdoor Lighting, except the following shall supersede the requirements of Table 37-50.100 Schedule A: Off-Street Parking and Loading Spaces: In both VC districts and the NG-C districts, the parking requirement may be met by a combination of on-site parking, plus the on-street parking on the streets abutting the building's property as approved by the City Planner and City Engineer.</p> <p>In the two VC districts and the NG-C districts, the parking requirement shall be:</p> <p>a. 2 spaces per DU, plus 2 spaces per 1,000 sf. of Commercial floor Area.</p> <p>b. Minimum 50% on-site parking - Maximum 50% on-street for VC districts.</p> <p>c. Minimum 75% on-site parking - Maximum 25% on-street for the NG-C district.</p>								

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
(10)	Garages and driveways serving single-family residential uses are subject to the following:							
	a. All front-loaded garages accessed by a driveway from a public street instead of a rear alley must be set back at least twenty five (25) feet from the street property line and additionally shall be set back one (1) foot behind the street façade of the principal dwelling for each two foot of garage width (i.e. 1 car garage additional setback is 5 feet, a 2 car garage additional setback is 10 feet, and a 3 car garage additional setback is 15 feet). See below for further regulations applicable to three car garages. In no case shall a street-loaded garage have less than a 20 foot minimum driveway length (as measured from the street property line).							
	b. All garages including street-loaded shall have roll-up doors.							
	c. In order to maximize the landscaping in the front yard setback, the driveway from the street property line to the front of the garage (for street-loaded garages) shall not exceed the maximum width of the garage or 20 feet, whichever is less.							
	d. The driveway from the back of the public sidewalk to a street-loaded garage shall be made of turf blocks, or a similar large cavity porous material, set on rock or gravel sub-base between 6 inch wide flush vertical curbs and the driveway must be irrigated and must allow irrigated vegetation in the driveway surface and allow percolation of rain water to occur within the driveway, with ADA compliant design, subject to review and approval by the City Engineer.							
	e. The edges of the driveway shall be a minimum of six (6) feet from the side property line to the driveway's 6-inch-wide curbs. The maximum driveway width at the street right-of-way line shall be 16 feet for a two-car garage and 10 feet for a one-car garage except as otherwise provided in this Specific Plan. The maximum width of the driveway may increase to 18-feet for a three-car garage. City standards apply to driveway aprons.							
	f. Corner lot side street-loaded garages must be set back 25-feet from the street property line.							
	g. Street loaded swing in garages are not allowed.							
	h. Street loaded garages located in the rear yard of the home (behind or to the rear of the dwelling) shall be placed a minimum of 5-feet from the rear and side property lines.							
	i. For single-family detached dwellings, the street-loaded (front or corner side yard) garage shall not occupy more than 50% of the width of any street-facing façade of the dwelling units. Front-loading garages shall only be permitted for interior lots and corner lots with more than 50-feet in width.							
	j. Three (3) car wide street loaded garages are not allowed, except in the NE-A and NE-B districts and only on lots a minimum of seventy (70) feet wide and a minimum of one hundred ten (110) feet deep with a minimum 30 feet front setback to the house from the street property line. Additionally, a three car wide street-loaded garage must be set back a minimum of 15-feet from the front façade of the home and must be at least forty five feet from the back of the street property line.							
	k. Access to alley-loaded garages shall have a maximum 3 to 5-foot driveway length or a 20-foot minimum driveway length (as measured from the rear or side property line (as applicable of a public alley) or a maximum 13 to 15-foot driveway length or a minimum 30-foot driveway length as measured from the centerline of an private alley easement. A five foot landscape planter shall be provided on either side of the alley except at the driveway entrances to each dwelling.							
	l. For dwellings located on lots less than fifty feet in width and for all multifamily dwellings, duplexes, row homes, townhouses, lane homes and green court homes dwellings, the garage or parking areas (as applicable) for each unit shall be accessed from an alley or driveway behind the dwelling of sufficient width to meet fire code requirements.							
	m. A minimum clear area of 30 feet wide by 20 feet deep for a three car garage and a minimum clear area of 20 feet wide by 20 feet deep for a two car garage will be required. One car detached garage dimensions may vary. The minimum needs to be 20 feet deep by 10 feet wide. The minimum depth for a tandem garage shall be 40 feet.							
	n. Under no circumstances shall a driveway to a street loaded or alley loaded garage or private property cross the path /sidewalk along the north side of the southerly greenway street, except for one driveway in the VC district between Hemingway Drive and the library site and one driveway located on the middle school site.							
(11)	Parking lots, carports or garages, as applicable for multifamily dwellings (including but not limited to courtyard apartments), single-family attached, duplexes and triplexes, green court dwellings, commercial, office, Mixed Use and Flex Use buildings and uses, shall be placed (located) in the rear of the buildings. Where any parking lot abuts a street, a minimum 10-foot wide landscaped area with a 30 inch high decorative wall, hedge, fence, or equivalent feature as approved by the City Planner shall be placed between the parking lot and all abutting public sidewalks to screen views of the parking lots. See Sections 4.3.4 and 4.4.4 of this Specific Plan.							
(12)	Residential, commercial, office, Mixed Use and Flex Use buildings and all other uses in the NG-C and both VC districts shall build to the back of the street sidewalk along seventy five percent (75%) of their street frontage. Twenty-five percent (25%) of the street facades of such buildings may be setback, but only a sufficient distance to accommodate entries, pedestrian oriented outdoor uses and amenities such as patio dining areas, plazas and courtyards, fountains, public area, entry forecourts. Landscaping in maximum 4-foot deep x 1.5 - foot high (or an alternative size as approved by the City Planner) raised planters located behind the required 15-foot wide to 18-foot wide sidewalk is permitted. All entry doors which swing out toward the public sidewalk shall be setback a minimum 4-feet from the back edge of the required sidewalk.							
(13)	All structures shall be setback a minimum of 15 feet from the center line of all alleys, except the balcony for a Carriage Apartment may encroach 5-feet into this setback.							
(14)	Special architectural features such as clock towers, bell towers, cupolas, spires, ornamental portions of parapet walls, or other uninhabitable elements intrinsic to the particular architectural style being used may extend a maximum of 40-feet above the highest habitable floor.							
(15)	The interior side setback for the garages serving a Row home or Townhouse may be zero feet on one side and 4 feet on the other. The corner side yard setback for the garage must be a minimum of 10-feet.							
(16)	Required parking for all attached and detached single-family dwellings, duplexes, Carriage Apartments, and Courtyard Apartments shall be provided for each unit in an enclosed lockable garage with a roll-up door. The required minimum one car on-site parking for Flex Use, Mixed Use and Multifamily Apartments in both VC districts shall be provided in a lockable garage with a roll-up door, or in carports, provided the parking lot containing the carports is secured with a keypad, card or clicker operated security gate.							
(17)	Minimum bedroom requirements apply only to multifamily dwelling unit projects with ten or more dwelling units in the NG-A, NG-B, NG-C, VC-A districts. The bedroom per dwelling unit requirement does not apply in the VC-B district.							

Development Regulation	Use	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
<p>(18) Noise Control. See the, "Noise Analysis", by Brown - Buntin Associates, Inc. on file at the City of Salinas Community Development Department. Page 1, paragraph 2 of the noise analysis states: "The 2002 Salinas General Plan establishes exterior and interior noise level standards of 60 Ldn or CNEL dBA and 45 dB CNEL, respectfully, for residential land uses. The City codified this General Plan policy by requiring that the 60 Ldn or CNEL dB exterior noise level be met at the, property line, apparently assuming that the backyard outdoor activity area would share a common property line with the noise source (i.e. an arterial street).</p> <p>The General Plan promotes the elimination of the use of sound walls and encourages the use of alternative noise mitigation measures such as berms, increased setbacks and other methods where feasible to promote more aesthetically attractive streetscapes and reduce the negative visual and access impacts of sound walls. Therefore, the design of the Land Use Plan has shielded many of the rear yard outdoor activity areas behind the dwelling units and oriented the front of dwelling units onto frontage streets and parkways, which lie between the home and the arterial street noise source. . The acoustic engineer Brown – Buntin Associates, Inc. provided the following minimum distances from the center of the street right-of-way of each of the arterial streets surrounding the Central Area to a point where the 60 CNEL dB sound level would prevail if no intervening dwelling unit or sound wall is provided. . All noise attenuation mitigation (including any those specified in this section) must be in accordance the mitigations and requirements provided Central Area Specific Plan EIR and MMRP.</p>								
Location of Street	Center Line of Street to 60 dB Level	Half Street Right-of-Way	Distance from Line to the Right-of-Way 60 dB Level Without Intervening Sound Wall or Dwelling Unit	Mitigation Required Between Right-of-Way and Backyard or as Required by the CASP EIR				
Natividad Rd - E. Boronda to southerly greenway street	286'	73'	213'	8-foot high sound wall or an intervening home with a 20-foot front yard setback facing onto a 50 to 54-foot wide frontage road parkway and sidewalk adjacent to Natividad Road				
Natividad Rd - southerly greenway to northerly greenway streets	248'	73'	175'					
Natividad Rd. northerly greenway street to Russell Rd	217'	73'	144'					
Russell Rd - Natividad Rd. to Independence Blvd.	63'	73'	5'	None Required				
Russell Rd - Independence Blvd. to Hemingway Dr.	63'	59'	4'	None required				
Russell Rd - Hemingway Dr. to Old Stage Rd.	63'	59'	4'	None required				
Old Stage Rd - Russell Rd. to Constitution Blvd. (Note 1)	134'	155'	0"	None Required				
Constitution Blvd - Old Stage Rd. to northerly greenway street	49'	63'	0"	None Required				
Constitution Blvd - northerly greenway street to southerly greenway street	68'	63'	5'	None Required				
Constitution Blvd - southerly greenway street to E. Boronda Road	94'	63'	31'	Open Space both sides None required				

E. Boronda Rd – Constitution to Hemingway	316'	83'	233'	8-foot high sound wall or an intervening home with a 20-foot front yard setback facing onto a 50 to 54-foot wide frontage road parkway and sidewalk adjacent to Natividad Road
E. Boronda Rd - Hemingway to Independence	345'	83'	262'	
E. Boronda Rd – Independence to Natividad	373'	83'	290'	
<p>Note: The half street section is measured from center line of Old Stage Rd. to the south side of the PG&E tower line easement, plus the 50 to 54-foot wide frontage road.</p> <p>Note: Even with a sound wall or intervening home, triple pane windows and mechanical ventilation or air conditioning must be provided for all residences placed within the above. "Distance from Centerline to 60 dB Level" - The interior noise level must not exceed 45 dBA CNEL. All sound attenuation must comply with the CASP EIR and MMRP.</p>				
<p>(19) In the two VC districts, an upper story arcade, balcony, bay window, eave, awning or similar architectural features may project up to 11-feet over the 15-foot wide public sidewalk and up to 14 feet over an 18 foot wide sidewalk, provided a minimum ten-foot wide clear walkway is maintained between the building and any column or post supporting the overhang and provided a ten-foot clear height is maintained or as provided in the CASP EIR.</p> <p>(20) See Section 4.7(g) and Salinas Zoning Code Section 37-50.040: Building Projections into Yards for other allowable encroachments.</p> <p>(21) A Master Sign Program shall be required for all signage located in multifamily residential, Mixed Use, Flex Use, and non-residential developments in the Specific Plan and for any Subdivision entry signs. Timing of submittal shall be in accordance with Salinas Zoning Code Article V, Division 3: Signs.</p> <p>(22) The Lot Size and Lot Area Per Unit shall be subject to the approval of the City Planner at the time of the Tentative or Vesting Subdivision Map creating the applicable lots. All lots shall meet the minimum and maximum density requirements of the Specific Plan described in Sectiond 3.7 through 3.11.</p> <p>(23) To determine the allowable units per net acre on each block in each Zoning District refer to Sections 3.7 through 3.11 and Appendix G of this Specific Plan.</p> <p>(24) Structures within the VC districts shall not intercept a 45 inclined plan inward starting from a height of twenty feet (20) above the existing grade at a non VC district rear or side property line.</p>				

Table 3-3: Usable Open Space Standards

Lot Area	Dwelling Type		Minimum Usable Open Space Requirement		Usable Open Space	
	Descriptor	Stories	If Garage Faces:		Descriptor	Required SF
Note (2)	Note (1) and (3)		Alley	Street	Note (1) and (3)	
1,000 to 1,799 SF	MX & MF	One or more	100	NA	MX/MU	100
			Notes (2), (5), (6), and (7)			
1,800 to 2,099 SF	MX & MF	One or more	300	500	R-H-1.8	500
			Notes (2), (4), (6) and (7)			
2,100 to 2,899 SF	SFD, SFA & MF	One or more	300	500	R-H-2.1	500
			Notes (2), (4), (6) and (7)			
2,900 to 3,599 SF	SFD	One	350	500	R-M-2.9	500
	SFD	Two or more	350	500		
3,600 to 4,499 SF	SFD	One	350	800	R-M-3.6	800
	SFD	Two or more	550	800		
4,500 to 5,399 SF	SFD	One	600	800	R-M-3.6	800
	SFD	Two or more	800	800		
5,400 to 6,599 SF	SFD	One	800	1,000	R-L 5,500	1,000
	SFD	Two or more	1,000	1,000		
6,600 SF or more	SFD	One	1,000	1,000	R-L 5,500	1,000
	SFD	Two or more	1,000	1,000	R-L 5,500	1,000

Additional Usable Open Space Regulations

(1) SFD – Single-Family Detached
 SFA – Single-Family Attached and Duplex Dwellings
 MF – Multifamily and Courtyard Apartments
 MX – Mixed Use and Flex Use
Note: Carriage Apartments and other Accessory Dwelling Units are exempt from the Open Space Regulations.

(2) All dwelling units on a similar-size lot shall have the same Usable Open Space standards, whether rentals or ownership units.

(3) Descriptors used in this Specific Plan and the City Zoning Code may vary.

(4) Multifamily, Flex Use and Mixed Use projects located in the NG-B and NG-C, VC-A and VC-B districts with densities between 1 unit per 1,800 square feet and 1 unit per 2,899 square feet of lot area shall provide 300 square feet of usable open space per studio, one bedroom and two bedroom unit, and 400 square feet of usable open space per three or more bedroom unit provided each unit has a balcony or terrace of at least sixty square feet in size at least 6 feet deep directly accessible to the dwelling unit. The standard for multifamily projects in other districts shall be 400 square feet per unit.

(5) The minimum usable open space requirement for the MX and MF uses in the two VC districts for units with a densities between 1 unit per 1,000 square feet and 1 unit per 1,799 is 100 square feet per dwelling unit for studio, one bedroom and two bedroom dwelling units, plus 300 square feet per dwelling unit for three or more bedroom unit, provided each unit is provided with a balcony or terrace of at least sixty square feet in size at least 6 feet deep directly accessible to the dwelling unit.

(6) No more than 30% of the total number of dwelling units in a development may have more than two bedrooms to receive the reduced open space incentives otherwise a minimum of 400 square feet of usable open space shall be required per unit.

3.6 Development Submittals

3.6.1 Subdivision of Land – Development Regulations, Design Standard and Density Conformance

All the lands within the Plan Area shall be subdivided as shown in Appendix G. All street locations, street widths, block widths and depths and location of all Zoning Districts should be carefully located and sized to match the Planning Subareas Map included in Appendix G. All subdivisions establishing blocks and individual lots shall meet the requirements of the Specific Plan.

Block width and length may vary provided the center line of the street surrounding any block shall not exceed 2,000 linear feet and that the minimum and maximum density of said block shall be the same as the same area overlaid onto the Appendix G, Planning Subarea Map and the required variation in lot size per block are achieved. Computer Aided Design (CAD) files of the Appendix G land use map are on file with the Salinas Community Development Department.

3.6.2 Further Subdivision

Once a block is subdivided, in order to maintain the required densities, percentages, and variety of lot sizes within the Specific Plan, no further subdivision of lots within that block shall be allowed without a Specific Plan Amendment in accordance with Section 9.7.2 of the Specific Plan and any required CEQA evaluation.

3.7 Densities, Mix of Lots Sizes and Related Requirements

3.7.1 Minimum and Maximum Average Density

The number of dwelling units within an individual lot (parcel) on a block shown on a Tentative Subdivision Map divided by that parcels net acreage may be less than or more than that Zoning District's allowable minimum or maximum average dwelling units per net residential acre, provided the total number of dwelling units within all of the Zoning Districts within said block, shown on a Tentative Subdivision Map shall fall within the minimum and maximum allowable units for those Zoning Districts as required in this Chapter and Appendix G. Interpretations by the City Planner determining application compliance with the General Plan, this Specific Plan and the Zoning Code are included in the Interpretation Guide in Appendix T.

3.7.2 Number of Units

Each application for a Tentative Subdivision Map shall include a summary list of the proposed number of lots, proposed number of dwelling units and dwelling unit types, underlying zoning, and proposed density (see Appendix G). This list shall be included as a table on the map or as otherwise required by the City Planner and City Engineer.

3.7.3 Mix of Lot Sizes

In order to provide varied massing on each block and provide a wider range of dwelling unit sizes and price points, each zoning district on each block in the NE-A, NE-B, NG-A and NG-B districts shall contain a mix of lot widths and dwelling unit sizes. The NE-A, NE-B, NG-A and NG-B Zoning Districts on each block shall contain a mix of at least three lot widths, with the middle width lot at least five feet wider than the width of the smallest lot and five feet narrower than the width of the largest width lot (i.e. 55-feet, 60-feet and 65-feet wide. See Note 1, Table 3 2). A combination of one-, two- and three-story homes is encouraged, but is not required.

3.7.4 Net Residential Acres and Average Density

“Net residential acres” are the private lands zoned for residential uses exclusive of streets, parks, and other public uses. “Average density” is the total number of dwelling units in that Zoning District divided by the net residential acres as approved in each Tentative Subdivision Map. “Average Dwelling Units per Net Residential Acre” is the total number of dwelling units within each Zoning District within each Tentative Map divided by the Net Residential Acres within that zoning district on that Tentative Subdivision Map.

3.7.5 Accessory Dwelling Units and Carriage Apartments

Accessory dwelling units (ADUs), and Carriage Apartments, on single-family detached lots shall be excluded when calculating the minimum and maximum number of allowable units in accordance with Salinas Zoning Code Section 37-50.250(g). Carriage units are to be constructed at the time the principle unit is constructed unless otherwise approved by the City Planner and are subject to the provisions found in Table 3 1, Footnote 6.

3.7.6 Proof of Conformance

The application for a tentative subdivision map shall include a chart demonstrating that the total number of proposed dwelling units, excluding ADUs, within each of the Zoning Districts within each block of the Tentative Map, divided by the total net residential acreage within each Zoning District within each block of the Tentative Map, will meet the density requirements of Section 3.8.3 of this Specific Plan and as described in Zoning Code Section 37-30.460. The application shall be consistent with Appendix G and Chapter 3 of this Specific Plan. The net acreage of

each zoning district shown must substantially match the acreage shown in Appendix G. The Chart shall also demonstrate conformance with the minimum and maximum densities and density percentages required in the 2002 General Plan.

A Lot Standard Master Plan will also be required to be approved by the Community Development Department prior to recordation of any final map which creates any residential lot as provided in Section 9.3.1 of the Specific Plan.

3.8 Minimum Required and Maximum Allowable Densities

3.8.1 Total Net Developable Residential Acres Within Each Zoning District

	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Total
Net Acres (1)	108.59	89.33	56.94	31.46	33.23	27.35	17.08	363.98
Note 1: Refer to Appendix G								

3.8.2 Average Number of Dwelling Units Per Net Developable Residential Acre Required Within Each Block in Each Zoning District

	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Average Units Per Net Acre
Minimum	5	7	8	9	14	18	24	9.0
Maximum	6	8	9	10	16	24	31	10.7

3.8.3 Minimum and Maximum Total Allowable Dwelling Units Required in Each Zoning District

	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Total Dwelling Units
Minimum	543	625	456	283	465	492	410	3,274
Maximum	652	715	512	315	532	656	529	3,911

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3.8.4 Allowable Floor Area Ratio (FAR) in all the NG-C, VC-A and VC-B Districts in the Central Area

The central portion of the North of Boronda FGA proposed Central Area Specific Plan has a General Plan allocation of approximately 489,700 square feet of commercial and mixed use (including Village Center [VC] residential). The Central Area Specific Plan permits the conversion of up to 214,000 square feet of commercial floor area to residential use on the basis of 1,000 square feet of commercial floor area for one residential dwelling unit, without further CEQA review. These dwelling units can be sited within the Village Center districts. Conversion of this commercial floor area to residential dwelling units is subject to the approval of the property owners of the Village Center (VC) area and the City Planner. The use of converted units will not count toward the overall high density unit count or the overall medium density unit count for the Specific Plan. However, the General Plan required density mix shall still be met. The increased density, if used, is consistent with the New Urbanism goal of promoting a thriving Village Center.

3.8.5 Conversion Factor for Comparable Impacts of Residential and Commercial Uses

The maximum amount of commercial mixed use square footage (floor area) in the Plan Area is 489,000 square feet. Footnote 4 in the General Plan Table LU-2, on page LU-29 states;

“Residential development of comparable impact may be considered. Comparable impact is considered to be the substitution of 1,000 square feet of non-residential commercial floor area for one residential unit. For this calculation, 40 dwelling units per net acre equals a floor area ratio of 1.0; 20 dwelling units equals a 0.5 FAR, etc.”

Therefore, if a building in the NG-C, VC-A and VC-B Zoning Districts is built to conform to the Flex Use requirements in Footnote 8 of Table 3.1, said building may initially, or at a later date substitute residential uses for the allowable square footage of commercial uses at the ratio of one residential unit per 1,000 square feet of allowable commercial use. The total residential and commercial square footage within the blocks shall not to exceed a 0.425 FAR in the NG-C District within the block, or a 0.65 FAR in the VC-A District within the blocks shown on the applicable development review application for the subject building, or a 0.85 FAR in the VC-B District within the blocks shown on the applicable development review application for the subject building, and may convert the residential use to a commercial use, or vice versa, at a later date, provided the minimum number of residential units per net acre required in Sections 3.9.3 remain in that District and the maximum residential units allowed in Section 3.9.3 are not exceeded on the blocks shown on the development review application for the subject building.

3.8.6 Flex Use Buildings

The buildings in the NG-C, VC-A and VC-B districts may be any combination of office, retail, service, public and/or residential uses (subject to approval by the City Planner), provided the minimum number of residential units per net acre required in Section 3.8.2 and 3.9.2 remain in the zoning district and the maximum residential units allowed in Section 3.8.2 and 3.9.2 are not exceeded on the blocks shown on the tentative map application within those districts.

3.8.7 Consistency with The General Plan

In order to make the Central Area consistent with all the different requirements in the General Plan, the following must be satisfied:

- (a) using net residential acres in the Central Area as provided in Appendix G
- (b) the minimum required 9 dwelling units per net residential acre must be provided ($363.98 \times 9.0=3,274$ minimum dwelling units); (Section 3.9.4)
- (c) 35% to 45% of the total dwelling units must be built at 7 to 14 units per net acre. Zoning Districts NE-B, NG-A and NG-B will provide dwelling units at 7 to 14 dwelling units per net acre, which would yield between 1,145 and 1,473 dwelling units in this range.
- (d) 15% to 25% of the total dwelling units must be built at 16 to 24 dwelling units per net acre. The VC-A District. Zoning District will provide dwelling units at 16 to 24 dwelling units per net acre which would yield between 491 and 819 dwelling units in this range.

Sections 3.8.3 and Appendix G of the Specific Plan establish the minimum required and maximum allowable dwelling units per net acre in each Zoning District for each Planning Subarea and owner in order to meet these General Plan requirements. See Appendix G, and Section 3.9.

Additionally, Appendix C, General Plan Consistency Table, for a full description of the Central Area Specific Plan compliance with General Plan goals and polices.

3.8.8 Compliance

No further proof of compliance will be required of a project applicant provided the application is in conformance with the required densities in Sections 3.9.1 through 3.9.7 of the Specific Plan, Appendix G and the minimum and maximum densities and density percentage in the General Plan.

3.9 Specific Plan’s Conformance with The General Plan’s Minimum Required and Maximum Allowable Densities

3.9.1 General Plan Assumed Density Ranges

General Plan Land Use Designations	Low	Medium	High	Mixed Use
Min. to Max DU/Net Ac	6 to 8	9 to 15	16 to 24	10 to 50

3.9.2 Specific Plan Conformance with the General Plan’s Required Density Ranges

General Plan Land Use Designations	Low	Medium	High	Mixed Use	
Specific Plan Zones	NE-A NE-B	NG-A NG-B NG-C	VC-A	VC-B	Total
Net Residential Acres	197.92	121.63	27.35	17.08	363.98
Minimum dwelling Units	1,168	1,204	492	410	3,274
Maximum dwelling Units	1,367	1,359	656	529	3,911
Average DU/Net Ac	6.5*	12*	21*	27.5*	9 to 10.7*

*See Section 37-30.460 of the Salinas Zoning Code. The parcel-specific requirements allow densities from 5 dwelling units per net residential acre to 8 dwelling units per net residential acre in the NE-A and NE-B Zoning Districts. These two districts combined have an average density of 6.5 dwelling units per net residential acre, which is consistent with the General Plan’s Residential Low Density designation. Similarly, the parcel-specific requirements in the NG-A, NG-B and NG-C Zoning Districts allow 8 dwelling units per net residential acre to 16 dwelling units per net residential acre. These three districts combined have an average density of 12 dwelling units per net residential acre, which is consistent with the General Plan’s Residential Medium Density designation of 9 to 15 dwelling units per net residential acres. The parcel-specific requirements allow from 18 to 24 dwelling units per net residential acre in the VC-A Zoning District. This district has an average density of 21 dwelling units per net residential acres which is consistent with the General Plan’s Residential High Density Designation. Lastly VC-B Zoning District is consistent with the General Plan’s Mixed Use designations, which allows 1.0 FAR plus 10 dwelling units per net acre and the conversion of mixed use commercial floor area to dwelling units in accordance with 1,000 square feet of commercial floor area per one dwelling unit conversion rate.

3.9.3 Compliance

To encourage a variety of lot sizes and housing types within the various Zoning Districts, neighborhoods, and blocks in the Central Area, the term “Lot Standard” refers to a single-family attached or detached dwelling unit (housing type) with varying lot sizes and development regulations achieving the neighborhood variety required in the General Plan, Subdivision Ordinance, and this Specific Plan. A Lot Standard Master Plan will be required to be submitted to the Community Development Department for approval by the City Planner prior to recordation of any final map which creates any residential lot.

No further proof of compliance will be required of a project applicant provided the application is in conformance with the required densities in sections 3.8.1 through 3.8.7 of the Specific Plan, the General Plan and Appendix G.

3.10 General Plan Required Percentage in Two Density Ranges

3.10.1 General Plan Page LU-39 Requirements

The General Plan requires that:

“From 15% - 25% of the housing units in such developments shall fall within the density range of 16 -24 units per net residential developable acre, and 35% to 45% of the housing units shall fall within the density range of 7-14 units per net residential developable acre.”

3.10.2 Specific Plan Conformance to General Plan

Sections 3.9.1 through 3.9.6 require minimum and maximum average densities in each zoning district in the Central Area which result in the following percentages in the two density ranges.

3.10.3 Test of Density Mixes

Sections 3.9.9 and 3.11.3 together with Appendix G, demonstrates that the Central Area will meet the General Plan’s required percentages in the two specified density ranges.

3.10.4 Compliance

No further proof of compliance will be required of a project applicant provided the application is in conformance with the required densities in this Chapter.

3.10.5 General Plan Page LU-30

Page LU-30 of the General Plan states that, “For various reasons, many parcels in the community have not been developed to their maximum density or intensity. In the future, the maximum development potential described in this element can be expected to occur only on a limited number of parcels. Therefore, the overall future development of the City is anticipated to occur at the average level of development intensity or density indicated in Table LU-2.”

The General Plan includes the average density for the purposes of estimating population and employment capacity, but the average densities are not intended to be parcel specific. Because the General Plan states that the average density is not a parcel specific limitation, and it states that the maximum density values correspond with the maximum densities and intensities permitted within the Land Use Plan, the minimum and maximum density requirements included in Table LU-2, not the average density values, determine how much (or how little) development is allowed on an individual parcel. As discussed in Section 3.10, the densities permitted in the Central Area Specific Plan are consistent with the range of densities permitted by the Land Use designations in Table LU-2 of the General Plan.

3.10.6 Compliance

No further proof of compliance will be required of a project applicant provided the application is in conformance with the required densities in Sections 3.9.1 and 3.9.4 of the Specific Plan, and Appendix G.

3.11 Required Park Acres in the Central Area Specific Plan

Parks are provided in accordance with the Quimby Act which requires a minimum of 3.0 acre of park per 1,000 of population. Population is calculated at 3.67 persons per dwelling unit in accordance with the Salinas General Plan and Section 31-802 of the City Subdivision Ordinance. See Appendix G for required park acreage calculations based on buildout scenarios and Table 4-1, Park Summary.

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4. Design Standards



Design standards are essential to achieving the desired aesthetic envisioned for the Central Area Specific Plan.

4.1 Introduction

The Design Standards in this Chapter are intended to assist designers and developers understand and implement the City's expectations and requirements for high quality, traditional neighborhood development in the Plan Area and shall serve as the design basis for all proposed development. These design standards complement the Development Regulations in Chapter 3 by providing examples of potential design solutions and concepts, and by providing design interpretations of the various mandatory regulations in Chapter 3. Where the word "shall" is used, the design standard is mandatory, where "encouraged" or "should" is used, an alternative design solution, which achieves a comparable result may be used if approved by the City Planner.

These standards are intended to ensure the highest level of design quality while providing the flexibility necessary to encourage creativity on the part of project designers. These standards are also intended to promote development which is pedestrian-oriented, safe, sustainable and reflects traditional neighborhood design principles. The Central Area Specific Plan has further refined and delineated the design concepts and standards that shall apply to the Plan Area. The design standards are divided into design standard categories by zoning district to address the design standards for each of the various types of development in the Plan Area.

4.2 Applicable Central Area Design Standards

As noted in Section 3.3 of the Specific Plan, the requirements of Chapters 3 and 4 of the Central Area Specific Plan, including but not limited to, Table 3 1, Table 3 2, Table 3 3 and shall prevail where in conflict with the requirements in the Salinas Zoning Code Division 8 – New Urbanism (NU) Districts Regulations. Where there are no conflicts with the Specific Plan, inconsistencies or an issue is not addressed, the requirements of the Salinas Zoning Code Division 8, shall apply to land located in the Plan Area. For design standards that are not described in the Specific Plan, the Zoning Code shall apply.

All Planning Subareas references contained in this Chapter or elsewhere in the Specific Plan are to the Planning Subareas found on Figures 2-1, Specific Plan Land Use Map and in Appendix G.

4.3 Village Center A and B Districts

4.3.1 Village Center A and B Design Intent

(a) **Concept.** The Village Center (VC) Districts of the Central Area Specific Plan shall comprise a mix of office, commercial, and residential uses. The Village Center (as referred to in this Chapter) consists of two Zoning Districts: The Village Center A (VC-A) and the Village Center B (VC-B). The VC-B District encompasses the primary core area of the Main Street and the area fronting the southernmost Village Green (Planning Subareas 153 through 157). The VC-A district generally encompasses the areas directly north of Boronda Road, located to the south and east of the VC-A District, (Planning Subareas 176 and 177) as well as the areas located north of the VC-B District, (Planning Subareas 159 through 162 and 306).

(b) **Village Greens - Gathering Places.** A Village Green is placed on the southeast side of Hemingway Drive and the southerly greenway street (Planning Subarea 170). A second Village Green is located on the southeast side of the Main Street and Russell Road (Planning Subarea 209). These two Village Greens will be primary focal points with public art, fountains or other elements and may also contain public amenities such as tot lots, benches, monuments, and kiosks.

(c) **Uses.** The mixed use Village Center Districts will become an important destination for the Plan Area residents by providing a variety of offices, shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.

(d) **Residential.** The buildings (including but not limited to dwellings and accessory structures) fronting on the southernmost Village Green shall be flex use buildings to accommodate retail, office and residential uses on the ground floor and office or residential uses on the higher floors. Appropriate housing types for the remainder of the Village Center districts include stand-alone multifamily dwellings such as apartments and/or condominiums, senior housing, and some single-



The Specific Plan will include a mixed use Village Center and residential areas of varying densities.

family attached homes such as townhouses and live-work units. Single-family detached dwellings are not appropriate housing types in the two Village Center Districts (see Table 3-1).

- (e) **Urban Design Character.** Buildings in the VC-A, and VC-B shall be built predominantly to the back of the 15-foot wide sidewalks (except as provided below) measured from the face of curb with four foot recesses for outward swinging entries to form active street fronts (“street” herein may be a public street or private street which functions as a public street) and create other connecting pedestrian spaces. (See Table 3-2 Note 12 for detailed requirements). The sidewalk on the north side of the southerly greenway street, between Hemingway Drive and the library shall be 18 feet wide measured from the face of curb. The anchor grocery store and secondary stores which may be located adjacent to Boronda Road may be placed back from the street. The smaller stores which may be located across the streets from the southernmost Village Green (Planning Subarea 170) shall be placed adjacent to the sidewalk and shall front toward the Village Green. The size of all parking lots shall be reduced by breaking large parking lots into smaller blocks of parking and shall locate employee parking in less-used areas. On-street parking for customers and residents is encouraged.
- (f) **Building Orientation and Access.** Except for the anchor grocery store building located within the VC-A district within Planning Subarea 176, buildings within the two VC districts shall have the primary entrance door(s) and windows facing the street in order to create an active street front. Primary ingress and egress for pedestrians shall be through the front of the building. Building placement and massing should provide visual interest and architectural variety while relating to nearby buildings.
- (g) **Pedestrian Connections to Rear Parking.** Minimum 16-foot wide pedestrian connections from the sidewalk along the building frontage to the rear parking areas shall be provided approximately mid-block on Planning Subareas 153, 155 and 156 through 161 in order to increase access to the front of buildings from the parking in the rear. Pedestrian crosswalks on the Main Street shall be provided at all corners and where there is a pedestrian connection to the rear parking. The pedestrian crosswalks shall be aligned with the mid-block pedestrian connections to the parking in the rear. Driveways to the rear parking areas shall only be allowed from the east/west cross streets and the rear streets parallel to the Main Street. Mid-block crossings shall be subject to approval of the City Engineer.
- (h) **Land Use Transitions.** Zoning district boundary transitions between the Village Center and the abutting zoning district shall occur across streets, rather than within blocks.

- (i) **Relationship of Buildings to Public Spaces.** Buildings and streets should be designed to create safe, active, pleasant public spaces by providing an ordered variety of entries, windows, bays, and balconies along public ways. Buildings shall have pedestrian-scale details and massing. Buildings shall have frequent doors and windows along public ways.
- (j) **Building Transparency.** Seventy-five percent of the building's first floor façade for all of the retail and office uses in both VC districts, which face or front the Village Greens, the Main Street or the southerly greenway street, shall be transparent with a pattern of windows and doors with clear or lightly tinted glass allowing visibility into the structure and into display windows. At least 50 percent of the façade for retail and office uses facing the side streets and along the mid-block pedestrian pathways (between buildings, connecting parking areas to the Main street) shall be transparent. The remainder of the façade shall include a variety of design elements, such as recesses, balconies, and overhangs to provide visual interest and maintain a pedestrian-friendly character (see footnotes in Table 3-2).

4.3.2 Village Center A and B Street Design

- (a) **Village Center Streets.** In order to create an active Village Center, a 15-foot sidewalk (except for the 18-foot southerly greenway path/sidewalk that traverses the Village Center) as described in Section 4.3.1(e) and sixty degree on-street parking shall abut the north, east, and south sides of the southernmost Village Green, both sides of the Main Street and both sides of the east/west cross streets within the Village Center districts. Subject to approval of the Owners Association (OA), controlled display of goods for sale, outdoor restaurant seating on the sidewalks in front of commercial uses, and street closures for events like farmers markets or street fairs are encouraged to create a vibrant, pedestrian environment. The sidewalks, on-street parking, and streets in the two VC districts shall be maintained by the abutting property owners through an OA (see Chapter 8). On-street parking in both VC districts shall count towards the required parking (see Table 3 2, note 9). Also see Chapter 7.0 for Stormwater Development Standards.
- (b) **Main Street.** The two Village Center districts create a mixed use commercial core area with a Village Green at each end of the Main Street. These districts will include:
 1. Planning Subarea 176, which abuts Boronda Road, may have stand-alone one story retail buildings including an anchor grocery store with offices, smaller stores, and/or high density residential uses.
 2. The north/south Main Street extends along the east side of the southernmost Village Green and continues north to Russell Road.

This Main Street may be bordered by mixed use, flex use and multi-story, multifamily buildings.

3. The first floor façade of Flex Use buildings must be designed and engineered to allow the provision of shop doors, display windows, and signage spaces above the first floor doors and windows to accommodate non-residential uses.

(c) Direct Local Connections. The east/west Village Center streets have been provided from surrounding neighborhoods to the Main Street so neighborhood residents do not need to use arterial streets to access the Village Center. This ensures that easy and direct pedestrian and bicycle access will be available to and from the surrounding neighborhood.

(d) Arterial Street Access. The Village Center opens to both Boronda Road and Russell Road (arterial streets) providing connectivity with the existing city circulation system. This connection to arterials assists in providing the neighborhood with a sense of place and identity and to provide residents from outside the Plan Area easy access to the shopping and entertainment along the Main Street and in and around the Village Greens.

(e) Integrations of the Transit Stop. The intersection of Hemingway Drive and the southerly greenway Street will provide a major stop on the local transit network. Monterey Salinas-Transit (MST) (see Appendix H) has tentatively approved a stop in this location. When developed, an MST-approved bus shelter and trash receptacle will be provided at this location by the developer. Design of the bus shelter and furnishings shall be subject to approval of the City Planner.

(f) Pattern of Streets and Blocks. All streets in the Central Area are interconnected at the ends of each block and are scaled to the needs of pedestrians, bicyclists, and vehicles. Super blocks, dead-end streets, loop streets, and cul-de-sacs are not permitted.

(g) Block Size. Individual blocks along the Main Street shall be three hundred feet to nine hundred feet long and one hundred fifty feet to five hundred feet deep. The Main Street shall have corner and mid-block pedestrian crossings with curb bulb-outs and mid-block access to the rear parking Blocks outside the VC District generally have no more than an 1,800-foot perimeter. See the Central Area Land Use Plan in Appendix G for block size information.

(h) Building Frontage. Buildings within the Village Center shall frame the public right-of-way and abut the sidewalks along the Main Street, the southerly greenway and northerly greenway streets and the east/west streets in the Village Center. See Chapter 3 Development Regulations for further requirements regarding building frontage.

(i) Pervious Hard Surfaces. Pervious hard surfaces (e.g. permeable colored concrete or decorative pavers) are encouraged to be used in

the sidewalks, street parking, driveways, parking lots and plazas in the Village Center districts where approved by the City Engineer.

4.3.3 Village Center A and B Architecture

- (a) **Concept.** Within the Village Center zoning districts, the mixed use, flex use, and stand-alone commercial buildings shall include the following:
- (b) **Natural Surveillance.** Design and placement of buildings and other physical features shall maximize visibility and facilitate natural surveillance from public or private streets and other public areas. This includes building orientation, placement of windows, doors and balconies, building and site entrances and exit locations, placement of parking, lighting, and refuse containers, placement and type of landscape materials, plazas, and other open space areas, location of walkways, types of walls, and fences (including the use of picket, wrought-iron, and similar materials to promote visibility), to promote Crime Prevention Through Environmental Design (CPTED).
- (c) **Relationship of Buildings to Streets.** The primary facades (the primary customer entries) of all buildings located in the Village Center shall face a street or streets except for the anchor stand-alone grocery store located adjacent to Boronda Road. When a store abuts a street and the primary access is provided from a parking area other than the street, the rear parking lot facades and the street-facing facades of the store shall have prominent articulated customer entrances and provide pedestrian-scaled architectural features including windows and a significant entry feature. Whenever an elevation of a building fronts a street, the same architectural elements shall be incorporated on that elevation consistent with those found on the primary façade which provides access to the building.
- (d) **Primary Entries and Facades.** Except for the anchor grocery store building that is set away from the Main Street the primary entrances of ground floor uses shall be visible and accessible directly from a public or private street. Architectural design shall be used to identify building entries. For example, greater height can be used to accentuate entries in the form of tower elements, tall voids, or a central mass at an entry plaza. Primary facades that front onto a street shall be built parallel or nearly parallel to the public right-of-way except for courtyards, plazas, and corner locations. Generally, the street-facing facades shall stay within five feet of the back of the continuous sidewalk. Facades beyond five feet of the back of the continuous sidewalk are subject to approval by the City Planner.
- (e) **Street-facing Facades.** Street-facing facades of retail and office uses should be lined with windows. Uninterrupted blank walls shall not occupy over 25% of a building's street frontage along the Main Street and other streets in the Village Center unless otherwise approved

by the City Planner. Blank walls shall not exceed twenty linear feet without being interrupted by a window, significant architectural feature, or entry. For the anchor grocery store and associated secondary stores on the same site, blank walls along frontages shall also not exceed 20-feet without being interrupted by a window or significant architectural feature. Architectural features may include landscaped setbacks, trellis elements, or similar decorative features. Tables and chairs and display of merchandise is encouraged within building setbacks on Village Center streets and within five feet of the back of the street sidewalk as long as such activities do not interfere with accessible path and access requirements.

- (f) **Walkway-facing Facades.** The main entrance of all buildings without street edge facades shall open directly onto a publicly accessible walkway. The walkway shall have colored concrete and must directly connect to an adjacent street's sidewalk and the rear parking area. For the anchor grocery store not located on Main Street, parking may be directly in front of, or to the side of the building. In this case, the primary pedestrian entry and windows of the building shall be visible from the parking area and front onto a publicly accessible walkway that connects to the street sidewalk. If the anchor grocery store or secondary stores are accessed primarily from the rear-oriented parking area they shall have an entry feature and pedestrian scaled architectural features on the building façade facing the parking lot, and if the store abuts the street, the facade of the store shall also include a customer entrance with a significant entry feature and other pedestrian-scaled architectural features including windows on the street façade of the building.
- (g) **Connecting Walkways.** Walkways from the parking lots to the rear entries and to the mid-block connections to the Main Street must be clearly distinguished from the parking lot and have paved all-weather surfaces meeting accessibility (ADA) requirements. Such areas shall be a minimum of 16-feet wide. Parking lot walkways shall be landscaped (with shade trees on both sides 30-feet to 40-feet on center) and shall be equipped with lighting unless otherwise approved by the City Engineer and City Planner. Lighting standards, a maximum of twenty-five feet in height, in the Village Center parking lots and a maximum of twenty-feet in height, along the walkways are required. Lighting standards shall be spaced to maintain an appropriate illumination level as determined by a photometric study in accordance with the City's Zoning Code.
- (h) **Architecture.**
- (1) Projections. Trellises, canopies, blade signs, and fabric awnings may project up to five feet into the public rights-of-way, provided they are not less than eight feet clear above the sidewalk and are approved by the City Engineer. Balconies and bay windows may

project over the sidewalk up to four feet from the face of curb. They may be supported by columns creating arcades which shall provide a continuous path of travel at least 10-feet wide and ceiling clear heights not less than 10-feet.

- (2) Recesses. Up to 25 percent of a building frontage may be recessed up to 40-feet from the back of the sidewalk for the purpose of accommodating a patio or a plaza.
- (3) Base. All facades shall have a recognizable minimum 16-inch high base, consisting of, but not limited to: thicker walls, richly textured materials, (e.g. tile or masonry treatments) composed of special materials such as ceramic tile, granite, or marble, or darker colored materials, and/or two-foot to four-foot wide planters (may be raised) with enriched landscaping that is permanently maintained.
- (4) Top. All facades shall have a recognizable top consisting of, but not limited to, cornice treatments; roof overhangs with or without brackets; stepped parapets; richly textured materials (e.g., tile or masonry treatments).
- (5) Ground Level Bays. For mixed use areas, storefronts, and/or other office and commercial building, the bays shall be narrow enough to maintain visual interest and variety along the streetscape. Projections and recessed bays should be not wider than 30 feet and should be defined by vertical architectural features such as columns, pilasters, doors, and windows.
- (6) Storefronts. For the VC-A and VC-B districts, display windows in retail and office uses abutting the sidewalks along the Main Street, across from the southernmost Village Green and along the southerly greenway street, shall encompass a minimum of 75 percent of a storefront's linear frontage. For the NG-C district, display windows in retail and office uses abutting the sidewalks shall encompass a minimum of 40 percent of a storefront's linear frontage. This standard is not applicable to the side streets, or driveway frontages or residential uses.
- (7) Entries. Primary pedestrian entries shall be clearly expressed and shall be recessed and/or framed.
- (8) Windows. Windows shall be vertical in proportion (preferred ratio 1.62 high by 1.0 wide) and in character with the architectural style of the building. The use of mirrored glass or glass curtain wall construction is prohibited. Clear or lightly tinted glass must be used for storefront windows.
- (9) Roof-mounted Mechanical Equipment. Roof-mounted mechanical equipment shall be fully screened behind parapets or by recessing equipment into hips, gables, parapets, or similar architectural features in accordance with the Salinas Zoning Code.

- (10) **Building Height.** Variation in building height is encouraged to provide visual interest and variety (see Chapter 3 Development Regulations, Table 3 2 of the Specific Plan for height limitations). Buildings higher than allowed in Chapter 3 of the Specific Plan may be considered through a Conditional Use Permit process.
- (11) **Massing of Large Buildings.** Buildings shall provide substantial variations in massing appropriate to the architectural style. Variations in massing include changes in height and horizontal plane and should also include substantial architectural elements that either project up or away from the building, such as a tower, bay, lattice, or other architectural feature. Stepping elements of the building up or back or projecting them over the sidewall can also reduce the apparent scale of the building. Changes in mass should relate to the structural system(s) and the organization of interior space. Building roofs shall have a 6 inch or greater rise for every 12 inches of run, and clearly defined eaves. Flat roofs within 10 feet of the building's edges are not permitted.
- (12) **Materials.** Buildings should reflect regional traditions and maintain a high level of craft in the process of construction. Buildings shall have complementary and compatible materials, but not necessarily only one material and detail. Material changes shall not occur at external corners but may occur at reverse or interior corners or as a return from external corners, provided the return is of a sufficient depth to be consistent with and complement the architectural style of the building, as determined by the City Planner.

4.3.4 Village Center A and B Parking

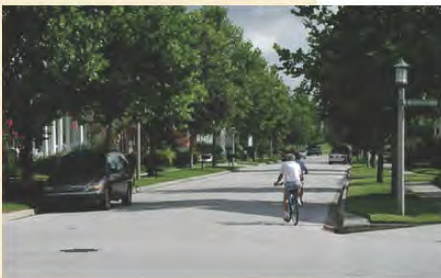
- (a) **Vehicle Maneuvering Areas.** Vehicle maneuvering areas such as drive-through lanes, service station or convenience store pump islands or service bays and similar vehicle related areas and associated uses are prohibited in the Specific Plan area except within the VC-A district located at the northeast corner of Boronda Road and Hemingway Drive (Subarea 182) and the Subarea 87. Uses with such maneuvering areas are subject to the approval of a Conditional Use Permit in accordance with the requirements of Table 3 1 and Table 3 2. In approving the CUP, the City Planner must make findings that the proposed use and related maneuvering areas will not compromise or unreasonably interfere with pedestrian access or movements or in any way degrade the pedestrian-friendly environment. At a minimum, drive-through travel lanes, roll-up service doors and gas pumps shall be screened from view of adjacent rights of way behind a building or with other screening features incorporated as required in the footnotes on Table 3 2 of the Specific Plan or as a condition of the CUP. Such uses that require screening may not be located between the sidewalk and the street facades of any buildings, except along Boronda Road and then only behind a minimum of six-foot high landscape screening with

shrubs and trees between the use and the public sidewalk, and shall not take access directly from Boronda Road or Hemingway Drive and are not allowed to be located more than 230 feet from the northerly right-of-way line of Boronda Road.

- (b) Parking Requirements.** The parking requirements for the Village Center A and B Districts are contained in Chapter 3.0, Table 3 2, Note 9, Development Regulations, of the Specific Plan. All dimensional requirements for parking spaces, bicycle and accessible parking spaces, parking configuration and aisle dimensions, driveways and similar requirements shall be subject to the requirements of Division 2 of the Zoning Code. The size of all parking lots shall be reduced by breaking large parking lots into smaller blocks of parking, Employee parking may be located in less-used areas of parking lots. On-street parking for customers and residents is encouraged. All parking lots shall have orchard style landscaping planters as described below. See Subsection (h) below for vehicle charging station requirements.
- (c) Shared Parking.** A mix of residential and commercial uses in the Village Center creates staggered periods of peak parking demand. Shared parking shall be provided in accordance with Note 9 in Table 3 2 to reduce the total amount of required parking. At least one of the required residential parking spaces shall be in the rear of the residence, in an enclosed lockable garage or within a secured carport area. The second required residential parking space and all retail, office, and entertainment uses in mixed use buildings may share the street parking and the rear open parking areas within the Village Center districts. To the extent possible, the second residential parking space and all non-residential parking facilities should be located on the adjoining street on which the building abuts, and in shared lots behind the buildings to serve as many uses and activities as possible and to enable commercial customers to park once and be in close proximity to a variety of shops, services, and activities.
- (d) On-street Parking.** Adjacent on-street parking (parking directly abutting the individual block on which the building occupies) shall be counted towards the parking requirement for adjacent buildings in the VC- A and B districts zones. A maximum of 50% of the required parking may be located on the streets adjacent to the building. It must, however, be acknowledged that this on-street parking may be subject to removal in the unlikely event traffic improvements are needed. The amount of on-street parking shall be maximized with sixty (60°) degree diagonal parking on the streets in the VC-A and VC-B districts where approved by the City Engineer.
- (e) Reduce Scale of Parking Lots.** Large surface parking lots should be visually and functionally segmented into several smaller lots by the use of drive aisles or walkways where possible.
- (f) Parking Lot Landscaping (Orchard Parking Landscaping).** Surface

parking areas shall be planted with large canopy trees at a minimum ratio of one tree for every five parking spaces. Trees shall also be planted in all bio-retention planter areas and other planter areas in the parking lots, as applicable with a minimum dimension of nine feet (inclusion of the curb) and protected by four-inch-high curbs. Features to enhance the parking area such as bollards or tree guards may also be incorporated into the site. A minimum nine-foot-wide (inclusive of the curb) landscape planter shall be provided at the end of each parking isle. In the parking lots in the NG-C, VC-A, and VC-B zoning districts, where two rows of parked cars face each other, a nine foot wide bio retention planter with six inch continuous curbs shall be provided. Alternative means of compliance with SWDS shall be subject to the approval of the City Engineer.

- (g) **Street Trees in the Village Center.** Both sides of the Main Street and the east/west streets located within the VC-A and VC-B zoning districts, shall have 15-foot wide sidewalks (18-foot in specified locations, as described in Section 4.3.1(e)) and sixty (60°) degree diagonal parking. Large canopy trees with a minimum 50-foot foot spread at maturity shall be planted between every fourth and fifth parking space in a minimum ten-foot wide planter (inclusive of the curb) and protected by a four-inch-high curb. These trees shall be planted halfway (10-feet) between the sidewalk and the travel lane subject to the approval of the City Engineer. In addition, small species 25-foot spread at maturity decorative flowering trees shall be placed in the corner and mid-block bulb outs. Streetlights shall be centered 30-inches behind the face of the curb and located between the large street trees or as otherwise required in accordance with City standards.
- (h) **Vehicle Charging Facility and Priority Parking for Alternate Fuel Vehicles.** Priority parking and charging stations for electric and/or hybrid vehicles shall be provided in parking lots in accordance with applicable Building Codes. The lot owner or lease holder of the charging station may charge for the use of these charging stations.
- (i) **Parking Lot Frontage.** Parking lots shall not abut the Main Street, streets along the Village Greens, or the southerly or northerly greenway streets. Where a portion of a parking lot is located along a side or rear street, landscaping shall be provided and maintained to minimize views of parked cars from the street. The landscaped edge of the parking lot at the street shall be a minimum of 10-feet wide measured from the back of the sidewalk to the parking lot (the vehicles may overhang the planter by three feet). Within the landscaped buffer, large species trees should be planted a minimum of 30-feet on-center and four feet behind the sidewalk. In addition, the landscaped edge should include a screening feature six feet from the back of the sidewalk with a minimum height of 36-inches such as a short wall, fence, hedge, or equivalent feature. Absent this feature, plant materials shall be of sufficient quantity and of a species to meet the minimum height requirement. The screening and landscape features shall not



Examples of Shade Trees

impact the required side to side visibility from the driveways and at corner locations. Bio-retention may be accomplished in these areas, subject to approval by the City Engineer.

- (j) **Shade Trees.** Large species deciduous trees with a 50-foot average spread at maturity shall dominate the streets, parking areas and public plazas to provide shade in the summer and sun in the winter. The dimensions of the planter where the tree is located shall be at least 9 feet exclusive of curbs unless otherwise approved by the City Planner. Evergreen trees may be appropriate as screening and accents in locations where year-round foliage is desirable and when needed to visually screen unsightly views such as utility infrastructure.
- (k) **Screening.** Private loading areas, transformers, heating units, and other ground-mounted equipment shall be fully screened from public view with six-foot -high masonry walls or fences as approved by the City Planner or fences designed to be architecturally compatible with the primary structure and plantings such as evergreen vines, shrubs, and trees in appropriately sized planters for the plant materials. Trash enclosures and private loading areas shall be screen by masonry walls in accordance with the requirements of the zoning code.
- (l) **Parking Lot Driveways.** All parking lot driveway entrances shall have a minimum of eight feet of colored decorative textured pavers or colored concrete behind the sidewalk to slow and alert vehicles that they are about to cross the sidewalk.
- (m) **Benches, Street Furniture and Transit Shelter.** These items shall be composed of durable and high quality materials that harmonize with the nearby buildings and complement the public realm. The following pages depict the design styles of the proposed street furniture for the Plan Area. Manufacturer and model numbers are provided in the Appendix O to provide guidance in regard to the type and style of benches, street furniture and transit shelters required in the Plan Area. Substitute designs and manufacturers may be provided if they substantially conform to the style shown and are approved by the City Planner. Bus shelters shall be black in color and meet the requirements of MST. All benches and street furniture shall also be painted black in color.

4.4 Neighborhood General C District

4.4.1 Neighborhood General C District Design Intent

- (a) **Concept.** The Neighborhood General C District is established as a transitional primarily residential zone with lesser residential density than the Village Center but greater residential density than the Neighborhood General A and B districts. Neighborhood General C also allows for some very limited flex and mixed uses.
- (b) **Mix of Uses.** The NG-C areas may include day care, senior care and

housing, religious assembly, recreation facilities, small businesses in a mixed use building and residential uses. The NG-C districts may include neighborhood-focused mixed use residential/office/retail (i.e., small markets less than 6,000 square feet, a convenience store, deli, bakery, etc.) depending on the location of the subarea and the compatibility of the proposed use with the adjacent or surrounding residential uses. The appropriateness of these uses shall be subject to the approval of a minor (administrative) CUP unless otherwise determined by the City Planner. The buildings within each NG-C district may include flex use buildings that may initially be all residential occupancies. The flex use buildings may convert ground floor space to the commercial uses. Live-work units are also encouraged in the NG-C district. See Table 3 1, Use Classifications for allowable uses. The overall density and maximum units shall remain in accordance with the Chapter 3 and Appendix G.

- (c) **Pedestrian-oriented Design and Access.** NG-C districts shall create pedestrian-oriented gathering places such as plazas that help establish the identity and character of the neighborhood. Truck-loading docks shall not be permitted in the VC-C districts, even in the rear of the buildings. Design of the NG-C districts should prioritize convenient and comfortable access for pedestrians and bicycles.

4.4.2 Neighborhood General C District Street Design

Refer to Section 4.3.2 for Village Center street design standards and Chapter 7.0 for Stormwater Development Standards. Refer to Appendix K for street design standards applicable to the NG-C District.

4.4.3 Neighborhood General C District Architecture

Refer to Section 4.3.3 for architecture standards applicable to the NG-C district.

4.4.4 Neighborhood General C District Parking

Refer to Section 4.3.4 for parking design standards applicable to the NG-C District except that only a maximum of 25% percent of the required parking may be located on the street adjacent to the building. Parking shall not be allowed between the public street and the building, except as allowed in Table 3 2, Note 10. Neighborhood General A and B Districts.

4.4.5 Neighborhood General A and B Districts Design Intent

- (a) **Concept.** The Neighborhood General A (NG-A) and Neighborhood General B (NG-B) districts are established to create an area for transitioning from the larger lot detached single-family dwellings (Neighborhood Edge A and B districts), to the more urban, higher density NG-C district. See Table 3 1, Use Classifications for allowable uses.

- (b) The density of dwelling units in each block in the Neighborhood General A and B districts shall become gradually less dense as one proceeds from the Village Center districts to the Neighborhood Edge districts. The overall density and maximum units shall remain in accordance with the requirements of Chapter 3 and Appendix G.
- (c) **Variety.** Each block in the NG-A and NG-B districts shall include a variety of lot sizes and housing styles in order to achieve the required variety and minimum/maximum density in each district (see Table 3 2).
- (d) **Scale.** Housing shall be pedestrian-scale in massing, setbacks, and character. Residential developments should encourage structures that foster diversity in design and maintain the character of the community.
- (e) **Housing Types.** In the NG-A and NG-B districts a variety of housing types may be considered including, but not limited to single-family detached dwelling units, alternative housing forms, such as small lot detached single-family homes, green court homes, townhouses, rowhomes, and courtyard apartments not larger than eight dwelling units, and accessory dwelling units over garages on appropriately wide alley served lots containing a detached single-family dwelling unit on the front of the lot. All these types assist to increase density and provide diversity of housing opportunities.
- Green court homes are typically single-family dwelling units (with garages accessing landscaped alleys behind the dwelling) which are sited on three sides of a common green area, which opens to the public street on the fourth side.
 - Lane homes are typically single-family dwelling units (with garages accessing landscaped alleys behind the dwelling), which front a common area (minimum 20-foot in width) walkway, which runs from or extends between one public street to another public street.
 - Courtyard Apartments typically consist of eight dwelling units clustered around a courtyard which opens to the street with all parking in enclosed garages under the rear or side of the apartment building.
 - Row homes are detached single-family homes sited close to the street sidewalk with one-foot-six-inch setbacks to the side property line on both sides and with garages in the rear served off a rear alley.
- (f) **Design Considerations.** The design of the single-family attached dwelling units and Courtyard Apartment multifamily dwellings in the NG-A and NG-B districts should include features typically associated with detached single-family dwelling units, including pedestrian-scaled architectural elements such as doors, windows,

balconies, porches and other design features to provide interest and variety as well as a sense of individuality. The importance of the design and scaling in these districts must be emphasized, as the scale and the architectural articulation must reflect the detached single-family homes located on either side the Courtyard Apartments. This is critical for the successful integration of these multifamily dwellings into the neighborhood.

4.4.6 Neighborhood General A and B Districts Street Design

Refer to Appendix K for street sections and Appendix N for landscape design standards applicable to the NG-A and NG-B districts and Chapter 7 for Stormwater Development Standards.

4.4.7 Neighborhood General A and B Districts Architecture

Refer to Section 4.7 for architecture design standards applicable to the NG-A and NG-B districts.

4.4.8 Neighborhood General A and B Districts Parking

Refer to Chapter 3 for parking standards applicable to the NG-A and NG-B districts. Parking shall not be allowed between the public street and the building, except as allowed in Table 3 2, Note 10.

4.5 Neighborhood Edge A and B Districts

4.5.1 Neighborhood Edge A and B Districts Design Intent

- (a) **Concept.** Neighborhood Edge (NE) districts are established to create a low-density edge for the Specific Plan area.
- (b) **Housing Types.** These districts allow single-family detached dwellings as well as Carriage Apartments and accessory dwelling units are allowed in these two districts. A variety of lot widths, home sizes, and styles shall be included in each block. See Table 3 1, Use Classifications for allowable uses.

4.5.2 Neighborhood Edge A and B Districts Street Design

See Appendix K for street sections and Appendix N for landscape Design Standards for the NE-A and NE-B districts and Chapter 7.0 for Stormwater Development Standards.

4.5.3 Neighborhood Edge A and B Districts Architecture

See Section 4.7, Housing Design and Orientation, for Architecture Standards for the NE-A and NE-B districts.

4.5.4 Neighborhood Edge A and B Districts Parking

Two spaces per unit are required per dwelling unit. Required parking shall be provided in lockable garages with roll-up doors. All garages shall be pre-wired for 220 volts to allow for electric vehicle (EV) charging. Parking shall not be allowed between the public street and the building, except as allowed in Table 3 2, Note 10.

4.6 Housing Design and Orientation

The following design standards shall apply to the NE-A, NE-B, NG-A, and NG-B districts, except as noted:

- (a) New residential neighborhoods shall orient all buildings to the public streets, or to public walkways connecting two public streets.
- (b) Dwelling units shall be oriented to the local street system and public spaces with entries, balconies, porches, and architectural features facing the street or lane connecting two streets. This will enliven the public space, provide “eyes on the street”, and create safe and pleasant walking environments.
- (c) Housing should be pedestrian-scale in massing, setbacks, and character. Residential developments shall provide structures that foster diversity in design and maintain the character of the community.
- (d) The design of single-family attached dwellings and multifamily dwellings shall include features typically associated with detached single-family dwelling units, including pedestrian-scaled architectural elements such as doors, windows, balconies, porches and other design features facing the street to provide interest and variety as well as a sense of individuality and community. The Courtyard Apartments in the NG-A and B districts shall be carefully designed to generally appear from the street to be of similar height, width and massing of the single-family detached dwellings on the rest of the block. The scale and the architectural articulation are critical for successful integrating these multifamily residences into a predominately single-family neighborhood. The street façade of the courtyard apartments shall be scaled to appear to be two single-family homes with front entrance doors accessed from the street. Multifamily residential garage access shall be provided only from alleys. No street-loaded garages will be permitted. Windows, porches, balconies, or similar elements shall be provided in front overlooking the street to promote visual interest and provide “eyes on the street.”
- (e) Parking lots and carports serving multifamily dwellings shall not be allowed in the front and shall be accessed and located as unobtrusively as possible off alleys on the side and rear of the buildings or under the building (see Table 3 2, notes 9 and 10 for exceptions).
- (f) To create a pedestrian-oriented, safe, livable environment, each neighborhood in the Plan Area shall demonstrate the following characteristics:
 - (1) The average residential densities per net residential acre are highest in the Village Center districts and decrease block

to block through the adjoining neighborhoods and become exclusively a mix of low density residential uses in the Neighborhood Edge districts. See Table 3 2 Development Regulations for additional details.

- (2) The layout of each neighborhood will generally allow the majority of the residents to walk to the schools, library, and Village Center Main Street within five minutes.
- (3) Front yard setbacks shall increase and the average residential densities per block shall decrease block to block from the Village Center district to the Neighborhood Edge districts. See Table 3 2 Development Regulations.
- (4) Neighborhood and small parks have been carefully placed throughout the Central area. The parks and school sites are easily accessible within a reasonable walk or bicycle ride (See Figure 2 2, Walkability Map).
- (5) Where an open space corridor borders a Neighborhood Edge district, the dwelling units shall face onto a frontage road bordering the open space. See Table 3 2, Note 18 for noise mitigation requirements along the arterial roads.
- (6) Where the Plan Area borders agricultural operations on the north side of Russell Road a combination of buffering techniques shall be used including minimum 30-foot front yard setbacks, the placement of the Perimeter Path between the front property line and the street (28-feet), the construction of a parking lane and two travel lanes for Russell Road (32 feet), a center median (22-feet), and dedication of an 88-foot wide “no agricultural use” temporary easement on the north side of Russell Road (30 ft + 28 ft + 32 ft + 22 ft + 88 ft = 200-ft). The future center median of Russell Road and the Perimeter Path shall be landscaped. Also refer to Section 9.5 and Section 2.10 (Goal 5 - LU Policy 5-3) of this Specific Plan for additional requirements regarding agricultural buffers and easements.
- (7) Design and placement of buildings and other physical features are encouraged to maximize visibility and facilitate natural surveillance from public rights-of-way and other public areas. This includes building orientation, placement of windows, doors and balconies, building and site entrances and exits, placement of parking, lighting, and refuse containers, placement and type of landscape materials, plazas, and other open space areas, location of walkways, types of walls and fences (including the use of picket, wrought-iron, and similar materials to promote visibility), and other features that promote CPTED principles.

(8) To encourage a variety of lot sizes and housing types within the various Zoning Districts, neighborhoods, and blocks in the Central Area, the term “Lot Standard” refers to a single-family attached or detached dwelling unit (housing type) with varying lot sizes and development regulations achieving the neighborhood variety required in the General Plan, Subdivision Ordinance, and this Specific Plan. A Lot Standard Master Plan will be required to be approved by the City Planner prior to recordation of any final map which creates any residential lot in accordance with Section 9.3.1.

(g) Entrances: Entries and Porches. Residential front doors and front porches shall face and be visible from the streets, green courts, and walkways between public streets creating a relationship of the private home to the public street and public sidewalk. Entries shall incorporate a welcoming architectural feature such as a porch or covered entry appropriate to the architectural style of the dwelling. Some exceptions may be allowed to provide a variety of architectural types on a street, like the New England “salt box” architectural style which has a flush entry, subject to approval by the City Planner.

(1) Porches. Porches should be an integral architectural feature with the main structure (dwelling). All porches shall incorporate railings into design. Porches shall be at least six feet deep (exclusive of the rail) and may project up to six feet into the required front yard setback.

(2) Entries. A recessed or projecting architectural entry feature such as a porch, shed, arch, or gable providing weather protection shall accompany most entries. The primary entry to any dwelling shall be an integral architectural feature compatible with the main structure’s architecture.

(h) Garage and Parking Lot Locations.

(1) All single-family attached and detached dwellings except accessory dwellings shall have a two-car garage. Carriage Apartments shall have a one-car lockable garage. Other accessory structures shall provide parking in accordance with the Salinas Zoning Code. All garages shall have a roll-up door. The driveway of all street facing garages from the back of the sidewalk to the garage should be turf block or other large cell blocks planted with irrigated vegetation. (See Table 3 1 and Table 3 2 for other requirements).

(2) For homes on lots less than 50-feet in width and for all multifamily dwellings, duplexes, row homes, lane dwellings, and green court homes, the garage or other required parking shall be accessed from an alley located to the rear or the dwelling.

(3) For all uses, with limited exceptions, the garages, carports, and open parking lots shall be located at the rear of the building. No parking

or driveways shall be permitted on the primary street side of the buildings except for the standard on-street parking. See Table 3 2 note 10 for exceptions.

- (4) Alley-loaded (served) garages shall be set back a maximum of five feet from the back of curb of the 20-foot wide paved alley (measured from the back of the rolled curb) to accommodate the turning radius of a typical light duty vehicle. A minimum five-foot landscaped planter shall be provided between rear yard fences and the back of the curb for the alley travel way pavement. A five-foot landscaped area is also required behind the curb for the alley if the property line and alley run along the side of a home.
- (5) The minimum interior clear dimension for a garage shall be 20-feet wide by 20-feet deep for a two-car garage and 30-feet wide by 20-feet deep for a three-car garage. The minimum interior clear measurement for a one-car garage shall be 20-feet deep by 10-feet wide. Any tandem garage shall have a minimum depth of 40-feet.

4.7 Schools

The following design standards are intended to help guide school districts as they plan and design the future schools that will be located in the Plan Area. These design standards are advisory in nature and not binding on the school districts.

- (a) Elementary and middle schools serve as an important focal point for neighborhoods in the Plan Area. Along with the small and neighborhood parks and library, these facilities provide an identity, sense of place and a common gathering place for residents and students alike. As such, all school buildings and facilities are encouraged to be sited and designed as prominent civic elements. Their recreation areas, gyms, multipurpose rooms, auditoriums, and other facilities should be designed and sited along with the parking in the rear or to the side of the main school building. The school's main visitor and student entry should be architecturally significant and located adjacent to and fronting onto the primary street with landscaped planters between the street sidewalk and the buildings and not behind a parking lot, bus area, or drop off area. To complement the Plan Area's black decorative streetlights, street signage, street furniture, and school fencing should be either black vinyl coated chain link, wrought iron or metal slotted fencing. An example of the desired type of black chain link fencing would be that installed at the Rancho San Juan High School, which is located in the adopted West Area Specific Plan off Rogge Road. Additionally, the design of the school facility should incorporate applicable pedestrian enhancing facilities and traffic calming measures, as appropriate. All school sites will be required to incorporate site parcel-based post construction best management practices (PCBMPs) to the maximum extent practicable (MEP) and comply with the City's SWDS and NPDES Permit.

4.8 Parks and Open Space

4.8.1 Park and Open Space Intent

(a) **Concept.** There are approximately 150 net acres of land within the Plan Area dedicated to parks and open space. Included within the Plan Area are a variety of park types and sizes and two large creek corridors. The parks range from large neighborhood sports parks with playfields to small parks, with courts and tot lots, and community gardens. There is also an extensive system of pedestrian paths. The diversity of park types provides a full range of recreational areas and aesthetic green spaces to be enjoyed by the Plan Area residents and the surrounding community.

(b) **General Plan Goals and Policies for Parks.** In designing parks in the Plan Area, the following General Plan Goals and Policies shall be considered.

Goal COS-7: Provide, develop, and maintain ample park and recreational facilities that offer a variety of recreational activities.

Policy COS-7.1: Develop a high-quality public park system that provides adequate space and facilities for a variety of recreational opportunities conveniently accessible to all Salinas residents.

Policy CD-3.1: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics. Specifically, each neighborhood should have the following characteristics... small parks should be distributed throughout the neighborhood;

Policy COS-7.2: Maximize the use of built and natural features to develop a citywide network of parks and open spaces with Carr Lake, Gabilan Creek, and the Sherwood Park/Rodeo Grounds Complex as essential elements of the open space network.

Policy COS-7.9: Require new residential development to provide land and/or fees to achieve a minimum of 3.0 acres per additional 1,000 population for developed public parklands for community or neighborhood parks.

Policy COS-7.11: Develop and maintain an integrated system of open space corridors and trails along utility easements, power-transmission-line rights-of-way, the reclamation ditch, stream banks, drainage-ways, slopes, and other natural features.

Policy COS-7.13: Developments within Future Growth Areas shall be conditioned to provide all the land and improvements required to achieve the parkland standard of three acres of developed public parkland per 1,000 residents, to meet existing park acreage needs, as referenced in Table COS-5.

- (c) **Quantity of Public Park Acreage.** In accordance with the General Plan and the Quimby Act, the Central Area will provide a minimum of three acres of developed public parkland per 1,000 projected population. Park improvements will be in accordance with the Salinas Park and Sport Facility Standards as approved by City.
- (d) **Park Types.** The Plan Area provides approximately 44 acres of public parkland. Park types consist of Neighborhood and Small Parks ranging in size one-half acre to 11.63 acres. Amenities will vary depending on the size, location and type of the park site. Figure 4-5, Conceptual Park Improvements shows an example of concept park improvements. Park locations and amenities may vary somewhat in the final design phase. Improvements will be in accordance with the Salinas Park and Sports Facility standards. Table 4-1 contains a summary of the parks in the Plan Area. Appendix G provides the locations of the parks as well as a breakdown of the park acreage by property owner.

Table 4-1: Park Summary

Park Type	Approximate Acreage
Neighborhood Park CA 1	3.52
Neighborhood Park CA 2	5.66
Neighborhood Park CA 3	2.06
Neighborhood Park CA 4	4.45
Neighborhood Park CA 5	11.68
Neighborhood Park CA 6	3.55
Neighborhood Park CA 7	3.12
Small Park CS 1	.55
Small Park CS 2	1.09
Small Park CS 3	1.07
Small Park CS 4	1.52
Small Park CS 5	1.14
Small Park CS 6	.58
Small Park CS 7	1.25
Small Park CS 8	.55
Small Park CS 9	.55
Small Park CS 10	1.72
Total	44.06

Seven Neighborhood Parks, range in size from approximately 2.01 net acres to 11.63 net acres and are designed to provide for sport fields as well as other recreational uses. Neighborhood Parks include both active and passive areas such as sport fields and courts, children's playgrounds, picnic areas, pathways for walking, informally landscaped areas and PCBMPs. These parks are primarily designed for the adjacent neighborhoods with the intent of providing recreation amenities that are within easy walking distance most residents. The design also may accommodate multiple sports fields, see Figure 4-5.

- (e) **Small Parks.** In the Plan Area there are 10 small parks range in size from approximately 0.5 net acres to 1.67 net acres. Small parks are described in Table COS-2 of the General Plan as: “A small area for children up (to) the age of 7...for children, seniors, or all age groups. Play areas, quiet game areas, landscaping, and limited sports activities.”

Small parks provide recreational (both active and passive) activities on a smaller scale within neighborhoods. Amenities may include but are not limited to tot lots, picnic areas, garden spaces, basketball courts, and barbecue pits. PCBMPs will also be included.

In the Community Design Element of the General Plan, Policy CD-3.1 states: “Specifically, each neighborhood should have the following characteristics: Small parks should be distributed throughout the neighborhood.”

The planning and design approach for Small Parks responds directly to the vision of the General Plan. Small parks of varying sizes and uses are included throughout the Plan Area. Small Parks will allow many different and individual designs, types and uses to help establish attractive and distinctive neighborhoods. Small parks maintenance is discussed in Chapter 8.

- (f) **Access.** Pedestrian and bicycle paths and street connections have been sited to allow surrounding residents to easily and safely access parks, recreational facilities, and open space. Parks will also be designed to foster safety by implementing CPTED design principles (e.g., placing dwelling units and streets along parks and open spaces).
- (g) **Open Space Facilities.** The open space areas along the creeks will include paths. Tot lots, seating areas and other passive recreational uses may also be considered. These areas will also be used to store and treat stormwater runoff from the adjacent higher ground. Active recreational uses such as ball fields are generally not appropriate in open space areas.
- (h) **Orientation of Homes.** Dwelling units shall not back onto the parks or public open spaces in the Plan Area.
- (i) **Park and Open Space Linkages.** The Plan Area features two 300-foot wide creek corridors (Natividad Creek and Gabilan Creek) over 1.4 miles in length. The carefully planned restoration of these denuded creeks will greatly improve their biologic function and will provide the Plan Area with a unique open space network for both passive and active recreation and outdoor education. The open space system will provide a common binding element in the Plan Area. The north/south creek side paths adjacent to the restored Natividad Creek and Gabilan Creek corridors will provide safe, enjoyable places to bike, sit, walk, or run. The northerly and southerly greenway streets/paths running east and west through the Central Area will link these open space corridors to the residential neighborhoods and parks, schools, retail, and employment areas (in the Village Center) located in the Plan Area. See Figure 5 3,

Bicycle & Pedestrian Circulation. The path system also provides pedestrian and bicycle linkages to the future growth areas located to the east and west of the Plan Area and to the existing neighborhoods to the south.

- (j) **Internal Parks and Green Spaces.** Figure 4 1, Conceptual Park Map depicts the public parks and open space network in the Plan Area. Developers for each individual project within neighborhoods will design and provide the green spaces, tot lots, play fields and courts, garden sitting/strolling areas, entry features, and other landscape elements within their developments according to landscape design regulations and guidelines and applicable City standards. Community centers, neighborhood recreation buildings, neighborhood monuments and other appropriate park-oriented structures are encouraged within the various parks and open spaces subject to the approval of the City. Plant and tree materials must be approved by the City Planner, PCBMP plant and tree materials shall conform to the SWDS Appendix C “LID Planting Zones and Plant List” unless otherwise approved by the City Engineer.

Incorporation of dramatic sightlines, viewsheds, and focal points throughout the community and neighborhoods is a critical component of the Central Area Specific Plan in keeping with classic New Urbanism design. Elements such as connecting road alignments, open space corridors, park locations, park shapes, and the geometrics of the Central Area physical layout shall all be orchestrated in a manner to reinforce a dramatic “sense of place” and pedestrian connectivity within this new community.

4.8.2 Parks Design Standards

- (a) **Park Design.** All parks shall be designed by a licensed Landscape Architect or other licensed professional as determined by the City. Parks shall be improved in accordance with the City Park Classifications and Sports Facility Standards. Portions of the parks and most of the open space areas shall include native vegetation, where appropriate and practicable.
- (b) **Materials.** Site furnishings shall incorporate recycled materials wherever possible. Innovative green materials, such as permeable reinforced crushed stone paving, recycled concrete, asphalt, and artificial turf are encouraged for the parking lots and pathways within the Plan Area park system. All chain link or metal fencing, on-site freestanding and building lighting, and similar features shall be painted black to match the color of the decorative street lighting.
- (c) **Access.** Parks in the Plan Area shall be accessible to all from abutting public streets and paths.

- (d) **Orientation of Dwellings to Parks.** No homes shall back onto a park or onto a public open space in the Plan Area. Dwelling units located on frontage streets bordering parks and open spaces will utilize CPTED principles, by orienting entries toward parks and open spaces providing natural surveillance.
- (e) **CPTED.** The design of the parks (including but not limited to lighting) shall also incorporate CPTED principles.
- (f) **Turf.** Parks shall minimize the use of managed turf areas to the extent feasible. Where provided, turf areas shall be directed into PCBMPs to provide for acceptable water quality, subject to approval by the City Engineer.

4.8.3 Open Space Design Standards

- (a) **Natividad and Gabilan Creek Corridors.** The existing creek corridors running north to south through the Central Area shall be restored to add aesthetic, ecological, recreational components as well as provide stormwater quality and supplemental retention, and detention to the Plan Area. These creeks have been degraded into agricultural drainage ditches for most of their lengths within the Plan. Restoration of these creeks with predominantly native plants will provide new wetland habitat and pedestrian linkages between neighborhoods, parks, schools, and the Village Center. Paths, picnic areas, exercise circuits, game tables and other activity nodes shall be included within the creek corridors as part of the greenbelt system. Benefits provided by the creek corridors will include extensive areas for water quality improvements and passive recreation opportunities as previously discussed.
- (b) **Natural Features.** Existing natural features including creeks, significant trees, and small wetlands shall be protected, enhanced, and expanded through sensitive site planning, landscaping, and other measures to ensure that these features benefit the entire community. Natividad Creek and large portions of Gabilan Creek will need to be restored and enhanced to create the riparian corridors as part of the development of the Plan Area. Development within the vicinity of creeks shall comply with the top of bank setback requirements of Salinas NPDES Permit Section L.1.d by setting the homes outside the 300-foot wide open space corridor. Dwelling units and other uses shall not back up these natural features.

4.9 Streetscape Standards

The street network design for the Plan Area considered public safety, appropriate transit access and facilities, and pedestrian and bicycle connectivity.

- (a) **Hierarchy of Streets.** The hierarchy of streets within the Plan Area (and the North of Boronda FGA) establishes a framework to create distinct identifiable neighborhoods that have traditional neighborhood

development (TND) characteristics and corresponding circulation systems. The street network within each neighborhood shall include the following characteristics:

- (1) Compact individual blocks averaging less than six hundred feet in length and less than one thousand eight hundred feet in perimeter measured along the property line;
- (2) Streets shall be organized into a comprehensive hierarchical interconnected grid pattern network;
- (3) Cul-de-sac and closed loop streets are prohibited.

(b) Street Network. The street network provides for the following roadway conditions:

- (1) **Arterial Streets.** Arterial streets are the major high-volume roadways occurring at the perimeter of the Plan Area and include: Boronda Road, Natividad Road, and Constitution Boulevard.
- (2) **Noise Attenuation Walls.** Noise attenuation walls are allowed where necessary for noise attenuation in the rear yard setback or as otherwise required in accordance with the Central Area Specific Plan EIR and MMRP. Homes should not back up to an arterial road. Noise attenuation walls, when required to mitigate elevated noise levels, shall be constructed in accordance to City standards.
- (3) **Village Center Streets.** Main Street will serve as the focal point of the Village Center. East/west streets will cross Main Street and the other north/south streets to form the Village Center grid street network. These Village Center streets will have 15-foot wide paths/sidewalks (except for the southerly greenway street which will have an 18-foot wide path/sidewalk as it traverses through the Village Center) with 60-degree angle parking on both sides and one auto travel lane in each direction. The southerly greenway street and Hemingway Drive abutting the southernmost Village Green may have turn lanes and limited parking, subject to approval by the City Engineer. The intersections into the Village Center shall have bulb-outs at each corner and mid-block bulb-out crossings.
- (4) **Connector Streets.** The northerly and southerly greenway streets extend in an east/west direction across the Plan Area and will connect to the adopted West Area Specific Plan and East Area Specific Plan. These streets are considered connector streets. The southerly greenway street (outside the Village Center) has an eight-foot-wide planter and a 12-foot-wide pedestrian/bike multimodal path on the north side. This street/path will link the various uses within the Specific Plan and will link to areas outside the Plan area. Independence Boulevard, Hemingway Drive, and the entry off Boronda Road, between Hemingway Drive and Constitution Boulevard also will function as north/south connectors within the

Plan Area. They are restricted to two travel lanes (turn lanes may need to be added at major intersections, subject to approval by the City Engineer) with on-street parallel parking. Connector streets are integral components of a grid pattern neighborhood street network and help create a walkable and bikeable community.

- (5) **Local Streets.** The Central Area provides a basic conceptual network of interconnected local streets. These streets shall be as narrow as safety allows, typically curved, and lined with parallel parking and large shade trees. These features assist in reducing traffic speeds and increasing pedestrian safety.
 - (6) **Streets Sections.** Each area of the Specific Plan shall include street sections appropriately sized for the expected demands. The street sections are summarized in Table 5 2 and included as Appendix K. Circulation is discussed in detail in Chapter 5.0, Circulation. All street sections are subject to the approval of the City Engineer.
- (c) **Traffic-calming Features.** The design of an interconnected grid street network must include provisions slow traffic on neighborhood connector and local streets. Traffic measures that restrict traffic at the expense of the overall interconnectedness of the Central Area should be avoided. While consideration must always be given to specific demands and conditions (e.g., traffic volume, proximity to larger roads, turning movements, special vehicle needs, and intersection spacing), examples of recommended traffic calming measures are addressed in Chapter 5 of the Specific Plan.
- (d) **Street Trees/Landscaping.** The Central Area will be landscaped with a palette of large species street trees and landscaping to provide a cohesive theme for the area (see Appendix N, Master Landscaping Plan and Section 4.13). A master landscaping plan for all landscaping located in the parkways along streets, paths and promenades, open space areas, community entries, the greenway streets/paths, tower line easements and other applicable public areas shall be subject to the approval of the City Engineer and City Planner prior to installation. This plan shall include a list of the approved trees and plant materials for the Plan Area for later incorporation into the appendices. This plan will need to have a greenway street tree/landscape plan component to ensure consistency in the plant palette along the northerly and southerly greenway streets between the three specific plan areas (West Area, Central Area, and East Area). All residential and non-residential development will also be required to submit landscaping plans for approval by the City Planner and City Engineer as part of the applicable development review application approval process. All landscaping and irrigation in the Specific Plan Area shall comply with the State Model Water Efficient Landscape Ordinance, City's Water Conservation Ordinance (Chapter 36A of the Municipal Code), Salinas Zoning Code Landscaping and Irrigation requirements, and the City's SWDS (in regard to plant material for LID and similar areas).

- (1) **Spacing.** Street trees shall be planted on both sides of streets and generally be spaced no more than 30 to 40 feet on-center within the eight-foot wide park strip between the curb and sidewalk and in bulb-outs.
 - (2) **Species.** Each street should typically have one dominant species of street tree for the eight-foot-wide sidewalk parkway planting area, with additional street tree types for bulb-outs and any in-street planted medians. Large-canopy (greater than 50-foot spread) deep-root street trees shall be used on all streets. London Plane, Maple, and Elm are typical street trees used successfully in local traditional neighborhoods and are approved for use in the Central Area. All other street trees are subject to the approval of the City Engineer. The Village Center and Neighborhood Center with angled parking and 15-foot to 18-foot wide sidewalks should also have some 20-foot to 25-foot spread flowering trees planted in the bulb outs at pedestrian crossings. In the Village Center, large-canopy (50-foot + spread) trees shall be planted in minimum nine-foot wide planters between every fourth and fifth parked car, and they should be planted 10-feet from the face of the sidewalk curb. These trees should be able to provide shade from the center of the adjoining street to the buildings within 20-years. A four-inch high curb is required around all tree's planters. The tree planters should also be planted with colorful plants.
 - (3) **Plant Materials.** Landscaping shall be provided in parking lots, plazas, and in containers, pots, window boxes, and in street lighting flower baskets. In residential districts, a common palette of landscaping such as low-flowering plants is recommended for the eight-foot wide planter area between the curb and sidewalk. A judicious selection of plants includes consideration of site-specific conditions such as shade, wind, moisture, drought tolerance, and soils. All landscaping and irrigation plans within the street rights-of-way shall be prepared by a licensed landscape architect and are subject to the approval of the City Planner and City Engineer prior to installation in accordance with City Standards.
- (e) **Streetlights.** Decorative street lighting will create a sense of place, promote Traditional Neighborhood Design (TND) and provide a consistent and high-quality appearance throughout the Plan Area. All streetlights, signposts (e.g. for stop signs and other traffic signs, way-finding signs, etc.) and traffic signal posts and arches shall be black in color. The poles of all streetlights shall also have base treatments that match the design of the fixture. See Appendix E for the specified decorative light standards authorized for the Plan Area. The following design standards and regulations shall also apply:

(1) **General Requirements.** Street lighting standards (consisting of the fixture, pole, and base treatment) located on interior local and connector streets within the Plan Area shall be decorative, night sky rated, and pedestrian-scaled. A photometric plan shall be required to determine the appropriate spacing to achieve acceptable, reasonable lighting levels in accordance with City standards as approved by the City Engineer. All streetlights shall be LED (see section 4.14 (e) for further discussion). The decorative street lighting standards shall be a maximum height of 20 feet to the light source (maximum height of 25 feet including the pole) except as otherwise provided in this Specific Plan. The southerly and northerly greenway streets will have the same decorative streetlight standards along the length of these streets. These same decorative streetlights will also be used on these same streets as they extend into the adjacent specific plan areas.

(2) **Arterial Streets.** Street lighting standards along the exterior arterial streets, (e.g. Boronda Road and Natividad Road) will be the standard City “Cobra Head” light fixtures (except these standards will be black in color as described below) which relate to both vehicles and pedestrians at the edge of street, and shall be a maximum of 30-feet in height (including the pole and fixture) and spaced farther apart than those on local and connector streets within the Plan Area as approved by the City Engineer in accordance with City Standards. Arterial street lighting standards, traffic signal standards and appurtenant equipment as well as the poles of traffic signs shall also be black in color.

(3) **Placement.** To the extent feasible, street lighting standards shall be placed on both sides of the street in a triangulated pattern, except in the Village Center where fixtures may be placed across from each other to create a more formal appearance. In the Village Center the light standards shall be placed 30 inches behind the face of the curb and centered between the street trees.

(f) Village Center Main Street, the NG-C district and the Southerly and Northerly Greenway Treatments, as applicable.

(1) **Kiosks.** Kiosks serve as information centers. Kiosk design for frequent users and visitors shall be complementary to the architectural style of surrounding buildings and shall be black in color.

(2) **Newspaper Racks.** Newspaper racks and other vending boxes should only occur adjacent to major pedestrian gathering areas. The design should consolidate all newspaper vending boxes into a single rack. Rack construction should use metal construction that complements other site furnishings in the area or the architecture of adjacent buildings. The rack should be aesthetically attractive on all sides and properly anchored. Individual racks should not be permitted. The racks shall be black in color.

- (3) **Bicycle Racks.** Bicycle racks shall be of durable material and visually subdued. Based on their performance, “wave type,” “loop racks,” and “ribbon bars” are recommended and shall be sized in accordance with City standards. The color of bicycle racks shall be black.
- (4) **Recycling and Solid Waste Disposal.** Throughout the Village Center and NG-C districts (as well along the northerly and southerly greenways, where appropriate), solid waste and recycling receptacles with covers to prevent water from entering and not allowing wind to blow debris, shall be provided for the use of the public. Receptacles shall be metal or other durable materials and painted black. To avoid overflow, receptacles should be sized for at least a thirty-gallon capacity and should be properly anchored.
- (5) **Street Furnishing Finish.** Multiple coats of a powder coating or comparable finish are recommended for durability for all street furnishings. Street furnishings shall be black in color unless an alternative is approved the City Planner.
- (6) **Raised Landscaping Planters.** Raised landscaping planters should be simple in form. Round and square types are typically recommended. The material of the planter, itself should be durable and aesthetically attractive. Planters shall have a minimum diameter or dimension of 36-inches. Where planters are called for, group various sizes or raised landscaping planters in clusters to enrich streetscapes and plazas. All plants in such planters shall be on an automatic timed irrigation system.
- (7) **Street Paving and Furnishings.** Paving, plants, and site furnishings should help set the character of the Village Center. These features should be consistent with the following recommendations:
- (i) **Paving.** Pervious pavers are recommended in parks, and plazas. Pavers should be durable and of brick, stone, or other materials appropriate to the traditional style of the region. Interlocking pavers should be used to avoid uneven edges. Paving patterns should be simple and be a light color. Pervious stamped and colored concrete is also an acceptable material. Stamped asphalt shall be avoided.
 - (ii) **Tree Grates.** Three-foot square metal tree grates should occur along monolithic sidewalks and in plazas where a wide walking surface is needed. Tree grate openings should be black in color and expandable to accommodate tree growth.
 - (iii) **Tree Guards.** Tree guards may extend vertically from tree grates to protect trees in highly active areas. To relate to other site furnishings, tree guard bars should be narrow and vertical, and should be attached to the tree grate. Welds

should not be visible. Tree guards should be approximately four feet in height with four-inch spacing between wrought iron pickets and shall be black in color.

4.10 Fencing, Walls, and Hedges

Fences and hedges help define the edges of yards and provide privacy. In the Plan Area, walls and fences are considered background elements that help highlight landscaping and architecture. Only well-designed black wrought iron and white picket non sight-obscuring (maximum four-inch wide pickets spaced a minimum of two inches apart) fences up to thirty-six inches in height are allowed in the front or corner side yard setback. The following regulations apply to fencing as specified below. Non-residential fencing shall be in accordance with the Salinas Zoning Code:

(a) Residential Fence Locations.

- (1) Side yard fence shall be placed 90° to home and side yard and placed a minimum of four feet back from front building façade, perpendicular to the side of the dwelling unit.
- (2) Side yard fences along streets shall be a minimum of five feet from the back of walk and five feet from the home.
- (3) Alley fences shall be placed a minimum of one foot behind the face of the garage (minimum 16 feet from the center of the alley). Alley fencing shall not obstruct visibility or the turning radius within the alley as determined by the City Engineer.

(b) Residential Fence Height.

- (1) Fences and hedges in the rear and side yards may not exceed six feet in height.
- (2) Maximum three-foot high fences are allowed in the front and corner side yards and along the first four feet of the sides of the dwelling. Exceptions to fence height for gates, entry arbors, and similar features shall be in accordance with Section 37-50.090(f) of the Salinas Zoning Code.

(c) Noise Mitigation. Noise mitigation is discussed in the Central Area Specific Plan EIR and MMRP. Sounds Walls shall be provided as required in the MMR (see Appendix D).

(d) Master Subdivision Wall Plan. A Master Subdivision Wall Plan (for the walls along the perimeter of the plan area) shall be approved by the City Planner and City Engineer prior to recordation of the Final Map for each subdivision. The Master Subdivision Wall Plan (once approved) shall be added to Appendix P of the Specific Plan. All walls abutting the surrounding Plan arterial streets shall be the same design, materials and color.

- (e) **Master Wall and Fencing Plan.** A master wall and fencing plan shall be submitted to the Community Development Department for approval by the City Planner prior to construction of any wall or fences located on individual lots within the interior of each subdivision. Upon approval the master fence and wall plan establishing the fencing and walls (including the design, colors and materials) for each subdivision, it will be added to Appendix P.
- (f) **Visibility.** All fences, wall and hedges shall be subject to the driveway and corner visibility requirements of Section 37-50.460 of the Zoning Code.
- (g) **Acceptable Materials.** Side and rear yard privacy fences shall be wrought iron, redwood, cedar, vinyl, plastic-wood composite (e.g., Trex), or masonry (including veneer). Fences in the front yard setback or first four feet of the corner side yard setback may only be three-foot-high white non-sight obscuring pickets or black wrought iron.
- (h) **Prohibited Fences.** Chain link, barbed wire, razor, or electrified fencing is prohibited in the Plan Area. Black vinyl chain-link fencing is permitted for school and park fencing.

4.11 Utilities

- (a) Utility facilities in the Plan area such as water wells, storage, water treatment and above ground conveyance facilities (e.g. booster and pumping stations), the PG&E substation and other non-residential above ground utility facilities shall be designed to be compatible with the surrounding neighborhood. Buildings and associated site improvements shall be designed to complement the surrounding neighborhood. Large landscaped buffers, decorative walls, or other buffering techniques, as appropriate, shall be used to ensure such facilities do not unnecessarily adversely impact adjacent uses. Such facilities shall be subject to approval of a CUP in accordance with the Zoning Code to ensure compatibility with adjacent uses and with Table 3 1 Use Classification and Table 3 2 Development Regulations of the Specific Plan. This CUP process will include the review and approval of details on the decorative masonry screen walls (minimum 8 feet in height), landscaping, noise attenuation, use of hazardous materials, if any, and drainage details (including water flows in the event of the malfunction of the well or treatment facility) and other architectural features to blend with and ensure compatibility with surrounding development. Minimum required setbacks will be maintained between infiltration features/practices and water wells in accordance with the City's Stormwater Development Standards (SWDS), Table 1 of the City of Salinas SWDS. All utilities shall comply with the City's current NPDES permit.
- (b) The operators/property owners of such facilities shall be required (as a condition of approval) to provide regular maintenance for the life of such facilities (e.g., regular watering and care of vegetation

(including replacement of any dead plant material or broken irrigation apparatus), trash and graffiti removal, and repair and replacement of any damaged or worn-out facilities within five working days or as otherwise approved by the City.

4.12 Landscaping

- (a) **Concept.** One of the major driving criteria for all aspects of the landscape design is selecting and using materials in a thoughtful and sustainable manner. The land use plan establishes a vibrant community that integrates living and working environments, recreation opportunities, open space and circulation and infrastructure. The arrangement of the uses on the land is a direct response to the site topography and landform, and site environmental factors.

The neighborhoods, retail and commercial centers, recreation and work environments are all linked together by an extensive network of pedestrian and bicycle paths along pedestrian and bike friendly slower speed streets, together creating an inviting and viable alternative to driving.

The desire to create a community in accordance with green building principles influences the decisions regarding the landscape design. The selection of construction materials, planting, and irrigation design are also influenced by the need to design in response to the climate and environmental conditions present in the City of Salinas. Plant materials shall have low water requirements and thrive in the coastal conditions present on the site. Extensive use of native species is encouraged, which will reduce water demands and adapt well to the soil and wind conditions in the Central Area. The plant palette will quickly establish the community as an integral part of Salinas, yielding benefits in terms of visual quality and biological integration. All landscaping and irrigation in the Specific Plan Area shall comply with the State's Model Water Efficient Landscape Ordinance, City's Water Conservation Ordinance (Chapter 36A of the Municipal Code), Salinas Zoning Code Landscaping and Irrigation requirements, and the City's SWDS (in regard to plant material for LID and similar areas) and is subject to the approval of the City Planner and City Engineer. A biologist/botanist shall prepare the recommendations for riparian corridor plant species for the restored creek corridors, subject to approval by the City Engineer and City Planner.

- (b) **Irrigation Systems.** All irrigation is subject to the approval of the City Planner and City Engineer, as applicable in accordance with the Salinas Zoning Code and other applicable Code requirements.

4.13 Green Building Standards

- (a) **Concept.** Green building techniques can enhance the success of a sustainable community. A three-tiered approach to green building design and construction is envisioned for the Central Area. Building designs to consider orientation for solar access.

(b) Tier One. The first tier involves the design and construction of high-profile public spaces. Emphasis is placed on public space planning and design that considers the solar exposure (maximizing solar energy potential) to the public spaces. Materials and energy systems that are sustainable should be incorporated where feasible.

(c) Tier Two. The second tier involves a commitment to sustainable green building techniques. The technology exists to create buildings that are smarter, more energy efficient, and healthier than those of the past. These technologies are likely to improve over time. Homes and commercial buildings within the Central Area will incorporate many of the available environmentally beneficial building and energy saving techniques. All new single-family homes will be constructed to meet the requirements of the California Building Code including CALGreen based upon applicable building codes at date of building permit submittal for energy efficiency and will, in addition, be equipped with a number of additional green building features. Green building techniques for the Plan Area which shall be included as standard features in all single-family dwellings include:

- Recirculating hot water systems to reduce water consumption.
- Dishwashers
- High Efficiency Clothes Washers
- Low-flow Toilets.
- LED or better lighting fixtures.
- Vehicle charging stations and areas in the Village Center and multifamily developments shall be provided. Single-family dwellings shall also be designed to accommodate vehicle charging in garages.
- Multifamily and mixed use projects shall incorporate solar collection for the common area within their project.

(d) Tier Three. The third level involves a series of options provided to the home buyer. These options will include environmentally preferable upgrades that promote the use of recycled content materials, more energy efficient heating systems, which are not otherwise required in conformance with the California Building Code including CALGreen or required as mitigation or other measure incorporated to reduce greenhouse gas emissions. The options will include but are not limited to:

- Countertops of recycled glass, concrete, granite, or other natural bio-based products, etc.
- Floor coverings of bamboo, natural linoleum, salvaged wood, and recycled content carpets.

- Heating, Ventilation, and Cooling (HVAC) system options for higher efficiency equipment.
- Photovoltaic system including an option of battery storage in garage. These shall be placed only on roofs of garages facing landscaped alleys, but not on the portion of the roof of the homes visible from the public streets.
- Low voltage exterior lighting.
- 220 volt wiring in garages and laundry rooms to provide opportunities for charging stations and electric or gas dryer.

(e) **LED Street Lighting.** The street lighting design for the Plan Area shall provide a comfortable level of illumination that meets the community's needs for use and safety. High efficiency LED "Dark Sky" rated fixtures and sophisticated optics are required to direct light where it is needed without creating excessive glare (see Appendix E for streetlight specifications).

Energy efficient lamps are used to minimize energy use and lamp replacement. The result is that the quantity of fixtures and the total energy required is reduced compared to previous standards. This contributes to a better quality of life, an improved aesthetic, while preserving energy and maintenance resources. All street lighting is subject to the approval of the City Engineer and City Planner in accordance with City Standards and those specific to the Plan Area.

4.14 Architecture

4.14.1 Architectural Standards

This section applies to all buildings (including but not limited to dwellings and accessory structures) within the Plan Area.

(a) **Materials.** New buildings should support regional traditions and maintain a high level of craft in construction and materials. Exterior finishes should be primarily wood, masonry, and/or stucco. In general, imitation materials should be avoided in favor of genuine materials. Where this is not practical, materials (cement board siding, artificial stone, vinyl fencing, etc.) should be as close to their original models as possible. The use of renewable and sustainable building materials is encouraged.

(b) **Windows.** Windows should be vertical (1.62 feet in height by one foot in width is the preferred ratio) versus square or horizontal in shape and be compatible with the building design. Window placement should provide each room with natural light and effective cross-ventilation.

All single story buildings shall provide at least one window that looks out onto the street from a kitchen, living room, or other active room. Additional windows shall be provided for each floor. This "eyes on the street" measure should make each neighborhood a safer place and provide connection to the street encouraging neighborhood interaction.

(c) **Trim.** Trim should provide architectural interest. Trim should be provided for corners, soffits, the edges of windows and doors, the edge of the roof, and the roof ridge, each with its own distinct type of trim.

- (1) Trim shall be applied consistently around the exterior of the building appropriate to its architectural style. Additionally, the back of buildings, which directly face arterial streets will have architectural or other decorative elements (e.g. shutters) to enhance their visual appearance as approved by the City Planner.
- (2) Trim shall be appropriately scaled to the size and style of the building.
- (3) Trim shall be three dimensional. Horizontal trim bands should wrap outside corners and only terminate at inside corners.

(d) **Roofs.** The form of the roof is one of the most memorable and characteristic elements of a building and should reflect the slope, type, and material generally associated with the building's architectural style. The following design requirements apply to roofs:

- (1) Keep the overall roof form simple, compact, and complementary to the architectural design (style) of the building.
- (2) Provide visual variety with roof forms, overhangs, and shading devices that relate to the solar orientation of a lot.
- (3) Roof materials should be appropriate to the architectural style of the building, roof form, and slope. Heavier or more complex roofing materials (tile or concrete tiles) should be placed on simpler roofs. More complex roofs, however, require monolithic, simpler materials (shingles). The allowable materials for roofs include tile, slate, treated wood, concrete tiles, and thicker architectural grade composition shingles. All structures on a lot shall utilize the same roofing materials. Roof flashing, rain gutters, downspouts, vents, and other roof protrusions shall be finished to complement or match the color of the adjacent roofing materials.

(e) **Color.** Exterior building and roofing colors shall draw from the historical reference of traditional neighborhood design and shall be appropriate to and generally compatible with the architectural style of the dwelling unit. Hue and color variation in exterior color of abutting homes or structures (including roofing materials) shall be provided to create diversity within the neighborhood. In general, unless appropriate to the architectural style of the structure, subdued colors are more appropriate on the body of a structure with bright or bold colors generally limited to architectural details and window and door trim. Garish or overly bold colors should be avoided. All structures on the lot shall have a compatible color scheme. CC& R's shall include provision for architectural review including colors.

(f) **Variation in Structure Design.** To reduce monotony, promote variety, and create a sense of place, differences in the massing, composition, color, materials (building and roofing) of dwelling units on each block shall be provided. Each street block shall include a variety of architectural styles, and elevations. The same elevation shall not be repeated more than once every four dwelling units on the same side of the street. The same elevation shall not face itself or be adjacent on the same block.

(g) **Accessory Structures.** The design of accessory structures shall be compatible with the principal residential structure through the use of complementary architectural style and elements, exterior building and roofing colors and materials, and landscaping.

4.14.2 Architectural Review

The drawings in this Chapter identify examples of some of the residential elevations which will be proposed within the Central Area. All architectural elevations and styles of dwellings, offices, mixed use commercial/office and other buildings, shall be submitted to the City Planner for review and approval. Such elevations may be administratively approved if the City Planner determines that the architectural design/style would be consistent with the Design Standards of the Central Area Specific Plan. A materials and colors sample board for each home shall be submitted and approved by the City Planner as part of the applicable building permit review or development review application process for each residential or non-residential development proposal.

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Figure 4-1: Conceptual Park Map



Figure 4-2: Conceptual Entry Landscaping, Natividad Road at Southerly Greenway

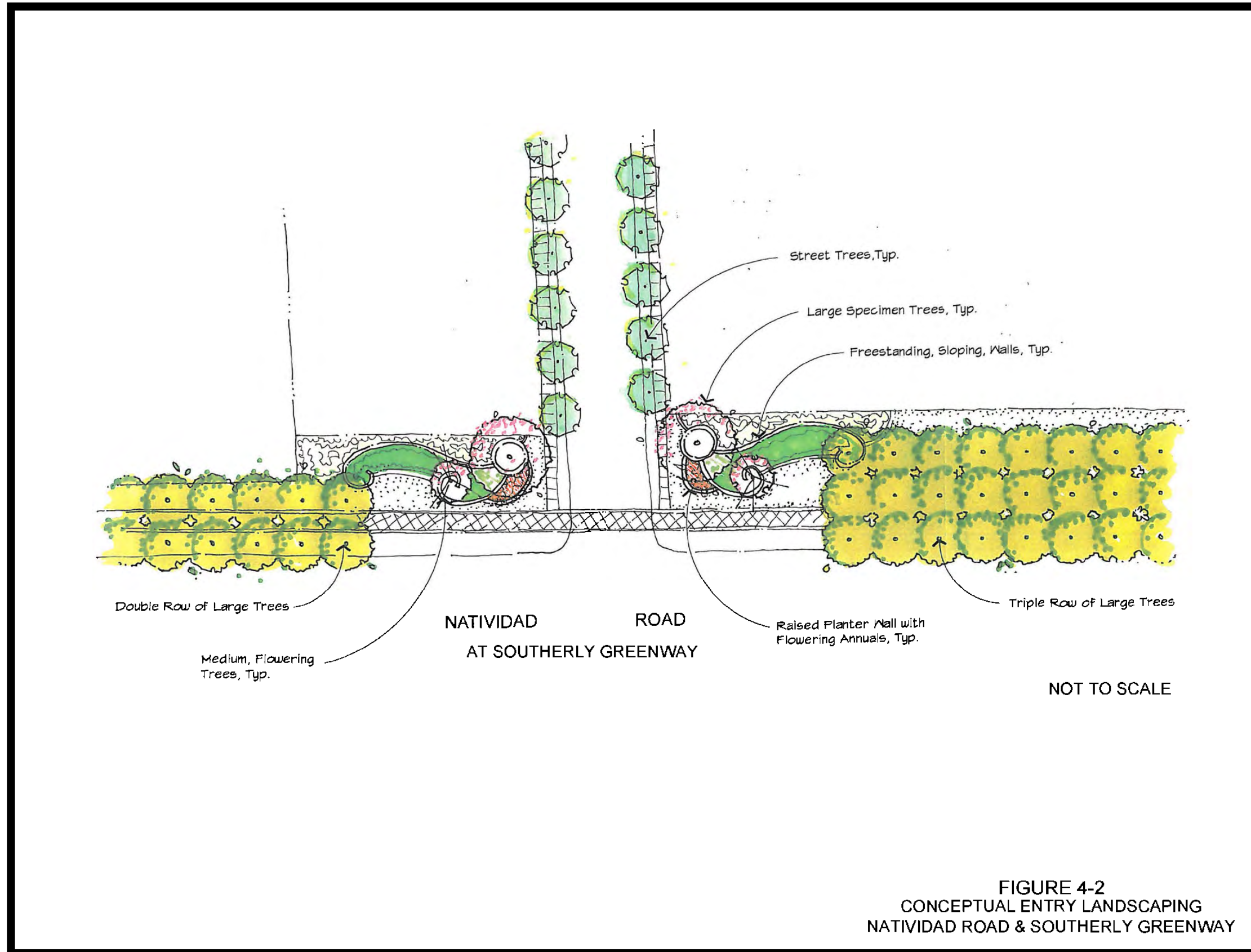


Figure 4-3: Conceptual Entry Landscaping , Independence Boulevard & E. Boronda Road

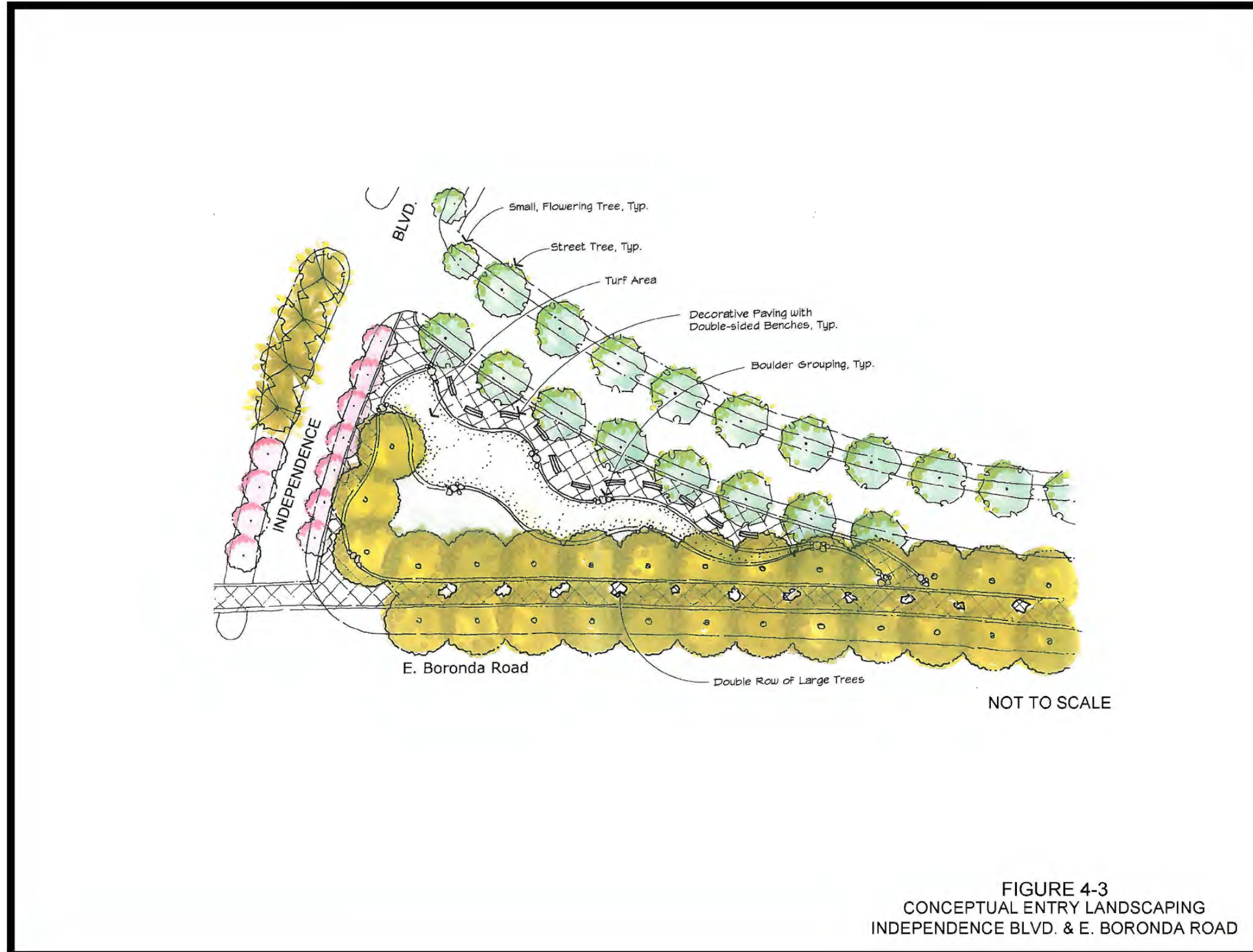


Figure 4-4: Conceptual Entry Landscaping, Village Center & Boronda Road

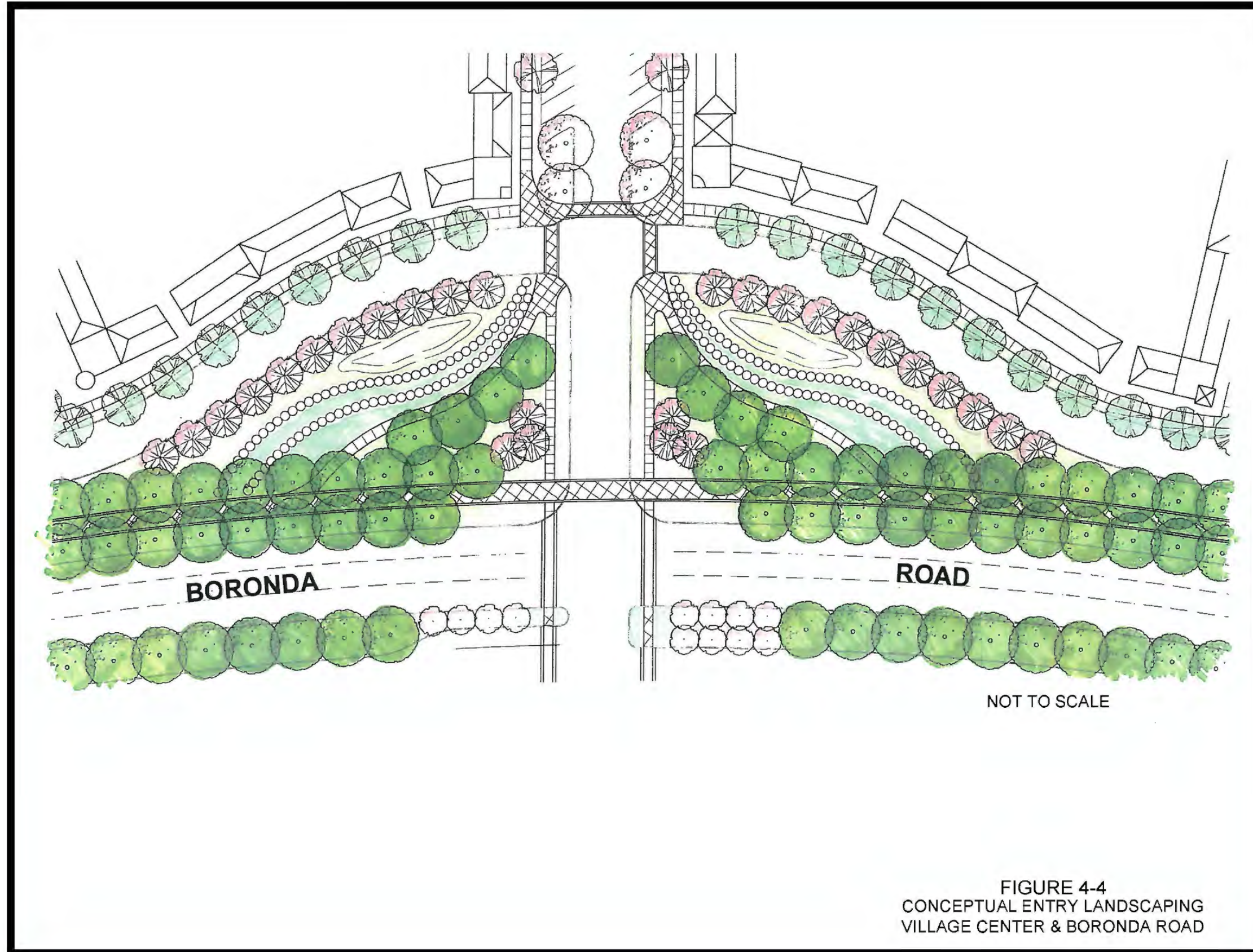
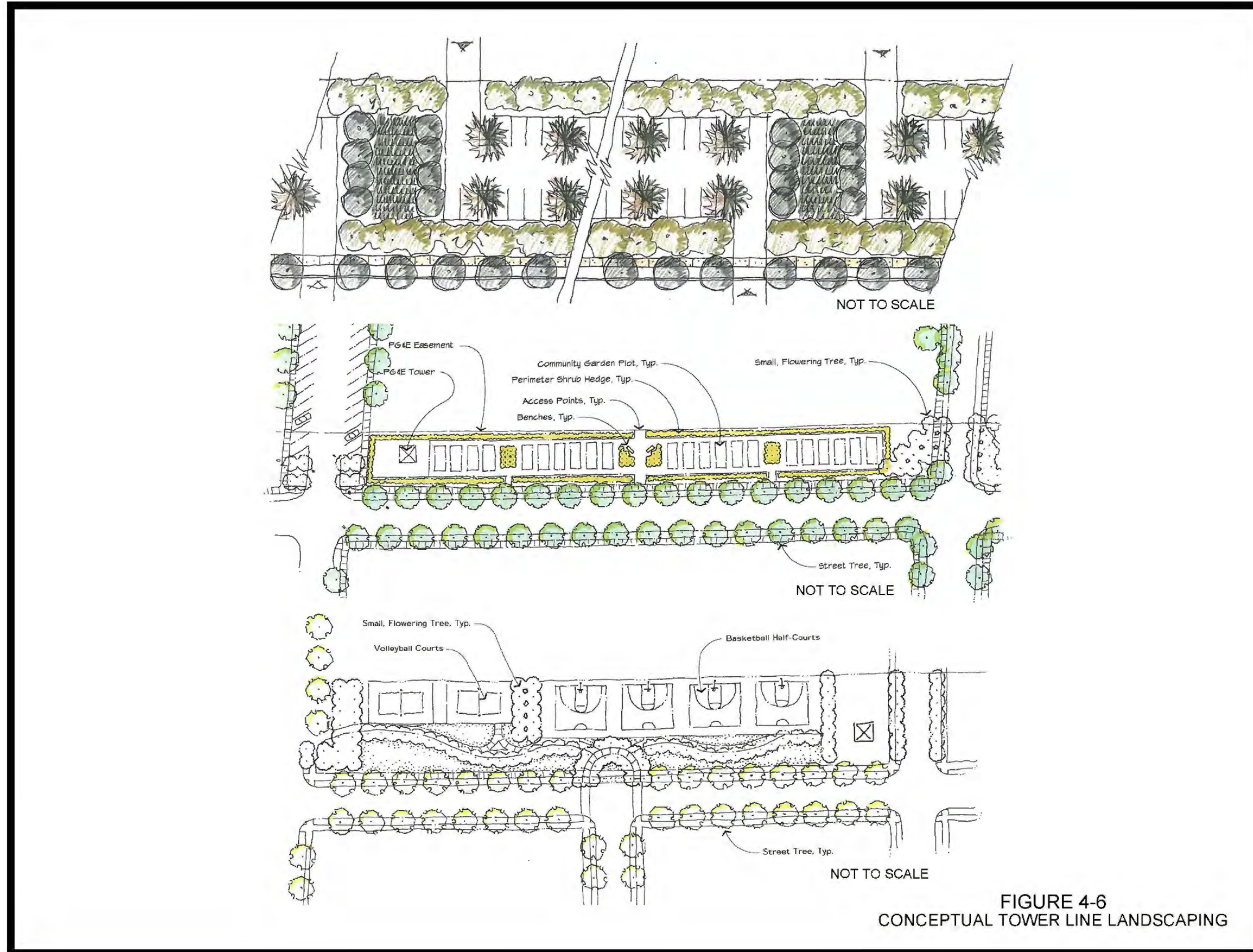


Figure 4-5: Conceptual Park Improvements



FIGURE 4-5
CONCEPTUAL PARK IMPROVEMENTS

Figure 4-6: Conceptual Tower Line Landscaping





5. Circulation

5.1 Introduction

This Chapter describes transportation and circulation plans for the Central Area Specific Plan. More specifically, this Chapter includes the following:

- Descriptions of all existing transportation facilities within and surrounding the Plan Area;
- Detailed descriptions of the major on-site and off-site transportation components provided by the specific Plan, including roadways, pedestrian and bicycle facilities, and public transit; and
- Policies, regulations, and design standards applicable to all transportation components; and the methods of achieving trip reduction in the Plan Area.

The Central Area Specific Plan circulation system includes a roadway network, a pedestrian and bicycle network, and public transit. Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that complies with City and/or Specific Plan designs and policies. City street standards adopted for use in development of the North of Boronda FGA (see Chapter 1 for more detail on the North of Boronda FGA of the City) are the basis for street development standards in the Plan Area. However, the plan also emphasizes facilitating increased daily pedestrian trips by connecting



residential neighborhoods to public facilities such as schools and parks, and to retail and employment areas and transit. As such, the street standards for the North of Boronda FGA are supplemented in this Specific Plan with wider sidewalks (herein also referred to as “paths”), landscaped parkways, and other pedestrian-friendly features.

The circulation system has been designed to link with existing City and regional circulation systems. It also provides standards for potential connections to development in the adjacent West Area Specific Plan (adopted but not built) and the future East Area Specific Plan and the extension of existing vehicular, pedestrian, and bicycle circulation systems to the south, west, east, and north. See Figures 5-1 and 5-5 for depictions of the proposed street system. All dimensions shown in figures or described in text for sidewalks, parkways, paths, travel lanes, and other street/pedestrian-related improvements shall constitute the minimum dimension required except as otherwise approved by the City Engineer.

The Salinas General Plan encourages the design, maintenance, and revitalization of residential neighborhoods that enhance quality of life. In connection with this goal, another General Plan goal is to create a community that promotes a pedestrian-friendly and livable environment. In accordance with these goals, the Specific Plan proposes an internal street system that encourages pedestrian and bicycle traffic and is integrated with the character of the proposed land uses, while also providing for motor vehicle traffic movement.

The proposed arterial roadways that border or bisect the Plan Area (i.e., Boronda, Russell, and Natividad Roads and Constitution Boulevard) are designed to be generally consistent with the street cross sections identified in the City of Salinas General Plan. The configurations of the proposed internal roadways are based on the anticipated Average Daily Traffic (ADT) and other important circulation planning objectives for the Plan Area (e.g., efficient vehicular movement, walkable neighborhoods, and pedestrian safety). To accommodate the anticipated traffic volumes and meet planning objectives, selected roadways deviate from the City’s standard street cross sections as provided for in the Subdivision Ordinance. The design of these roadways is consistent with the street sections contained in this Chapter.

The roadways entering the Plan Area, such as Hemingway Drive, are designed to handle the ADT generated by vehicles entering and exiting the Specific Plan Area. These roadways feature 12-foot lane widths and bicycle lanes to provide increased safety for bicyclists on these streets. Traffic calming will also be required to slow traffic and promote bicycle and pedestrian-friendly streets on these and other streets within the Central Area.

Through a collaborative process with the City of Salinas, New Urbanism Street Standards for use in the development of the proposed West, Central, and East Area Specific Plans were established in Ordinance 2463, which created the New Urbanism Districts regulations. The various standard

street sections are linked to daily anticipated traffic levels, so narrower streets and rights-of-way (ROWs) are used where ADT are expected to be relatively low, and wider streets and ROWs are used where traffic levels are anticipated to be higher. With the extensive connectivity proposed in the North of Boronda FGA, it is expected that many local streets will have relatively low traffic volumes. The Central Area Specific Plan includes augmentations to these basic standards to accommodate more pedestrian features. Street sections are named to correspond with the standards described in this Chapter. The greenway streets are custom-designed ROWs for use in particular locations in the Plan Area, and do not closely relate to any of the other North of Boronda FGA street standards. The use of Specific Plan street sections corresponds to anticipated future traffic levels. Therefore, the location of certain streets and street sections employed may change slightly based on more detailed traffic analysis as approved by the City Engineer.

The overall circulation plan is characterized by an interconnected street network that provides vehicle, bicycle, and pedestrian connectivity throughout the Plan Area and to adjacent existing and future neighborhoods.

5.2 Existing Facilities

5.2.1 Existing Roadway Network

There are currently no public roads within the Plan Area as it is undeveloped and used primarily for agricultural-related uses. However, existing roadways (Boronda Road, Natividad Road and Old Stage Road) border its southern, western and a portion of its northern boundaries. The existing primary roadways serving the project are listed below and shown in Figure 5 4, Existing Arterial Transportation Facilities.

Regional Roadways and Access

U.S. Highway 101

U.S. Highway 101 (herein also referred to as U.S. 101 or Hwy 101) is the major north-south roadway in the Salinas Valley region. It connects Salinas with San Jose and San Francisco to the north and with Los Angeles to the south. U.S. 101 is a four-lane freeway through Salinas, and a four-lane expressway north of the Boronda Road interchange. A major interchange improvement project (Russell Road and Espinosa Road) was recently completed on U.S. 101 and will provide primary regional access to the North of the Boronda FGA (and the Specific Plan) along with the Boronda Road/U.S. 101 interchange.

State Route (SR) 68

State Route (SR) 68 connects to U.S. 101 and provides access to the Monterey Peninsula. It is a four-lane highway between Salinas and the Toro Park area and becomes a two-lane highway from Toro Park to the Monterey Peninsula.

State Route (SR) 156

State Route (SR) 156 runs between U.S. 101 and Highway 1 near Prunedale, providing a connection between Castroville, Salinas and the Monterey Peninsula, and the surrounding area. It is primarily a two-lane highway.

State Route (SR) 183

State Route (SR) 183 is a two-lane highway that also provides regional access to Salinas from Castroville, State Route 156 and Highway 1.

Local Roadways and Access

The following roadways provide local access to the Plan Area:

Boronda Road

Boronda Road is a two- to six-lane arterial road that crosses northern and eastern Salinas. This roadway forms the southern boundary of the Plan Area and connects the Plan Area to U.S. Highway 101 and nearby major retail centers. The City has initiated improvements to Boronda Road (Boronda Road Congestion Relief Project). The first improvement will occur with the West Area Specific Plan build out, which proposes to improve Boronda Road to four lanes between San Juan Grade Road, Dartmouth Way and Independence Boulevard with roundabouts at McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. The Salinas General Plan proposes to widen Boronda Road to an ultimate condition of six lanes between San Juan Grade Road and Williams Road.

Old Stage Road

Old Stage Road is a two-lane east-west rural roadway that intersects Natividad Road and Williams Road. The Salinas General Plan proposes to widen Old Stage Road to four lanes along a short segment of the easterly portion of the site.

Rogge Road

Rogge Road is a two-lane east-west County designated arterial roadway that connects Natividad Road (just north of the Plan Area) to San Juan Grade Road and North Main Street and U.S. Highway 101 further to the west.

Natividad Road

Natividad Road is a two-lane rural road north of Boronda Road which becomes a six-lane divided arterial after crossing Boronda Road to the south. It forms the eastern boundary of the Specific Plan Area. The Salinas General Plan proposes to widen Natividad Road from two to four lanes between Boronda Road and Rogge Road.

Independence Boulevard

Independence Boulevard is a two-lane north-south arterial that extends northerly from Constitution Boulevard along Gabilan Creek to Nantucket Boulevard, widening to a four-lane arterial street from Nantucket Boulevard to Boronda Road. Independence Boulevard is divided by

a raised median. Bicycle lanes are also provided on both sides of the roadway, as well as a sidewalk on the east side of the roadway. The posted speed limit along Independence Boulevard is 35 mph south of the project site. Independence Boulevard will be extended north across the Plan Area as a two-lane divided street on the east side of Gabilan Creek to a future extension of Russell Road.

Constitution Boulevard

Constitution Boulevard is a major north-south four-lane divided arterial with a raised median and left turn channelization. Constitution Boulevard extends from Laurel Drive on the South to Boronda Road on the north. Sidewalks are provided on both sides of the street. In addition to two travel lanes in each direction, Constitution Boulevard includes a bicycle lane in each direction. The posted speed limit along Constitution Boulevard is 35 mph near the project site. Constitution Boulevard will be extended across the Plan Area site to intersect existing Old Stage Road as a two-lane road and will be built out to four-lanes when the West Area Specific Plan develops.

Hemingway Drive

Hemingway Drive is a two-lane north-south road that begins at Fitzgerald Street and extends northerly to Boronda Road. The posted speed limit along Hemingway Drive is 25 mph near the project site. Hemingway Drive will be extended into the Central Area past the southernmost Village Green to the southerly greenway street.

Williams Road

Williams Road is a four-lane north-south arterial road that transitions to 2-lanes in the vicinity of Boronda Road. Although located east of the Plan Area it provides access (via Boronda Road) to US Highway 101 and other areas located in the eastern portion of the City.

5.3 Planned Circulation Facilities

5.3.1 Circulation and Access Plan

The Salinas General Plan encourages the design of residential neighborhoods that enhance quality of life. Streets must be designed so that trucks, emergency vehicles, transit and automobiles can all safely share this public realm with pedestrians and bicyclists. The proposed vehicular circulation plan aims to slow traffic within the neighborhood while still allowing convenient and safe access to the new neighborhood, as well as provide linkages between the Plan Area and the existing City, see Figure 5-5, Future Arterial and Collector Roads & Vehicular Access Plan.

A number of different street sections are proposed for the Plan Area and are illustrated in Appendix K. All street design sections must incorporate post construction best management practices (PCBMPs) which are discussed in Chapter 7. All street sections and designs within the Plan Area shall be consistent with the Specific Plan and shall be built to City structural standards.

Table 5-1: Proposed Future Growth Area Street Sections (1)(2)

Description	Curb to Curb	Park Lane	Two-Way Travel Lanes	Recommended Maximum ADT
Local Residential Street 1	32 feet	7' (both sides)	9'	1,000
Local Residential Street 2	34 feet	7' (both sides)	10'	1,500
Local Residential Street 3	36 feet	7' (both sides)	11'	2,000
Local Residential Street 4	28 feet	7' (both side)	10.5'	2,000
Collector Street without Bike Lanes	40 feet	8' (both sides)	12'	3,000+

Source: Salinas Zoning Code Table 37-30.200
 (1) Also See Table 5.2, Street Section Summary and Appendix K
 (2) The above street standards were field tested by Salinas City Staff including Public Works, Fire and Police were found to slow traffic, therefore are safer and yet still accessible to emergency vehicles.

Figure 5-2 illustrates the concept for public transit routes in the Plan Area.

Figure 5-3 illustrates the bicycle circulation and community pathway plan that has been incorporated into the Central Area Specific Plan.

Both internal and external proposed street improvements are designed to accommodate the anticipated number of trips generated by development of the planning area. Consequently, the location and cross-sections of a roadway may be refined based on the traffic study prepared in conjunction with the CEQA analysis for the Specific Plan and any subsequent traffic analysis during the final design and final mapping process of each residential subdivision as approved by the City Traffic Engineer.

The overriding concept of the walkable neighborhood suggests that the safe movement of pedestrians is critical. Visitors, workers, and residents may arrive in the neighborhood in vehicles, but eventually enter the realm of the pedestrian, who moves no more than four miles per hour. Although the street design focus must be on the pedestrian and bicycle, many types of transportation must be accommodated and brought into balance within the proposed neighborhood streetscape. Limited lane widths, two-way traffic, on-street parking, tighter curb radii, narrow street crossings (bulb outs), traffic tables, small scale roundabouts, added stop signs, ample sidewalks, wide landscaped parks strips, homes and businesses facing and adjacent to the street, and minimizing driveways in front yards which interrupt the sidewalk, are all key elements of a walkable, pedestrian-first strategy. These standards were established in the rights-of-way of the Plan area in order to balance out its use by emergency responders, drivers, bicyclists, and pedestrians. In the transition between Village Center and neighborhood edge zones, the ingredients of the street design vary by location to generate a quality of place and a character that varies from place to place within the neighborhood.

Table 5-2: Street Section Summary – All Street Sections are subject to the approval of the City Traffic Engineer.

Street Type	Type of Street	Planter	Sidewalk	Planter	Parking	Bike Lane	Travel Lanes	Median Left Turn	Travel Lanes	Bike Lane	Parking	Planter	Sidewalk	Planter	Total Right-of-Way
A-1	Residential Alley – garage access both sides	0	0	5	0		10		10		0	5	0	0	30
A-2	Residential Alley – garage access one side	0	0	5	0		10		10		0	5	0	0	30
LS-1	Low Traffic – homes one side, open on other	0	5	8	7		10		10		0	3	Open Space		43
LS-2	Low Traffic – homes on both sides	0	5	8	7		10		10		7	8	5	0	60
LS-3	Low Traffic – school one side, homes other side	0	10	0	8		11		11		8	8	5	0	61
C-1	Southerly Greenway – Med. Traffic, school/homes	0	12	8	8		12		12		8	8	5	0	73
C-2	Northerly Greenway – Med. Traffic, homes/school	0	5	8	8		12		12		8	8	8	0	69
C-3	Southerly Greenway Entrance to CASP	0	12	8	8		12	22	12		8	8	5	0	95
C-4	Independence Blvd.	Gabilan Creek		8	0	6	12	22	12	6	8	8	5	0	82
MS-1	Medium Traffic – Homes one side	0	5	8	8		11		11		0	3	0	0	46
MS-2	Medium Traffic – Homes both sides	0	5	8	8		11		11		8	8	5	0	64
VC-1	Village Center Street Mixed Use One Side	0	15	0	8		26	236	One way street around park						334
VC-2	Village Center Street Mixed Use Both Sides	0	15	0	20		12		12		20	0	15	0	94
ART-1	Russell Road (Interim west end)	138' Agricultural Easement			6	12		12	6	8	10	8	0	200	
ART-1 GPB	Russell Road @ General Plan Buildout (west end)	44' A.E.	8	10	8	6	24	22	24	6	8	10	8	0	200
ART-2	Russell Road (interim east end)	138' Agricultural Easement			6	12		12	6	8	10	8	0	200	
ART-2 GPB	Russell Road @ General Plan Building (east end)	44' A.E.	8	10	8	6	24	44	24	6	8	10	8	0	200
ART-3	Old State Road – existing county road	0	0	14	0	6	16		16	0	0	14	0	0	60
ART-3 GPB	Old Stage Road (General Plan Building)	0	8	40	0	6	24	22	24	6	0	10	0	0	140
ART-4	Constitution Blvd (GPB – homes west side)	0	8	10	8	6	24	22	24	6	0	10	8	10	136
ART-4	Constitution Blvd (GPB – open space both sides)	0	8	10	0	6	24	22	24	6	0	20	8	0	118
ART-5	Boronda Road (General Plan Buildout)	10	8	10	0	6	36	22	36	6	0	0	8	2	144
ART-6	Natividad Road – General Plan Buildout	8	8	8	0	6	24	22	24	6	0	8	8	8	130

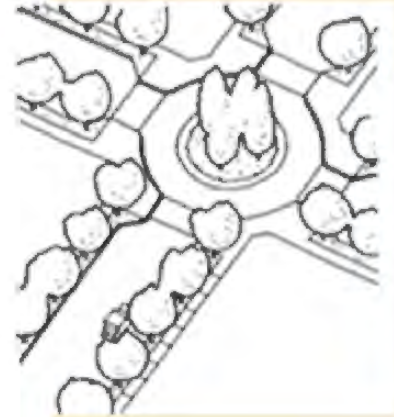
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5.4 Traffic Calming

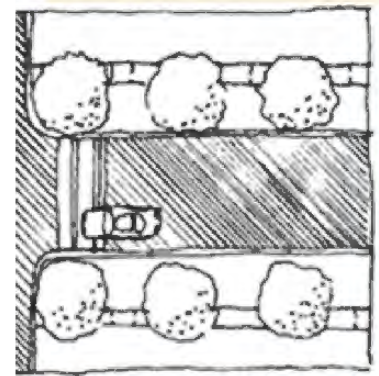
The design of an interconnected street network must include provisions to discourage fast through-traffic on neighborhood connector and local streets. Intersection treatments (i.e. bulb outs) shall be provided at intersections located adjacent to schools and parks to limit street crossing distances, calm traffic, and enhance pedestrian/bicycle safety. While consideration must always be given to specific demands and conditions (e.g., traffic volume, proximity to larger roads, turning movements, special vehicle needs, and intersection spacing),

Recommended traffic calming measures on connecting and local streets may include:

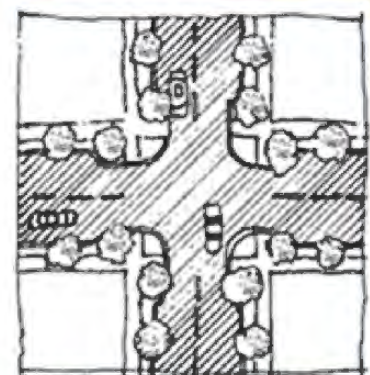
- (1) **Appropriate Street Widths.** Street widths should be narrow (as proposed in the Specific Plan) to slow traffic while accommodating the estimated traffic demand (ADT) at a reduced speed and providing adequate emergency vehicle access.
- (2) **Traffic Circles.** Where needed to slow traffic, small traffic circles may be placed at the center of intersections along the southerly greenway street, subject to approval by the City Engineer. These islands shall be landscaped and maintained to avoid obstructing drivers' views. Small traffic circles function most efficiently when they are used without stop signs.
- (3) **Median Islands.** These islands are installed in the center of a street, and can serve to narrow and redirect traffic lanes, manage traffic movements, and provide a pedestrian crossing island by providing a safe area to pause in mid-street and provide opportunities for PCBMPs .
- (4) **Bulb-outs, Textured Crosswalks and Raised Intersections.** These features can be used singly or in combination with other features. Bulb-outs with tight curb radius slow traffic and reduce pedestrian crossing distances by narrowing the curb-to-curb dimension of the street, either at an intersection or mid-block and provide opportunities for siting PCBMPs. Bulb-outs are typically created by eliminating the parking area next to the intersection when a turn lane is not needed. Crosswalks can be textured by means of special pavers or other treatment, to alert drivers to the presence of pedestrians.
- (5) **Curved Streets.** A curved street reduces the distance a driver can see ahead, and studies show drivers reduce their speed when curved streets are used in combination with other traffic calming measures.
- (6) **Lined Streets.** Parked cars and a formal street tree planting (located in a minimum 8-foot wide planter) between the sidewalk and curb and in planted bulb outs, creates the feeling of a narrower street leading drivers to reduce their speed.
- (7) **"T" Intersections.** Road alignments are generally offset at least 150 feet, forcing turning movements. If carefully sited, "T" intersections can also create prominent vistas to parks and civic features.



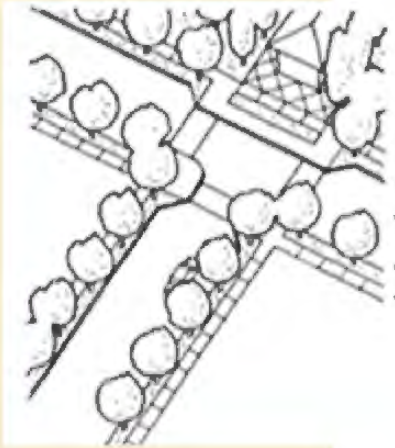
Example of a Traffic Circle



*Example of Textured Crosswalk.
A combination of techniques
may be used in areas of heavy
pedestrians or bicyclist traffic to
effectively "tame" traffic.*



*Example of Knockouts or
Bulb-outs*



Example of a "T" Intersection

(8) Prohibited Traffic Calming Measures. Traffic-calming measures not permitted in the Plan Area include the following:

- (A) Speed Bumps.** Speed bumps traverse travel lanes with raised strips that are typically three to four inches high. The need for speed bumps is symptomatic of excessively wide road designs. While offering a method for slowing traffic within pre-existing conditions, other methods for slowing traffic should be employed on new streets.
- (B) Cul-de-sacs, Loop Streets, Street Closures and Forced Turns.** Using cul-de-sacs, loop streets, street closures, permanent barriers and diverters work against the creation of an interconnected street network, which is inconsistent with the Specific Plan and the General Plan and shall not be used.

5.5 Public Transit

The largest public transit provider in Monterey County is Monterey-Salinas Transit (MST). MST operates from five key transit centers: the Monterey Transit Plaza, Salinas Transit Center, Watsonville Transit Center, Edgewater Transit Exchange in Seaside/Sand City, and Marina Transit Exchange. Each of these centers operates on a time-transfer pulse schedule providing easy connections and quick transfers to multiple routings.

Greyhound Bus Lines, a private company provides bus service throughout the United States and Canada. The bus terminal for the Salinas-Monterey area is located in downtown Salinas. Local service is provided between Salinas and cities northwest in Santa Cruz County, as well as to the Salinas Valley communities. Interregional services are provided from the Salinas-Monterey area to every major city in the United States.

Passenger rail transportation is provided in the Salinas area by Amtrak. Amtrak utilizes the railroad track that enters Monterey County from the north at Watsonville Junction via Castroville to Salinas and the track that continues southward through the Salinas Valley into San Luis Obispo County, and eventually to Los Angeles. An Amtrak station is located in downtown Salinas.

The City and the Transportation Agency for Monterey County (TAMC) are pursuing extending commuter rail service from the San Francisco Bay Area to Salinas. Currently, commuter rail service (Caltrain) terminates in Gilroy in Santa Clara County. In anticipation of such service, the City developed an intermodal transportation center at the existing Amtrak station. The Salinas Rail Extension was certified in the fall of 2006. Extended commuter rail service is anticipated to begin in or after 2020.

5.5.1 Public Transit in the Plan Area

The New Urbanism approach to planning the North of Boronda FGA includes planning for the extension of bus transit into this area. The interconnected street and path systems throughout this area will facilitate access to future transit service.

MST currently provides limited bus transit service in the vicinity of the project site. Two standard transit routes currently pass by the project site: Routes 45 and 95. All of these routes primarily access the site along either Boronda Road or Natividad Road providing transit service from the northern areas of the City to the Salinas Transit Center located in downtown Salinas. The existing bus stops closest to the Plan Area are located along Independence Boulevard near Nantucket Boulevard and along E. Boronda Road near Natividad Road. These routes operate on weekdays, Saturdays and/or Sundays, and generally have one hour headway.

MST will continue to provide transit services to the project area. Transit access to the Plan Area is currently limited and indirect. The high density apartment and mixed use commercial components of the Village Center districts in the Plan Area will lead to an increased demand for transit in the immediate area. The project applicant has consulted with MST regarding future bus routes and potential bus stop/shelter locations within and surrounding the Plan Area. A letter and diagram outlining the MST approved bus routes and bus stop/shelter locations is been provided in Appendix L. With the addition of the new MST proposed bus routes, it will ensure that transit services are available within a 5-minute walk for 90% of CASP residents. MST-approved new transit routes and stops within and near the project site are also shown on Figure 5 2. MST has reserved the right to modify these routes in the future as deemed appropriate. The design of the bus stops/shelters will conform to the MST standard included in the report MST Designing for Transit and Land Use in Monterey County (Appendix D) or the current standard at the time of development as determined by MST.

5.6 Pedestrian Circulation

The Specific Plan is intended to develop a walkable community by providing accessible and safe movement of pedestrians within the Plan Area and to the adjacent surrounding neighborhoods. Paths (also referred herein as “sidewalks”) will be provided along both sides of all internal and perimeter streets, but not in alleyways. Design of the Village Center will accommodate pedestrian circulation with 15-foot wide sidewalks and safe access routes to all proposed parking areas. Pedestrians will be able to access all buildings and uses within the Project Area. Sidewalks will be a minimum of 5-feet wide in residential areas and 8-feet wide along school and park frontages except for the greenway streets and paths which will be wider. See Street Sections in Appendix K.

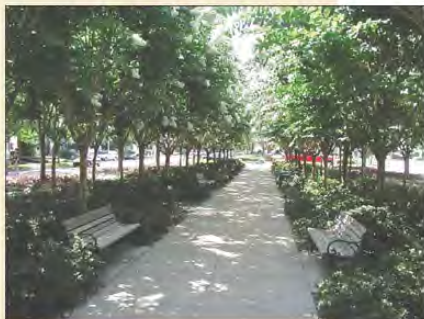
A 28-foot wide landscaped greenway promenade (the southerly greenway path) will be located along the entire length of the north side of the southerly greenway street. The southerly greenway promenade will have a share-use path connecting the library, parks, schools, open space, and the Village Center. The path will also extend and connect into the future East Area Specific Plan and the adopted West Area Specific Plan to the east and west of the Plan Area, respectively. Details of the southerly greenway promenade path is further described below.

There will also be other sidewalks located around the perimeter of the Specific Plan with on-street bike lanes and 8-foot wide sidewalks. A 10-foot wide paved class I pedestrian/bicycle path will be included along the tower line easement and a seven-foot-wide sidewalk will be incorporated on the south side of the northerly greenway street. A 10-foot wide all weather (ADA compliant) pedestrian and bicycle path will also be provided to link to existing Natividad Creek pedestrian/bicycle paths south at E. Boronda Road.

The location, design, materials, width, and other features of all paths/sidewalks shall be subject to the approval of the City Engineer in accordance with City standards and pedestrian needs. At a minimum, all sidewalks and paths shall be ADA-compliant and paved all-weather surfaces (with access ramps and curb returns as required by law and City/State standards) except where otherwise approved by the City Engineer. Appendix K shows the proposed street section for the greenway streets and related path. See Figure 5 3 the plan for bicycle and pedestrian circulation.

5.6.1 Greenways

The greenways refer to two paths/streets. One of the paths (the northerly greenway promenade), is located on the south side of northern collector street (commonly referred to as the “northerly greenway street.”) The other path (also referred to as the southerly greenway path) is located on the north side of the southern collector street (commonly referred to as the “southerly greenway street”) as shown in the street sections in Appendix K and in Figure 5-3, Bicycle & Pedestrian Circulation. All lots abutting the greenways shall be afforded nonexclusive on-street parking along their frontage and direct pedestrian access. The north side of the southerly greenway street (the southerly greenway promenade) will be improved with the following: an 8-foot landscaped planter as measured from curb face to the edge of the path, a 12-foot, shared-use, paved all-weather (ADA-compliant) path and an 8-foot landscape easement from edge of the path (which is located within a 12-foot building setback area as measured from the street property line) except in the Village Center and along the proposed middle school site frontage, which will have an 18-foot wide path as provided for in the Specific Plan. No fences or buildings may be located within the landscape easement and no buildings may be located within the building setback. The southside of the northerly greenway street will be improved with a 7-foot minimum path and 8-foot landscaped planter between the path and the street curb.



Example of pedestrian-focused and friendly greenway.

To maintain all-weather (ADA-compliant) paths that are uninterrupted as possible, private driveway access across the two paths is prohibited on both the northerly and southerly greenway streets except in the Village Center where two driveways will be permitted: one driveway between Hemingway Street and the library site and one on the middle school site. Access to alleyways may be allowed in other limited locations across the paths as approved by the City Engineer. Appropriate striping, signage, and design will be utilized to ensure the safety of path users.

The southerly greenway street segment will have special treatments that include custom decorative street lighting (see Appendix E), additional

greenway path lighting, street furniture (such as benches, trash receptacles), and way-finding directional signage. These special treatments are to be consistent along the greenway segment as it extends through the Plan Area and into the future East Area Specific Plan Area and the adopted West Area Specific Plan as noted above. The northerly greenway street will have the same decorative street lighting (see Appendix E) as that used for the southerly greenway street since this street will also extend the length of the greater North of Boronda FGA.

5.7 Bicycle Circulation

The existing bicycle network in Salinas consists of more than 55 miles of Class I, II, III, and IV bikeways, which cover significant portions of north, south, and east Salinas. The classes of bikeways are as follows:

- **Class I—Bike Path.** A completely separated ROW for exclusive bicycle and pedestrian traffic with crossflow minimized.
- **Class II—Bike Lane.** A striped lane for one-way bicycle travel on a street or highway. The bike lane typically includes signs placed along the street segment.
- **Class III—Bike Route.** The bike route provides use of the edge of a street segment shared with motor vehicle and possibly pedestrian traffic. It typically includes signs, but no striping or additional facilities.
- **Class IV—Separated Bikeway.** Separated bikeways are either on-street on-off-street facilities reserved for use by bicyclists with physical separation between the bikeway and vehicular travel lanes.

In 2002, the City adopted the Salinas Bikeways Plan, which proposes additional bicycle lanes throughout the City. Once future improvements are completed in accordance with the Salinas Bikeways Plan, there will be approximately 95 miles of bikeways. A Class I shared use path currently exists adjacent to Natividad Creek and under the PG&E tower lines adjacent to Hemingway Drive. These Class I bike paths along Natividad Creek and under the PG&E tower line will be extended across and through the Plan Area.

Existing Class II bike lanes will be extended into the Plan Area on Boronda Road, Constitution Boulevard, Independence Boulevard and Natividad Road.

Bike lanes are currently provided along both sides of Boronda Road, Natividad Road, Independence Boulevard, Hemingway Drive and Constitution Boulevard near the project area.

The Specific Plan endeavors to encourage the use of alternative modes of transportation by incorporating bicycle and pedestrian friendly designs through an integrated system of roads, pedestrian paths, and bikeways. At the buildout of the Plan Area, bike lanes in the east-west direction are



Example of a decorative street lighting.

to be provided along both sides of the future Russell Road and Old Stage Road. In the north-south direction, bike lanes are to be provided along the extensions of Independence Boulevard (0.7 miles) and Constitution Boulevard (1.1 miles). Boronda Road and Natividad Road are to be widened at the buildout of the study project (2.1 miles). These roadways will continue to provide bike lanes along both sides.

As previously noted, the southerly greenway promenade will have a minimum twelve-foot wide paved all-weather surface (ADA compliant) Class I shared use path installed across the entire width of the Plan Area (1.7 miles) and ultimately connect to paths in the greater North of Boronda FGA. Figure 5 3 shows the proposed shared use paths, bike lanes and routes for the Plan Area.

5.8 Circulation Plan Goals, Policies, and Implementation Measures

The following goals, policies and implementation measures are in addition to those found in the Salinas General Plan and are specific to the Central Area Specific Plan.

Goal 1: Provide on-site circulation system that facilitates mobility and provides for all modes of transportation equally and safely and promotes New Urbanism, “Green Streets” and “Complete Streets” design principles

Circulation Policy 1-1: Provide a system of neighborhood roads that facilitate safe internal circulation.

Implementation Measures

1. The streets in the Plan area have been designed to promote New Urbanism and will incorporate green street (contained in Chapter 7) and complete street design principles and features to promote sustainability and comply with the City’s SWSP, NPDES Permit and the SWDS, and to provide a pedestrian, bicycle and transit friendly environment for residents and others.

At the time of development, project applicants and/or developers shall construct all internal roadways and alleys depicted in the Specific Plan and other applicable types of roadway improvements in accordance with City Standards, to serve the Plan Area as required in Chapter 9 (Public Facility Financing), other City traffic-related requirements, as applicable, the CASP EIR and MMRP, etc. Final street improvement plans shall be subject to review and approval of the City Engineer. All dimensions shown on figures or described in the Specific Plan or other applicable City standard for streets, alleys, sidewalks, parkways, paths, travel lanes, transit improvements and other street/pedestrian-related improvements shall constitute the minimum dimensions required except as otherwise approved by the City Engineer.

Circulation Policy 1-2: Traffic should operate at low speeds compatible with pedestrian and bicycle traffic through the use of speed control and traffic calming measures.

Implementation Measures

1. At the time of development, project applicants and/or developers shall build streets in accordance with street sections included in Table 5-1 and incorporate appropriate traffic calming as approved by the City Engineer.

Circulation Policy 1-3: Provide access to transit.

Implementation Measure

1. Ensure that future residents, employees and visitors can access via public transit. The Specific Plan shall be developed consistent with the Figure 5-2, Conceptual Public Transit Route Map or as otherwise required by MST. At the time of development, project applicants and/or developers shall consult with MST and TAMC to confirm the locations and types of required Plan Area project-wide transit improvements or other improvements, bus stop locations and spacing, pullouts and shelter design, signage, etc. Project applicants and/or developers shall prepare improvement plans that specify the required transit improvements. Project applicants and/or developers shall implement the plan for their respective phases or projects. Improvement plans (with the required transit improvements) for all individual phases or projects shall be subject to review and approval by the City Engineer and Salinas Permit Center.

Circulation Policy 1-4: Provide shade and landscaping on all streets and surface parking lots to improve pedestrian movement, calm traffic, improve project aesthetics and address urban heat island effects.

Implementation Measures

1. As a part of each improvement plan set, the project applicant and/or developer shall prepare a street tree planting and landscaping plan for all streets and alleys that describes tree spacing, landscaping, installation, and irrigation standards/improvements and post construction best management practices (PCBMPs). Sycamore, maple, elm, Monterey cypress, or similar large fast growing and deep-rooted tree species shall be used for street trees subject to approval by the City Planner and City Engineer. The Plan shall be consistent with Specific Plan and 2013 (or current) Storm Water Development Standards (SWDS) Appendix C for PCBMPs standards and City landscaping, irrigation, and street tree requirements, and shall be subject to approval of the City Planner and City Engineer. Each project applicant and/or developer shall be responsible for financing and constructing improvements on the street and alley serving each block prior to approval of any occupancy permit on that block, except the planter, street trees, sidewalk and landscaping in front of the

incomplete home may be delayed until the home nears completion, provided sufficient construction PCBMPs are installed and the delay is approved by the City Engineer.

Circulation Policy 1-5: Encourage pedestrian circulation by providing adequate width sidewalks (including minimum 8-foot wide landscape planters between the edge of curb and the sidewalk) as provided for in the Specific Plan and as approved by the City Engineer that connect neighborhoods, parks, recreation trails and facilities, mixed use commercial areas, and transit stops.

Implementation Measures

1. Project applicants and/or developers shall construct minimum 5-foot sidewalks (or as otherwise specified in the Specific Plan) and shall be separated from vehicular traffic (by a minimum 8-foot wide landscape planter) on all streets containing sidewalks consistent with the cross-section specifications shown in Appendix K.
2. Crosswalks, where required by the City Planner and the City Engineer, shall be white or yellow striped and surfaced with ½ inch raised red brick or pavers (rose color) between the stripes as approved by the City Engineer. Ladder striping or other related striping may be required where crosswalks are near or directly serve parks and schools. The City Engineer shall review the developer's circulation and subdivision improvement plans to ensure this feature is included, prior to approval of the improvement plans.
3. Pedestrian seating and trash receptacles (black in color) shall be provided at a minimum in all parks, every one-quarter mile maximum along promenades and the greenways, on each block within the Village Center and at all transit stops/shelters as approved by the City Engineer.
4. Streets, paths/sidewalks, and promenades (but not creek-side paths unless otherwise required by the Police Department and City Engineer) shall have nighttime lighting that meets the City's minimum illumination standards as determined by the City Engineer.

Spacing of the pedestrian and street lighting will depend on the following factors: photometric plan of the specific LED luminaire; luminaire's mounting height; roadway width; and type of roadway surfacing: per recommendations by the Illuminating Engineering Society of North America (IESNA) PR-8-00.

Photometric plans and LED luminaire specifications shall be submitted to the City Engineer for review and approval prior to installation of any street lighting.

Decorative street lighting fixtures and lighting design will be provided to create a sense of place, promote Traditional Neighborhood Development (TND) and Crime Prevention Through Environmental

Design (CPTED) principles and create pedestrian-friendly streetscapes in the Specific Plan and greater North of Boronda FGA.

All street lighting shall be consistent with Specific Plan (see Chapter 4, the Appendix and other applicable City standards). The City Engineer and City Planner shall review the developer's improvement plans for consistency with these lighting standards prior to approval of any subdivision improvements, Development Review Application or building permit, as applicable.

Circ Policy 1-6: Encourage use of bicycles for internal trips and transit for local trips.

Implementation Measures

1. The developer shall include travel lanes in conformance with the street cross-section specifications and standards shown in Appendix K. Deviations in lane width is subject to the approval of the City Engineer.
2. The developer shall ensure that every park/recreation facility, mixed use commercial, and office use shall conform to the City's standard requirements for total number of required bicycle parking spaces. Bicycle racks and accessible and multi passenger vehicle spaces shall be located near building entrances, if feasible. Future individual applications are encouraged to consider accommodating emerging trends at the time of submittal including but not limited to, bike share facilities. This requirement shall be reflected on improvement plans and be subject to review and approval of the City Engineer and City Planner prior to approval of any Development Review Application or building permit, as applicable.

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Figure 5-1: Street Key

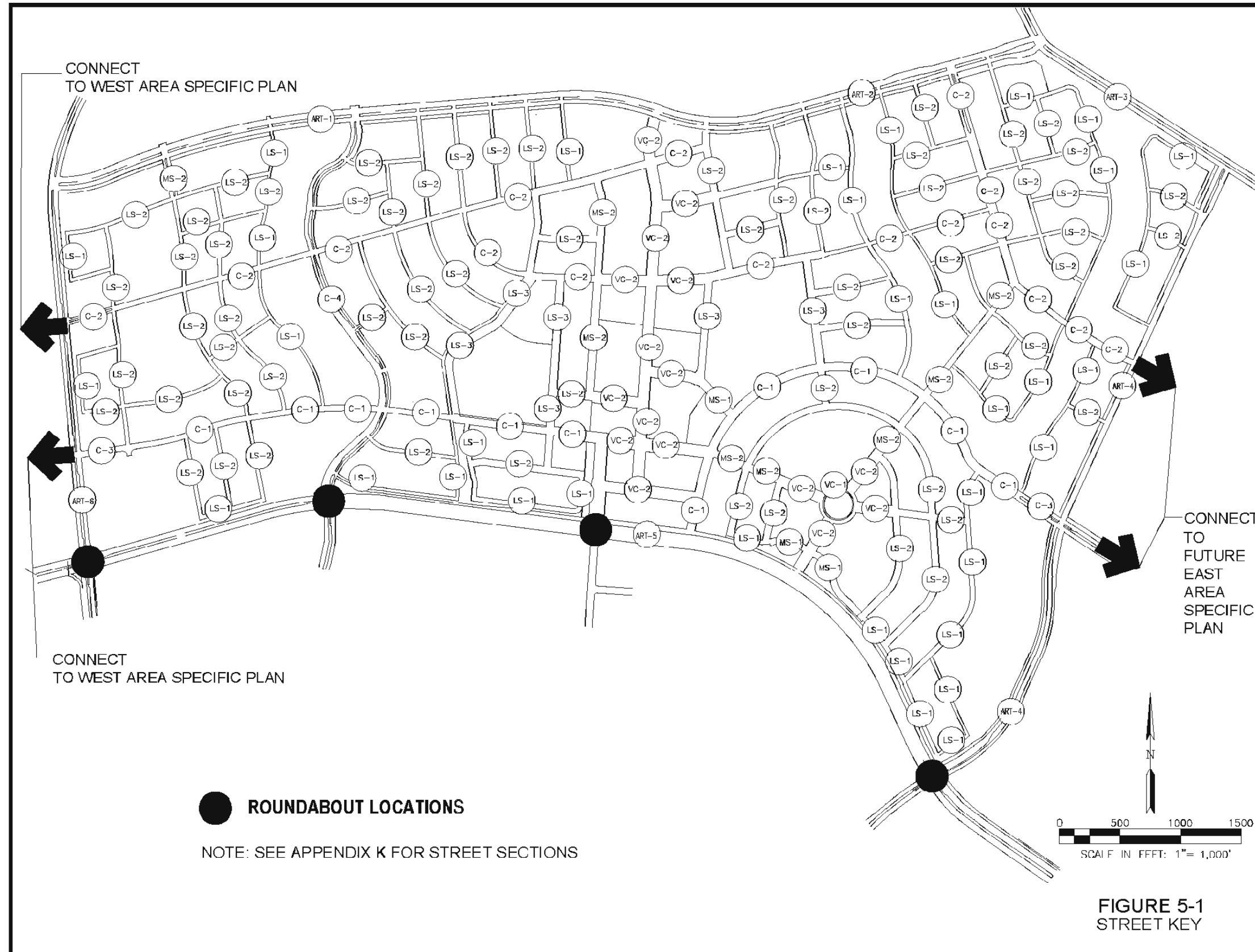


Figure 5-2: Conceptual Public Transit Route Map

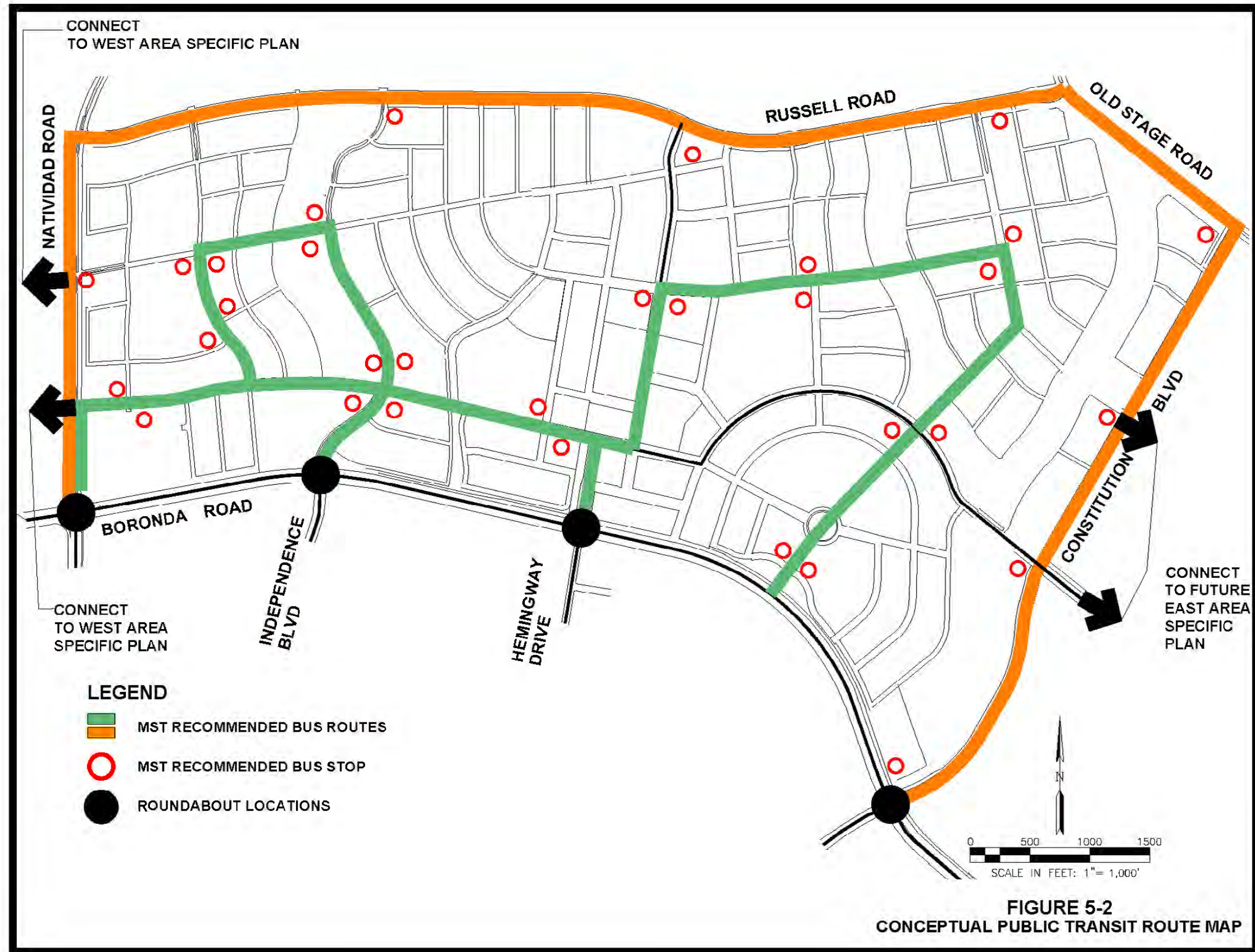


Figure 5-3: Bicycle & Pedestrian Circulation

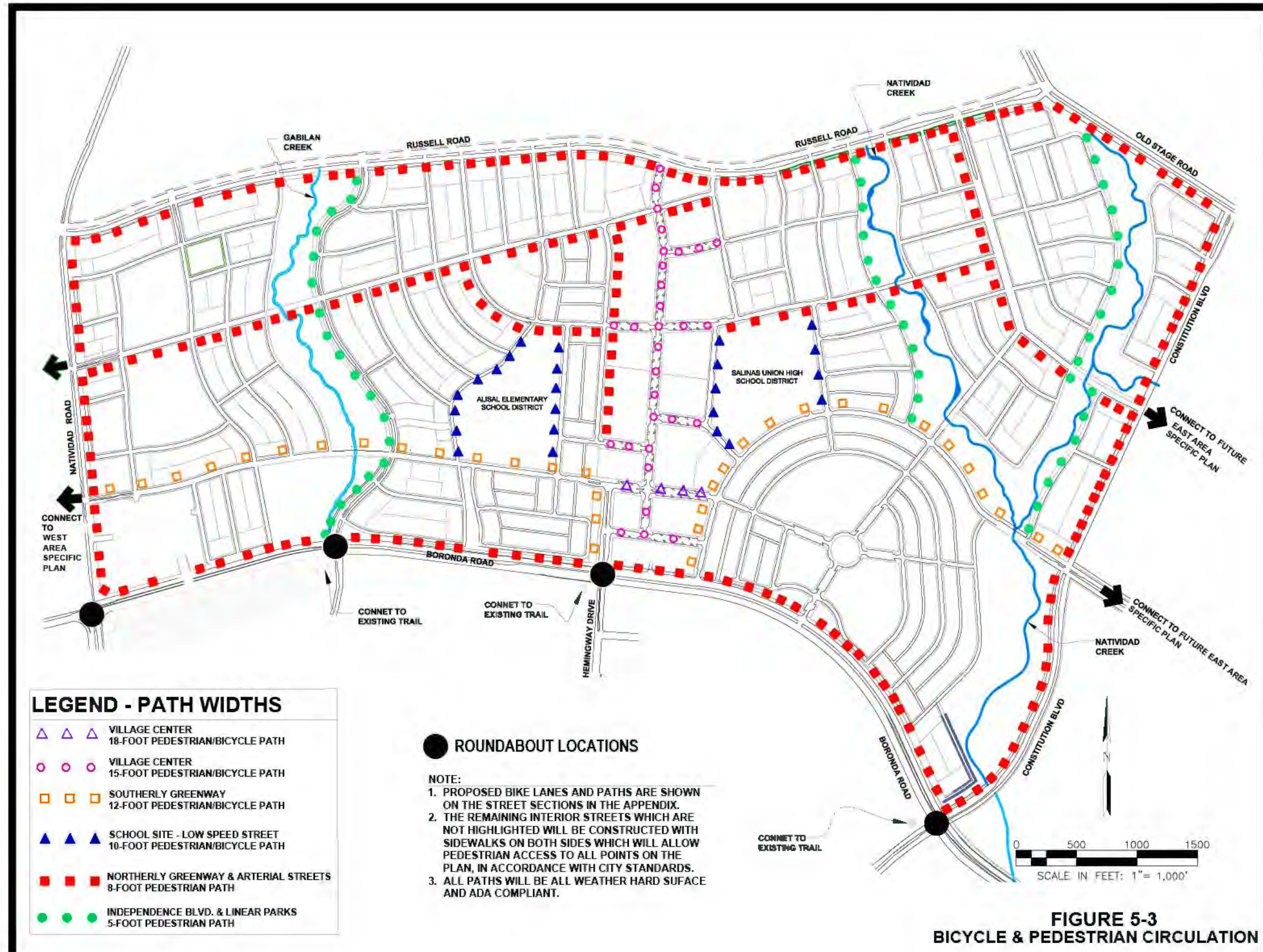


Figure 5-4: Existing Arterial Transportation Facilities

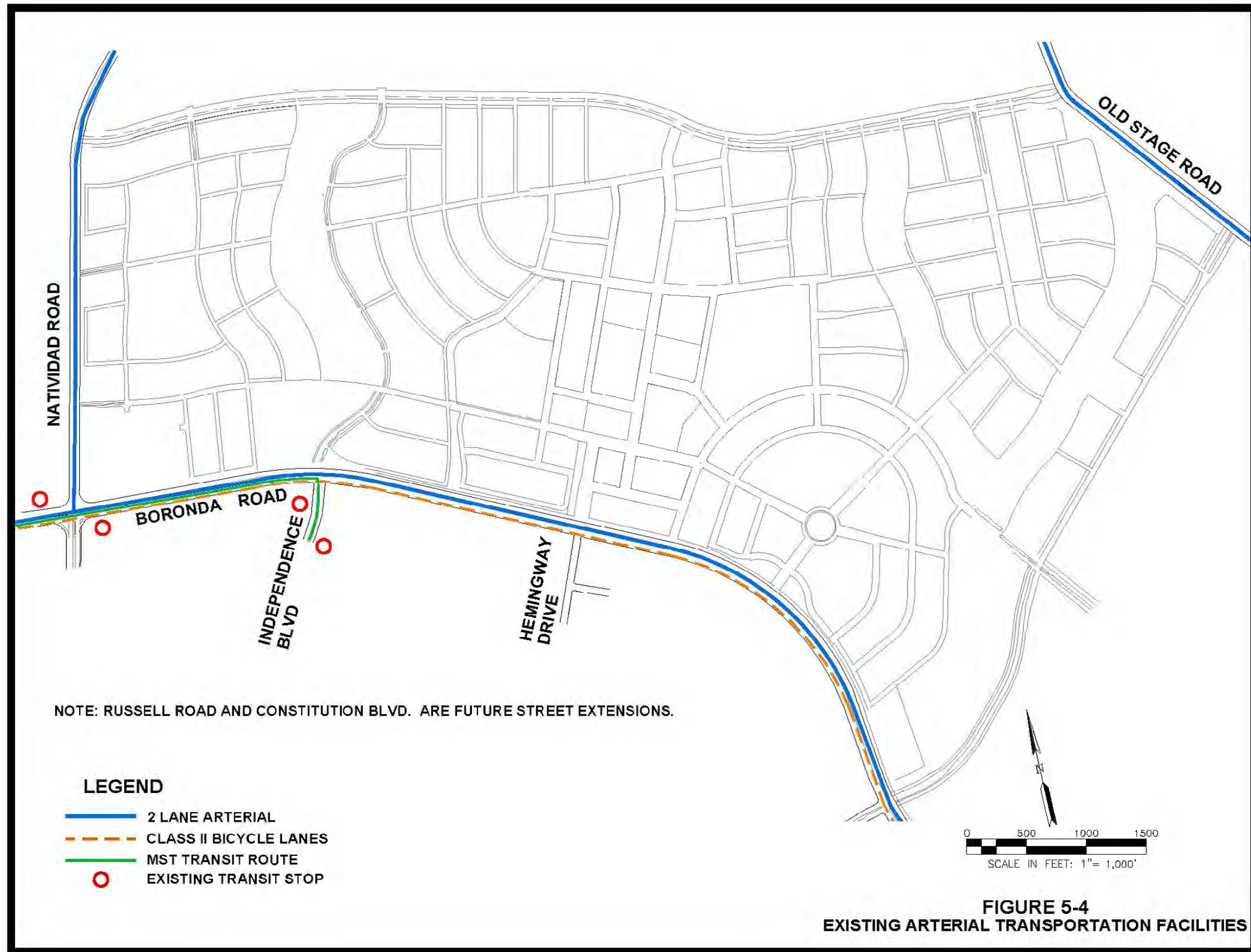


Figure 5-5: Future Arterial and Collector Roads & Vehicular Access Plan

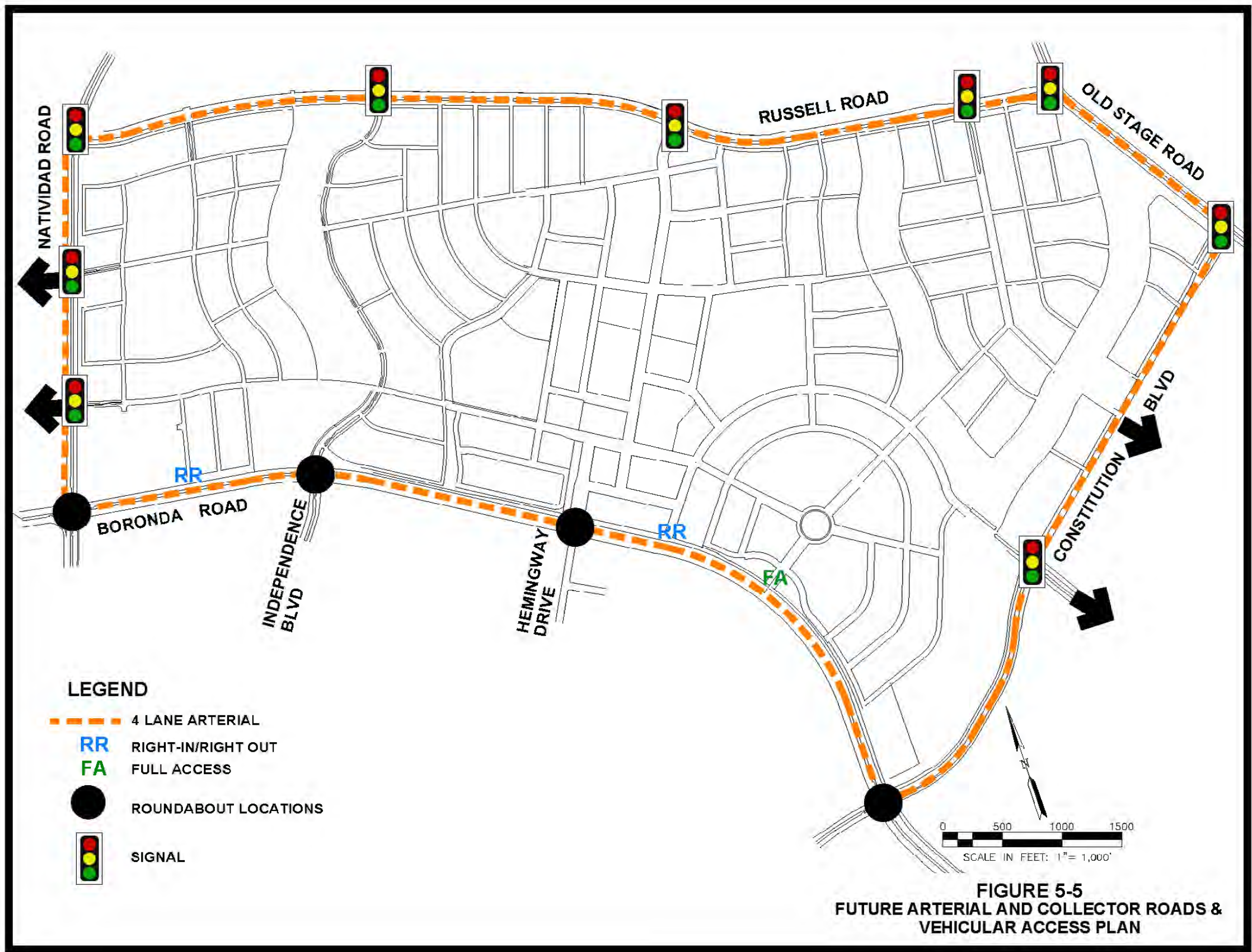


FIGURE 5-5
FUTURE ARTERIAL AND COLLECTOR ROADS &
VEHICULAR ACCESS PLAN

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6. Infrastructure Plans

6.1 Introduction

This Chapter describes the existing utilities infrastructure, the required improvements to the existing infrastructure, and the proposed new infrastructure needed to support the development of the Central Area Specific Plan. Based upon input from the City of Salinas and other public and private utility providers. The development of the Plan Area will require the extension of public infrastructure to serve the future neighborhoods. For the purpose of this Specific Plan, this Chapter will address the following infrastructure:

- Public infrastructure refers to water supply, treatment, and distribution; wastewater (sanitary sewer) collection, treatment, and storage; and grading & drainage.
- Public services refer to services and facilities for schools, parks, public safety (police), fire protection and emergency services, libraries, and public transit (see Chapter 5 for discussion of transit).
- Public utilities refer to electricity, gas, telephone, dark fiber (fiber optic), cable television, and solid waste services. Note: See Chapter 7, Stormwater, for the discussion of stormwater quality, retention, etc.





Example of a water well facility designed to be compatible with surrounding development.

6.2 Public Infrastructure

6.2.1 Domestic Water

Water Supply

This section provides an overview of the existing domestic water system pertinent to the proposed Central Area Specific Plan, including municipal drinking water wells, off-site water distribution systems, water treatment facilities and other drinking water supply considerations. It also describes the proposed on-site distribution system to meet potable water demands and fire flow requirements for the Plan Area. The Central Area Specific Plan EIR includes additional information and details regarding this topic.

The following documents were referenced in the preparation of this section:

City of Salinas

- City Letter to Cal Water & ALCO RE: FGA Water Supply (Sept. 22, 2006)
- North Future Growth Area Water System Study by P&D Consultants (July 6, 2007 & August 20, 2007)

Cal Water

- Can and Will Serve Letters for the Western Half of the Central Specific Growth Area. California Water Service Company. (October 31, 2014 and July 30, 2019)
- 2015 Urban Water Management Plan and Appendices
- Water Supply Assessment for West, Central, and East Specific Plan Areas (August 16, 2007)
- Email to City Staff confirming the continued validity of the WSA/Can and Will Serve Letter (March 26, 2020 from Brenda Granillo, Cal Water)
- SB610 Water Supply Assessment for the Central Area Specific Plan (December 2014)
- SB610 Water Supply Assessment for the West Area Specific Plan (Dec. 15, 2015)

ALCO Water Service

- Can and Will Serve Letters for Central Future Growth Area, Alisal Water Corporation (February 10, 2014 and March 27, 2020)
- Water Service Assessment [August 2007]
- Water Service Assessment (ALCO WSA) (October 2014)
- ALCO Letter from Robert T. Adcock discussing the Boronda Water Mains [July 6, 2007]

The City of Salinas employed P&D Consultants to conduct a water system study for the entire northern Future Growth Area. The results of this study are contained in the “City of Salinas North Future Growth Area Water System Study” report dated August 20, 2007. This report identified the onsite water facilities necessary to develop the North Future Growth Area for the City’s Sphere of Influence Amendment and Annexation process. The conceptual unit count used in the P&D study is higher than the Specific Plan unit count. Therefore, the following water demands replace the preliminary water demands developed in the P&D Consultants study.

Water Purveyors

Salinas receives all its potable drinking water from wells. There are two residential water purveyors within the City of Salinas: Alisal Water Corporation (ALCO); and California Water Service Company (Cal Water). Much of the groundwater in the Salinas area, including the East Side Aquifer Subarea, is generated through recharge of the basin via the Salinas River. There are no other water supply sources in the area and water imports across regional boundaries are not financially or practically feasible at this time.

The preparation of the Specific Plan includes review and discussion with the City regarding the Salinas General Plan and its certified FEIR. Discussions were also held with ALCO and Cal Water to identify specific future on-site and off-site water supply and distribution facilities. The preparation of this Specific Plan also included review of the requirements of the Salinas Urban Water Allocation Plan (City Council Resolution No. 15077). This allocation plan addressed water consumption from 1993 through 1996, requiring a 15% reduction from the 1987 consumption levels. The allocation plan accounted for conversion from agricultural to residential at 85% of the allowable pumping limit, and crediting for wastewater reclamation as well.

The current division of service areas splits the Plan Area in half along the PG&E tower line with ALCO serving the eastern half and Cal Water serving the western half. Table 6 1 shows the existing and conceptual facilities for Cal Water and ALCO. Both ALCO and Cal Water have produced Water Service Assessments (WSA) per the requirements of Senate Bill 610 and have issued will-serve letters for the project, which are on file at the City of Salinas Community Development Department.

ALCO Service Area

Alisal Water Corporation (dba ALCO Water Service) will provide domestic water service to the eastern half of the Central Area, as shown in Figure 6 2. ALCO draws all its water from the Salinas Valley Groundwater Basin, and more specifically the East Side Aquifer. As of the writing of this Specific Plan, ALCO has eleven wells dispersed throughout the Salinas service area; six are active, three are on standby due to water quality reasons, and two are drilled but not yet in service. ALCO has installed a 30 inch water main parallel to an existing 18 inch water main that runs through the center of the Plan Area, adjacent to the existing tower line easement.

ALCO has approximately 205,000 gallons of existing storage, which is not adequate for peak hour and fire flow demands in the Plan Area. However, ALCO has designated a new five-million-gallon storage tank for future construction to provide additional capacity during periods of high demand. The location is to be determined at a future date. It is anticipated that this 5-million-gallon storage tank will be installed once the Plan Area begins to develop. ALCO states in their October 2014 WSA they would be able to provide service to the entire Central and Eastern Future Growth Areas and their existing customers with the planned system upgrades. As previously indicated, ALCO has provided a “Can and Will Serve” letter dated February 10, 2014 and again on March 27, 2020 for the Plan Area. Refer to the CASP EIR for additional details with regard to water supply.

Cal Water Service Area

Cal Water will provide domestic water service to the western half of the Plan Area, see Figure 6 3 for the proposed domestic water distribution layout. Cal Water draws all of its water from the Salinas Valley Groundwater Basin, from two hydraulically connected sub-basins known as the East Side Aquifer and the western fluvial or pressure zone. Per the West Area Specific Plan SB610 Water Supply Assessment by California Water Service Salinas District, “a total of 28 wells supply the City of Salinas service area. The design capacity of active operations wells is 27,880 gallons per minute (gpm) or 40 million gallons per day (mgd) . . . of water”. In addition, Cal Water has three new wells being constructed. The capacity of these wells are anticipated to range from 500 to 2,000 gpm with an average design capacity of 1,200 gpm, for a total of 5.18 mgd additional water supply. Cal Water has been experiencing elevated levels of nitrates and volatile organic compounds (VOCs) in some of their supply wells. They have installed treatment facilities where practical and shut down wells where necessary to combat the problem. They have also implemented monitoring programs at all their wells to aid in future water quality planning. Cal Water states in their December 2014 WSA they would be able to provide service to the entire North of Boronda FGA and their existing customers with the planned system upgrades which was confirmed to remain valid as of March 26, 2020 (email from Brenda Granillo, Cal Water). As previously indicated, Cal Water also issued a will-serve letter for the project on October 31, 2014 and again on July 30, 2019 both of which are on file at the City of Salinas Community Development Department.

Cal Water and ALCO Water Systems

The proposed distribution systems for the Plan Area consists of pipes ranging in size from 8-inch to 18-inch compliant with the American Water Works Association (AWWA) C900 or C905 PVC or high-density polyethylene (HDPE) pipe. It is expected that no ductile iron or steel pipe will be used due to highly corrosive onsite soils. Both distribution systems will be designed to meet following criteria:

- Minimum pressure during fire flow plus maximum daily demand = 20 pounds per square inch (psi).
- Minimum pressure during peak hour demand = 40 psi.
- Maximum desirable pressure = 80 psi.
- Residential fire flow = 1,500 gpm for duration of two hours.
- Commercial fire flow = 2,500 gpm for duration of two hours.
- Maximum desirable velocity 8 ft/s
- Maximum desirable head loss 10 ft per 1,000 feet.

Additionally, fire flows for buildings or portions of buildings and facilities shall be based on California Fire Code, Appendix B or the standard published by the Insurance Services Office latest edition of the "Guide for Determination of Required Fire Flow." Verification that the water system meets requirements must be provided from the jurisdiction water utility company prior to any permit being issued.

Conditional Use Permit Required

Any of the wells, treatment, or other above ground conveyance facilities (including booster or pump stations) within either the Cal Water or ALCO Water District will be subject to approval of a Conditional Use Permit (CUP) through the City prior to installation. This CUP process will include, but not be limited to the review and approval of details for the decorative screening walls (8-foot minimum masonry walls or as otherwise required by the City Planner), landscaping, noise attenuation features, storage and use of hazardous materials, if any, drainage details (including water flows in the event of the malfunction of the applicable facility) and architectural features incorporated into the design of the applicable facility to ensure compatibility with and complement the surrounding built environment and land uses.

ALCO Water System

The existing nearby ALCO distribution system consists of the following pipes:

- 30-inch main and parallel 18-inch main running parallel to the PG&E electrical transmission towers and easement, west of Hemingway Drive.
- 12-inch main in Hemingway Drive running south from Boronda Road.
- 12-inch main in Boronda Road from Hemingway Drive to Constitution Boulevard.
- 12-inch main in Boronda Road running east from Constitution Boulevard.

- 12-inch main in Constitution Boulevard running south from Boronda Road.

ALCO anticipates the need for two new booster pumping stations along the 30-inch main since they do not have a water supply source close to the site. As previously noted above, approval of a Conditional Use Permit will be required for all well and pumping station facilities within the Plan Area. These facilities will be designed to blend with adjacent uses through the use of architectural features and landscaping and will be screened by a masonry wall that is a minimum of 8-feet high. The final location and design are subject to the approval of the City Engineer and City Planner. The conceptual locations for the stations are shown on Figure 6 2. The final locations for these facilities will be determined as part of the tentative map(s) process.

The 2014 ALCO WSA states: “. . . ALCO plans to construct a 5 million-gallon (MG) water storage tank at an elevation that will adequately provide pressure to its existing system and additional capacity for the future demand.” The ALCO report further states that developers are required to pay for all water system facility improvements necessary to provide water service to their projects. However, in the case of the 5MG reservoir, the WSA states: “The water utility, however, does finance the water system facilities and improvements for its existing water users. In the case of the 5MG storage reservoir, it will be built and paid for by the utility.”

Project Water Demand within the ALCO service area is shown in Table 6-1 below.

Table 6-1: Projected Water Demand – ALCO Service Area (MG/ Year) (1)

Year	2005 Actual	2010 Actual	2015	2020	2025	2030	2034
District	1,557	1,498	1,466	1,411	1,411	1,411	1,411
Proposed Project	N/A	N/A	36	218	400	582	727
Total (2)	N/A	N/A	1,503	1,629	1,810	1,992	2,137

Source: Alco Water Service Water Service Assessment
 (1) MG/Year = Million gallons per year
 (2) Totals may not add up due to rounding.

Cal Water System

The existing nearby Cal Water distribution system consists of the following pipes:

- 12-inch main in Boronda Road from San Juan Grade Road to Natividad Road.
- 8-inch main in Boronda Road from Independence Boulevard to the tower line west of Hemingway Drive.
- 12-inch main in Independence Drive running south from Boronda Road.

Cal Water anticipates that two (2) new well sites will be required within the Plan Area to better serve the Future Growth Area. The conceptual location of the wells is shown on Figure 6-3. As previously noted above, approval of a Conditional Use Permit will be required for all well and pumping station facilities within the Plan Area. These facilities will be designed to blend with adjacent uses through the use of architectural features and landscaping and will be screened by a masonry wall that is a minimum of 8-feet high. The final location and design are subject to the approval of the City Engineer and City Planner.

Project Water Demand within the Cal Water service area are projected to be:

Table 6-2: Water Demand Estimate– Cal Water Area (AFY)(1)

Year	2005 Actual	2010 Actual	2015	2020	2025	2030	2035	2040
District	20,933	16,940	20,053	19,840	21,125	22,504	23,984	25,572
Proposed Project	N/A	N/A	0	71	249	427	605	605
Total	N/A	N/A	20,053	19,911	21,374	22,931	24,589	26,177
Source: Cal Water, SB 610 Water Supply Assessment Notes: (3) AFY = Acre-feet per year								

Water Conservation

The developers of the Plan Area will be required to implement a Water Conservation Program that includes the use of low-flow toilets and shower heads, water-efficient dishwasher and washing machines and demand-controlled irrigation systems on all apartments, mixed-use commercial and public buildings throughout the Plan Area and other measures as may be required by the City and the California Building Code.

Landscape plant materials have been selected that have low water requirements and that thrive in the conditions present on the site. See the appendices for the approved Master Landscaping Plan. Artificial turf may be used for appropriate areas/uses. Extensive use of native species is proposed, which will reduce water demands and adapt well to the soil and wind conditions. This plant palette will quickly establish the community as an integral part of Salinas, yielding benefits in terms of visual quality and biological integration and reducing Urban Warming impacts.

Landscaping for streetscapes, individual parcels and other outdoor areas shall be drought tolerant and utilize irrigation systems (drip/bubbler system where appropriate) that are designed to minimize water delivered to plants. Use of irrigated turf shall be limited in accordance with City and State requirements. Irrigation controls will be state-of-the-art in the public spaces to minimize water usage, such as evapotranspiration-based (ET) irrigation controllers. These provide localized available soil moisture information to control the application of irrigation water to match climatic requirements and plant needs. Evapotranspiration is the combination of the moisture evaporated and transpired by plants as a part of their

metabolic process. The excess runs off or percolates below the root zone. Significant amounts of water are conserved by irrigating at the rate and schedule required to meet a plant's needs rather than the typical clock schedules now in common use. ET controllers are available from a variety of suppliers and will be installed in all residential, mixed use, commercial, and public facility applications, including parks. Single-family dwellings may have ET or other timed controls if approved by the City Planner.

A development of this scale provides an excellent opportunity to create irrigation systems for public spaces. Such systems can be managed in a very efficient manner including the use of centralized controllers, onsite weather information, water sensors, efficient emitters/spray nozzles, duration/cycles tailored to the soil and slope of each area.

All landscaping and irrigation in the Specific Plan area shall comply with the City's Water Conservation Ordinance, Water Efficient Landscape Ordinance, Zoning Code Landscaping and Irrigation requirements and Appendix C of the SWDS for PCBMP related landscaping (in regard to plan materials for LID and similar areas as may be amended from time to time). A biologist and/or botanist shall prepare recommendations for the riparian corridor plant species for restoration corridors and/or natural creeks, inclusive of tributary streams.

6.2.2 Sanitary Sewer

The following documents were referenced in the preparation of this section:

- Sanitary Sewer System Master Plan by CDM (August 2011)
- North Future Growth Area Sewer System Study by PDM (July 6, 2007)
- Technical Memorandum Re: Northern Salinas Development Evaluation for Sanitary Sewer from CDM to City of Salinas (January 24, 2007 – attached to P&D 2007 Sewer System Study)
- Wastewater Treatment Capacity Analysis - Salinas Future Growth Area Wastewater Treatment Facility by Mark Thomas & Company, Inc. for PDM (July 2007)

This plan establishes policies to help facilitate the final sanitary sewer design to meet the needs of the development. The Plan Area conceptual on-site sanitary sewer layout, Figure 6 4, addresses the sewer needs the Specific Plan development. The City of Salinas provides and maintains their own sewer collection service to the Salinas pumping station located at the southwest limits of the City. The Monterey One Water (M1W) provides wastewater treatment, recycling, and disposal for the City of Salinas. M1W also maintains the Salinas Pumping Station and downstream conveyance system to the Regional Treatment Plant.

Sanitary Sewer Generation

Historical Calculations

2006/JULY 2007 P&D STUDY

The City of Salinas retained P&D Consultants to conduct a sewer system study for the entire northern Future Growth Area. The Administrative Draft was dated August 2006. The final results of this study are contained in the "City of Salinas North Future Growth Area Sewer System Study" report dated July 6, 2007. This report identified the onsite sewer facilities necessary to develop the Salinas North Future Growth Area for the City's Sphere of Influence Amendment and Annexation process.

The total average and peak sewer generations determined by P&D Consultants based on land use assumptions at the time of the report are 1.64 and 2.96 million gallons per day (MGD) respectively for the entire Central Growth Area (Plan Area). Note that these flow projections no longer apply.

JANUARY 2007 CDM TECHNICAL MEMORANDUM (TM):

The City of Salinas hired CDM to conduct an initial evaluation of the impacts the entire North of Boronda Future Growth Area would have on the existing sanitary sewer system for the City's Sphere of Influence Amendment and Annexation process. The results of this evaluation are presented in the "Northern Salinas Development Evaluation for Sanitary Sewer" Technical Memorandum (TM) dated January 24, 2007. The TM evaluated the flow projections from the P&D 2006 Administrative Draft. CDM used the same land use and sewer generation assumptions as P&D Consultants to update the City's 1998 HYDRA model.

The results of the CDM analysis yielded average and peak sewer generations of 1.96 and 3.54 MGD respectively for the Central Growth Area (Plan Area). The memo concluded that the difference in total flow rate between their and P&D's calculations was due to the HYDRA model methodology for generating flows vs. previous methods of modeling. Note that these flow projections no longer apply.

AUGUST 2011 SALINAS SANITARY SEWER MASTER PLAN:

The engineering firm CDM was retained by the City of Salinas to update their Sanitary Sewer Collection Master Study, which was completed and adopted in August 2011 (Sanitary Sewer Master Plan). The Master Plan sets the sewer generation rate by land use along with the required peaking factors, etc. This most recent document is the methodology used to calculate the Plan Area sanitary sewer generation.

CENTRAL AREASANITARYSEWERGENERATIONCALCULATIONS:

Utilizing the acreages for each land use set forth in this Specific Plan and the sanitary sewer generation rates established in the 2011 Sanitary Sewer Master Plan, the Projected Sewer Generation for the Plan Area was

calculated. The Central Area is projected to yield an average dry weather flow of 0.83 MGD and a peak wet weather flow of 2.29 MGD, as detailed in Table 6-3 below. The difference between these calculations and the historical calculations are mainly due to two items: a reduction in density in the current Specific Plan, and the use of the new sanitary sewer generation rates and methodology, as established in the 2011 SS Master Plan.

Table 6-3: Projected Sewer Generation

Land Use	Net Area (Acres)	Neighborhood Density	Average Flow Rate (gpd)	Wet Weather Flow (gpd)	Total Flow (gpd)
Neighborhood Edge (NE)	208.0	Low	291,214	228,811	520,025
Neighborhood General (NG)	109.7	Medium	219,320	120,626	339,946
Village Center (VC)	50.5	High/Mixed Use	139,397	55,528	194,925
Public Facilities	60.7	Public	60,650	66,715	127,365
Public Parks	44.0	–	0	0	0
Public Open Space	103.0	–	0	0	0
Average				1.18 mgd	
Peak				1.75 mgd	
Source: Central Area Specific Plan, Section 6.0. (4) The following sewer generation rates used are based on the City of Salinas Sanitary Sewer System Master Plan, Prepared by CDM, August 2011: (5) Commercial/Mixed Use Flow = 1,200 gpd/acre; -Residential – High Density = 3,500 gpd/acre; -Residential – Medium Density = 2,000 gpd/acre; -Residential – Low Density = 1,400 gpd/acre; -Public Facility Flow – 1,000 gpd/acre; -Wet Weather Flow – 1,100 gpd/acre (10-year, 6-hour Design Storm) (6) Unsewered areas (open space, parks) do not contribute base flow to the system, i.e., zero unit flow rates.					

Sanitary Sewer Collection and Conveyance

Figure 6-4 shows the conceptual Plan Area onsite sewer system. The sewer system will consist of 8-inch to 12-inch pipes designed in accordance with the City of Salinas design standards at the time of final design. The sewer mains will be located in public streets and private alleys with public service easements. The sewer mains will connect to the existing City of Salinas sewer system at two locations: the 10-inch sewer in Independence Boulevard, and the 18-inch sewer near Constitution Boulevard.

The sewer collection and conveyance system entail a minimum of four creek crossings: one for Gabilan Creek and three for Natividad Creek and its tributaries. These creek crossings may require the use of siphons.

The 2011 City of Salinas Sanitary Sewer System Master Plan analyzed the City collection system including the anticipated flows from the future growth area. Along the portion of the system that carries the flows from the Plan Area, only one improvement is recommended: capacity improvement to the Lake Street Pump Station. In addition, the project will require a sewer main extension from the existing 18-inch main south of Constitution Boulevard extending northerly to the Plan Area, southerly of Hemingway Drive.

Sanitary sewer mainlines shall be designed in accordance with standard engineering practices, the City Sanitary System Master Plan, and the City development standards as may be amended from time to time. Sanitary sewer mains shall be designed to discharge the expected peak flow when the pipe is running full. The pipe grade shall be sufficient to provide a minimum two feet per second flow velocity based on the anticipated peak rate of flow. Sanitary sewer discharges into manholes shall be oriented in the primary direction of flow to improve hydraulics, and minimize turbulence in manholes, pipes, or related structures.

A registered civil engineer in the State of California shall oversee the calculations (stamp and seal calculations) for the proposed sanitary sewer system to ensure it is designed to operate acceptably, without leading to surcharge. The backbone sanitary sewer system shall connect to the system south of E. Boronda Road, as identified in the City's Sanitary Sewer Master Plan.

6.2.3 Grading & Drainage

Existing Topography

The Plan Area is currently undeveloped agricultural land consisting of row crop and orchard agriculture. Two creeks cross through the site: Gabilan Creek to the west and Natividad Creek to the east. Natividad Creek has three tributaries that connect onsite and continue south. The bluffs vary from approximately five feet to 30 feet above the creek floodplains. The bluffs slopes range between 20:1 and 4:1 (horizontal to vertical). However, the actual creek banks do experience slopes steeper than 4:1 in some instances. A 25-foot-high terrace near the middle of the Plan Area divides the two drainage basins. The site generally slopes from a northerly to southerly direction towards Boronda Road. The overall topographic relief is approximately 76-feet, with a maximum elevation of approximately 146-feet above sea level at the northeast corner on Old Stage Road, and a minimum elevation of approximately 70-feet above sea level in Natividad Creek at the Boronda Road crossing. Figure 6 5 shows the general topography across the Plan Area.

Existing Drainage

The existing drainage basins for the Plan Area were established using design-level aerial topography. Two creeks flow through the site from north to south: Gabilan Creek on the west and Natividad Creek on the east. The total onsite area tributary is approximately 290 acres to Gabilan and 449 acres to Natividad. Natividad Creek culvert crossings exist at Old Stage Road, Boronda Road, and nine agricultural roads. Gabilan Creek culvert crossings exist at Boronda Road and two agricultural roads. The two creeks continue south under Boronda Road and confluence at Carr Lake. Carr Lake drains into the Reclamation Ditch No. 1665, which continues west, draining into Old Salinas River and, ultimately, Monterey Bay.

Gabilan Creek and Natividad Creek are designated as areas of one percent chance annual flood by the Federal Emergency Management

Agency (FEMA) Flood Insurance Rate Maps (FIRMs) (Gabilan Creek is located in Flood Zone AE, and Natividad Creek is located in Flood Zone A, Flood Insurance Rate Map (FIRM) panels 06053C0226G, 06053C0228G, and 06053C0230G.). A FEMA map revision will be required to adjust the boundaries of the A flood designation prior to any development in the flood zone. The remainder of the site is located in shaded or unshaded Zone X.

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) and FEMA FIRM Panel Numbers are shown in Figure 6 6, FEMA Flood Zones. Since grading operations are planned within the existing flood zone as part of the creek restoration plan, further hydraulic studies and potential FEMA map revisions will be needed to ensure base flood elevations do not increase as a result of the proposed development to provide accurate Base Flood Elevations (BFEs) so structure and appurtenant serving utilities can be raised/floodproofed in accordance with the City's Flood Plain Management Regulations.

The Rezone application associated with the Central Area Specific Plan will include extending the Salinas Flood (F) Overlay District into the Plan Area.

Proposed Grading

The preliminary grading plan for the Plan Area was created to provide a developable site while minimizing the quantity of earth moved, achieving a balanced earthwork condition, and maintaining existing drainage areas and positive overland release to the existing creeks. The existing topography varies greatly across the site as expressed above. Development and street profile constraints require considerable cuts and fills at the transition slopes between the existing bluffs and at the creek enhancement corridor boundaries. Grading shall conform to the City's Erosion and Grading Control Ordinance as may be amended.

Grading Plans shall be submitted to the City for review and approval prior to construction. Final grading plans shall include tie-in grading to existing improvements, as necessary. Flow lines in gutters shall have a minimum slope of 0.3%, and a maximum slope of 5%. Grading plans will generally show items such as the building envelope, proposed/existing contours and top of curb or centerline elevations throughout the development area, finished pad and finished floor elevations, and the interface of these site development grades with adjacent properties and other information as may be required by the City Engineer. Low impact development (LID) strategies shall comply with the City's NPDES permit and SWDS requirements.

Final grading plans shall minimize grade differentials to the greatest degree possible, retain natural drainage patterns to the greatest extent possible, and keep the use of retaining walls to a minimum. Where retaining walls cannot be avoided and are 2-feet and higher, the walls shall be constructed of concrete, brick, or similar durable materials, approved by the Building Official and City Engineer. A soils report shall be prepared to address design requirements and compliance with NPDES parcel-scale development requirements.

Erosion control shall be provided on all site grading. Erosion control shall conform to Resolution No. 10836 (NCS). Applicable NPDES /SWPPP permits will be required and shall be obtained from the State Water Quality Control Board prior to any construction activities, in accordance with EPA regulations. Development shall comply with NPDES requirements in effect when construction begins.

The SWPPP shall include a plan indicating erosion control measures and Construction Best Management Practices (CBMPs) proposed for each subdivision. CBMPs shall include, but are not limited to: fiber rolls around the construction site, gravel bags or compost socks at all impacted inlets, rocked construction access to/from the site, agriculture water interceptor ditches and bio-treated runoff before discharging into any system, concrete washout facilities, and basins beneath temporary construction toilets.

Fill may also be required in the floodplain of the creeks to maintain positive overland release and for hydrologic mitigation, as proposed by Pacific Advanced Civil Engineering, Inc. (PACE). Figure 6 7, Conceptual Earthwork Design, shows the conceptual earthwork requirements with approximate maximum cuts and fills of 30-feet and as much as four million cubic yards of earth moved within the Plan Area. The grading plan for the Plan Area will be refined during the final design process to minimize changes to the existing topography to the maximum extent practicable per the requirements of the City of Salinas Development Standards.

The existing topography of the Plan Area slopes towards Gabilan and Natividad Creeks with a high ridge bluff dividing the two drainage areas. The creeks flow from north to south through the site. The conceptual grading plan seeks to maintain the overall drainage basin areas and direction of flow while creating a developable site for the proposed site plan.

In addition, Gabilan and Natividad Creeks have been severely degraded over the years due to farming operations. Grading operations are proposed to take place along these creeks to restore them to a more natural meandering, well-vegetated condition. Grading and restoration activities in creek areas may require the approval of City, State and federal agencies prior to any disturbance of these areas.

The site will conform to existing grades along the perimeter of the project boundary with grading conforms extending as much as 100 feet beyond the project boundary. The conceptual site grading will provide overland release to the existing drainage creeks and conform to conceptual grading plans for the adjacent future growth planning areas (West Area and East Area Specific Plans). It is expected that some retaining walls will be needed to absorb the elevation difference between many lots.

Proposed Drainage

The proposed grading and drainage plan will seek to maintain the existing shape and hydrologic properties of the existing Gabilan Creek and Natividad Creek drainage basins. This will be accomplished through the use of site/parcel-based uniformly decentralized controls including

Low Impact Development strategies and PCBMP to the MEP. Where infiltration is proven infeasible, efficient onsite storm drain systems, supplemental detention, and retention facilities, and enhancing the existing creek corridors may be implemented, on a case-by-case basis, per the direction of the City Engineer. Parcel-based stormwater management will minimize the storm drain system. Figure 6 8 shows the conceptual storm drain system for the Plan Area. The final design configuration and locations for these facilities will be determined as part of the preparation and approval of each tentative map within the Plan Area.

The onsite (underground) storm drain system will consist of reinforced concrete or high-density polyethylene (HDPE) pipe designed in accordance with the latest City of Salinas design standards. The storm drain system will direct the runoff to the supplemental detention and retention facilities located along the edges of the Gabilan and Natividad Creek corridors.

Detention and retention facilities are needed to mitigate for increases in peak runoff flow rate and runoff volume due to development. Water quality basins are needed to provide mitigation for increases in stormwater pollutants due to development. PACE has been retained to study the required hydrologic mitigation facilities and creek enhancement corridor. The hydrologic analysis was based on design criteria from the City of Salinas, Monterey County Water Resources Agency, and the Regional Water Quality Control Board. The potential hydrologic impacts to Carr Lake and the downstream reclamation ditch were also taken into account due to historical flooding issues. A de-silting basin will likely be required for Gabilan Creek, north of the future extension of Russell Road to minimize creek silting.



LID and Supplemental Detention basins and other green spaces slow water flow rates, which is a goal of stormwater management.

A landscape and maintenance plan for each basin shall be submitted with the tentative map creating said basin (retention or detention). Basins shall be designed to achieve an aesthetically attractive and natural vegetated appearance. The landscape and maintenance plan must be prepared by a qualified professional and is subject to approve by the City Engineer and the City Planner. See Chapter 7 for photo examples of natural vegetated basins and other applicable requirements (Note: will be inserted in the final document). All basins shall be maintained under the LLMD.

Stormwater Treatment

See Chapter 7, Stormwater and Water Quality Management, for the requirements for stormwater quality management.

6.3 Public Services and Utilities

This section provides an overview of the public services/facilities and utility providers in the City of Salinas including schools, parks, police services, fire services, library services, electricity, natural gas, and telecommunications. See Chapter 2, Land Use (for schools, parks, and library and fire services) and Chapter 8, Public Facility Financing of the Specific Plan for additional discussion on these topics.

All utilities serving development within the Plan Area shall be installed underground, as shall main utility lines within the project boundaries unless otherwise approved by the City Engineer. Individual utilities services and infrastructure shall be provided to each individual dwelling unit or non-residential use being created by the respective maps or applicable development review application (i.e. each unit or non-residential use shall have an individual water, sanitary sewer, gas, electrical, telephone, cable television, and other standard utility services), in accordance with the Salinas Municipal Code.

A public utility plan will be required with each individual subdivision. Said plans shall show the locations of all sanitary sewer and storm drain laterals/mains with connections to City mainlines, public utility mains and utility services (including utility boxes and structures), joint utility trenches, water and fire services, lights, driveways, fire hydrants, street trees, inlets/catch basins, and other structures within public rights-of-way and within the site's common areas. All large utility boxes shall be located on side yards of buildings and/or hidden from public view to the greatest degree possible and screened with landscaping or other features. Transformers shall be placed underground, unless otherwise approved by the City Engineer.

6.3.1 Existing Utilities and Easements

PG&E transmission towers and corresponding easement extend through the center of the site north of Hemingway Drive and border a portion of the site along the future extension of Russell Road and Old Stage Road. The transmission easements will be landscaped and improved as part of the development, see Figure 4 6. The Central Area Specific Plan land use plan will not disturb or impede access to the transmission tower. In this regard, structures will not be allowed underneath or within the 40-foot wide (20-foot on each side) swing zone of the transmission lines.

Existing 30 inch and 18 inch ALCO domestic water mains and corresponding easement run through the site parallel to the PG&E transmission towers. California Water Service is planning the installation of a new well and storage tank to help serve the FGA. Various road, ingress/egress, and right-of-way easements exist on site.

Figure 6 9 shows the locations of the existing easements within the Plan Area. All utilities (including power lines) serving each lot within the Plan Area shall be installed underground, as shall main utility lines within and adjacent to the project boundaries unless otherwise approved by the City Engineer.

Schools

The Plan Area is currently located within the Salinas Union High School District (SUHSD), the Alisal Union School District (AUSD), and the Santa Rita Union School District (SRUSD). A total of three school sites are identified in the Central Area Specific Plan. These schools are intended to serve the needs of future students who will live in the Plan Area

and the surrounding areas. Two of these school sites are owned by the applicable school district (SUHSD and AUSD, respectively). The purchase of school sites, not currently owned by the applicable school district, will be negotiated between the applicable District and the underlying property owner. The developer will pay the applicable school fees in effect at the time of building permit issuance.

The student generation rates (and the projected total number of students from the Plan Area) for each school district are shown on Table 6 4.

The AUSD has twelve K-6th grade schools in the East Salinas area. The District has indicated that their schools are currently at capacity. As noted above, the District currently owns a 12-acre elementary school site in the central portion of the Plan Area.

The SRUSD operates four K-5th grade elementary schools and two 6th -8th grade middle schools. The District has indicated that their existing schools are close to full capacity. An 18-acre site (east of Gabilan Creek) was designated in the Plan Area for a new K-8th grade elementary/middle school in the SRUSD. As of the date of this Specific Plan, a district boundary adjustment had been initiated between SRUSD, SUHSD and AUSD. If the districts finalize the boundary adjustment, SRUSD would relinquish that school site to the AUSD for the construction of an elementary school.

The Salinas Union High School District operates six high schools and four middle schools for the entire city, except within the SRUSD, which provides its own middle schools. All the schools are close to or exceeding their capacity. The District has purchased land for an 18-acre middle school site within the Plan Area just east of Hemingway Drive, adjacent to the southerly greenway street in the Plan Area. Additionally, the Salinas Union High School District recently completed the Rancho San Juan High School located in the West Area Specific Plan off Rogge Road.

Consultation with applicable school districts shall occur as described in Section 9.3, Project Review Procedures, under Tentative/Vesting Tentative Subdivision Maps, because the demand for new schools will gradually increase over the time period in which buildout of the Specific Plan gradually occurs. See Chapter 2 of the Specific Plan for an overview discussion of the school sites and student generation rates.

Public Safety: Police Protection Services

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Table 6-4: Student Generation Estimates

Dwelling Unit Type	Education Level	Generation Factors**
Alisal Union School District (AUSD)		
Single-Family (NE A-B) and (NG A-B)	Elementary	0.4180
	Middle	N/A
	High	N/A
Multifamily Neighborhood General (NG-C) and Village Center (VC A-B)	Elementary	0.2857
	Middle	N/A
	High	N/A
Santa Rita Union School District (SRUSD)		
Single-Family (NE A-B) and (NG A-B)	Elementary	0.3148
	Middle	0.1955
	High	N/A
Multifamily Neighborhood General (NG-C) and Village Center (VC A-B)	Elementary	0.5715
	Middle	0.1892
	High	N/A
Salinas Union High School District (SUHSD)		
Single-Family (NE A-B) and (NG A-B)	Elementary	N/A
	Middle	0.114
	High	0.137
Multifamily Neighborhood General (NG-C) and Village Center (VC A-B)	Elementary	N/A
	Middle	0.028
	High	0.011
<small>Source: Salinas Union High School District: School Facility Needs Analysis for the Salinas Union High School District, May 2020; Santa Rita Union School District School Facilities Needs Analysis, March 6, 2018. Alisal Union School District School Facilities Needs Analysis, July 2, 2020. Notes: AUSD only contains elementary schools; SRUSD only contains elementary and middle schools; SUHSD only contains middle and high schools.</small>		

See Section 8.4 for discussion of Police Services

Fire Protection and Emergency Services

See Section 8.4 for discussion of Fire Protection and Emergency Services.

Library Services

See Section 8.4 for discussion of Library Services.

Electricity Services

In February of 2017, Monterey Bay Community Power (MBPC), a joint powers authority, was formed to provide locally-controlled, carbon-free electricity services to San Benito, Monterey and Santa Cruz counties through the Community Choice Energy (CCE) model established by the State of California. The MBCP serves as the primary electricity service provider for residential and business customers in the City of Salinas. Prior to the formation of MBCP, Pacific Gas and Electric Company (PG&E) was the primary electricity service provider for the City.

MBCP provides various carbon-free electricity service offerings (with

reduced greenhouse sources such as solar, wind, and hydroelectric). Residential and business customers located in the Plan Area will be automatically served by MBCP unless they specifically select PG&E to be their service provider.

PG&E continues to provide distribution of electricity. PG&E indicates that sufficient primary line power service exists in close proximity to the proposed development area. PG&E currently operates a 12 kV overhead power line along Old Stage Road and Williams Road. A 12 kV underground primary line exists along Boronda Road. PG&E also maintains 112 kV transmission lines and corresponding easements along the northwest side of Old Stage Road, westerly along the proposed Russell Road alignment, and southerly down the middle of the site as mentioned previously in Chapter 6. By agreement, MBCP is authorized to utilize this same primary line power distribution system to provide electricity services to its customers.

PG&E plans to install a substation near the intersection of the proposed Russell Road alignment and the central north to south transmission lines. The substation will be subject to the City’s approval of a CUP in accordance with Article 6, Division 8 of the Zoning Code to ensure compatibility with adjacent uses. Table 6-5 shows the estimated electricity demand for the Plan Area.

Electric vehicles charging stations will be provided at the Village Center, public facilities, and other locations.

Table 6-5: Estimated Electricity Demand

Use	Usage Factor (kwh)	Project	Estimated Monthly Usage (kwh/month)
Retail/Services	1.35 kwh/sq.ft./month (1)	489,700 sq.ft.	661,095
Residential	867 kwh/unit/month (2)	3,911 unit	3,390,837
Schools	17,736 kwh/acre/month (3)	48 acres	851,328
Total			4,903,260
(7) 2012 U.S. Energy Information Administration Commercial Building Energy Consumption Survey (8) Average annual electricity consumption per residential customer, U.S. Energy Information Administration, 2017 (9) SUHSD New High School #5 Construction, Subsequent EIR			

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Natural Gas

PG&E provides natural gas service to the City of Salinas. A gas line exists along Williams Road. PG&E will extend their services to the Plan Area along E. Boronda Road in accordance with the franchise agreement with the City. There is also an existing 12-inch diameter transmission line in Natividad Road that operates at a maximum pressure of 350 pounds per square inch gauge (psig). PG&E has requested that a substation be constructed within the Plan Area.

Table 6-6: Estimated Natural Gas Demand

Use	Usage Factor (Therms)	Project	Estimated Monthly Usage (Therms)
Retail/Services	0.0225/sq.ft./month (1)	489,700 sq.ft.	11,018
Residential	40.25/unit/month (2)	3,911 unit	157,418
Schools	0.0225/sq.ft./month (3)	420,000	9,450
Total			177,886
(10) 2003 U.S. Energy Information Administration, Commercial Building Energy Consumption Survey (11) California Residential Natural Gas Consumption, California Energy Commission (12) School Estimated square feet: 85,000 sq.ft. for Elementary School, 125,000 sq.ft. for Middle School and 200,000 sq.ft. for High School.			

Telecommunication Services

Comcast provides cable television and internet service to the City of Salinas and will provide service to the Plan Area. AT&T/SBC and numerous other telecommunications companies provide telephone and cellular phone service to residents in the City of Salinas. Extension of existing underground cable networks within adjacent streets will be required to provide service to the Plan Area.

Communications infrastructure, including infrastructure necessary to support cable television, telephone, fiber optic networks, and wireless communications shall be installed throughout the Plan Area. Developer shall install empty (dark) fiber conduit within the public right-of-way in accordance with applicable City Standards, subject to review and approval by the City Engineer.

Solid Waste Management and Recycling

The Specific Plan will result in new mixed use commercial, residential and other development that will generate an increased demand for solid waste collection and disposal capacity. As shown on Table 6 7, Estimated Solid Waste Generation, the project will generate approximately 44,171 pounds of solid waste per day.

The Salinas Valley Solid Waste Authority (SVSWA) is currently the solid waste disposal service provider for the City of Salinas. SVSWA is a joint powers agency made up of the eastern half of unincorporated Monterey County and five cities, including the City of Salinas. SVSWA currently owns four landfills. Three of these landfills are closed and inactive while

Johnson Canyon Landfill is currently in operation. This landfill is operated by and serves as the regional landfill for the Agency.

Solid waste generated within the incorporated boundaries of the City is currently collected by Republic Services of Salinas and delivered to the Salinas Solid Waste Authority Transfer Station and Republic Services Transfer Station, which then transport the collected refuse to the Johnson Canyon Landfill, which is owned and operated by SVSWA. The combined permit capacity of both transfer stations can support most or all the City's waste stream transportation needs.

The Johnson Canyon Landfill is classified as a Class III refuse disposal facility by the Regional Water Quality Control Board (RWQCB). The site is permitted by the California Department of Resources Recycling and Recovery to accept a maximum of 1,574 tons of solid waste per day. The landfill's approved filled area is approximately 96 acres in size and its total site capacity is approximately 14 million cubic yards. Approximately 213,714 tons of solid waste were landfilled at the Johnson Canyon Landfill in FY 2017-2018. According to SVSWA (2018), the Johnson Canyon Landfill will be filled to capacity in approximately 38-45 years based on a combination of current solid waste generation rates and new waste reduction/diversion programs.

SVSWA is currently responsible for overseeing future landfill siting or expansion to meet the area's long-term solid waste disposal and resource recovery needs. SVSWA has proposed an approach to provide for the solid waste disposal and resource recovery needs for jurisdictions (that are located within its service area) for approximately 70 years or through approximately 2085. This approach includes increased waste diversion and materials recovery as well as the application of or contracting for advanced technologies for processing solid waste to provide sufficient long-term capacity and to help achieve the waste diversion mandates required by Assembly Bills (AB) 939, 341, and 1826, and Senate Bill (SB) 1383.

The California Green Building Standards Code (CALGreen), Chapter 14 of the City of Salinas Municipal Code and Zoning Code Section 37-50.200 and 210, which regulates the management of garbage, recyclables and other solid waste apply to the land uses/properties located in the incorporated boundaries of the City, including the Central Area Specific Plan.

On November 20, 2018, the Salinas City Council passed and approved resolution 21521 that authorizes the City Manager to deliver a one year written notice to the SVSWA of the City's intent to withdraw from the Joint Powers Agreement Between the City of Salinas, the City of Gonzales, the City of Greenfield, the City of King, the City of Soledad, and the County of Monterey Creating the Salinas Valley Solid Waste Authority. Pursuant to section 19 of the Joint Powers Agreement, the City gave the one-year notice to the SVSWA in a letter dated December 6, 2018. This notice still remains in effect as of the writing of this Specific Plan.

If the City finds that maintaining its membership in the SVSWA is in the best long-range interests of its residents and businesses and the region, then the City may opt to rescind the notice and remain a member of the SVSWA Joint Powers authority. Whether the City remains with the SVSWA or ultimately chooses another service provider, the solid waste disposal, diversion and resource recovery needs of the Central Areas Specific Plan and the City will be fully met.

Table 6-7: Estimated Solid Waste Generation

Land Use	Generation Factor (1)	Project	Estimated Solid Waste Generation (lb./day)
Retail/Services	6 lb/1,000 sq.ft./day	489, 700 sq.ft	2,938
Residential	10 lb/unit/day	3,911 units	39,110
Schools	0.5 lb/student/day	4,246 students	2,123
Total			44,171
(13) CalRecycle 2016			

6.4 Infrastructure, Public Services & Utilities Goals and Policies

The following goals and policies are found in the Salinas General Plan. The following policy Implementation Measures are relevant only to the Plan Area.

6.4.1 Water Supply, Treatment and Distribution

Goal LU-6: Work with water suppliers and distributors such as Cal Water and ALCO to continue to provide quality water supply and treatment capacity to meet community needs.

Policy LU-6.1: Actively work with Cal Water and ALCO, as well as regional water suppliers and distributors, to ensure that high quality water is available for the community.

Policy LU-6.2: Review development proposals to ensure that adequate water supplies, treatment, and distribution capacity is available to meet the needs of the development without negatively impacting the existing community.

Policy LU-6.3: Participate in and support regional programs and projects that target the improvement and conservation of the region's groundwater and surface water supply.

Policy LU-6.4: Actively promote water conservation by City residents, businesses and surrounding agricultural producers.

Implementation Measure

The Specific Plan will include the development of a water system to provide potable water to the Plan Area, which includes sufficient water pressure and fire hydrants as determined by the City to meet the needs

of residents and the development. The Specific Plan will include water saving features, such as low-flow toilets, drip irrigation systems, tankless water heaters for appropriate uses, faucet water restrictions and drought-tolerant landscaping and meet other City and State requirements related to water conservation including the City's Water Conservation Ordinance, Water Efficient Landscape Ordinance, Zoning Code Landscaping and Irrigation requirements.

Policy LU-6.5: Review projects subject, such as residential projects with 500 or more units, for compliance with Sections 10910-10915 of the California Water Code.

Implementation Measure

Cal Water and ALCO agree to serve the Plan Area based upon Water Supply Assessments Reports that have been prepared for the Plan Area by the water purveyors that conclude there is an adequate water supply to serve the Plan Area.

6.4.2 Sewer Collection and Treatment

Goal LU-7: Provide sewer service and maintain sewer facilities to meet community need for sewer collection and treatment.

Policy LU-7.1: Provide a sewer system and improvements that comply with the City's Sanitary Sewer Master Plan and meets the needs of the community for sewer collection and treatment and work with MRWPCA for sewer treatment needs.

Policy LU-7.2: City will review development proposals in accordance to ensure that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community.

Policy LU-7.3: Maintain the existing sewer system to provide a high level of service to existing neighborhoods.

Implementation Measure

The development of the Plan Area will include provision of a sewer collection system and other required upgrades that will convey wastewater to existing mains in the City and to the Monterey One Water treatment plant. It has been determined by the Monterey One Water that the treatment plant has capacity to serve the development of the Plan Area.

6.4.3 Flood Control

Goal LU-8: Work with Monterey County Water Resources Agency (MCWRA) to provide a level of flood control protection that meets the needs of the community.

Policy LU-8.1: Actively coordinate and work with MCWRA to provide and maintain necessary flood control facilities.

Policy LU-8.2: Apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentation ponds with new construction as required by the City.

Implementation Measure

The development of the Specific Plan shall include a system of supplemental stormwater detention and retention basins designed to supplement on-site/parcel-based LID PCBMP hydro modification mitigation and minimize impacts on MCWRA flood control facilities resulting from the urban development of the Specific Plan area.

Policy LU-8.3: Require new development, to the extent feasible, to provide flood control facilities that are aesthetically attractive, ecologically beneficial and require ongoing maintenance of the facilities through a maintenance district.

Implementation Measures

All basins and similar flood control facilities shall be designed to be ecologically beneficial and aesthetically attractive and have a natural vegetated appearance. In this regard, a landscape and maintenance plan for basins shall be submitted with the tentative map creating any basin (supplemental retention or detention). The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner. Chapter 7 includes photo examples of natural vegetated basins and other applicable requirements. All basins shall be maintained by a maintenance district such (e.g. LLMD).

6.4.4 Stormwater

Goal LU-8: Work with Monterey County Water Resources Agency (MCWRA) to provide a level of flood control protection that meets the needs of the community.

Goal LU-8.3: Require new development, to the extent feasible, to provide flood control facilities that are aesthetically attractive, ecologically beneficial and require ongoing maintenance of the facilities through a maintenance district.

Implementation Measure

The supplemental detention and retention areas and other flood control facilities in the Specific Plan will be installed by the developer. Basins, where feasible should be designed as usable open space and recreation areas. Groundwater quality will be handled by site/parcel-based PCBMP to the

MEP. Basins will be supplemental to the amount of hydromodification mitigation where infiltration rates make total on-site disposal in feasible as part of the overall low impact development program. Also see the implementation for LU-8.1, 8.2, 8.3 under Flood Control above and Chapter 7, Stormwater and Water Quality Management for additional details on stormwater management and implementation.

6.4.5 Education/Schools

Goal LU-9: Work with local school districts and other educational organizations to ensure that a level of public education is provided that meets community educational needs.

Policy LU-9.1: Work in partnership with local school districts and assist them in identifying land needed for new school sites so that sufficient facilities are provided for students.

Policy LU-9.2: Consider impacts of proposed projects on school enrollment and facilities when acting on annexation applications to ensure that public services and facilities service standards identified in Table LU-4 are met.

Policy LU-9.3: Support the development of career/professional schools that encourage a well-trained work force.

Policy LU-9.4: Work with Monterey Salinas Transit to provide transit routes to serve education institutions.

Implementation Measures

Development of the Central Area Specific Plan has included coordination with the Salinas Union High School District, the Alisal Union School District, and the Santa Rita Union Elementary School (by the City and the project applicants) to identify school sites that meet the needs of these Districts. Two of the school districts currently own school sites in the Plan Area. A third site identified in the plan will be reserved for acquisition by the appropriate school district in accordance with the requirements of the Subdivision Map Act.

Additional consultation with the applicable School Districts shall occur as described in Section 9.3, Project Review Procedures, under Tentative/Vesting Tentative Subdivision Maps because the demand for new schools will gradually increase over the time period in which buildout of the Specific Plan occurs. See Chapter 6.3.1 and Table 6-4 of the Specific Plan for discussion of student generation rates.

Implementation Measures

The planning for the Plan Area has included coordination with Monterey Salinas Transit (MST) to determine appropriate transit routes that will serve not only educational institutions but other uses in the Plan Area and the greater Future Growth Area as well. The City will continue to ensure MST is consulted throughout the development of the Plan Area. The City will also work with the school districts to coordinate transit needs through

MST as well. See Chapter 5 Circulation for further discussion of Transit.

6.4.6 Fire Protection, Emergency Services, and Code Compliance

Goal LU-4: Provide effective and responsive fire protection and emergency response service.

Policy LU-4.1: Provide an effective and responsive level of fire protection, public education, and emergency response service (including facilities, personnel, and equipment) through the Salinas Fire Department.

Policy LU-4.2: Improve the enforcement of regulations, such as Zoning Codes and building codes, to ensure existing and new development is constructed, occupied, and maintained to minimize potential fire and other hazards.

Implementation Measures

A new fire station site has been selected on the northeast corner of Natividad Road and the southerly greenway street in the Plan Area. The site was selected by the Salinas Fire Department to provide the most responsive access to the Plan Area and surrounding areas. The developers of the Plan Area shall pay their fair share of the City's Public Facility Impact Fee Program to fund the cost of this new fire station.

All new residential and commercial structures constructed in the Plan Area will be equipped with automatic fire-extinguishing (fire sprinkler) systems as required by the California Fire Code as adopted and amended by the City of Salinas. Fire sprinkler systems eliminate, or greatly reduce the rate of growth of a fire, increase life safety of the occupants and the responders, and limit structural damage.

Policy LU-4.3: Support incentives and public education programs such as the Seismic Retrofit Program that encourage compliance with building code and fire safety requirements.

Implementation Measures

The Central Area Specific Plan is required to comply with the latest building code and fire code rules and regulations including seismic codes or regulations. The California Building Code, Fire Code and other applicable codes adopted and enforced by the City in effect at the time of development shall apply.

Policy LU-5.1: Provide an effective and responsive level of police protection (including facilities, personnel, and equipment) through the Salinas Police Department in accordance with services levels identified in the General Plan.

Policy LU-5.2: Implement alternative policing methods, such as Community Policing, youth programs and crime awareness public education programs to reduce the incidence of crime within Salinas.

Implementation Measures

The developers of the Plan Area shall pay their fair share of the City's Public Facility Impact Fee Program to fund the cost of police facilities necessary to serve the site. A new Police Headquarters facility was recently completed in March of 2020 in this regard. Additional police officers and staff will be added to existing police services and programs, as needed to serve the Plan Area and the greater Future Growth Area as determined by the City to ensure conformance with the Police Protection Service Standards contained in the General Plan.

The Specific Plan's Design Standards require development to incorporate Crime Prevention Through Environmental Design Principles (CPTED), which promote pedestrian-oriented design and the use of windows, porches, and other features to promote "eyes on the street." The Plan Area's system of interconnecting streets and parks and community facilities surrounded by streets and sidewalks provide excellent access and visibility for police patrols to promote effective and responsive police protection.

6.4.7 Libraries

Goal LU-10: Provide a level of library facilities and services that meet the needs of the community.

Policy LU-10.1: Provide library services and facilities that meet:

- The Library Plan of Service
- The Library Department Mission
- The State of California guidelines for library facilities
- The General Plan Public Services and Facilities Service Standard of 0.5 square feet of public use library space per capita; and
- Library services within 2 miles of any residential use.

Policy LU-10.2: Maintain and continue to develop a high-quality library system that: enhances the cultural life of the community; is the repository of people's ideas, knowledge, and thoughts; and is the information center for the community.

Policy LU-10.3: Improve the library system by building at least two branch libraries and by expanding current library facilities, with interim expansion of service achieved through alternative means such as bookmobiles, portable buildings, and joint-use facilities.

Policy LU-10.4: Explore the potential for coordination of public and school libraries, especially for the proposed McKinnon branch.

Policy LU-10.5: Develop a high quality library system that achieves the Library Department mission to be the focal point in the community for opening doors to lifelong learning and enjoyment, and the catalyst for promoting equal access to information.

Implementation Measures

The Plan Area includes a 2-acre site in the Village Center, adjacent to the middle school, for the construction of a new 22,000-square-foot library. The developers of the Specific Plan will pay their fair share of the City's Public Facilities Impact Fee program to fund the new library.

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Figure 6-1: Conceptual Domestic Water Distribution Layout

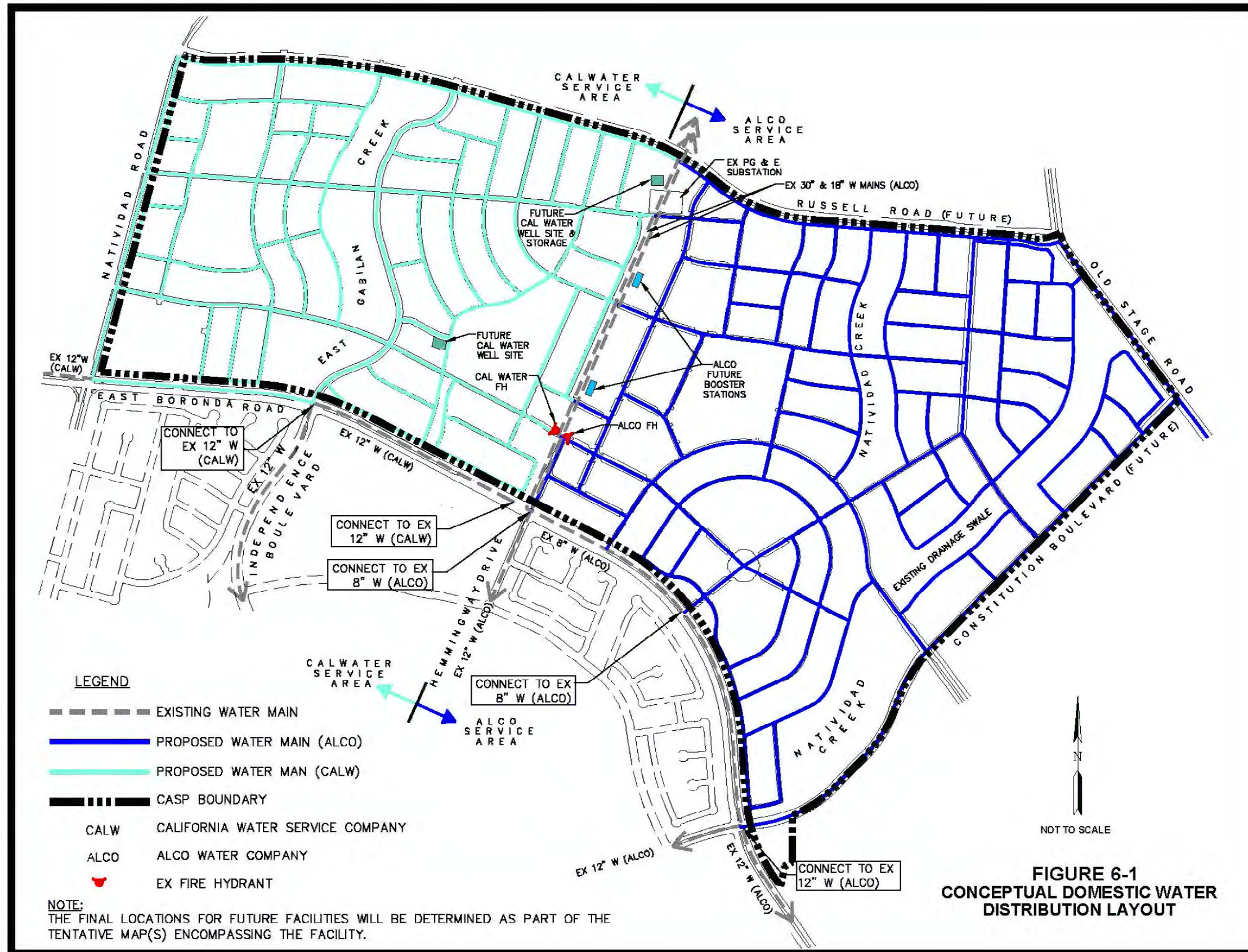


FIGURE 6-1
CONCEPTUAL DOMESTIC WATER
DISTRIBUTION LAYOUT

Figure 6-2: ALCO Conceptual Domestic Water Distribution Layout

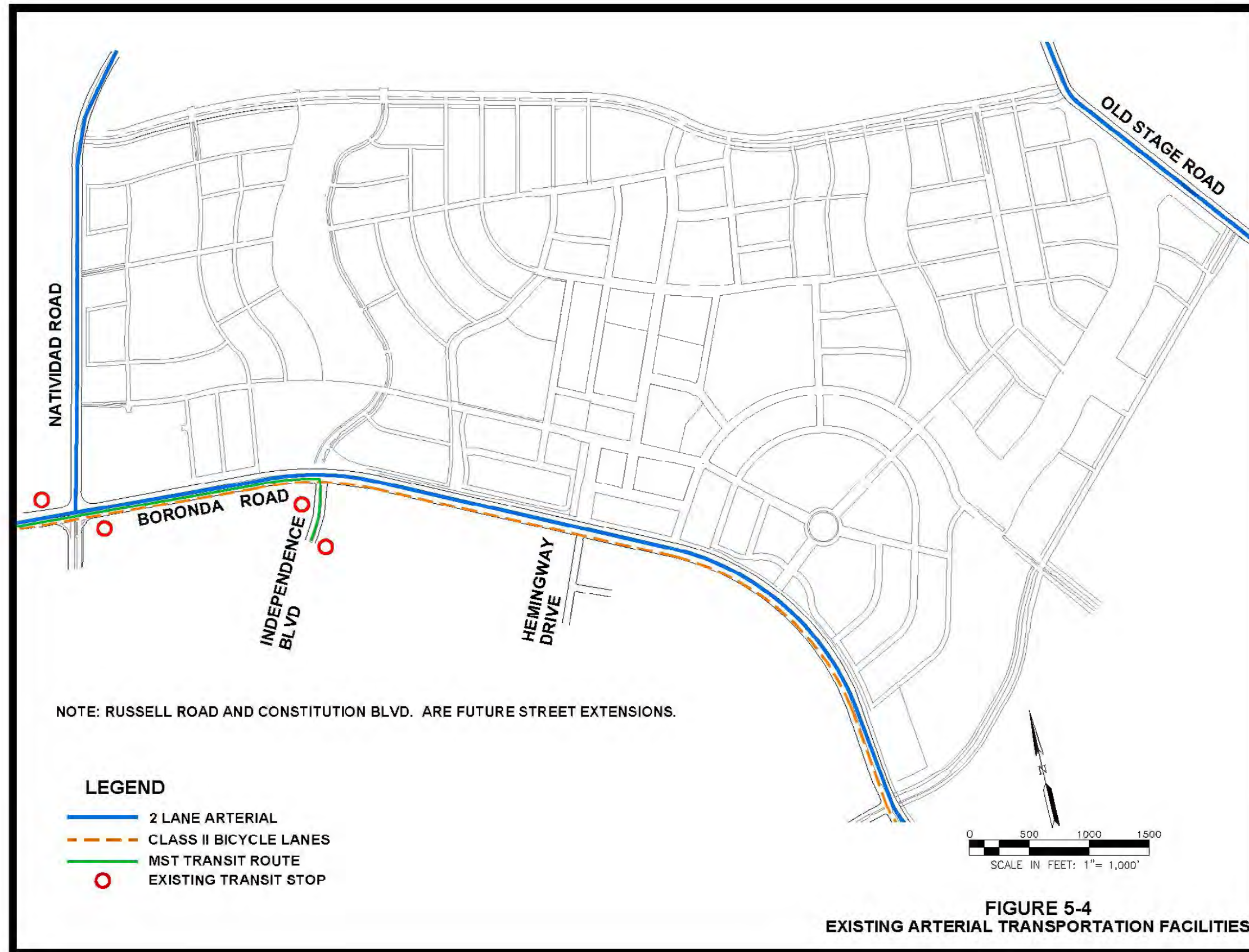


Figure 6-3: Cal Water Conceptual Domestic Water Distribution Layout

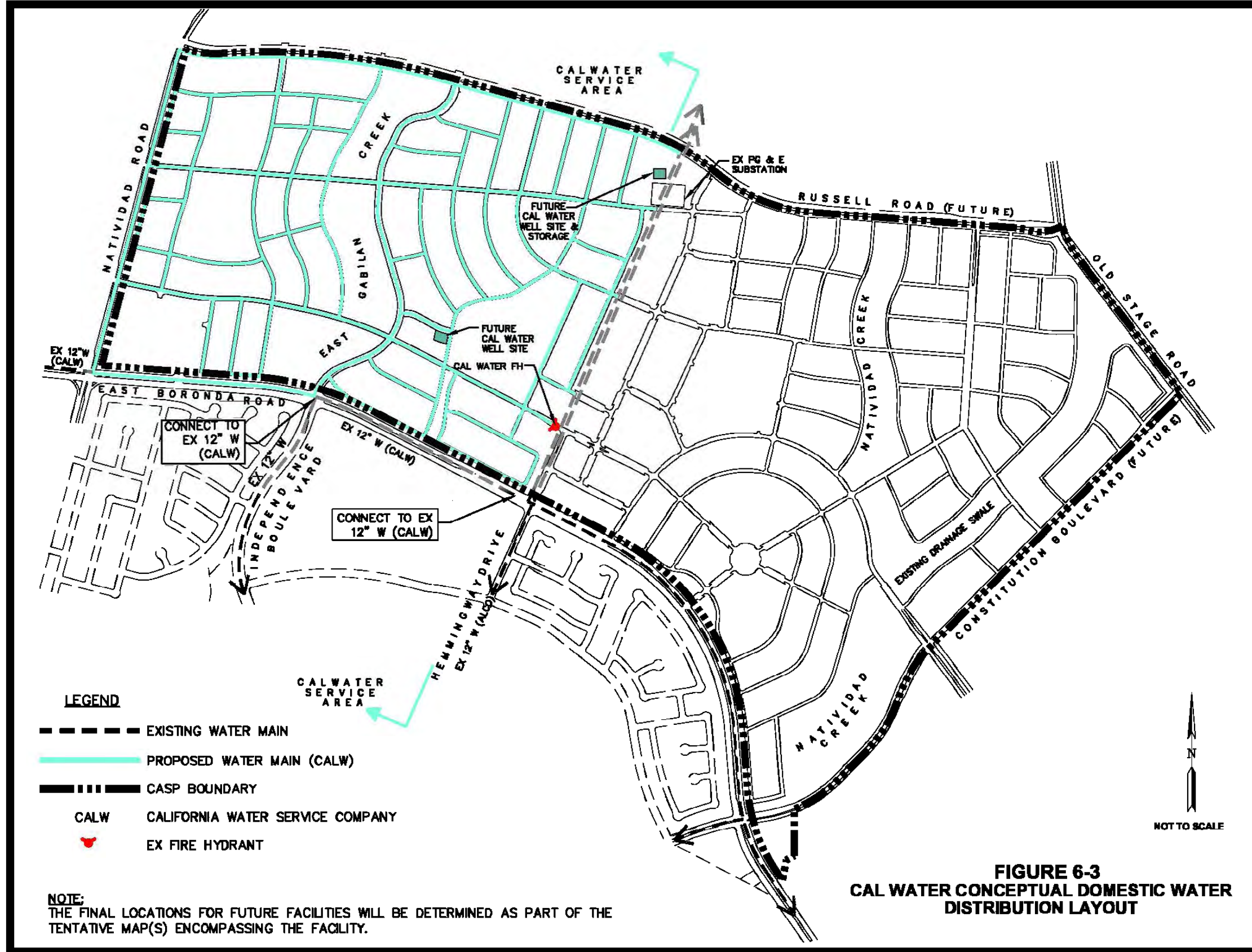


Figure 6-4: Conceptual Sanitary Sewer Layout

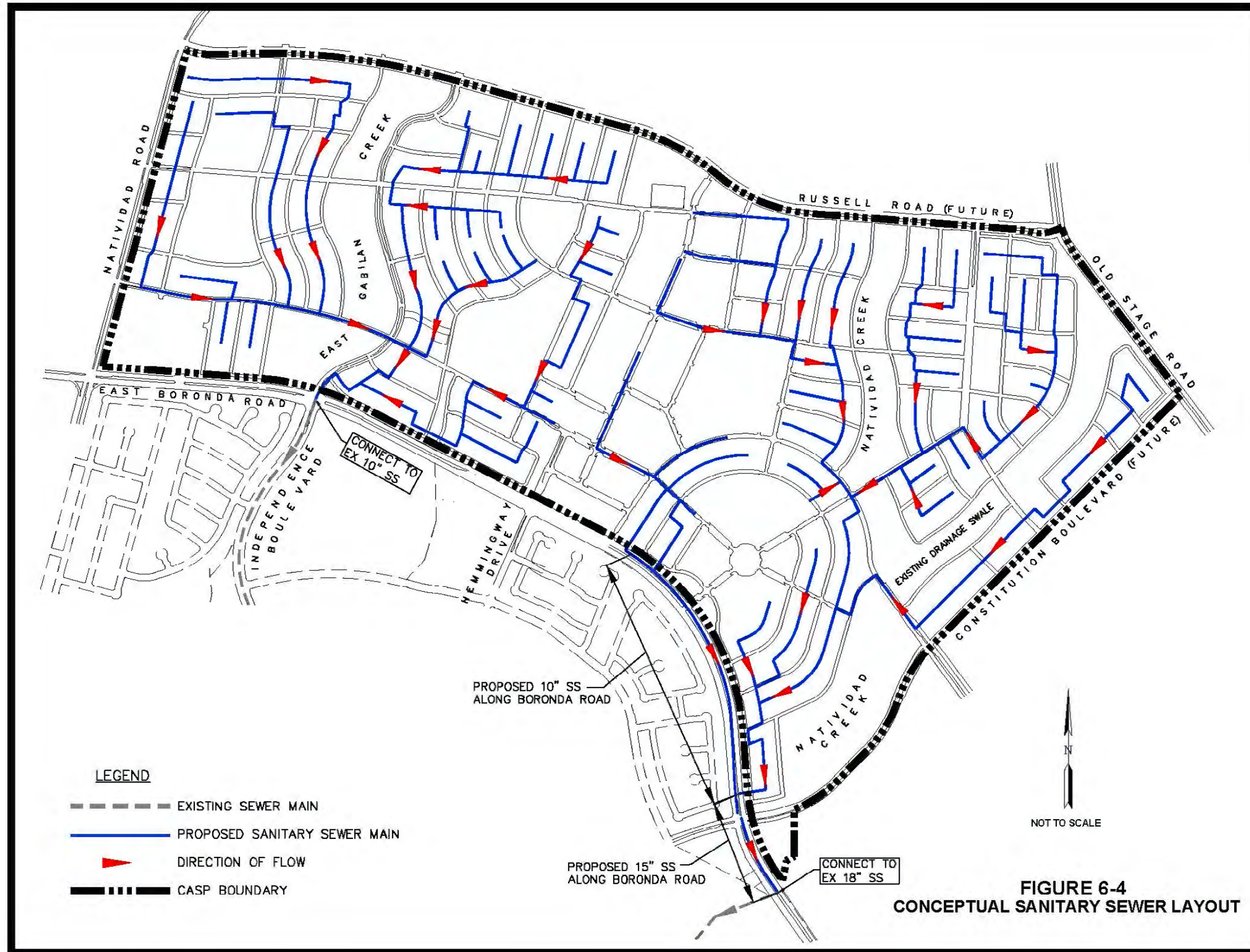


Figure 6-5: Existing Site Topography

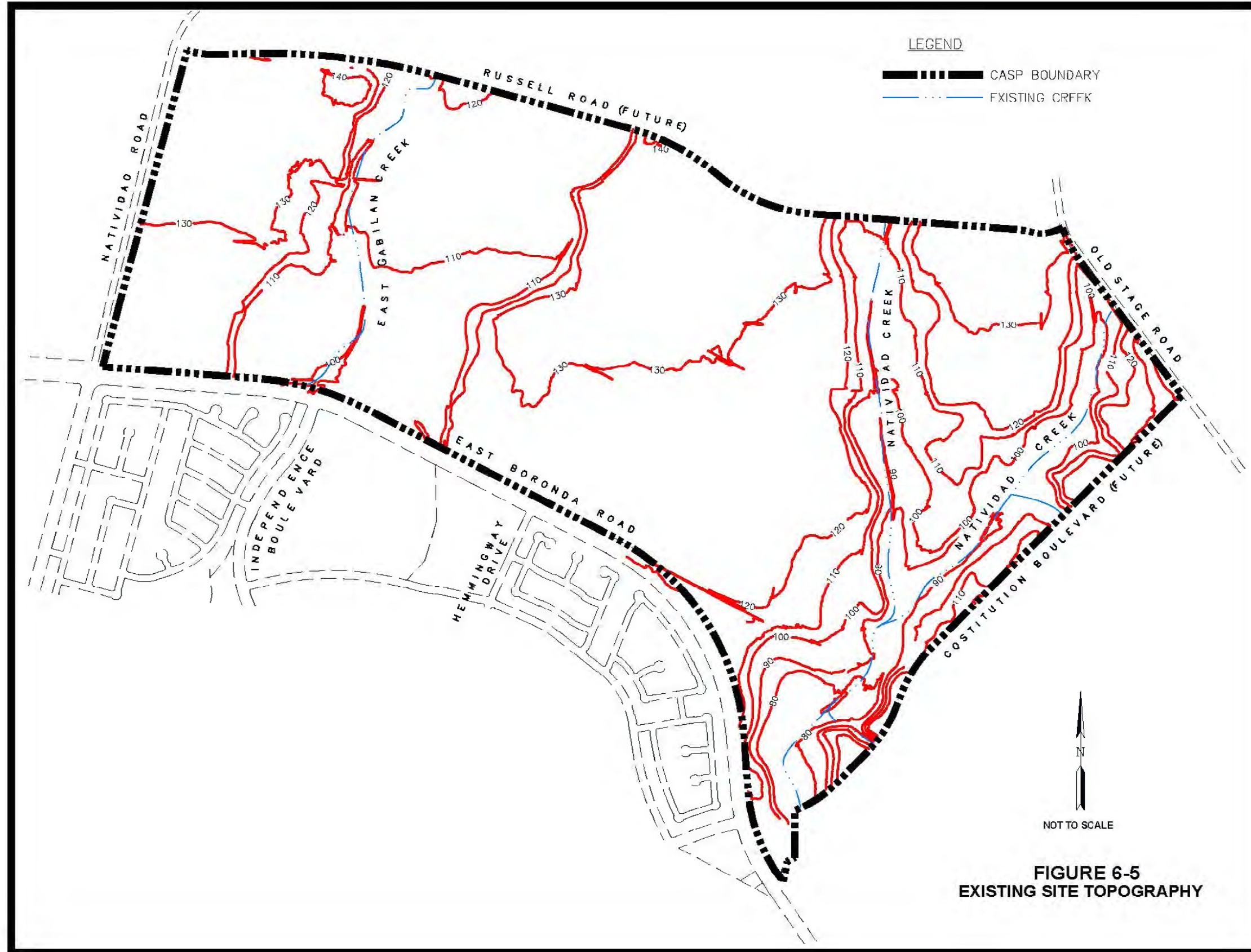


FIGURE 6-5
EXISTING SITE TOPOGRAPHY

Figure 6-6: FEMA Flood Zones

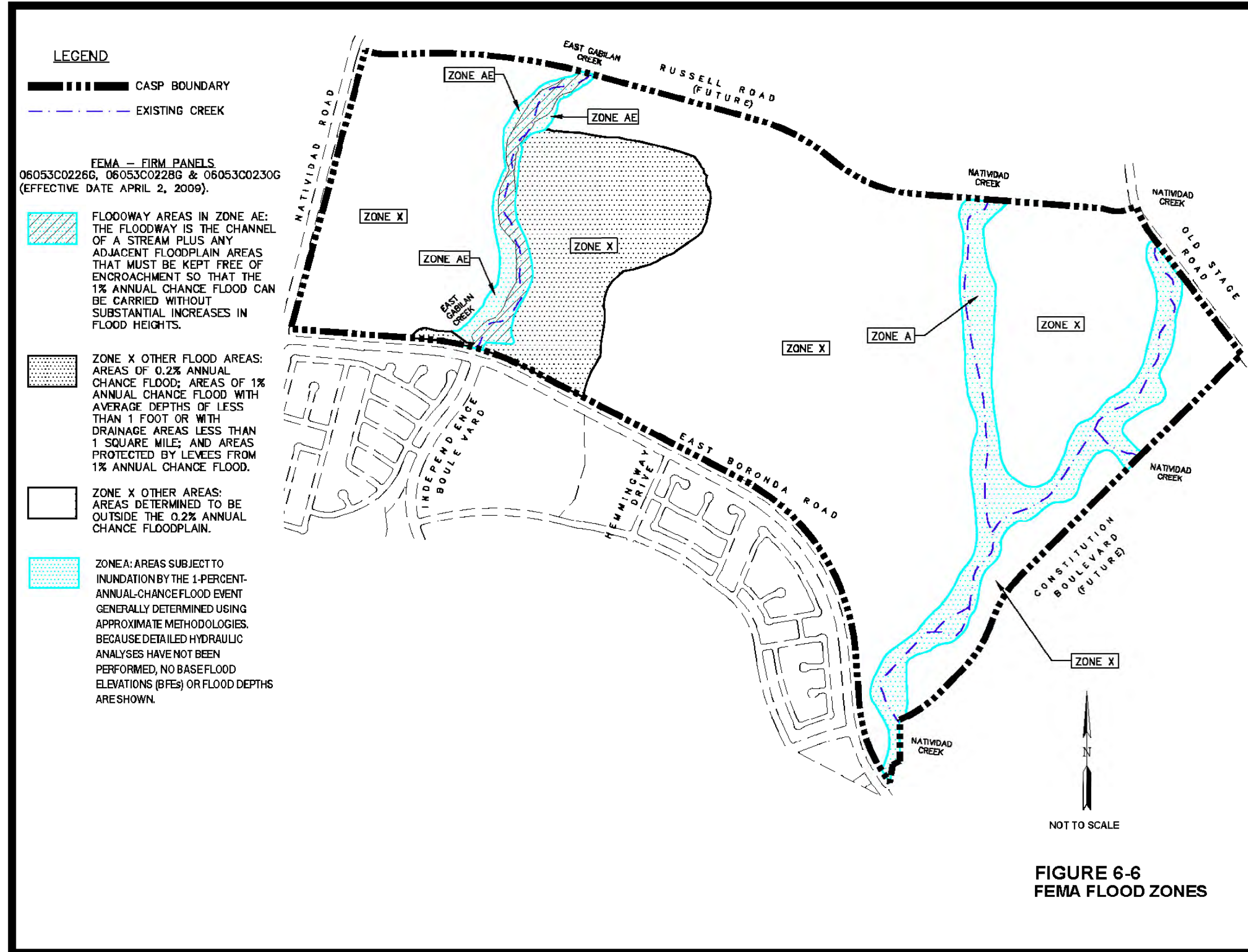


FIGURE 6-6
FEMA FLOOD ZONES

Figure 6-7: Conceptual Earthwork Design

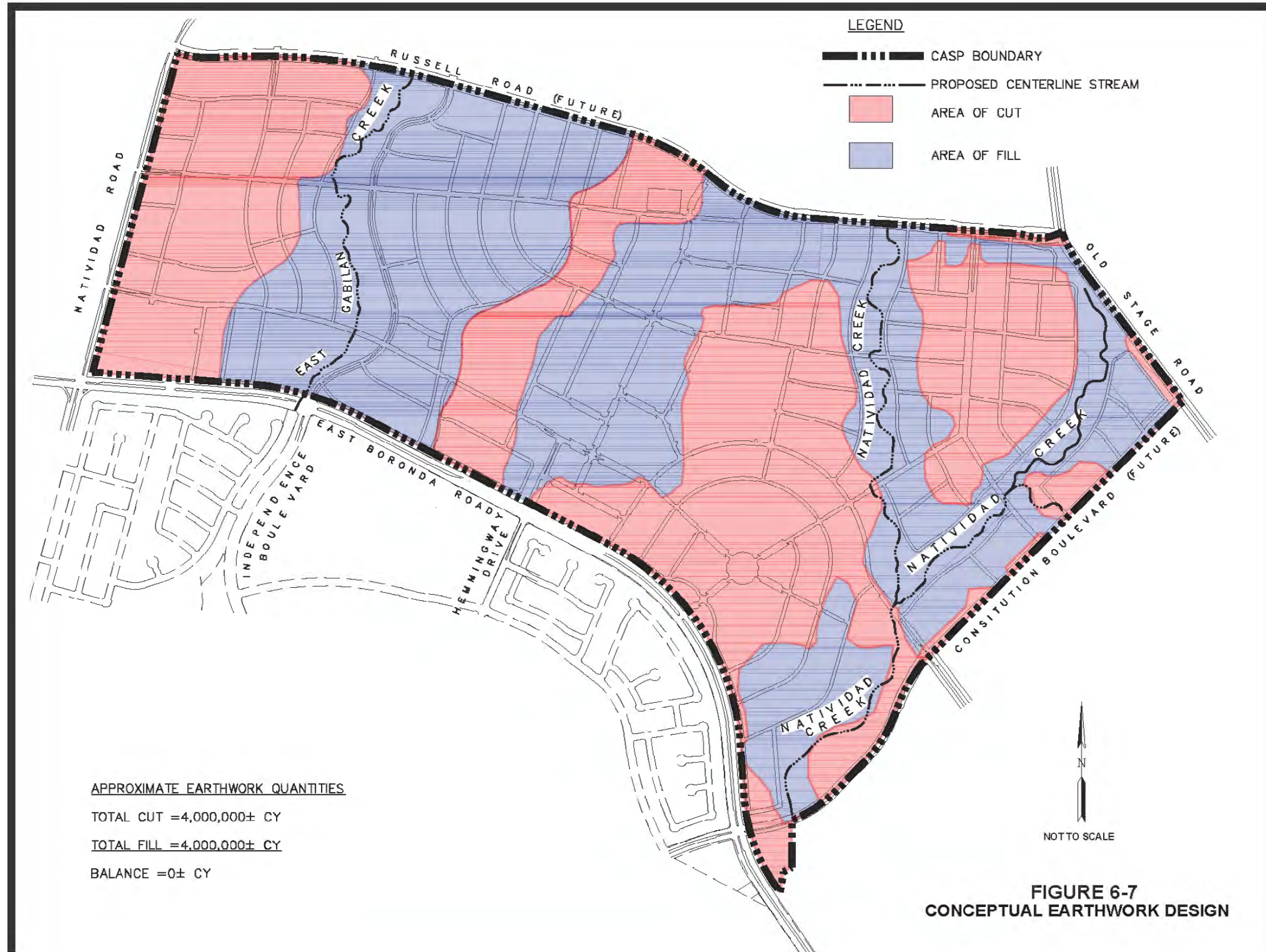


Figure 6-8: Conceptual Storm Drain Layout

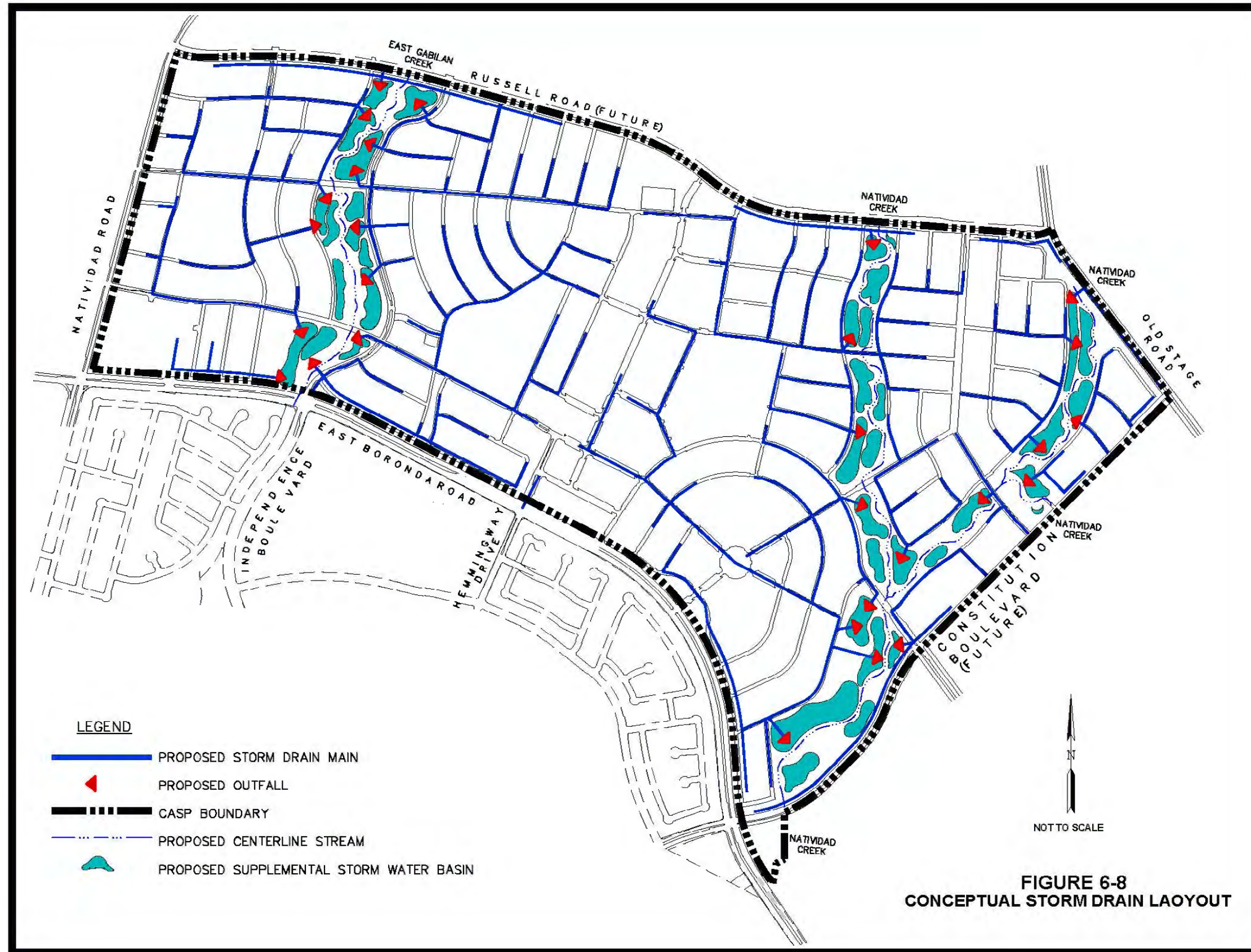


Figure 6-9: Existing Easements

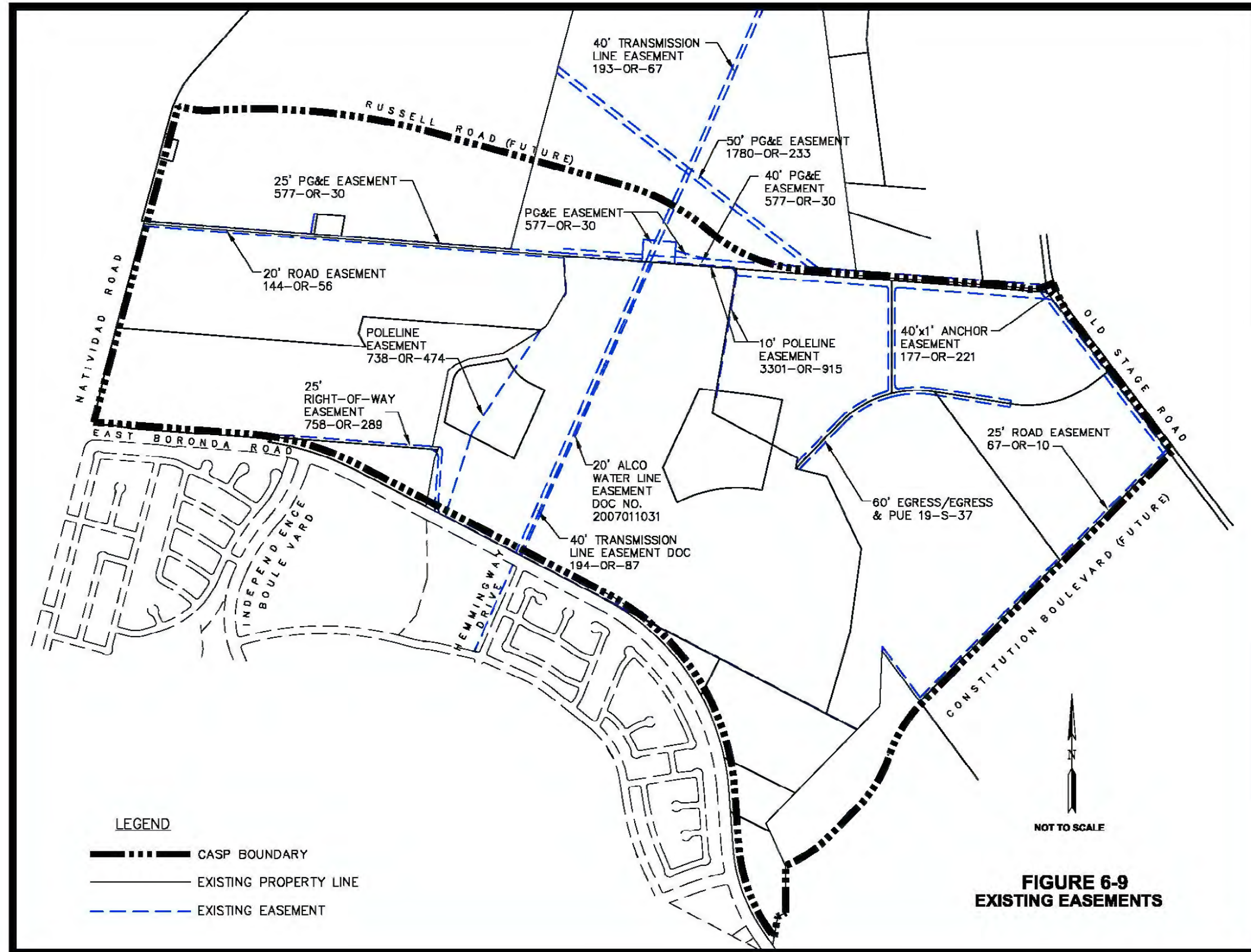
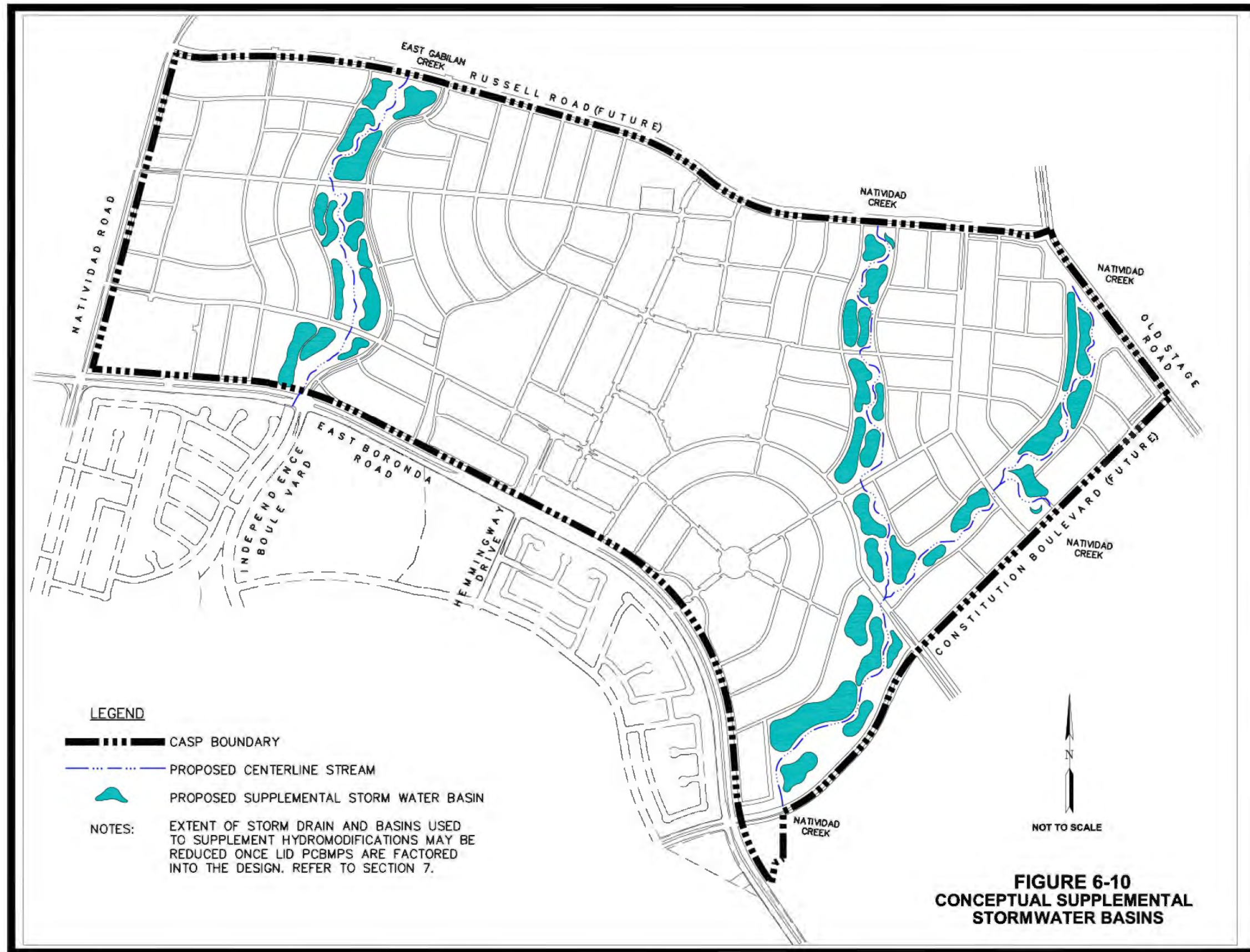


Figure 6-10: Conceptual Supplemental Stormwater Basins





7. Stormwater and Water Quality Management

7.1 Introduction

This Chapter addresses the stormwater and water quality management plan for the Central Area Specific Plan. Development of the Plan Area will require the support of well-planned stormwater infrastructure. This infrastructure will be designed to meet all the City of Salinas water quality, retention, and flow control requirements as well as other local, state and federal requirements in effect at the time of development. The general location of the project site is shown on Figure 7-1, Location Map.

The City of Salinas initially published draft Stormwater Development Standards (SWDS) in January 2013, to assist project applicants to comply with the City of Salinas NPDES Permit CA0049981 (Resolution No. R3-2012-0005) and the Central Coast Regional Water Quality Control Board's (CCRWQCB) Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region (PCRs) (Resolution No. R3-2012-0025; amended by Resolution No. R3-2013-0032). The December 2013 edition of the SWDS is currently being updated to align with the City of Salinas' 2019 NPDES Permit (Order R3-2019-0073).

The City of Salinas SWDS require new and redeveloped projects to apply Low Impact Development (LID) site design strategies and incorporate stormwater Best Management Practices (BMP) on a parcel/site basis to the Maximum Extent Practicable (MEP)



to reduce the impacts of urban runoff on receiving waters and promote healthy watersheds. Project applicants are required to prepare and implement a Stormwater Control Plan (SWCP) to detail how stormwater runoff and associated pollutants will be managed. The SWCP is required to be prepared under the direction of a Professional Civil Engineer in the State of California, and shall provide sufficient information to evaluate the environmental characteristics of the project area, potential impacts of the proposed development on water resources, and the effectiveness and applicability of measures proposed for managing stormwater runoff.

The proposed Central Area Specific Plan (CASP) is a mixed use development within the City of Salinas North of Boronda Future Growth Area (FGA). The urban development will modify the existing hydrologic conditions of the watershed and introduce new pollutants to receiving waters. The purpose of this section is to outline development standards and guidelines applicable to the Specific Plan to comply with the requirements of the City of Salinas NPDES Permit and the latest edition of the City of Salinas SWDS.

7.1.1 Permit Compliance

This Specific Plan conforms to the requirements of the City of Salinas NPDES Permit CA0049981 (herein also referred to as “ permit”) and the latest edition of the City of Salinas Stormwater Development Standards (SWDS). If any part of this or any other section of this Specific Plan conflicts with the permit and/or SWDS, the Permit/SWDS shall govern over this section, and this section shall govern over the remaining sections of the Specific Plan.

Nothing contained herein shall be construed to permit or allow non-conformance with the Permit/SWDS unless specifically allowed as provided under the Permit Provisions for Alternate Methods of Compliance and justified by sufficient “Technical Infeasibility ” as outlined in the PCRsection C and approved by the City of Salinas and the CCRWQB staff.

Projects in the Plan Area will manage rainfall at the source using uniformly distributed decentralized controls, natural treatment, and volume reduction BMPs (e.g., bioretention, vegetated swales, filter strips) as a first means of compliance for meeting the numeric criteria for stormwater management to the MEP under the permit and SWDS.

Upon approval the Salinas City Council, this Specific Plan and all subsequent development approved for the Plan Area shall meet or exceed the requirements of the latest version of the Permit (CA0049981) and SWDS in effect at the time of development.

7.2 References

Central Coast Regional Water Quality Control Board, *City of Salinas NPDES Permit NO. CA0049981*, Order R-2019-0073, adopted September 20, 2019

City of Salinas, *Stormwater Development Standards for New and Redevelopment Projects*. December 2013 and update 2020.

Central Coast Regional Water Quality Control Board, *Resolution No. R3-2013-0032, Attachment 1, Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region*, July 12, 2013.

Earth Systems Pacific, *Final Report of Soil Profiling and Percolation and Infiltrometer Testing*. January 10, 2007

Natural Resources Conservation Service, *Web Soil Survey 2.0*, websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

PACE Technical Memorandum, *Hydrologic Mitigation Requirements and Design Procedures Salinas Future Growth Area – East and Central Areas*.

Ruggeri Jensen Azar & Associates, *Draft - Engineers Report Central Area Specific Plan Salinas, California*. March 7, 2008

7.3 Study Area Evaluation

7.3.1 Project Description

The Specific Plan is a multi-use development encompassing approximately 760 acres of land within the City's designated North of Boronda Future Growth Area (FGA). Refer to Table 7-1 for general project information.

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Table 7-1: General Project Information

Project Information	Description
Project Name	Central Area Specific Plan
Project Size	Approximately 760.4-acres
Location	Located within City limits; bounded by the future extension of Russell Road on the north, East Boronda Road on the south, Natividad Road on the west, and future extension of Constitution Blvd on the east within the North of Boronda Future Growth Area.
Assessor's Parcel Numbers(APNs)	153-091-011, 153-091-014, 153-091-016, 211-013-007, 211-013-010, 211-013-003, 211-013-011, 211-013-012, 153-091-017, 153-091-008, 153-091-009, 153-091-010,
Existing Land Use	Primarily cultivated farmland and grazing lands with a few residences, farmhouses, barns, and gravel access roads.
Existing Impervious Area	+/- 10 acres (2%)
Proposed Land Use	Village Center Mixed Use (44.43 acres); Residential Neighborhood (319.55 acres); Public/Semi-Public Facilities (60.65 acres); Parks (44.06 acres); Open Space (104.29 acres); Streets (181.46 acres)
Proposed Impervious Area	+/-368 acres (56%)
Site Features	Gabilan Creek and Natividad Creek cross through the site from north to south. A 20'-30' bluff is located near the middle of the site and forms the watershed boundary for the two creeks. There is minimal existing vegetation worthy of preservation.
Required Setbacks	100-foot setback area along Gabilan and Natividad Creeks or as allowed under the NPDES Permit/SWDS. Setback shall be measured from the top of stream bank, or from the outside edge of riparian vegetation, whichever is furthest from stream.
Soil Classification	Site consists of lean clays to sandy silts. The NRCS soil classification is mainly Hydrologic Soil Group C with some A, B and D.
Depth to Groundwater	> 10 feet below ground surface

7.3.2 Existing Site Conditions

The project site, as shown in Figure 7-2 consists primarily of cultivated farmland and grazing lands with a few residences, farmhouses, barns and gravel access roads. Two significant creeks run through the project site from north to south; Gabilan Creek and Natividad Creek. The creeks provide drainage for the Gabilan Mountains and are tributary to Carr Lake approximately 1.5 miles southwest of the Plan Area. Carr Lake serves as a natural detention facility and provides flood control for the Reclamation Ditch during large rainfall events. A 20 feet to 30 feet terrace near the middle of the site divides the two creek watersheds. Annual soil disturbance from agricultural operations has resulted in channelization of the creeks and reduced riparian buffer. There is no significant built storm drain infrastructure within the Plan Area.

Figure 7-3 reflects the soil classifications across the Plan Area. The existing ground generally slopes in a northerly to southerly direction towards Boronda Road. NRCS soil maps identify the majority of the site as “Chualar loam”, which is considered Hydrologic Soil Group C. There are some regions of Hydrologic Soil Groups A and B, generally located closer to the creeks. There are also some pockets of Hydrologic Soil Group D. Earth Systems Pacific performed a geotechnical site investigation in November 2006, which included borings and test pits at 26 different locations within the project site. Results from the geotechnical borings revealed a layer of lean clay overlying interbedded layers of sands and lean clays of variable thicknesses. The investigation concluded there was no consistent trend in thickness or depth of the clay layers, and the composition of the clay layer may vary greatly over relatively short distances. The soils were generally moist to very moist at the time of the investigation. Zones of perched water were encountered at depths below 4 feet in three of the borings and test pits, and free subsurface water was encountered at an approximate depth of 13 feet in one test pit located near the confluence of a tributary stream entering Natividad Creek.

Percolation tests (46 total) performed by Earth Systems Pacific revealed highly variable results, with percolation rates ranging from 0.2 to 6 inches/hour (in/hrs). In general, the upper clay layer exhibited a very low potential for water absorption with percolation rates slower than 0.2 in/hr. The underlying soil layers generally exhibited percolation rates of 0.6 in/hr to 6 in/hr. Infiltrometer tests (7 total) also had highly variable results, with inner ring infiltration rates ranging from 0.01 in/hr to 1.0 in/hr. In general, the faster rates were obtained in areas where the soil had recently been cultivated, while the slower rates were from more compacted locations. Laboratory permeability tests (31 total) also had highly variable results. The clay layers exhibited slow permeability with an average rate of 1×10^{-7} cm/sec, while the silty sands exhibited a moderate permeability with an average rate of 1×10^{-4} cm/sec. It was observed that permeability rates increased when the soil sample was compacted to 90 to 95 percent of the soil’s maximum dry density. It is anticipated that bioretention facilities would be most effective if they are constructed as deep as practicable to intercept the sandy deposits. It is also recommended to design retention facilities with silt traps to reduce migration of fine-grained material in the facilities.

7.3.3 Existing Floodplain and Grading

See Section 6.2.3, Grading & Drainage and Figure 6-6, FEMA Flood Zones for discussion of the grading and floodplains (including the FEMA Flood Zones and Insurance Map Designations (FIRM)) for the Plan Area.

Pollutants of Concern

Stormwater discharges from urban areas are significant sources of pollutants attributed to impairment of water quality of receiving watercourses. Pursuant to the Clean Water Act (CWA) section 303(d), the CCRWQCB has

found the following pollutants present in Gabilan and Natividad Creeks as a result of municipal and agricultural stormwater discharge:

- **Gabilan Creek.** Fecal coliform (from natural, nonpoint, and urban runoff/sewer sources); Nitrate; Ammonia, un-ionized; Sediment toxicity; Turbidity; Altered pH levels.
- **Natividad Creek.** Nitrate; Ammonia; E. coli; Low dissolved oxygen; Sediment toxicity; Altered water temperature; Altered pH levels.

To attain water quality standards, specific early pollution control measures (Source Control) shall be implemented in conjunction with structural measures to ensure water quality is not compromised as a result of the Specific Plan development.

Opportunities and Constraints for Stormwater Control

The following is a summary of opportunities for stormwater quality:

- **Riparian Setback.** The project is required to implement riparian setbacks to Gabilan and Natividad Creeks. Stormwater management facilities, if required and designed to be consistent with the Permit/SWDS, may be located in the riparian setback. Remedial planting within the buffer will also help improve creek health and provide beneficial habitat for wildlife.
- **Soil Conditions.** There are relatively well draining Hydrologic Soil Group A and B sandy silt soils along the Gabilan and Natividad Creek corridors. The project may take advantage of the moderate percolation rates by locating infiltrating stormwater BMPs at these locations to capture and dispose of stormwater runoff that cannot be completely infiltrated on site due to poor localized infiltration rates.
- **Groundwater.** Groundwater levels appear to be greater than ten feet below ground surface, which is adequate for direct and indirect stormwater infiltration.
- **Street Sections.** Many of the Plan Area street sections include a planter strip between the street and sidewalk and some include landscape medians. These areas may be used for stormwater control measures. Street sections with reduced widths are proposed, which will generate less runoff.
- **Open Space.** The project includes approximately 107 acres of designated park and open space, which is +/-20% of the site. This limits impervious surface and provides opportunity for stormwater control measures.
- **Maintenance/Public Outreach.** The project Post Construction BMP (PCBMP) maintenance will be managed by Homeowner's Association (HOA) (condos and townhomes), private property owners (single-family and commercial sites), and maintenance districts (public improvements and other designated areas) which

allow for consistent maintenance of stormwater facilities. These shall also provide educational information to future residents regarding water quality and BMPs, and implement Covenants, Conditions and Restrictions (CC&R's) to control the generation and movement of stormwater pollutants.

The following is a summary of constraints for stormwater quality:

- **Site Topography.** Many areas of the site have relatively flat ground slopes, which may make surface drainage a challenge. The steep bluffs and terraces also present grading challenges with site planning and limiting earth movement.
- **Soil Conditions.** The majority of the site consists of lean clay soils designated as Hydrologic Soil Group C with slow permeability. This may limit the amount of infiltration possible as a stormwater control/disposal strategy for much of the site.
- **Easements and Utilities.** The site contains existing easements and utilities including PG&E transmission towers and overhead lines and ALCO large diameter water mains. Cal Water also plans to install wells and storage tanks at two locations in the Plan Area. The placement of stormwater control measures within existing easements may be restricted. Also, infiltrating stormwater control measures require significant setbacks from water wells and storage facilities.

7.4 Stormwater Control Standards

The following sections identify stormwater control standards that are applicable to the Plan Area, including stormwater control goals, alternative compliance, riparian protection compliance, LID site design compliance, and project level permit compliance. These standards are based on the December 2013 edition of the City of Salinas SWDS.

7.4.1 Stormwater Control Goals

The PCRs and City of Salinas SWDS identify five performance requirement levels based on the characteristics of a particular project. The Plan Area is subject to performance requirements 1 through 4 and may be subject to performance requirement 5:

- Performance Requirement 1 – Site Design and Runoff Reduction
- Performance Requirement 2 – Water Quality Treatment
- Performance Requirement 3 – Runoff Retention
- Performance Requirement 4 – Peak Management
- Performance Requirement 5 – Special Circumstances

Refer to the PCRs for a complete description of the various requirements.

Supplemental Compliance

Due to the wide range of measured percolation, infiltration, and permeability rates, it is anticipated it may be difficult, or infeasible, to achieve the required amount of infiltration on a site/parcel basis.

In order to ensure the project meets Requirements 4 and 5 for runoff retention and peak flow management, the Specific Plan proposes to use a supplemental method of compliance to the City of Salinas SWDS and NPDES Permit. Pacific Advanced Civil Engineering, Inc. (PACE), the water resources engineering consultant for the Specific Plan, prepared a hydrologic mitigation analysis for the Plan Area in 2007, which is documented in a Technical Memorandum (see Appendix R). The memorandum addresses stormwater mitigation measures for the entire Plan Area, and considers three discrete design criteria:

- City of Salinas flood control criteria to limit the post-development 24 hour, 100 year peak flow rate to the 10 year pre-development rate;
- Monterey County Water Resources Agency (MCWRA) flood control criteria for the 72 hour, 100 year storm event to prevent flood impacts within the Carr Lake and Reclamation Ditch watershed;
- Regional Water Quality Control Board hydromodification management criteria to mimic pre-development stormwater runoff volumes and durations through the use of continuous simulation modeling.

PACE used three hydrologic basin design procedures to evaluate the different criteria of the various agencies: 1) annual water mass balance analysis, 2) statistical single storm event analysis, and 3) continuous flow duration/volume analysis. The analyses were utilized to size the stormwater management facilities (detention/retention basins) assuming a single criterion, and then determine the facility size based on the governing criteria. PACE used a conservative permeability of 0.1788 feet/day (0.1 in/hr) to analyze retention basins, which is based on the average results of the samples obtained by Earth Systems Pacific, the geotechnical engineering consultant for the Specific Plan.

The proposed control facility would be a dual basin facility located within the Gabilan and Natividad Creek riparian setback area that will have both supplemental detention and retention storage. A summary of the storage volume requirement per watershed is provided in Table 7-2 below.

Table 7-2: Hydrologic Mitigation Basin Volumes

Basin Type	Total Basin Volume (Acre-Feet)	
	Gabilan Creek	Natividad Creek
Detention	29.1	43.0
Retention	23.0	40.0

The infiltration rate used to determine the retention volume is conservative because basins are proposed to be located in an area where higher infiltration rates are expected. In addition, the analysis did not consider the use of LID features within the project. Therefore, the basin volumes are conservative and represent a maximum design requirement. Further analysis during final design may allow a reduction in basin volume.

This supplemental method of compliance only meets the goals of Requirement 3 (Runoff Retention) and 4 (Peak Management) of the Salinas PCRs by utilizing a regional approach to stormwater management to supplement on site infiltration and maximize ground water recharge. Individual projects within the Plan Area will be required to provide parcel based mitigation. This may include but it not limited to integrating Performance Requirements 1 (Site Design and Runoff Retention), Performance Requirement 2 (Water Quality Treatment) and Performance Requirement 3 (Runoff Retention) into their site design, including LID site planning strategies, source control measures, and uniformly distributed decentralized treatment control BMPs. While the supplemental compliance provides all required runoff reduction, project applicants shall design structural stormwater control measures to maximize infiltration and/or other volume reduction opportunities as required by the SWDS using a parcel or site-based approach to the MEP. Project applicants shall filter all stormwater runoff on site prior to infiltration or disposal unless captured for the re-use on-site in cisterns or part of a greywater system.

A landscape and maintenance plan for supplemental basins shall be submitted as part of the tentative map that creates the basin. Basins shall be designed to achieve an aesthetically attractive and natural vegetated appearance (see example photo illustrations included in Specific Plan). The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner. Maintenance of the supplemental basins shall be provided by a maintenance district (LLMD).

Riparian Protection Measures

Riparian areas are vegetated buffers adjacent to water bodies that function as natural filters of nonpoint source pollutants. Preservation of natural riparian and vegetated areas are critical to manage water quality impacts associated with urban development. Two significant creeks run through the project site from north to south. Gabilan Creek has approximately 3,700 feet of length located in the western half of the Plan Area. Natividad Creek has approximately 7,000 feet of length located in the eastern half of the Plan Area, including two minor tributaries. The upper half of Natividad Creek has been converted from its natural state to an agricultural drainage ditch, and most of the vegetation surrounding Natividad Creek has been removed as a result of agricultural practices. The Gabilan Creek riparian area has also been degraded over time as a result of agricultural practices. The Specific Plan intends to restore these creeks to a more natural state to provide aesthetic, ecological, recreational, and water quality value to the local setting, while also providing flood storm discharge capacity through

the Plan Area. This will likely necessitate a flood plain analysis for FEMA review and approval to formally establish the one percent chance annual flood plain and flood way.

The Specific Plan (see Figures 7-4 and 7-5) provides conceptual riparian restoration plans for both the Gabilan and the Natividad Creek corridors. The corridor widths will be 300-foot minimum but will exceed this width in many areas. A minimum 30-foot wide riparian buffer measured from the new top of bank/new mean high water mark to the outboard edge of the buffer of the realigned/reconstructed/rehabilitated creeks to minimize grading shall be provided. This setback is similar to the setback established downstream from previous development within the Creekbridge project area. The setback will vary to create an enhanced meandering creek alignment. Realignment of the creeks will require approval by the CCRWQCB, California Department of Fish and Wildlife, the Army Corp of Engineers, City of Salinas, MCWRA, US Fish and Wildlife Service, and FEMA. Passive improvements are anticipated within the riparian setback including recreational trails and regional stormwater management facilities (detention/retention/infiltration basins). The riparian corridor will implement a re-vegetation program to create beneficial riparian vegetation and create a buffer between land uses. The re-vegetation program shall be subject to the review and approval of the City Engineer and City Planner and others as determined by the NPDES Permit/SWDS. The total riparian area reserved within the Plan Area is approximately 30 acres for Gabilan Creek and approximately 74 acres for Natividad Creek.

LID Site Design Compliance

The current NPDES Permit and SWDS require developments to implement LID site design strategies early in the site planning process. LID is a design approach that strives to protect water resources, by reducing runoff associated with urban development (source control) and filtering runoff and infiltrating it for disposal (structural control). The Specific Plan was developed using the principles of New Urbanism and Traditional Neighborhood Development. Goals associated with this strategy include walkability, connectivity, clustered development, smart transportation, and sustainability. The following LID site design principles are integrated into the Specific Plan and conceptual site layout:

- **Conserve Natural Areas.** The Specific Plan protects and enhances the existing Gabilan Creek and Natividad Creek drainage courses and riparian areas. There are no other natural areas to preserve since the remainder of the Plan Area is used for agricultural purposes and experiences annual disturbance.
- **Minimize Disturbances to Natural Drainages.** The Specific Plan protects and enhances the existing Gabilan Creek and Natividad Creek drainage courses and riparian areas. Refer to “Riparian Protection Measures” in Section 7.4 of the Specific Plan for more information.

- **Avoid Excessive Grading and Disturbance to Soils.** The layout of the Plan Area seeks to mimic existing topography to the extent feasible in an effort to minimize grading. However, development and street profile constraints may require significant cuts and fills at the transition slopes between the existing bluffs and at the creek riparian corridor boundaries. The grading plan will be refined during the project level final design process to minimize changes to the existing topography to the MEP and provide a more natural appearance.
- **Avoid Compaction and Impervious Cover in Zones that Allow Stormwater Infiltration.** The Plan Area locates supplemental stormwater management facilities (detention/retention infiltration basins) within the Gabilan and Natividad Creek riparian areas to take advantage of in-situ soils that exhibit higher percolation rates for runoff that cannot be infiltrated onsite due to low infiltration rates. Soil compaction will be minimized in these areas.
- **Minimize Impervious Footprint.** The layout of the Plan Area employs a clustered development approach in an attempt to increase open space and create a connected and walkable community. As a result, the Specific Plan provides approximately 148 acres of park and open space, which is 20% of the total site. The street design will employ curb bulb-outs as one means of traffic calming, stormwater mitigation, and minimizing impervious footprint. The Specific Plan will also employ the use of alternative permeable pavements, where applicable (e.g., walkways, alleys, driveways, parking stalls). The location and extent of permeable pavement use will be determined at the project level. Where practical, opportunities for shared driveways/parking to reduce impervious land coverage will be considered subject to the approval of the City Engineer.

Parking spaces will be eliminated and replaced with landscape, where possible. Streets widths will be reduced to the minimum required for public safety, and landscaping will be planted adjacent to streets where practical. Tree canopy will be maximized throughout the development area via fast-growing large canopy trees. The spacing and variety of such trees shall be subject to the approval of the City Engineer and City Planner.

- **Disconnect Impervious Surfaces.** All impervious surfaces will be disconnected, and runoff directed to distributed pervious areas as required by the SWDS. The location of pervious areas and method of conveyance will be determined at the project level.
- **Specify Vehicular Zones to Minimum Widths.** Street sections are designed with minimum lane widths as permitted by the City of Salinas and required for public safety. Collector streets and medium speed residential streets employ 11-foot travel lanes, while low speed residential streets employ 9-foot and 10-foot travel lanes. Parking stall size will be minimized as permitted by the City, including the use of compact parking stalls. Individual driveway widths for single-family dwellings will be 10-feet or as otherwise provided by this Specific Plan, while shared alleys will be 20-feet minimum.

- **Use Green Infrastructure for Conveying Stormwater Runoff.** The Specific Plan seeks to maintain surface conveyance of runoff from impervious surfaces to pervious areas. The Specific Plan encourages the use of the bioswales and vegetated swales in place of traditional gutter and pipe conveyance.
- **Manage Rainfall at the Source.** The Specific Plan will employ distributed decentralized controls to the MEP that use LID design principles to manage stormwater runoff. In addition to site/parcel structural PCBMPs, supplemental stormwater management facilities will be provided to mitigate increases in runoff to supplement site/parcel based PCBMP disposal due to inherently slow site infiltration rates. Future projects within the Plan Area will incorporate structural stormwater control BMPs that maximize infiltration and/or other volume reduction opportunities on a parcel/site basis. The layout and selection of stormwater BMPs will occur during the project level design process. Examples of PCBMPs and typical locations/configurations are included later in this section.

7.5 Project Level Permit Compliance

Future project applicants are required to adhere to the processing requirements identified in the Salinas SWDS and this Specific Plan, as applicable. Project applicants shall follow the process described below to ensure full compliance with the NPDES permit and City approval:

1. Contact the City of Salinas Permit Center and provide basic project information, including but not limited to the assessor's parcel number, type of development, and topographic survey.
2. Review fundamental principles of LID design provided in the SWDS.
3. Develop a preliminary project layout utilizing LID design principles for site/parcel-based PCBMPs to the MEP and identifying supplemental stormwater management facilities as described in the Specific Plan.
4. Prepare a Conceptual Stormwater Control Plan (CSWCP) and submit it to the City for review concurrent with other entitlement documents (e.g., tentative map, architectural site review, etc.). The project applicant shall review the preliminary project layout with City staff prior to submitting the Conceptual Stormwater Control Plan for initial comment.
5. Develop final project layout and site improvement plans after approval of Conceptual Stormwater Control Plan and entitlements are received.
6. Prepare a final Stormwater Control Plan in conformance with the PCRs and SWDS. The Stormwater Control Plan shall include design for project level structural stormwater control BMPs and design, as well as design for supplemental stormwater management facilities being installed by the project.

7. Prepare an Operation and Maintenance Plan in conformance with the SWDS.

The following sections identify stormwater control standards and requirements for individual project level applications within the Plan Area, including LID site design requirements, source control measures, structural stormwater control BMPs, and site design examples.

7.5.1 LID Site Design

Project applicants are required to implement LID site design principles during the preliminary layout development process. LID is a design approach that strives to protect water resources, predominantly by reducing runoff associated with urban development. LID site design strategies that are applicable for future projects within the Plan Area include:

- Avoid excessive grading and disturbance to soils;
- Avoid compaction and impervious cover in zones that allow stormwater infiltration;
- Preserve natural features such as significant trees and wetlands;
- Minimize the impervious footprint of the project through the use of permeable pavement, reduced street and driveway widths, reduced parking stall dimensions, and reduced parking ratio requirements;
- Disconnect impervious surfaces through the use of distributed pervious areas and/or cisterns;
- Use green infrastructure for conveying stormwater runoff, in place of conventional curb, gutter, and subgrade enclosed pipe systems, and in locations where it does not conflict with other development goals and requirements;
- Create bio-retention facilities able to capture and retain the 95th percentile rainfall depth (1.10-inches for Salinas), such as landscape areas with concave grading and amended soils;
- Implement a landscaping design that includes large canopy trees and shrubs to promote evapotranspiration and to provide shade, except where the type and placement could interfere with solar panel use. All landscaping and irrigation systems shall be in accordance with City Standards and is subject to the approval of City Planner and City Engineer prior to installation.

In compliance with the NPDES Permit and PCRs/SWDS, each project within the Plan Area shall incorporate at least one of the following LID principles in the site layout.

- Direct roof runoff into cisterns or rain barrels for reuse;
- Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with California building code;

- Direct runoff from sidewalks. Walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with California building code;
- Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California building code;
- Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways and patios with permeable surfaces. More features may be required as the size/complexity of each site increased.

Source Control Measures

Project applicants are required to implement source control measures to reduce contact between potential pollutants and stormwater runoff. Source control measures that are applicable for future development in the Plan Area include but are not limited to:

- Implement LID site design principles;
- Storm drain stenciling and signage;
- Landscaping that minimizes the use of pesticides and fertilizers;
- Application methods of irrigation water that minimize runoff of excess irrigation water into the storm drain system;
- Appropriate covers, drains, and storage precautions for outdoor material storage areas, loading docks, repair/maintenance bays, and fueling areas;
- Trash storage areas (enclosures and compactors) designed to minimize the exposure of trash storage areas to stormwater runoff by either locating these indoors or protecting them with stormwater resistant coverings. All exterior non-residential and multifamily trash enclosures and trash compactors shall be in accordance with City code and shall also have a roof cover designed to be architecturally compatible with the primary structures on the site;
- Provide BMPs that prevent and effectively prohibit the following discharges from entering receiving waters or the municipal separate storm sewer system:
 - Discharges from indoor floor mat/equipment/hood filter wash racks or outdoor wash racks for restaurants;
 - Dumpster drips from trash and food compactor enclosures;
 - Discharges from outdoor wash areas for vehicles, equipment, and accessories;
 - Swimming pool water that has not been de-chlorinated or de-brominated; and
 - Fire sprinkler test water.
- Annual storm drain system and BMP inspection and maintenance; and
- Routine litter control and street sweeping

Post Construction Best Management Practices (PCBMPs)

Where LID site design principles and source control measures are unable to fully manage stormwater quality goals, project applicants are required to integrate structural stormwater control BMPs into the site design. The goal of structural stormwater control BMPs is to treat stormwater runoff to an acceptable level prior to discharge to receiving streams. BMPs shall be designed per the guidelines of the PCRS/SWDS, and to maximize infiltration and/or other volume reduction opportunities where feasible. BMPs that are applicable for future projects within the Plan Area include but are not limited to:

- Pervious pavement;
- Rain gardens/bioretention basins;
- Flow through planters;
- Infiltration trenches;
- Green roofs;
- Underground retention systems;
- Rain barrels/cisterns; and
- Bioswales/vegetated swales.

The following pages provide examples of some PCBMPs acceptable for use within the Plan Area. All photos and examples provided in this section are provided for illustrative purposes only and do not authorize deviations from other applicable Specific Plan or City Standards.

Infiltration Trench



Infiltration Trench



*San Mateo County Sustainable Green Streets and Parking Lots Design
Guidebook First Edition | January 2009*

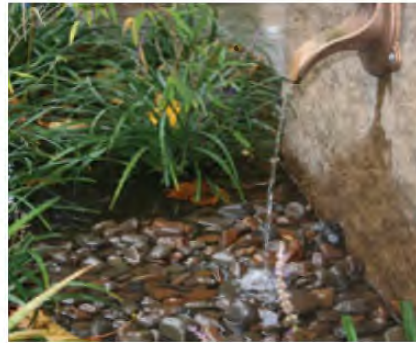
Green Street and Parking Design

Streets and parking lots are a significant source of pollutants for any urban development. Project applicants shall design streets and parking lots with appropriate stormwater BMPs to effectively treat stormwater on a site/parcel basis to the MEP prior to discharge to the storm drain system. BMPs that are applicable for future projects include:

- Rain gardens within curb bulb-outs;
- Flow through planters;
- Pervious pavement for parking stalls; and
- Large canopy trees.

The following pages provide examples of some PCBMPs acceptable for use within the Plan Area when designed in accordance with the SWDS.

Disconnected Roof Drains



Rain Garden



Rain Garden



Rain Garden



*San Mateo County Sustainable Green Streets and Parking Lots Design
Guidebook First Edition | January 2009*

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Site Design Examples

The Specific Plan's Land Use Plan integrates a mixture of land use densities and types to create a unique and pedestrian-friendly community. The residential land use designations for the Plan Area are described in greater detail in Chapter 2 of the Specific Plan.

Each land use type and corresponding specific residential lot type has unique characteristics, which may make certain stormwater control BMPs listed in the previous sections more applicable than others. Project applicants shall engage in the stormwater evaluation process described in Section 7.04, "Project Level Permit Compliance" to implement LID site design principles to the MEP and select site specific structural stormwater control BMPs.

Figure 7-6 through Figure 7-10 provide conceptual site design examples for a selection of land uses and residential lot types within the Plan Area to detail in concept how these stormwater standards and guidelines may be applied within a specific project. Alternate configurations may be proposed during final project/site design and considered for approval by the City, provided the alternate configurations/combination and size of the proposed PCBMPs comply with the PCRs/SWDS. An example would be substituting a combination of traditional pavement for high traffic areas combined with pervious pavements, the combination being in lieu of all pervious pavement.

Pervious Pavement – Parking Lot



Pervious Pavement – Parking Lot



Pervious Pavement Construction



Pervious Pavement – Residential Street



Figure 7-1: Location Map

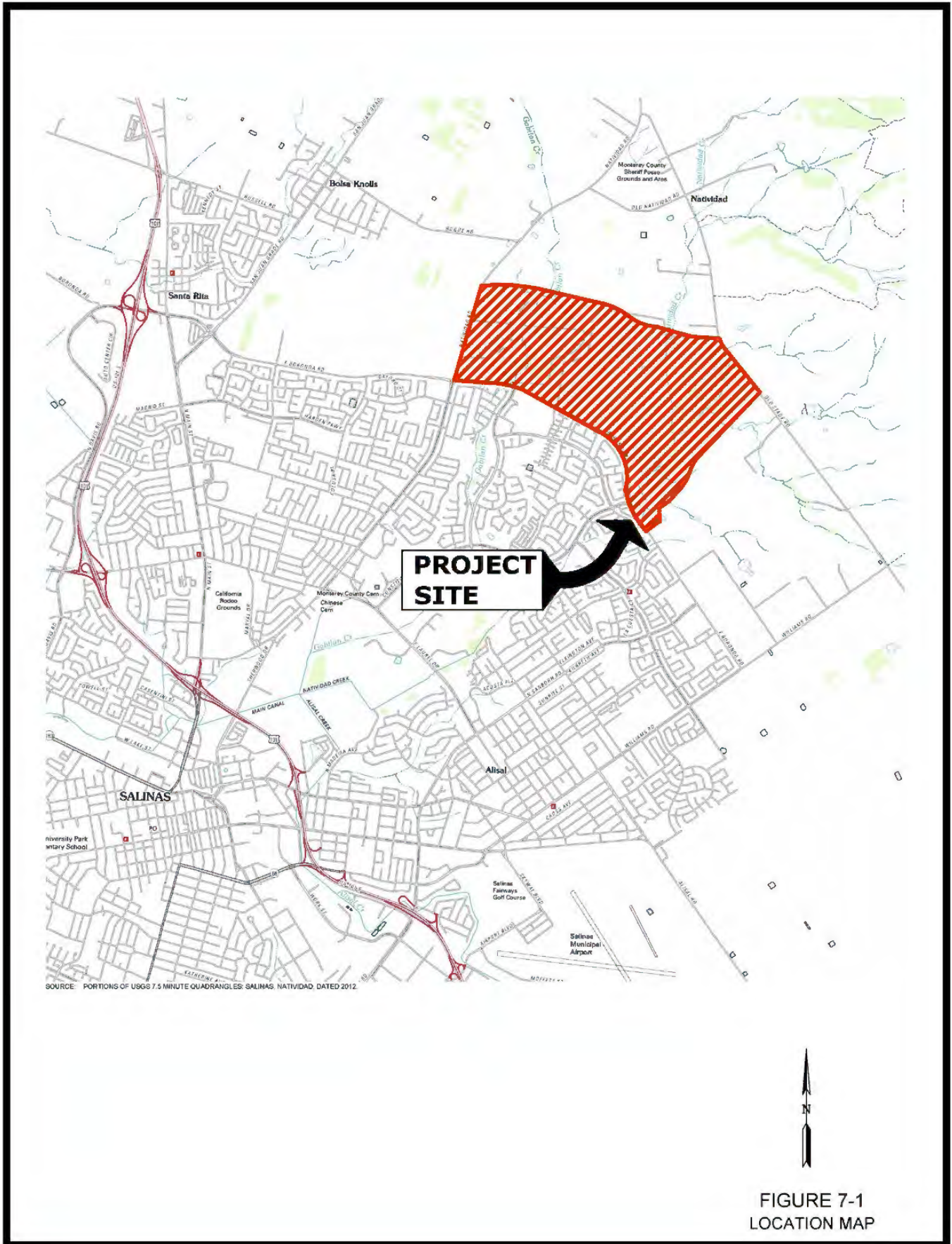


Figure 7-2: Hydrological Existing Conditions

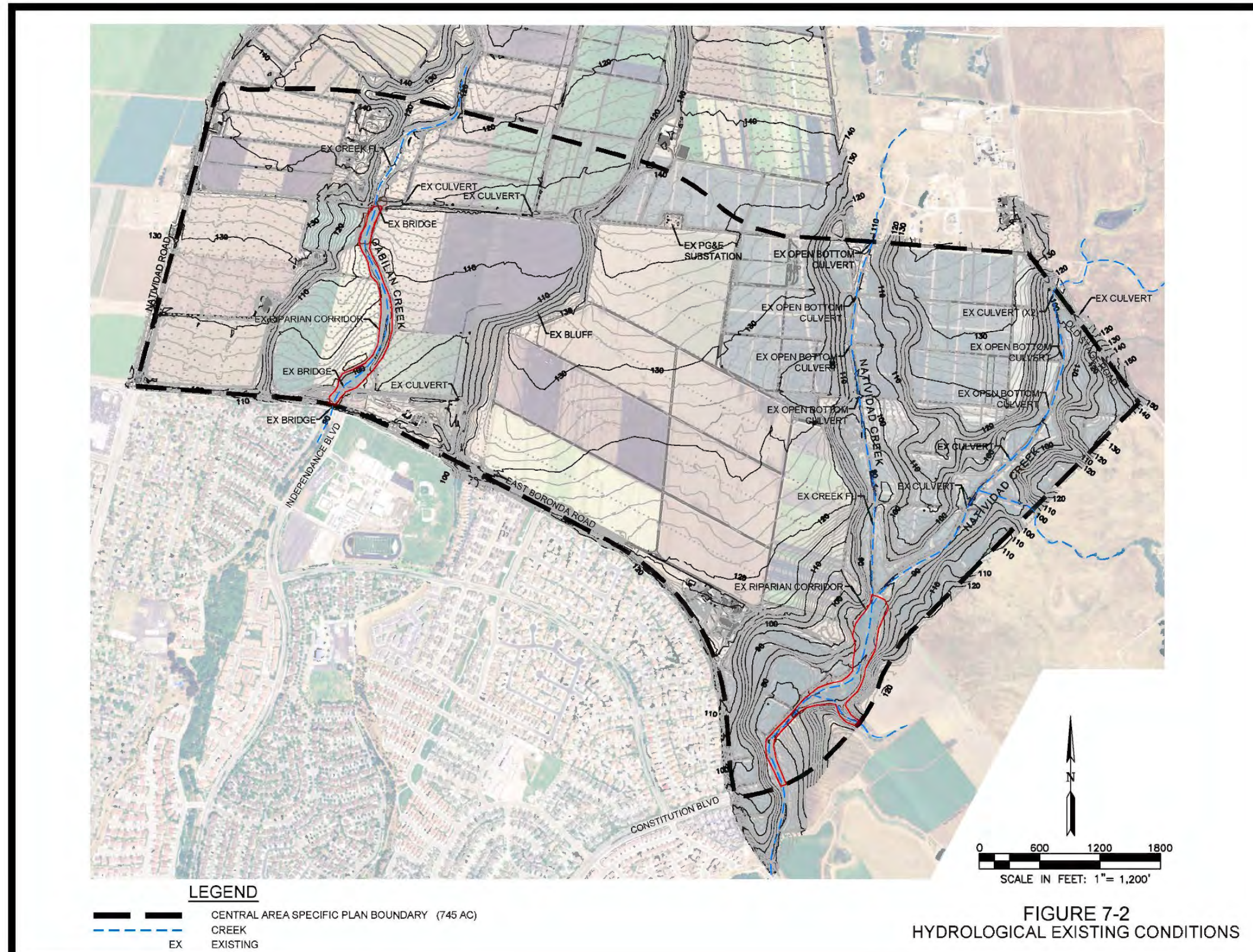


Figure 7-3: NRCS Soil Classification

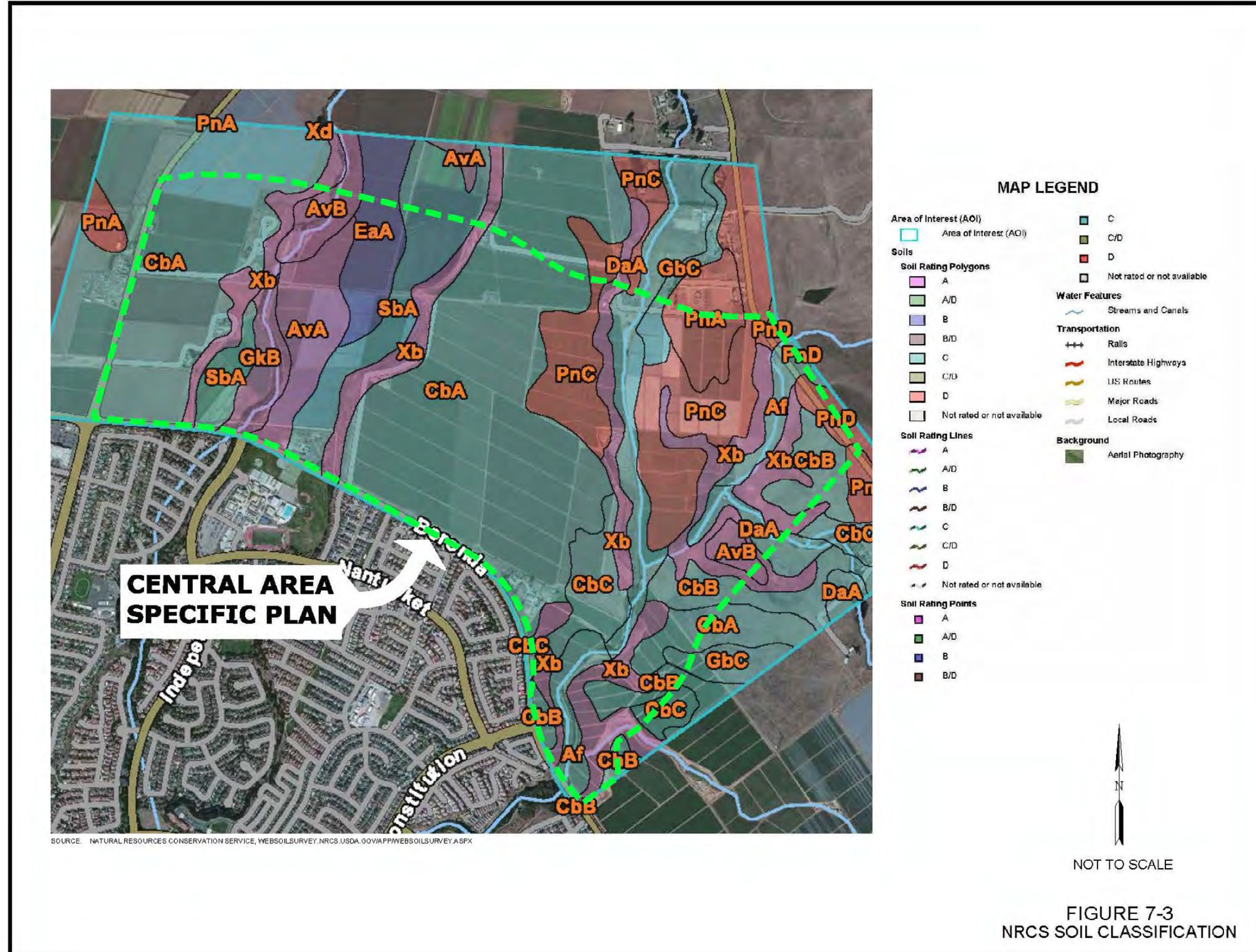


Figure 7-4: Gablian Creek Riparian Corridor

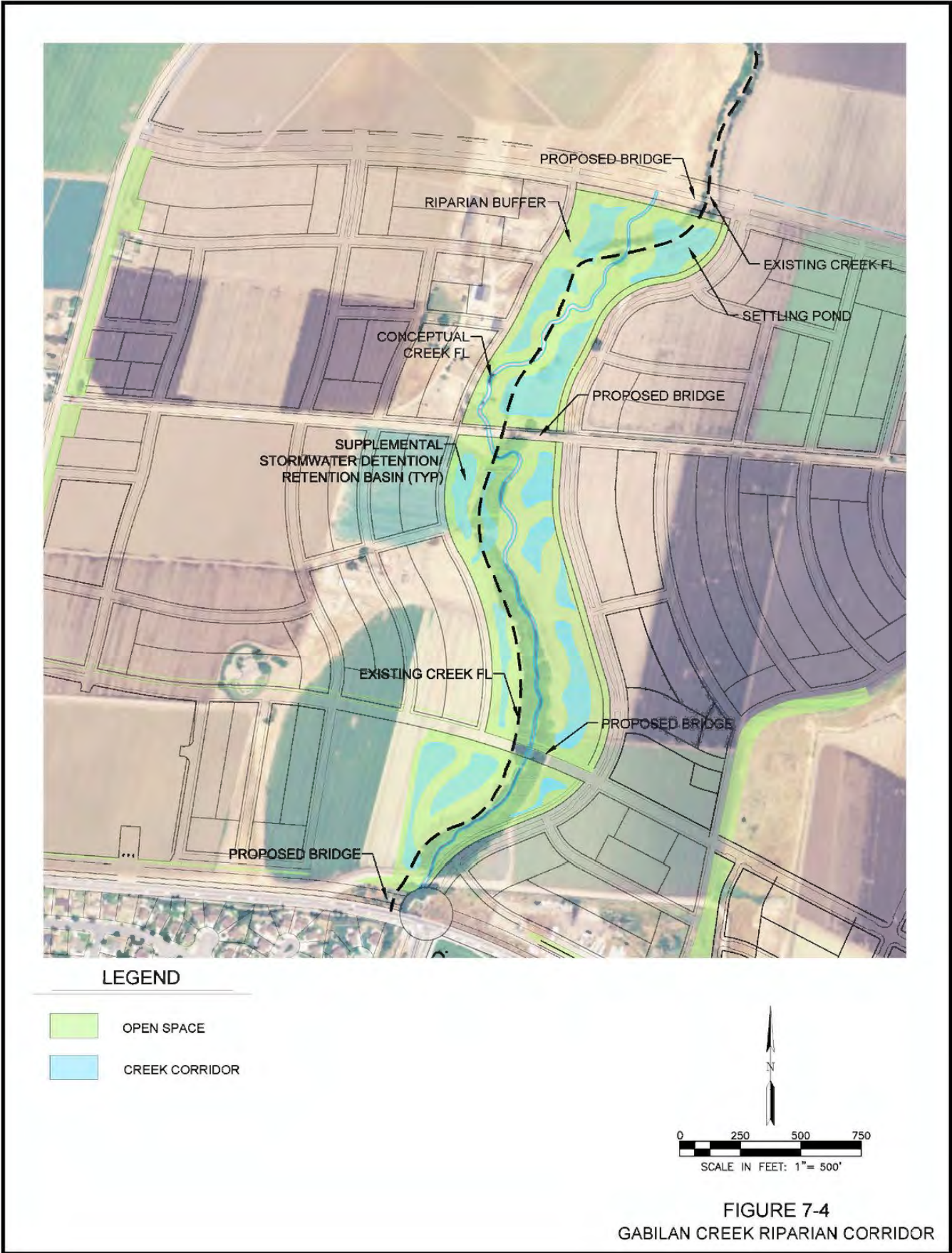


Figure 7-5: Natividad Creek Riparian Corridor

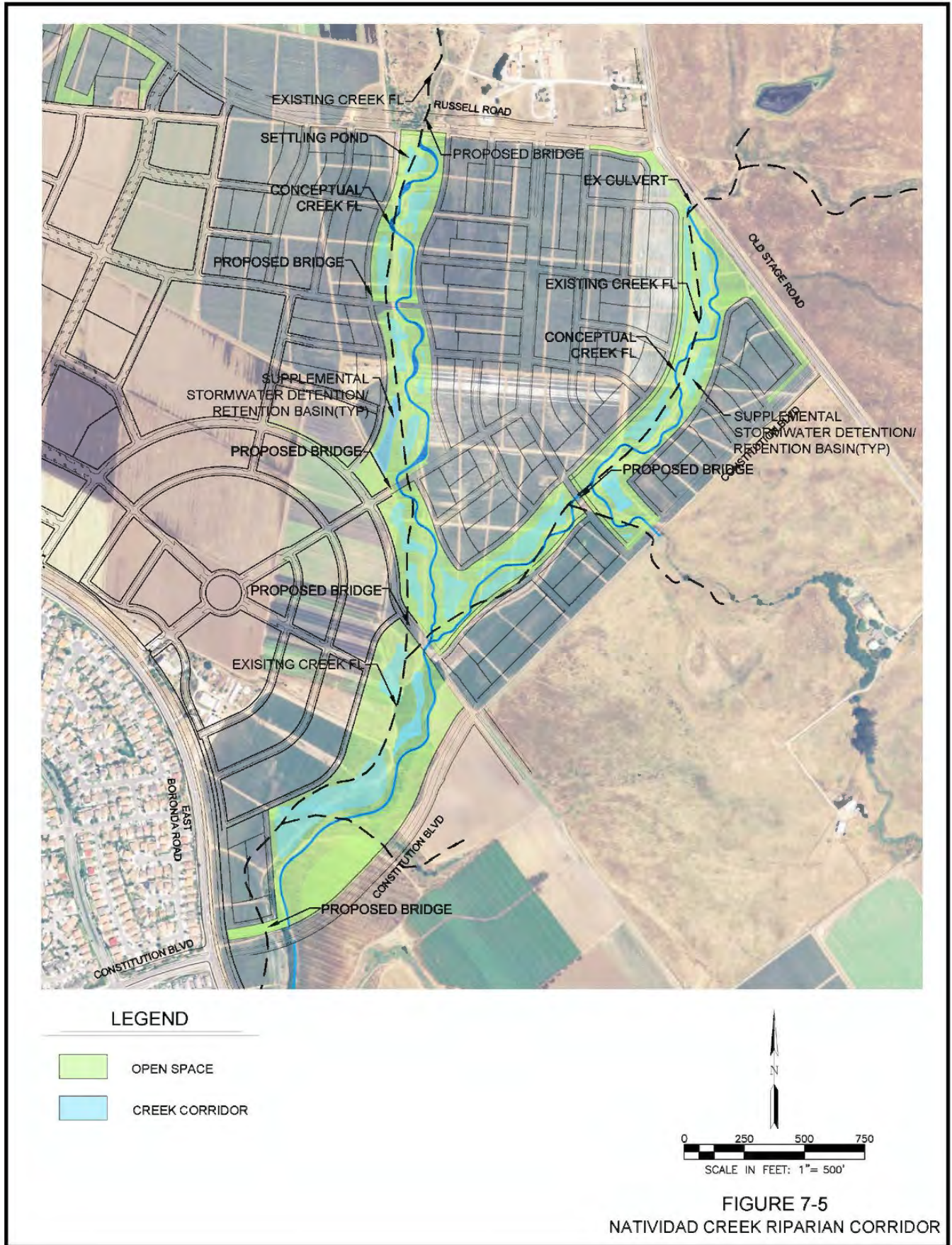


Figure 7-6: Conceptual Site Design Examples, Large Single Family Homes

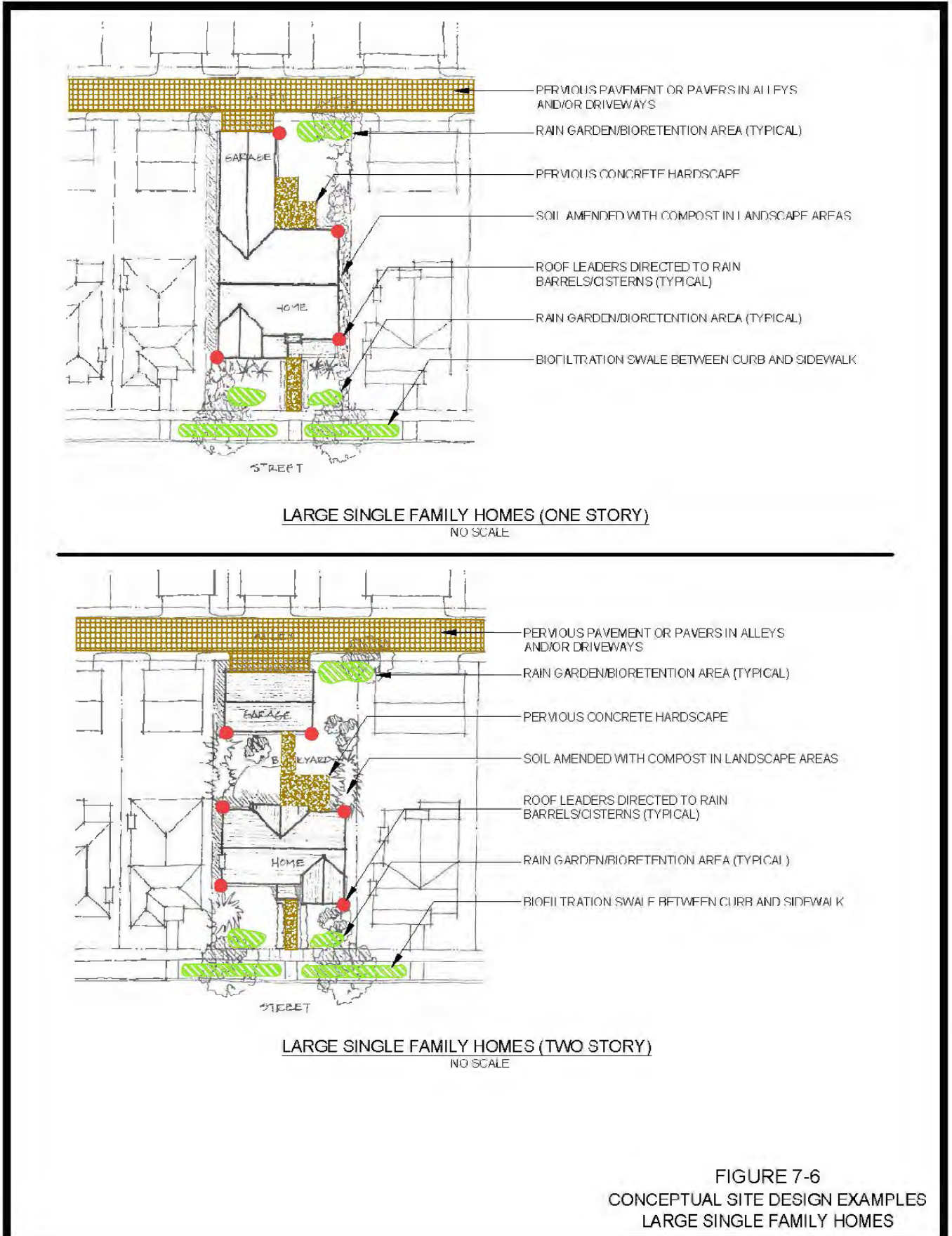
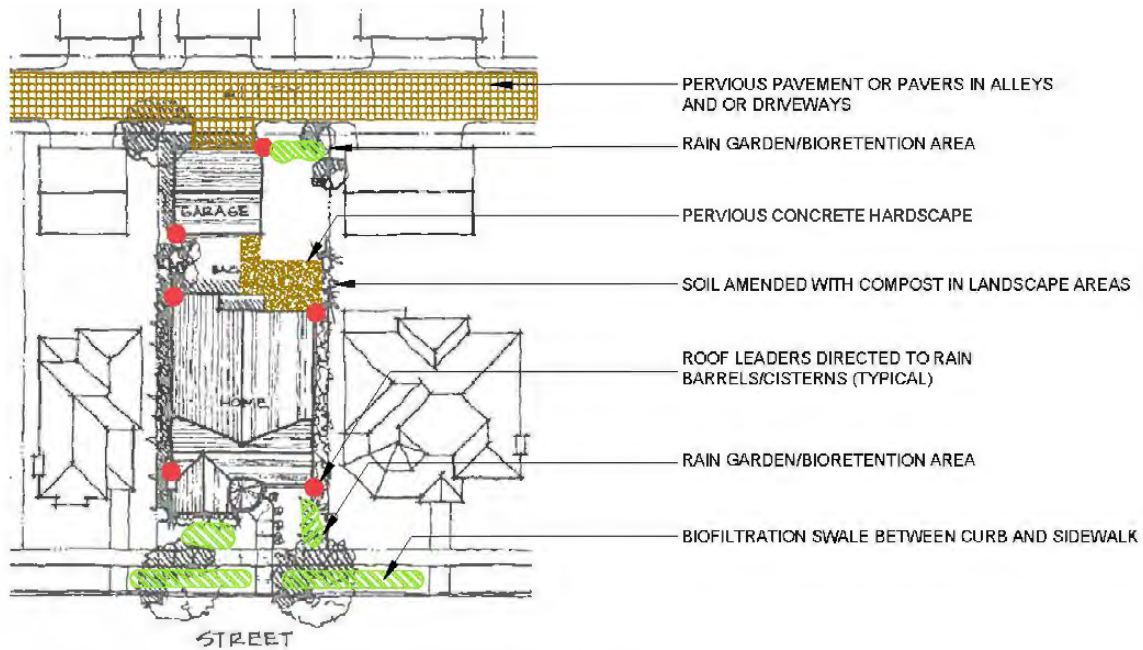
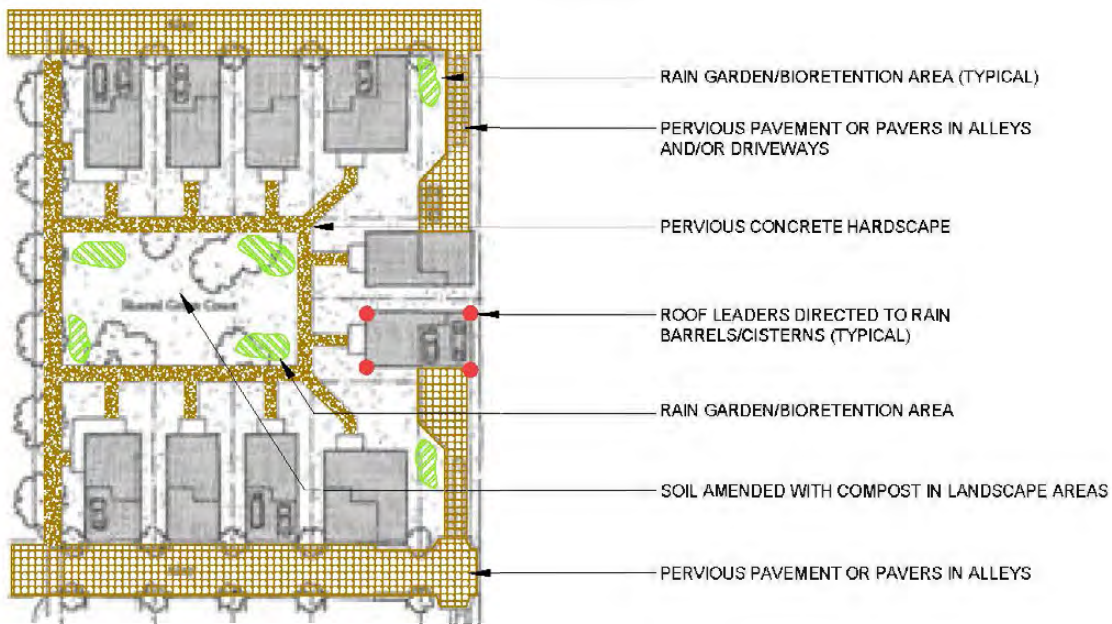


FIGURE 7-6
CONCEPTUAL SITE DESIGN EXAMPLES
LARGE SINGLE FAMILY HOMES

Figure 7-7: Conceptual Site Design Examples, Standard Single Family Homes & Greencourt Dwellings



STANDARD SINGLE FAMILY HOMES
NO SCALE



GREEN COURT DWELLINGS
NO SCALE

FIGURE 7-7
CONCEPTUAL SITE DESIGN EXAMPLES
STANDARD SINGLE FAMILY HOMES & GREEN COURT DWELLINGS



8. Public Facility Financing

8.1 Introduction

This Chapter provides a general framework for the financing and maintenance of public and private improvements in the Central Area Specific Plan.

8.2 Purpose and Scope of Public Facility Financing Plan

The Central Area Specific Plan is one of three adjoining specific plan areas (the West Area, the Central Area and the East Area) located in the northern portion of the City of Salinas. This Chapter describes how the infrastructure and improvements needed to support development in the Central Area Specific Plan will be financed. Accordingly, this Chapter identifies financing needed to create the infrastructure for the new neighborhoods described in the specific plan. This Chapter also provides a set of principles and policies regarding how these obligations should be met, identifies proposed financing mechanisms, and outlines an action plan for implementing the preferred financing approach. The property owner is responsible for funding the improvement of their individual properties except as provided herein and/or determined by the development agreement.

This Chapter is provided in accordance with specific plan requirements of the California Government Code and Salinas Zoning Code.

8.3 Public Facilities

The Central Area Specific Plan comprises approximately 22 percent of Salinas future growth in the Salinas General Plan buildout scenario. Although this Specific Plan relates only to the Central Area, collaboration and coordination with the other growth areas, the City, utility providers, and other government entities will be necessary to fund all needed public improvements. This comprehensive financing approach assigns improvements (or portions of improvements) to a particular financing Tier, depending on the size of the area the infrastructure improvement benefits. Five such Tiers are recognized as follows:

- **Tier One – Regional Benefits.** Improvements to a regional interstate highway essential for creating adequate highway capacity for both State and County growth shall be funded with a variety of sources, including federal, State, and regional sources, as well as TAMC Impact Fees collected from the Plan Area.
- **Tier Two – Citywide Benefits.** Infrastructure projects, including but not limited to major thoroughfare improvements, needed to support new development will be built by developers and/or funded through the City’s Traffic Fee Ordinance (TFO) in place at the time of permit issuance, or as otherwise determined in the development agreement.
- **Tier Three – North of Boronda FGA-wide Benefits.** This Tier consists of projects that will benefit all the new development in the North of Boronda FGA. Beneficial projects for all the West, Central, and East Area Specific Plan areas may be funded by one or more assessment districts and/or impact fee programs that allocate costs to each owner based on benefit received. Examples of improvements that may be included in this funding Tier include, but are not limited to, area roads; sewer and water system expansions; storm drainage solutions; and extension of other utilities.
- **Tier Four – Central Area-wide Benefits.** Projects that will benefit only the new development in the Central Area will be funded by one or more 1913/15 Act Assessment Districts, Community Facilities Districts (CFDs), or other funding districts or fees applicable to the Plan Area, as requested by the owner and agreed to by the City, which will allocate costs to each owner based on benefit received, which will be calculated by identifying the increase in uses as a result of new or expanded services per State Law. Developers within the Central Area will be required to pay all engineering and financing costs associated with the formation and maintenance of any Assessment District. The types of items that may be included in this funding Tier are internal roads, sewer and water system expansion, storm drainage solutions and projects, open space, and parks. Costs will be allocated based on benefit received. Impact fee credits shall be given (where deemed appropriate by the City) to those who pay or are assessed costs included in City impact fee programs.

- **Tier Five – Subdivision Maps.** Infrastructure improvements and required street dedications, City connection fees, school fees, Agricultural Mitigation Fees, and other fees not covered in Tiers 1 through 4 that will be required at the time of approval of each tentative map, or subdivision final maps/agreements and the required improvements will be funded at the owner’s choice by private financing, CFDs, Assessment Districts, or other funding alternatives available. Note: City Impact Fees, Central Area Specific Plan Traffic Fee and Fair Share Traffic Conditions of Approval Fee will be collected at certificate of occupancy for residential development and at building permit issuance for non-residential development.

It is anticipated that buildout of the Plan Area, along with the development of other areas of the City, will occur over an approximately 20 to 30 year time period. Thus, it is not necessary to build the arterial streets and other public facilities to their ultimate capacity initially unless required to mitigate a significant environmental impact in accordance with CEQA (as part of the Environmental Impact Report MMRP); or meet a General Plan Service Standard; or if applicable, comply with the Project’s Facilities Traffic Management Plan. Similarly, unless required to mitigate a significant environmental impact in accordance with CEQA (as part of the EIR MMRP); or meet a General Plan Service Standard; or comply with the City’s Transportation Management Plan, internal streets and other public facilities shall be constructed in phases as development occurs and the City’s various development impact mitigation fees or other funding alternatives become available, thereby creating the additional capacity as needed to maintain mandated levels of service. The owners/developers are responsible for funding the construction of all streets within the Plan Area (except as provided through the City’s traffic fee ordinance) or as otherwise provided for in this Specific Plan.

Within the Plan Area, it is expected that the first segments of the major backbone infrastructure, such as stormwater drainage improvements and water and sewer extensions, will need to be constructed as development commences, while more localized items such as internal roads will occur as needed to support the on-site residential and mixed use commercial developments.

8.4 Infrastructure and Improvements

The infrastructure requirements for the Plan Area are composed of a variety of infrastructure projects including roads, sewer, water, storm drainage, parks, open space, and other public facilities as discussed in prior chapters of this Specific Plan.

- **Roads.** Major arterial streets that abut the Plan Area include Boronda Road, Natividad Road, Constitution Boulevard, the future extension of Russell Road and Old Stage Road. These roads will be improved by the developer and/or shall be funded proportionately by the City’s Traffic Fee Ordinance in place at the time of permit issuance, unless otherwise determined by a development agreement.

- **Parks.** The Central Area includes approximately 43 net acres of public parks and approximately 107 acres of creeks and open space. See Chapters 2, 4 and 9 of the Specific Plan for further discussion of parks and open space.
- **Storm Drainage.** Total storm drainage improvements will focus on on-site parcel-based and Plan Area shared neighborhood Low Impact Development to the maximum extent practicable. Supplemental retention and detention facilities may be used only if on-site stormwater control measures (SCMs) are determined to be infeasible or are needed to provide all the mitigation required on-site due to unfavorable soil conditions from infiltration. Each site shall, at a minimum, provide SCMs for water quality and to maximize infiltration. The long-term maintenance of SCMs will be the responsibility of the property owner (site based), Maintenance Districts (CFDs), Landscape and Lighting Maintenance Districts (LLMDs), and/or assessment districts (public improvements) and/or other types of funding mechanisms, as agreed to by the property owner and the City. These improvements are considered Tier Four costs, specific to the Plan Area. See Chapter 7 for further discussion of stormwater and drainage improvements.

Water Quality SCM



Water Quality SCM



San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook First Edition | January 2009

- **Schools.** School facilities are discussed in Chapters 2, 4, 6 and 9. All residential units shall be subject to the payment of school impact fees in accordance with State law and local ordinance. Sites are to be reserved in accordance with the Subdivision Map Act and City Subdivision Ordinance.
- **Sanitary Sewerage, Water, and Joint Trench.** An array of both wet and dry utilities are planned to serve the Plan Area. This is expected to include water distribution lines, wastewater collection lines, and, in a joint trench, items such as electric distribution, telecommunications, and dark fiber optic conduit. See Chapter 6 for further discussion of utilities.
- **Fire Protection and Emergency Services.** The Salinas Fire Department provides fire protection and emergency services to properties located in the City limits of Salinas. The Salinas Fire Department is organized into six divisions: Suppression Division; Fire Prevention Bureau;

Emergency Medical Services (EMS); Training Division; Vehicle Maintenance Division; and Hazmat Team.

The Fire Department currently has six fire stations from which personnel and equipment respond to emergency calls. The Fire Department headquarters is located downtown at 65 West Alisal Street. Station 5 is located on Rider Avenue near the proposed Central Area Specific Plan. The designated response area for Station 5 includes a large portion of the Plan Area. Station 6 is located on Bolivar Avenue near the West Area Specific Plan. The designated response area for Station 6 includes a portion of the Plan Area. The remaining portions of the Plan Area not located within the designated response area for either Station 5 or 6 will be served by a new fire station located in the Central Area.

General Plan Table LU-4 includes a fire protection and emergency services standard that calls for the provision of necessary fire protection facilities to achieve a 6-minute response (from receipt of a 911 call to arrival of first company) 90% of the time. In January 2015, the Fire Department conducted a Fire Station Needs Assessment for the North of Boronda FGA. The report concluded that based on current City standards that the Fire Department would need new fire station locations to cover the North of Boronda FGA. In this regard, a new fire station will need to be constructed on an approximate 2-acre site located at the northeast corner of Natividad Road and the southerly greenway street (within the Plan Area) as development occurs to meet the General Plan standard and serve both the Central Area Specific Plan and the West Area Specific Plan.

The developers of the Central Area Specific Plan and the West Area Specific Plan will contribute their fair share of the costs of acquiring the developed land and construction of the fire station through the payment of City Public Facilities Impact Fee program. A second fire station will need to be located and constructed in the proposed East Area Specific Plan Area if and when the East Area of the FGA is developed. The Public Facilities Fee has been adopted by the City of Salinas to finance these new fire station when future development warrants their construction.

It is expected that one truck company and one engine company (consisting of 23 firefighters) and associated equipment/vehicles is required to staff the proposed station on Natividad Road and maintain adequate service to the Specific Plan and greater North of Boronda FGA in accordance with General Plan Public Services and Facility Services Standards. According to the fiscal analysis prepared for the West and Central Area Specific Plan (2018), the tax revenue from the project will exceed the costs related to the provision of City services required for the project, including, without limitation, those related to fire services.

New residential and commercial structures constructed in the West and Central Specific Plan Areas will be equipped with automatic fire-extinguishing (fire sprinkler) systems as required by the California Fire Code as adopted and amended by the City of Salinas. Sprinkler systems reduce the spread of a fire or may extinguish minor fires.

Automatic fire-extinguishing (fire sprinkler) systems, as required by the California Fire Code, increase life safety, limit structural damage, and significantly increase the safety of the responding fire department personnel; however, these systems do not increase the allowable response time for Emergency Medical Services (EMS), which are also supplied by the City's Fire Department. Consideration may be given to providing a home in the interim for an EMS team early in the development and a full service fire station will be built later in the development process.

An on-site water system capable of providing adequate fire flow (per Fire Marshal's requirements) and in accordance with all applicable rules and regulations is required in the Specific Plan Area. The Salinas Fire Department shall review and approve the fire hydrant placement, pipe sizes, and emergency vehicle circulation with each tentative map. SFD shall review and approve final improvement plans in conjunction with the final map and subdivision improvement plan review. Water main pressures shall be sufficient to serve fire sprinkler systems installed within structures. Unless otherwise required by the Fire Chief/ Fire Marshal, residential area fire hydrants shall be CLOW 950, while commercial area fire hydrants shall be CLOW 960 or as otherwise approved by the Fire Marshall at the time of development.

Fire apparatus access roads shall be provided and maintained in accordance with California Fire Code (Section 503.1.1 through 1.3 and Appendix D, or as may be subsequently amended), in effect at the time of building permit application. All fire apparatus access roads shall consist of all-weather surface consisting of asphalt, concrete, or other approved all-weather driving surface capable of supporting the imposed load of Salinas Fire Department fire apparatus weighing at least 67,000 pounds, or as approved by the City Engineer. At the time of construction, a construction vehicle access road capable of accommodating fire equipment loads and turning movements identified by the Fire Chief shall be provided before combustible materials can be delivered to the site. Provisions for on-site water and/or other fire suppression shall be addressed concurrently with the vehicle access.

Development in the Specific Plan Area shall be subject to the California Building Code and Fire Code requirements in effect at the time of submittal of a building or grading permit application.

- **Police Services.** The Salinas Police Department provides full municipal law enforcement services for the North of Boronda FGA, including the Plan Area.

General Plan Table LU-4 includes a police protection public service and facility standard that calls for police facilities to provide an adequate level of service as determined by the City. The City of Salinas Police Department provides full municipal law enforcement services for the North of Boronda Future Growth Area including the Plan Area. The Police Department recently completed a new police headquarters on East Alisal Street in March of this year (2020) and will provide services for the Plan Area from that facility. In this regard, the City determined that the new single centralized police facility serving the entire City (including the Plan Area) was preferred over a police substation located in the North of Boronda FGA to serve the future growth in the northern portion of the City.

The Salinas Police Department is organized into three divisions: Field Operations, Administration, and Investigations. The Police Department staffs three patrol shifts per day. The City is separated into 12 beats in four command areas for reporting and assignment purposes. Officers are normally assigned to work one or more beats within a command area. Currently, one to two officers are designated to serve the proposed project during the day shift, one to two officers during the swing shift and one to two officers during the graveyard shift.

It is expected that 17 additional police officers and associated equipment/ vehicles will be required to adequately serve the Plan Area and maintain adequate service levels to existing development in accordance with the applicable General Plan service standard. According to the fiscal analysis prepared for the West and Central Areas (2018), the City's revenue from the project will exceed the costs related to the provision of City services required for the project including, without limitation, those related to police services.

The Central Area will contribute its fair share of the costs of construction of the new central police facility through the payment of City Public Facilities Impact Fee program.

- **Library Services.** The City currently owns and operates three libraries, which serve City residents. The Steinbeck Library, the El Gabilan Library and the Cesar Chavez Library. General Plan Table LU-4 includes a library services and facilities standard that calls for 0.5 square feet of public use library space per capita and library services to be provided within two miles of any residential use.

The City has identified a two net acre site in the Central Area between the Village Center and the middle school for a new branch library to serve the East, Central, and West areas of the North of Boronda FGA. Based on the two-mile service area prescribed in the General Plan, the new branch library will also service existing residents in areas of the City south of Boronda Road.

Additional library staff will be required to staff the proposed facility and maintain adequate service to existing development in accordance with General Plan Public Services and Facility Services Standards. The fiscal analysis prepared for the West and Central Areas (2018), the revenue from the project will exceed the costs related to the provision of City services required for the project including, without limitation, those related to library services. The Specific Plan provides that the Plan Area will also contribute its fair share of the costs of construction of the new library facility through the City Public Facilities Impact Fee program.

- **Recreation Center(s).** The City seeks to develop one or more recreation centers within the community park in the adopted West Area Specific Plan and within a neighborhood park in the Central Area Specific Plan and future East Area Specific Plan. The precise location, configuration, and staffing of these recreation centers are yet to be determined by the City. Staffing needs may be one full-time coordinator and up to 10 temporary employees, depending on the size, type, and services of the recreation center. The timing and phasing of construction of the recreation centers will be determined by the City. According to the fiscal analysis prepared for the West Area and Central Areas (2018), the tax revenue from the project will exceed the costs related to the provision of City services required for the project, including, without limitation, those related to recreation services.

The Plan Area will contribute its fair share of the costs of construction of the recreation centers through the City Public Facilities Impact Fee program.

8.5 Public Facilities Financing

The City shall provide a similar level of municipal services in the Plan Area as provided elsewhere in the existing City, except as required by the General Plan or noted in the Central Area Specific Plan.

Many of the public facilities proposed to serve the North of Boronda FGA (for example, the new fire/EMS station, the proposed branch library, construction of a new police station, and new recreation centers) are facilities that will serve existing City residents and residents of other new neighborhoods. As a result, these facilities will also address existing facility or service level deficiencies.

New development within the Central Area will contribute their fair share to the cost of new public facilities by way of impact fees. A City-wide Public Facilities Nexus Study was prepared and approved by the City of Salinas in 2014, which established the methodology and criteria to be used to determine the impact fees for these facilities (e.g., police, fire, library, and recreation centers). In other cases, impact fee programs for other public facilities (including but not limited to roads, sewers, storm drains) have already been adopted. New development within the Plan Area will be required to pay the fees in effect at the time of Certificate of Occupancy

for residential development and at building permit issuance for other types of development in accordance with City policy, or as specified in the Development Agreement. Property owners will be responsible for service and/or connection fees for water, sewer, schools, electricity and gas, telecommunications, and solid waste and recycling.

As discussed in Section 8.4, new development is subject to the payment of school fees in effect at the time of building permit issuance.

8.5.1 Financing of Street Improvements

Traffic Fee Ordinance (TFO) Financed Streets

Three of the major arterials adjacent to the Central Area are major arterials serving areas of Salinas (serving both the plan area and other areas outside the Plan Area); these are Boronda Road, Natividad Road, and Constitution Boulevard between Boronda Road. The future extension of Russell Road will also serve the Plan Area and areas beyond upon construction. Each of these existing roads are designated in the General Plan as an expressway or an arterial. A fourth arterial road, Old Stage Road, serves the Plan Area, the northern portion of the FGA and the County land to the east and north.

Each of the arterial streets is a non-access road, meaning direct access to abutting property is not allowed. On-street parking is also prohibited on these arterial streets.

Developer fair share costs of roadway improvements, not included in the TFO or which are otherwise the responsibility of the developer may be funded by a Central Area Specific Plan Traffic Fee or the Fair Share Traffic Conditions of Approval Fee, as applicable (see Appendix B, Definitions for explanation of these fees) or as otherwise determined by the Development Agreement.

8.5.2 Developer Financed Streets

Abutting Street Improvements

City of Salinas Ordinance No. 2585 requires that each property owner provide frontage improvements as follows: "The frontage of each lot shall be improved to its ultimate adopted geometric section, including, but not limited to, street, structural section, curbs, gutters, sidewalks, driveway approaches, and transitions." Resolution No. 18729 requires that a minimum of half of the abutting street be improved, but in no case shall less than 20-feet of pavement from the gutter lip be improved. Therefore, all Central Area owners are required to dedicate and improve or be assessed for land and improvements in accordance with the requirements of Resolution No. 18729. Where there are non-access roads adjacent to the Central Area boundaries, they shall be improved in accordance with the requirements of Resolution No. 18729 and funded by the Central Area Specific Plan Traffic Fee.

Where streets front on public facilities and public parks, the cost of the land and improvements for the half of the abutting street along the

frontage of all such public facilities and parks shall be funded by the same funding method used to acquire and improve the abutting public facility or public park except the developer shall be responsibility for the full cost of the land and the half of the abutting street if dedicating the land to the City and constructing a public park in lieu of the paying the Central Area Park Impact Fee (CAPIF) for the said park or as otherwise specified in the Development Agreement.

Greenways

“Greenways” means the south side of the northerly greenway street (and the northerly greenway path/sidewalk) and the north side of the southerly greenway street (and the southerly greenway promenade/path) as shown in Figure 2-1, Specific Plan Land Use Map, Figure 5-4, Existing Arterial Transportation Facilities and Appendix K. These greenways streets and paths/sidewalks will be constructed by the developer as part of the applicable phase, or as otherwise required the City Engineer. The streets are generally afforded non-exclusive on-street parking along their frontage and direct pedestrian access with only very limited driveway or alley access across both the southerly and northerly greenway paths as specifically provided for in the Specific Plan and approved by the City Engineer.

The southerly greenway street will have special treatments that include custom decorative street lighting, landscape planters, street furniture (such as benches, trash receptacles), way-finding directional signage and other features as provided by the Specific Plan. These special treatments are to be consistent along this greenway segment as it extends through the Plan Area. The northerly greenway street will have the same decorative street lighting as that used for the southerly greenway street, since this street/path will also extend the length of the Plan Area. See Chapter 5 for additional discussion regarding these greenway

Phasing of Facilities

Buildout of the Plan Area, and the resulting need for public facilities, will occur over an extended period of time that will be influenced by market conditions, including demand and need for housing and services, and willingness of owners within the Plan Area to participate in the development process. As development occurs, each application will have to demonstrate that the need for public facilities and the General Plan service standards are being met. Consequently, it will not be necessary to build the public facilities to their ultimate capacity at the outset of the development. Development of the public facilities can be phased as development goes forward and creates the need for additional capacity and as the funds become available through the payment of the Public Facilities Impact Fees. The fire station, the branch library (located in the Plan Area), and the recreation center are examples of facilities that can be constructed in phases as determined appropriate by the City to serve the gradual growth of the population and service needs in the Plan Area.

Review of tentative map applications in the Plan Area will provide both the City of Salinas and developer(s) opportunities to assess current and future needs of the Plan Area.

Financing of Public Parks

Each subdivision within the Plan Area is responsible for land dedication and improvements for parks or the payment of Park Impact Fees per the State Quimby Act, to provide the equivalent of three acres of developed park land per 1,000 population, as set forth in the City's General Plan and Section 31-802 of the City Subdivision Ordinance. Dedication of park land shall occur concurrently with the recording of final subdivision maps. Park improvements will be provided in accordance with the conditions of approval on the first final subdivision map.

The City's current City-wide park impact fee is not adequate to cover the cost of acquisition and development of the neighborhood parks and small parks needed to meet park requirements within the Plan Area. The City agrees to adopt a new Central Area Park Impact Fee (CAPIF), which shall be assessed against the properties designated for park lands and facilities inside the Plan Area. The fee shall be set to generate sufficient funds for the acquisition and development of the neighborhood parks and small parks within the Plan Area. The fee shall include costs to be acquire the land, cost of park improvements, the half of the abutting streets that abut the parks, Low Impact Development SCMs to meet the requirements of the SWDS, decorative street lighting, and utilities. Park improvements shall be required in accordance with the City's Park and Sport Facility Standards.

The Plan Area owners shall not be required to pay the Citywide Park Impact Fee upon adoption of the CAPIF by the City. Developers may elect to either fully improve (including the cost of park improvements, the half of the abutting streets that abut the parks, LID SCMs to meet the requirements of the SWDS, decorative street lighting, and utilities) and dedicate parks to the City as described above or pay the CAPIF. If a developer fully improves and dedicates parkland as described above to meet his parkland obligations for the applicable subdivision, they will have been deemed to fully satisfy their parkland obligation and no payment of the CAPIF is required.

Also see Section 9.2.2, Parks Implementation for further discussion of parks.

8.6 Funding Policies

The following policies govern the funding of infrastructure and public facilities for the Central Area Specific Plan, unless otherwise provided for in the Development Agreement. The policies shall guide future decisions regarding formation of financing entities, adoption of financing mechanisms, and project approvals.

- **Policy 1:** The Financing methods shall be consistent with and serve to reinforce the Land Use Plan and subsequent development of the Plan Area.

- **Policy 2:** If Assessment District financing is requested by an owner or developer, a detailed financial analysis that estimates the costs of improvements and how the infrastructure costs will be allocated and the estimated bonding ability shall be prepared by an engineer approved by the City and the developer for each proposed Central Area Specific Plan assessment district. The owner or developer is responsible for funding the cost of the financial analysis and all costs of forming the district.
- **Policy 3:** The City shall require dedication of land for internal road improvements that allow on-street parking and direct pedestrian and vehicle access to the abutting property, if an LLMD will be maintaining the right-of-way improvements. The City may require dedication of land as described above if a homeowners or owners association (for private roads only) will be maintaining the right-of-way improvements on such streets. If not dedicated, the City will require an emergency and maintenance access easement for any private street.

If a LLMD is not maintaining the right-of-way improvements, the dedication of road improvements and other required infrastructure shall be in accordance with City Resolution 18729, and other required infrastructure shall be installed in accordance with City standards.

- **Policy 4:** Landowners may be subject to assessments to pay for Plan Area infrastructure facilities only if benefit is received and only in proportion to the benefit received. The property owners will also be required to pay the cost for related nexus and engineering studies as required by the City Engineer.
- **Policy 5:** Developer will pay City development impact fees at Certificate of Occupancy for residential development and at building permit issuance for other types of development in accordance with City policy. School development impact fees in effect at that time will be paid at building permit issuance, and all school sites shall be reserved in accordance with the Subdivision Map Act and the City Subdivision Ordinance.
- **Policy 6:** Infrastructure and public facilities triggered by development within the Plan Area that provide benefits beyond the Plan Area and which are listed in a City, County or School District Impact Fee program may be funded through the appropriate development impact fee fund, only if said funds are available and the legislative body approves the allocation of funding for such purpose.
- **Policy 7:** If an Assessment District is formed, infrastructure costs shall be proportionately allocated among Central properties based on the principle of "benefit received". If an Assessment District is used, Impact Fee Credits may be distributed to those who are assessed for Impact Fee-related costs as determined appropriate by the City.
- **Policy 8:** A mechanism(s) for securing the financial obligation for an equitable share of infrastructure costs on all benefiting property

owners shall be included in Assessment Districts and Impact Fees established in the Central Area.

- **Policy 9:** The City may establish Assessment District(s) within the Plan Area pursuant to related statutory authority and procedures if requested by the owners of a majority of the land proposed to be assessed.
- **Policy 10:** A Central Area Park Impact Fee (CAPIF), shall be established by the City pursuant to the provisions of California Government Code Section 66000. This fee, upon adoption, replaces the Citywide Park Impact Fee. Alternately to paying this fee, project proponent shall dedicate and improve the park(s) and half of the abutting streets that abut the park(s) shown on their land in Appendix G.
- **Policy 11:** To ensure timely funding of infrastructure development and achieving other public benefits, the City may require subsequent development agreements with landowners and/or developers, pursuant to City policy and ordinances in effect at the time the development agreement is entered into.
- **Policy 12:** Utility and other infrastructure costs that are determined to benefit properties outside an owner's or developer's lands shall be reimbursed through assessments against the benefiting properties or as otherwise provided in accordance with provisions of the City of Salinas Resolution No. 12963 or 18729, as applicable.
- **Policy 13:** If a CAPIF is adopted, the City shall establish a mechanism within the ordinance that credits the cost against subsequent fee obligations if a developer or the CAPIF builds infrastructure items that are included in a City-wide Impact Fee program.
- **Policy 14:** The City shall form a Central Area LLMD and/or maintenance CFDs concurrent with recording of the first final subdivision map.
- **Policy 15:** The City may pursue outside funding for infrastructure improvements serving the Plan Area, e.g., State and federal funding sources, etc. for improvements.
- **Policy 16:** The City and developer(s) shall work cooperatively to secure Central Area Specific Plan infrastructure financing through allocation of appropriate funds (e.g., Impact Fees, Traffic Fee Ordinance) and establishment of necessary financing entities and arrangements (e.g., an assessment district, LLMD, etc.).
- **Policy 17:** To ensure timely funding of infrastructure development, one or more property owners and the City may establish development agreement(s) to confer development entitlements.
- **Policy 18:** The City may establish an Assessment District to provide necessary land-secured debt financing if requested by one or more property owners within the boundary of the proposed district, or as otherwise required by state law.

Table 8-1: Proposed Funding Sources (or as per Development Agreement)

Cost Category	Proposed Funding Source			
	Developer Debt Financing (1)	City Fee Programs (2)	School District Fee	TAMC and State and Federal (3)
Arterial Streets	X	X		X
Neighborhood Streets	X			
Landscape	X			
Storm Drainage (4)	X	X		
Water	X			
Sanitary Sewer	X	X		
Joint Trench	X			
Grading	X			
Schools			X	X
Recreation Center		X		
Public Parks	X	X		

(1) Developer may propose the use of Assessment Districts or special districts for certain public facilities and receive fee credits.
 (2) Certain facilities may be funded through City development impact fees. Credit against fees may be available for facilities included in a fee program where applicable and approved by the City.
 (3) Funding may be available from regional, State and/or federal sources.
 (4) If LID PCBMPs are installed on a site/parcel basis then Storm Drainage impact fees will not be charged.

8.7 Financing Mechanisms and Resources

A number of financing mechanisms may be used to fund the public services, facilities, and infrastructure associated with the Plan Area. Table 8-1 provides a conceptual summary of costs and possible funding sources and funding mechanisms. The ultimate mix of financing mechanisms will be determined in the implementation process, based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters, and finance experts at that time. There may also be new financing mechanisms that evolve at the State or federal level and nothing in this Plan limits the consideration of those new mechanisms by the City and/or the developers or owners.

8.8 Maintenance Responsibilities

In addition to the obligation to fund construction of backbone infrastructure and Citywide improvements through development impact fees, the property owners within the Central Area Specific Plan will fund certain recurring City costs for maintenance. This Financing Plan identifies and incorporates provisions for funding certain City maintenance activities within the Plan Area.

The City, through the draft Public Services and Public Facilities Financing Plan – Salinas Future Growth Area (November 2, 2007), has suggested the establishment of a Community Facilities District (CFD) and/or LLMD

to provide public maintenance services to the North of Boronda FGA in excess of service levels elsewhere in the City. A higher level of maintenance may be desired for the North of Boronda FGA and the residents living in the area would pay for that enhanced service through an LLMD or a maintenance CFD. An LLMD would be formed to pay for other maintenance as specified below. The maintenance of other public facilities not addressed in this section of the Specific Plan will be addressed in the Development Agreement.

8.8.1 Landscape and Lighting Maintenance District

The Central Area LLMD will be formed to pay for the following costs within the Central Area Specific Plan:

- e) Maintenance of public parks less than two net acres in size and maintenance of all open space areas allowing public access.
- f) Operation and maintenance (including replacements as needed) of all street and path lighting.
- g) Maintenance of all LID areas within public or Owners Association streets/parcels and ROWs and in supplemental detention and retention basins/open space creek corridors.
- h) Slurry coating of all interior streets and alleys as determined by the City Engineer, but not less than every five to seven years depending on the deterioration of the asphalt.
- i) Maintenance and replacement of the public paths/sidewalks, decorative street furniture and traffic/street signs.
- j) Maintenance of all traffic calming devices such as the center median islands, roundabouts, bulb-outs, and traffic circles, including landscaping.
- k) Maintenance of the landscaping and walls in the ROW within the abutting half of the ROW of the arterial streets surrounding the Plan Area.
- l) Maintenance of alleys (including paving) and adjacent landscaping within alley ROWs or easements.
- m) Maintenance of landscaping located within the public ROW and landscape easement of the northerly and southerly greenway streets.
- n) Maintenance, trimming, and replacement of all trees including street trees on all public property including small parks.

If an LLMD is used to maintain the public area, the City shall administer the Central Area LLMD as follows:

- a) Prepare and make available an annual accounting of all LLMD revenue and expenditures and reserve deposits and expenditures.
- b) Prepare the annual estimate of operating costs and required capital replacement reserves, allocation of benefits, and assessment for the LLMD, and process the same through City Council approval as paid for by the LLMD. The Central Area LLMD shall pay for the annual

Engineer Report of the projected costs and Maintenance District Map/property changes as subdivisions are approved; along with staff costs to manage the LLMD. The annual report shall also be provided to any Homeowners' Association established within the Plan Area.

- c) Administer the contracts for operation of the LLMD, including bidding, preparation of contracts (which shall require a high standard of workmanship and maintenance), and management of the contractors, including inspection of their work on a regular basis to ensure contractor compliance with the scope of work.
- d) Collect LLMD revenues and process and pay all legitimate invoices of each LLMD in a timely manner.
- e) The City shall be reimbursed for the direct labor costs for the staff needed to perform the City's required contract administration and contractor supervision and inspection, plus a standard percentage of the direct labor cost to cover the City annual adopted overhead rate and administration.
- f) Establish a reserve account to be used to pay the costs of the LLMD between the beginning of the fiscal year and the LLMD's receipt of the first increment of assessments. A six-month operating reserve, required at the beginning of each fiscal year, is to be replenished each year throughout the life of the LLMD.
- g) Operating reserves at the end of each fiscal year in excess of 50 percent of the estimated operating costs for the forthcoming year shall be carried forward to reduce the assessment for the forthcoming year.
- h) Assessment district costs shall be assessed against the benefitting property at the time they become due.
- i) A Major Repair and replacement Reserve Fund shall be established by the LLMD to fund items such as major repairs and equipment replacements, which have a useful life longer than one year (examples: future replacement of playground equipment, street lights, street overlay, and future slurry coating of streets). The required replacement reserve balance shall be calculated each year by dividing the current cost of each item by its original useful life and then multiplying the result by the number of years the item will have been in service by the end of that fiscal year. The portion of the assessment for replacement reserves shall be deposited and maintained in a separate interest-earning replacement reserve account and shall not be commingled with other funds.
- j) All LLMD work shall be performed by qualified and licensed private contractors. Contracts shall be awarded to the lowest responsible bidder, after competitive bidding. In a time-critical or emergency situation, the City staff may perform the work and the LLMD shall reimburse the City for its costs, including overhead and administration.
- k) The maximum assessment rate may be adjusted by the greater of three percent, the percentage increase in the Consumer Price Index ("CPI"), or the percentage increase in the Engineering News Record ("ENR")

cost index. Each year, the City shall compute the percentage difference between the CPI on December 31st for the most recent year and the CPI for the previous December 31st as determined by the Bureau of Labor Statistics for the San Francisco/Oakland/San Jose Area. A similar computation will be performed by the City using the ENR April issue cost index. The cost will be increased each year based on the average of the common labor and materials costs in ENR's April issue. The greater of three percent of the percentage change in indices shall then establish the range of increased assessments allowed for the current fiscal year. The maximum allowable increase may be exceeded with a positive vote of a simple majority of the parcel owners weighted by the amount to be assessed against each parcel, or as otherwise prescribed by law.

- l) The cost of alley maintenance, including maintenance of the landscaping and paving, shall be charged only to the parcels served by alleys.
- m) An LLMD shall be formed by the City for the Plan Area as soon as possible after the first final subdivision map is approved within the Central Area. The LLMD shall include only the area within the first final Subdivision Map. The area within each subsequent Final Subdivision Map shall be annexed to the first LLMD.
- n) The LLMD may be voted out of existence under State law, and in such a case, the City of Salinas will require that, prior to the dissolution of the LLMD, a Home Owners' Association or other responsible entity is established and becomes legally obligated to maintain the same improvements at an equal or greater level as the LLMD proposed for dissolution.

8.9 Reimbursements

The City enacted a reimbursement ordinance, applicable to the Central Area Specific Plan (effective date June 3, 2014, no. 2549, and amendment no. 2590 on February 21, 2017) whereby the City and owners or developers of lands within the Plan Area who have advanced more than their fair share of the costs of annexation and preparation and processing of the Specific Plan (including CEQA compliance documents) on behalf of all of the owners of lands within the Central Area will be reimbursed fairly and proportionately for those identified costs. The reimbursement ordinance establishes the method to reimburse a person or the City for financing the City Costs, the Annexation Costs, and the Entitlement Costs. It is to be used to mitigate the cost of financing such activities by distributing those costs fairly and proportionately among the owners of property within the North of Boronda FGA, at the time those benefitted property owners exercise their development rights under one of the specific plans or otherwise make use of the preparation and approval of any of the specific plans. Reimbursements shall be in accordance with the City's Reimbursement Ordinance. The Reimbursement Ordinance is included as Appendix M to this Specific Plan.

8.10 Fiscal Analysis

A fiscal analysis (2018) for the project was prepared by Economic & Planning Systems, Inc. (EPS) and is on file at the Salinas Community Development Department located at 65 West Alisal Street.

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9. Implementation and Administration

9.1 Introduction

This Chapter of the Central Area Specific Plan describes mechanisms for implementing the Specific Plan and the systematic development of land within the boundaries of the Plan Area. The Chapter should be consulted prior to preparing entitlement applications and whenever a question arises concerning plan implementation. Because the City of Salinas is the public agency responsible for the administration of the Specific Plan, the tools and procedures described in this Chapter are to be implemented in a manner consistent with federal, State as well as City rules, regulations, and policies.

This Chapter also summarizes the Specific Plan entitlement process and approvals. Actions needed to implement the Plan are generally of three types: (i) those needed to obtain entitlement approvals; (ii) implementation actions described in association with policies contained in the Specific Plan including mitigation measures contained in the Central Area Specific Plan EIR and MMRP; and (iii) development phasing and financing mechanisms discussed in Chapters 8 and 9 of this Specific Plan. The mitigation measures identified in the 2002 Salinas General Plan Final Environmental Impact Report (FEIR) and the 2007 Final Supplement for the Salinas General Plan Program EIR shall also apply to the project and are incorporated herein by reference.

9.2 Specific Plan Authority and Implementation

The Central Area Specific Plan, upon approval by the Salinas City Council and certification of the FEIR, will constitute the basis for the review of all subsequent entitlements in the Plan Area. As a regulatory document, the Specific Plan establishes the land use and associated development, design, and infrastructure standards that must be met to successfully implement the project.

Through the inclusion of development regulations, design, and infrastructure standards, and incorporation by reference of the applicable Salinas Zoning Code provisions, the Specific Plan creates zoning regulations and standards specifically applicable to the Plan Area. As a regulatory document, all subsequent design documents and development activities in the Plan Area are required to be consistent with this Plan. The Specific Plan identifies development regulations that are different from current Salinas Zoning Code requirements where it is necessary to achieve General Plan consistency and intent, and, by extension, Specific Plan goals for the Plan Area. In instances where the requirements of this Plan conflict with the applicable Salinas Zoning Code or other City standards (except for federal and/or State Building Code, Fire Code, and Stormwater Program requirements [including NPDES Permit/SWDS/SWSPS]), the Central Area Specific Plan shall control. Conversely, if this Specific Plan is silent on an issue, the applicable Salinas Zoning Code regulations or other adopted City standards and regulations shall prevail, as determined by the City Planner.

9.2.1 City Administration

The City of Salinas shall be the public agency responsible for the administration, implementation, and enforcement of the Central Area Specific Plan, except for the administration, enforcement and implementation of private property maintenance agreements (excluding NPDES maintenance requirements), covenants, conditions and restrictions (CC&Rs) or reciprocal easement agreements (REAs), which will be the responsibility of a Home Owners Association, Business or Owners Association, or other private entity as approved by the City.

The following sections describe the review and entitlement procedures for subsequent projects within the Plan Area.

The one exception to these policies is school facilities. Per State law, the applicable school district shall determine the need for such facilities and shall regulate the development of school sites.

Applicability of the Specific Plan to the Settrini, Igaz Ranch and Garcia Properties

As previously discussed in Chapter 1, the properties (or lands) which make up the Central Area Specific Plan area were annexed into the City of Salinas in 2008, except for approximately 85 gross acres located in the northwestern portion of the Plan Area. These lands (currently known as

the Settrini, Igaz Ranch and Garcia properties, respectively) are located within the City's Sphere of Influence (SOI) but not within City limits. As such, the Central Area Specific Plan will not be applicable to or govern the future development of these properties until such time that 1) the property owners desire to annex the subject properties into the City, 2) all applicable project entitlements (Annexation, Pre-Zone, Development Agreement, etc.) and any required CEQA review have been approved by the Salinas City Council, and 3) the Local Agency Formation Commission (LAFCO) of Monterey County approves the annexation request. For these reasons, all figures and text in the Central Area Specific Plan (as they pertain to these properties) have been provided for conceptual planning purposes only. Following annexation of these properties, any development proposed for these properties shall be in accordance with this Specific Plan. In the event that these property owners (or subsequent owners) do not wish to develop their properties in accordance with the Central Area Specific Plan, a Specific Plan Amendment or new Specific Plan, as applicable, will be required and be subject to the approval of the City Council before these properties are annexed into or developed within City limits.

9.2.2 Parks Implementation

The following provisions shall apply unless otherwise specified in the Development Agreement. For a discussion of parks financing, refer to Chapter 8.

Neighborhood and Small Parks

The Central Area Specific Plan includes the requirement for seven neighborhood parks and ten small parks comprising approximately 44 acres of parkland. The design, implementation, and funding of the improvements to the neighborhood and small parks are guided by the following policies:

- **Land and Improvement.** Each property owner/developer shall design and improve the park and half of the abutting streets that abut the park on that property owner's land and shall dedicate the park to the City or shall pay the Central Area Park Improvement Fee (CAPIF). An LLMD shall be formed for the maintenance of small park maintenance (see Section 8.8).
- **Timing.** Dedication of neighborhood and small parks shall occur concurrently with the recording of final subdivision maps, and all park improvements will be provided in accordance with the City requirements.
- **Land Acquisition.**
 - Where not required by the City to be dedicated and improved or where the property owner elects to dedicate and build the parks and half of the abutting streets that abut the parks in lieu of paying the CAPIF, the land for the neighborhood and small parks shall be acquired by the City using funding from the CAPIF.
 - Property owners acquiring, dedicating, or advancing funds for

acquisition of any part of neighborhood and/or small park land and the abutting fully improved streets prior to acquisition by the City shall provide the net park acres that property owner/developer must provide in accordance with Table 4 1 Park Summary.

- If the value of the land acquired or dedicated exceeds the amount of CAPIF fee credits usable by the owner making the acquisition or dedication, the City shall enter into a reimbursement agreement with the property owner whereby the acquiring or dedicating owner will be reimbursed from future CAPIF for the difference between the park fee credits received and the value of the land acquired or dedicated, with interest where determined by the City that such fee credit and reimbursement is appropriate or as otherwise specified in the Development Agreement. The fee credit for land will be a maximum of \$250,000 per acre and will be adjusted annually by the construction cost index change as published by the Engineering News Record in April unless otherwise specified in the Development Agreement.
- No fee credits will be due to the property owner or developer if they elect to dedicate and build the park and half of the abutting streets that abut the park in lieu of paying the CAPIF.

- **Improvements.**

- The improvements constructed in the neighborhood and small parks shall be not less than those required by the State Quimby Act, City Subdivision Ordinance, the City's Park Classifications and Sport Facility Standards and other applicable City regulations and are subject to the approval of the City before dedication and/or acceptance.
- The cost of neighborhood and small park improvements shall be funded by the property owner or developer of the park as provided in this Specific Plan and shown in Appendix G.
- Property owners/developers constructing neighborhood and small park improvements prior to funding by the City from the CAPIF shall receive CAPIF credits equal to the costs of the improvements installed by the owner, where the City determines a credit is appropriate. No credits shall be due prior to inspection and acceptance of park improvements by City. No fee credits will be due to the property owner or developer if they elect to dedicate and build the park and half of the abutting streets that abut the parks to fully meet their park obligations in lieu of paying the CAPIF.

- **Financing.**

- The City shall enact a new CAPIF pursuant to the Mitigation Fee Act (Government Code Section 66000 et seq.) sufficient to fund the acquisition and improvement of the neighborhood and small parks in the Central Area (see Chapter 8, Section 8.5, Financing of Parks).
- The land for the neighborhood and small parks and for the half of the abutting streets that abut the parks shall be acquired from

the property owners using accumulated CAPIFs, unless such parks and half of the abutting streets that abut the parks are improved and dedicated by the property owner/developer without using accumulated CAPIFs, in which case a CAPIF credit would not be issued.

CAPIF Credit – All Parks

A CAPIF credit shall be assigned to each property owner for land dedicated and improved, neighborhood parks, and small parks, based upon the estimated acreage of the land being dedicated at the time of the dedication, and the cost of improvements provided thereon as provided herein, including the cost of the half of the abutting streets that abut the parks, LID SCMs to meet the requirements of the SWDS, and decorative street lighting and utilities, unless the property owner elects to dedicate the land and fully improve build the applicable park and half of the abutting streets that abut the park rather than pay the CAPIF to satisfy their Quimby parkland requirement or as otherwise specified in the Development Agreement.

9.3 Project Review Procedures

Individual development projects within the Plan Area are subject to review and approval by the City of Salinas. Application, fee, and processing requirements shall be in accordance with the City's Municipal Code and other regulations in effect at the time of the application submittal, unless modified by this Specific Plan or a Development Agreement. The City may impose conditions as are reasonably necessary to protect the public health, safety and welfare of the public, when acting to approve a subsequent project or permit, to ensure that the proposed project is in compliance with the Specific Plan and all applicable laws and regulations.

After application submittal, the City will conduct a review of the project application for completeness and consistency with the adopted Specific Plan, Salinas General Plan, Salinas Zoning Code, Subdivision Ordinance and other requirements, as applicable. Upon completion of the City's review of the application, applicants are to be advised by City staff of any application deficiencies that must be rectified in order for the application to be deemed complete (for applications subject to the State Permit Streamlining Act) or for the City to further process the application, as applicable.

9.3.1 Consistency Checklist

Project applications shall be reviewed according to a consistency checklist, prepared by the City as a means of ensuring consistency with all pertinent development regulations, design standards, FEIR mitigation measures, and other applicable conditions of approval adopted as part of the Specific Plan. Development review applications, such as administrative permits (signs, home occupations, etc.), site plan reviews, conditional use permits, lot line adjustments, parcel maps, tentative subdivision maps, planned unit developments, and variances, will be reviewed by the City

in accordance with established procedures as contained in the Salinas Zoning Code (Article VI) and the Subdivision Ordinance, as applicable. Available strategies for project specific compliance with the California Environmental Quality Act (CEQA) are set forth in detail in Section 9.6 and 1.3.4. Compliance with CEQA is discussed in Sections 9.6 of this Specific Plan. All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan, Municipal Code (including the Salinas Zoning Code), Subdivision Ordinance, SWDS, and NPDES permits. As indicated previously, in acting to approve a project application or permit, the City may impose conditions as are reasonably necessary. Amendments to the Specific Plan shall be processed in accordance with the procedures described in Section 9.7.

The project processing requirements described in this Specific Plan apply to all development 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, and the City assumes no responsibility for identifying or pursuing these permits on behalf of any applicant. The appropriate federal, State, and other local agency approvals are required prior to any project approvals within the Plan Area or prior to implementation as may be the case.

Parcel Maps

Divisions of all or part of the land within the Plan Area for the purpose of creating master parcels for development or further subdivision consistent with the Specific Plan may be processed by a parcel map as provided in the State Subdivision Map Act and the City's Subdivision Ordinance.

Tentative/Vesting Tentative Maps

Tentative subdivision maps and vesting tentative maps shall be processed in accordance with the provisions of the State Subdivision Map Act and the City's Subdivision Ordinance. Notwithstanding the provisions of Section 31-312 of the City's Subdivision Ordinance or further extensions as authorized by the State Subdivision Map Act, the approval or conditional approval of a tentative or vesting tentative map shall expire five (5) years after the date of the resolution adopted by the City Council approving or conditionally approving the tentative map. Requests for extensions thereof shall be considered by the City Planner and City Engineer per the State Subdivision Map Act and the City Subdivision Ordinance.

A variety of lot sizes and housing styles (see Chapter 3) are encouraged within the various Zoning Districts, neighborhoods, and blocks in the Plan Area. Pursuant to the General Plan and Section 31-903 of the City Subdivision Ordinance, clustering a large group of any single housing types in several large blocks shall be avoided. As a condition of each tentative or vesting tentative subdivision map, a Lot Standard Master Plan shall be submitted to the Community and Development Department identifying each Lot Standard (as provided for in Chapter 3 of the Specific Plan) within the subdivision. This plan shall be approved by the City Planner and City Engineer prior to recordation of any final map that

creates any residential lot. This information shall be entered into the City's GIS, Trakit database or other applicable database that may be subsequently used by the City to track such data.

The Salinas Fire Department shall review and conditionally approve the fire hydrant placement, pipe sizes, and emergency vehicle circulation with each tentative map. The Salinas Fire Department (SFD) shall review and approve improvement plans in conjunction with the final map and subdivision improvement plan review. An on-site water system capable of providing adequate fire flow (per Fire Marshal's requirements) and in accordance with all applicable rules and regulations shall be provided. Water main pressures shall be sufficient to accommodate fire sprinkler systems installed within structures. Unless otherwise required by the Fire Chief/Fire Marshal, fire hydrants shall be CLOW 950 hydrants for residential areas and CLOW 960 for commercial areas or as may be subsequently adopted by the City as a standard.

Because the demand for new schools will gradually increase over the time period in which buildout of the Specific Plan occurs, the City is committed to consulting with the Alisal Union High School District, the Santa Rita Union School District, and the Salinas Union High School District, as may be applicable as part of the City's process for considering proposed tentative subdivision maps within the Specific Plan area. Such consultations will allow the City to keep the school districts apprised of the project proponents' progress in seeking and obtaining entitlements for incremental amounts of new development within the Specific Plan area, thereby helping the districts to keep pace with new residential development as it occurs. Over time, as the Plan Area gradually builds out, the districts might reassess their needs or consider new or different sites for their proposed facilities, depending on factors such as the number of potential students living within newly developed areas and the number of additional students projected to live within the Plan Area at buildout. These tentative map consultations, then, will provide a kind of development phasing that will allow the districts to proactively plan for obtaining the sites and construction funds they will need to allow for the timely construction of new schools as the demands for them materialize over time.

Lot Line Adjustments

Property lines between adjacent lots or parcels of land within the Plan Area may be adjusted in accordance with Article VI, Division 6 of the Salinas Zoning Code and Section 31-1100 of the City Subdivision Ordinance.

Final Maps

Prior to the expiration of a tentative or vesting tentative map, a final map based on a qualified engineering survey shall be submitted to the Public Works Department for review and approval. Complete subdivision improvement plans are required to be submitted with each final map. As specified in Section 66474.1 of the California Government Code, the final map must be approved if found to be in substantial compliance with the approved tentative map and all conditions of approval. A public utility plan is

required with each individual subdivision. Fire Department requirements with regard to fire flow requirements, etc., are identified in the Tentative Maps section. To maintain the required densities percentages and variety of lot sizes in the NE-A, NE-B, NG-A, NG-B, and NG-C zoning districts, once subdivided into individual lots, no further subdivision of these lots shall be allowed without a major Specific Plan amendment and applicable CEQA evaluation. Prior to recordation, final maps and subdivision agreement shall be approved by City Council.

See Lot Standard Master Plan requirement as noted in the Tentative Maps section above.

Rezoning

Actions of the City to zone the property within the Specific Plan Area consistent with the goals, objectives, and policies of this Specific Plan are deemed administrative acts, intended to implement the legislative purposes and conditions prescribed by this Specific Plan, and are therefore not subject to referendum (*Lincoln Property Co. v. Law* [1975] 45 CA3d 230; *Southwest Diversified, Inc. v. City of Brisbane* [1991] 229 CA3d 1548).

Annexation and Prezoning

Approval of an annexation (by the City and LAFCO), and prezoning (by the City) will be required for the Settrini/Igaz Ranch/Garcia properties prior to the Specific Plan being applicable to these properties. See Section 9.2.1 for further discussion of this issue.

Development Review Applications and Building Permits

Following approval of each final map, project applicants within the Plan Area may apply for the applicable development review process or building permit through the Community Development Department and Salinas Permit Center, as applicable. Building Permits may not be issued until approval of the final map and the applicable Development Review Application process (SPR, CUP, etc.) is completed. All projects must be consistent with the approved Specific Plan, the Salinas General Plan, City NPDES Permit/SWDS/SWSP requirements, final map, and applicable Salinas Zoning Code requirements and must comply with all California Building Code (including CALGreen) and Fire Code requirements and all other applicable codes adopted and enforced by the City. The applicable California Building Code and Fire Code (as may be amended) shall be those in effect at the time of the building permit submittal.

Fire apparatus access roads shall be provided and maintained in accordance with the version of California Fire Code Section 503.1.1 through 1.3, in effect at the time of the building permit application (or as may be subsequently amended), and Appendix D of the Specific Plan. All fire apparatus access roads shall consist of all-weather surface consisting of asphalt, concrete, or other approved all-weather driving surface capable of supporting the imposed load of Salinas Fire Department fire apparatus weighing at least 67,000 pounds, and as approved by the City Engineer and Fire Marshal. At the time of construction, a construction

vehicle access road capable of accommodating fire equipment loads and turning movements, identified by the Fire Chief, shall be provided before combustible materials can be delivered to the site. Provisions for on-site water and/or other fire suppression shall be addressed concurrently with vehicle access roads.

Grading Permits

Grading permits are subject to the approval of the City Engineer. Grading permits may be issued prior to improvement plan and/or final map approval if deemed appropriate by the City Engineer and if said plans comply with the Specific Plan, tentative map, conditions of approval and the City NPDES Permit/SWDS/SWSP.

Sales Office and Model Unit Permits

Permits for subdivision sales offices and model residential units may be issued prior to final map approval (in accordance with City requirements, Zoning Code Section 37-50.300 and as provided in the Subdivision Map Act) subject to the approval of the City Planner, City Engineer, Building Official and Fire Marshal. Individual submittals for model homes fall under the applicable Building and Fire Code in effect at the date of the application submittal. If a model plan approach is utilized, the model plans will be required to be updated as the applicable codes are amended. Subsequent permits issued upon those plans are required to meet the applicable code requirements at time of issuance.

9.4 Phasing Plan

At the time of adoption of the Specific Plan, the Plan Area was owned by twelve entities, identified in Table 1.1 Central Area Owner's List. Two of these entities are school districts, the remaining entities are individual ownerships. Three of these property owners (Settrini, Igaz Ranch, and Garcia) own parcels that are currently located outside of City limits but are located in the City's SOI. As previously discussed in Section 9.2.1, these parcels will require annexation before any development can occur on these parcels within the Plan Area. Because of the multiple ownerships, there is no specific phasing plan proposed at this time. Each of the ownerships border one or more existing public streets that contain or are planned to contain most utility infrastructure necessary to support development. The Specific Plan is designed such that each current institutional or individual private owner may develop their property independent of development by other property owners. An agreement may be required among two or more property owners to allow for this independent development. Any developing ownership may need to obtain from the adjoining ownerships, the access, and easements necessary for roadways or utilities to support development of their individual property. This agreement must occur prior to recordation of a final map, unless otherwise approved by the City Engineer.

Public schools and public facilities will be constructed based on projections of the need for these facilities in the Specific Plan Area and surrounding

area. The applicable school district will determine and control the phasing of their facilities. Similarly, the Village Center will be constructed based on local and regional market demand for such retail and commercial services.

It is estimated that full buildout will take place over approximately 20 to 30 years. In general, phasing of development within these individual ownerships is projected to proceed from Boronda Road northward. However, exceptions to this can occur for the development of a public school, parks, or development of a specific property or public improvement subject to the approval of the City. In such instances, roads and utility infrastructure shall be extended to serve those projects.

At this time, there is no specific phasing plan established; however, each development or phase thereof will require grading and all erosion control measures will be required to be installed in accordance with a Stormwater Pollution Prevention Plan (SWPPP) or sediment and erosion control plan as applicable. Infrastructure improvements required for each final map or phase thereof shall include, but are not limited to, all frontage improvements, storm drainage, sanitary sewer, water line, and wet and dry utilities, and other improvements as determined by the City to serve the needs of the subject phase and/or comply with the CASP EIR and MMRP. Phasing of the parks and certain public improvements shall be determined by the City and/or as otherwise provided in a Development Agreement.

9.5 Agricultural Land Preservation

The City's Agricultural Land Preservation Program (ALPP) was adopted on April 8, 2008. The Central Area Specific Plan, by virtue of being part of the Salinas Future Growth Annexation and Sphere of Influence (SOI) Area, is a Greater Salinas Area Memorandum of Understanding (GSA-MOU) identified growth area as defined in the ALPP.

9.5.1 Right to Farm Notices

All development within the Plan Area shall comply with the provisions of Section 37-50.220(c) of the Salinas Zoning Code requiring the recordation of a deed restriction containing the Notice of Right to Farm prior to the recordation of a final map or issuance of the first building permit for any project located within one thousand (1,000) feet of agricultural land, agricultural processing, or agricultural farming operations whether located within or outside of the Plan Area.

Farm vehicles shall be precluded from using public streets in the Specific Plan Area for access unless appropriate access stabilization and street cleaning measures are incorporated into design and approved by the City Engineer.

Buffers between Agricultural and Non-Agricultural Uses

The ALPP calls for the City to implement General Plan Policy COS-10, which encourages the provision and maintenance of buffer zones such as roadways, topographic features, and other physical boundaries to prevent incompatibilities between agricultural and non-agricultural land uses.

The ALPP states that a number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others. In the case of the Plan Area, the agricultural lands to be protected by buffers are those on the north side of the future Russell Road (the Protected Lands). See Chapter 4.0 for a description of the 200-foot required buffer.

Buffer easements shall be temporary. The obligation to provide or maintain the buffers shall cease when the adjacent protected lands cease to be permanently used for agricultural purposes.

Buffers shall only be required along those portions of a development project that front on or are immediately adjacent to (adjoin) the protected lands. The parkways of the arterial streets located adjacent to farmlands shall contain enhanced landscaping with increased number of trees to buffer the adjacent agricultural lands, in accordance with General Plan Policy COS-3.4.

Within the Specific Plan Area, it is assumed that interim agricultural operations will continue to occur during the buildout of the development. To reduce the potential for on-site land use conflicts with the Central Area, the agricultural operators shall maintain a minimum 100-foot temporary buffer setback between the interim agricultural operations or support activities and any completed development.

Required construction of Plan Area roadways or utilities through active farmland is not viewed as isolating farmland.

Agricultural Land Conservation Easements

The Central Area Specific Plan is a GSA-MOU-identified growth area as defined in the ALPP and as such, no agricultural mitigation easements shall be required for the lands within the Plan Area.

Agricultural Land Mitigation Fee

Agricultural land mitigation fees will be assessed in accordance with City Resolution No. 19422; these fees fund activities designed to preserve and promote agricultural programs in the Salinas area. As provided in the ALPP, lands within the Central Area Specific Plan are subject to payment (to the City) of an agricultural land mitigation fee in the amount of \$750 per acre of converted land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Prime" or "of Statewide Importance" (Designated Farmland).

In connection with the approval of any development project within the Plan Area (tentative subdivision map, parcel map or vesting entitlement, as applicable), the City shall determine the number of acres of Designated Farmland proposed for conversion within the project, and calculate the per-unit mitigation fee by dividing the total mitigation fee for the project (number of converted acres of Designated Farmland x \$750/acre) by the number of residential units or in case of non-residential development by multiplying by the gross acreage of the converted land. The fee so

calculated shall be made a condition of the tentative or vesting tentative map (or other project approval, if there is no map) and shall be required to be paid concurrently with the approval of the subdivision agreement for each final map (or at the time of first certificate of occupancy if there is no map) unless otherwise determined by the City Planner and City Engineer.

9.6 Environmental Review

The Central Area Specific Plan and its proposed development was evaluated at a General Plan level in the certified Final EIR for the Salinas General Plan Environmental Impact Report (2002), and in the 2007 EIR Supplement for the Salinas General Plan EIR certified in connection with the annexation of the North of Boronda FGA. In connection with the approval of the Central Area Specific Plan, a programmatic EIR has been prepared and certified by the City Council prior to the approval of the Specific Plan document. The Central Area Specific Plan EIR serves as the base environmental document for all subsequent entitlements within the Plan Area. All subsequent Development Review Applications are to be reviewed on a project-by-project basis to determine consistency with the Central Area Specific Plan EIR. The need for additional site-specific environmental review, if any, is to be determined through one of the processes described below.

State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The EIR for the Specific Plan was prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. The program-level analysis considers the broad environmental effects of the proposed project as a whole.

The Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in the Program EIR. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in the EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which are detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

The Program EIR examines the planning, construction, and operation of the Specific Plan. The program-level approach, with some project-level analysis, was appropriate for the Specific Plan because it allows comprehensive consideration of the reasonably anticipated scope of the development

plan; however, not all design aspects of the future development phases are known at the Specific Plan stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168(a) states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines Section 15168, subdivision (c)(5), “[a] program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible.” Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled “Use with Later Activities,” provides, in pertinent part, as follows:

Later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

- (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
- (2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider

in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

- (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
- (4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever project proponents within the Plan Area submit applications for site-specific approvals, such as tentative maps, conditional use permits, or other discretionary entitlements. With respect to certain types of environmental resources, the effects to which would not differ regardless of the exact kind of land use that is proposed (e.g., agricultural resources, cultural resources, geology, soils, and paleontological resources), the City's expectation is that the written checklists will conclude that no further analysis of such effects beyond that found in this program EIR will be necessary. Thus, the new analyses for these site-specific actions will focus on issues and impacts regarding which this program EIR lacks detailed site-specific information, and for which specific project proposals could have site-specific effects not wholly anticipated in this EIR. (See also CEQA Guidelines Section 15063, subd.(b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such...[first tier decisions] and are...consistent with local agencies' governing general plans and zoning." (Koster v. County of San Joaquin (1996) 47 Cal.App.4th 29, 36.) Before deciding to rely in part on a first- tier EIR in connection with a site-specific project, the lead agency must prepare an "initial study or other analysis" to assist it in determining whether the project may cause any significant impacts that were not "adequately addressed" in a prior EIR. (CEQA Guidelines, § 15152, subd. (f); Pub. Resources Code, § 21094, subd. (c).) Where this analysis finds such potentially significant impacts, an EIR is required for the later project. In contrast, "[a] negative declaration or mitigated negative declaration shall be required" where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or mitigate them "to a point where clearly" they are not significant.

Section 15152 further provides that, where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that “were not examined as significant effects” in the prior EIR or “[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.” In general, significant environmental effects have been “adequately addressed” if the lead agency determines that:

- A. They have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
- B. They have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Similarly, as previously noted, the City anticipates preparing a written checklist or similar device whenever project proponents within the Specific Plan area submit applications for site-specific approvals, or other discretionary entitlements. In preparing these analyses, the City will assess, among other things, whether any of the significant environmental impacts identified in this program/first-tier EIR have been “adequately addressed.” Thus, the new analyses for these site-specific actions will focus on impacts that cannot be “avoided or mitigated” by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a “zoning action.” For such site-specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project” and have not been previously disclosed, except where “substantial new information” shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be “peculiar to the parcel or to the project” if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code Section 65457. Subdivision (a) of that statute provides that “[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA].” The statute goes on to say, moreover, that “if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After a supplemental [EIR] is certified, the exemption ... applies to projects undertaken pursuant to the specific plan.” (See also CEQA Guidelines Section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the Central Area EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163.

In approving the Central Area Specific Plan, the City Council adopted a Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15097 to ensure implementation of the Central Area Specific Plan EIR mitigation measures. As applicable, future developments within the Specific Plan Area will be required to implement the mitigation measures in the MMRP as specified. The MMRP includes mitigation measures from prior EIRs (2002 Salinas General Plan FEIR and the 2007 Final Supplement for the Salinas General Plan Program EIR) that are applicable to the Central Area. A mitigation monitoring fee may be imposed.

Additionally, in approving the Central Area Specific Plan, the City Council included Conditions of Approval to ensure level of service (LOS) standards are met in accordance with the Salinas General Plan transportation standards. These conditions of approval are included in the associated EIR and Appendix Q to this Specific Plan. The Conditions of Approval included therein shall not be modified and shall remain in force and effect for the life of the project.

9.7 Minor Revisions and Specific Plan Amendment Procedures

California Government Code Section 65453 states that a Specific Plan may be amended as often as deemed necessary by the legislative body (City Council). Changes to this plan may be initiated by a developer, property owner or the City. The Central Area Specific Plan may need to be amended to respond to changing conditions and expectations during the course of its implementation. To address this possibility, this Specific

Plan provides for minor revisions in addition to more encompassing Specific Plan Amendments. By adopting this Specific Plan, the City Council has delegated (except where otherwise noted below) to the City Planner the authority to make “minor revisions” as described below. Such minor revisions do not rise to the level of importance to justify Planning Commission and City Council review, and staff-level approval will facilitate timely implementation of the Specific Plan.

Upon submittal of an application for a change to the Specific Plan, the City Planner shall determine if the proposed change is a minor revision or a Specific Plan Amendment. The processing requirements for both minor revisions and Specific Plan Amendments are described as follows.

9.7.1 Minor Revisions

Minor revisions to the Central Area Specific Plan include but are not limited to the following examples:

- a. Addition of new or updated information that does not substantially change the Specific Plan or result in new or intensified environmental impacts not previously analyzed.
- b. Minor changes in building location, architectural design, FAR (which does not exceed the maximum permitted in the Specific Plan or Salinas Zoning Code, as applicable), and/or floor plan.
- c. Amendments that do not involve a change of use, density, or intensity of development beyond the provisions of this Specific Plan or Salinas Zoning Code as applicable, or the introduction of new or intensified significant environmental impacts not previously analyzed, and do not change the character of the project.
- d. Adjustments to land use area boundaries within the locations of facilities and street alignments established by the Specific Plan, where the overall land use pattern remains consistent with the Specific Plan objectives (the land use must be one currently allowed in the Specific Plan).
- e. Minor modifications to architectural details, building color, landscape treatments or materials, fencing, lighting, paths, signage, parking or driveway location, and entry monumentation, which are consistent with the intent, vision, and character of the Specific Plan, Salinas Zoning Code, and SWDS requirements.
- f. Transfer of dwelling units between density categories, provided such transfers and/or modifications continue to be in conformance with the General Plan provisions regarding density and mix of densities.
- g. Transfer of dwelling units between density categories, provided such transfers and/or modifications do not create conditions where the maximum permissible dwelling-unit count is exceeded except as specifically provided for in this Specific Plan (see Chapter 3).

- h. The addition of new development regulations to accommodate future, alternative, or custom dwelling housing types (including but not limited to tiny homes and other new and innovative housing types) not currently contemplated in the Specific Plan, but which are consistent with the intent, vision and character of the Specific Plan, New Urbanism Principles, the Salinas General Plan and SWDS.
- i. Future Modifications resulting from the Boronda Road Roundabout Improvement projects, in the future, the site design of the Village Center, location of land uses within the Village Center, and/or access/turn movements from Boronda Road may be modified pursuant to this section provided that the proposed modification does not substantially alter the type, intensity, or distribution of the land uses, or introduce new environmental impacts.
- j. Conversion of an unneeded school site to a permitted or conditional use allowed in the NG-A district. If additional residential uses are proposed in accordance with the NG-A district for a school site (in lieu of a school), additional park space based on the additional population will be required.
- k. The requirement for a minimum of 600 lineal feet of frontage of non-residential occupancies on the first floor of the buildings described in Table 3 1 (footnote 8a) may be reduced where the applicant has demonstrated to the satisfaction of the City Planner that sufficient reasonable efforts were made to rent the space to non-residential uses and that insufficient tenants were secured to fill the required 600 lineal feet of frontage.

The City Planner may approve a minor revision to the Specific Plan administratively except as otherwise noted. To approve the minor revision, the City Planner must find the revision does not create or intensify environmental impacts not previously analyzed and does not change the intent, vision, and character of the Specific Plan, and is in substantial conformance with all of the following:

- The Planning Objectives of the Specific Plan;
- The City of Salinas General Plan;
- The Salinas Municipal Code including but not limited to the Zoning Code and Subdivision Ordinance;
- Salinas SWDS/ NPDES Permit (a modification may require compliance with the SWDS/NPDES in effect at the time the modification is approved); and
- The Central Area Specific Plan and the certified EIR and Mitigation Measures.

Minor Revisions may be approved administratively by the City Planner through the applicable development review process required for the subject application/use without the necessity of a separate application or process. The Specific Plan document will be revised to reflect the Minor Revision unless otherwise approved by the City Planner.

The City Planner may refer any Minor Revision to the Planning Commission for consideration. Any determination or action taken by the City Planner may be appealed in accordance with Article VI, Division 17 of the Salinas Zoning Code. If any of the aforementioned decision-makers finds that the proposed revision does not meet the above criteria, the Minor Revision shall be deemed denied and a Specific Plan Amendment shall be required.

9.7.2 Specific Plan Amendments

Proposed changes to a Specific Plan that are not deemed a Minor Revision by the City Planner are classified as amendments to the Specific Plan and shall be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council pursuant to Section 37-60.1240 of the Salinas Zoning Code.

Fair Share Traffic Conditions of Approval contained in the project EIR and this Specific Plan related to traffic and circulation improvements (see Appendix Q) may not be amended and shall remain in force and effect for the life of the project unless approved by the City Council upon the recommendation of the City Engineer. Modifications to the Fair Share Traffic Conditions of Approval may require further CEQA analysis.

9.8 Development Agreement

The Central Area project proponents and the City of Salinas may enter into one or more development agreements covering all or any part of the Plan Area. Approval and implementation of development agreements shall be pursuant to Article 2.5, Chapter 4, Title 7 of the Government Code (Section 65864 et seq.) and Article VI, Division 11 of the Salinas Zoning Code. The project description includes development agreement(s) and was considered as part of the Central Area Specific Plan EIR.

9.9 Enforcement

The Central Area Specific Plan carries with it a number of development regulations, conditions of approval, and environmental mitigation measures (collectively “regulations”). Adequate enforcement mechanisms must be in place to ensure compliance with all adopted regulations. Enforcement and penalties related to provisions of the Salinas Zoning Code or Specific Plan shall be in accordance with Article VI, Division 18 of the Salinas Zoning Code, or other applicable sections of the Municipal Code.

If the City determines that activity or development is occurring or has occurred that is not in compliance with this Specific Plan or other City requirement, the City may initiate procedures to ensure compliance. Enforcement activities may include any of the following actions or others as deemed necessary and appropriate by the City:

- Issuance of a stop work order;
- Exercise of the remedies provided by any City enforcement ordinance based upon the police power to protect the public’s health,

safety, and welfare;

- Requirement of performance bonds;
- Revocation or suspension of entitlements;
- Denial or postponement of subsequent project entitlements for the non-compliant developer/builder; and
- Legal action.

9.10 Project Financing

Government Code Section 65451 requires a specific plan to include “a program implementation measure, including public works projects and financing measures to carry out the plan.” See Chapter 8 for a detailed discussion of the project financing for the Central Area Specific Plan.

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10. Appendices

- A Acronyms
- B Definitions
- C General Plan Consistency
- D Mitigation Monitoring and Reporting Program
- E Light Standards
- F Facilities, Traffic Management, and Trip Reduction Plan
- G Land Use Density Summary
- H MST Correspondence
- I Affordable Housing Component (Inclusionary Housing Plan)
- J Boronda Road Cross Sections
- K Street Sections
- L Fehr and Peers Memo
- M Reimbursement Ordinance
- N Master Landscaping Plan
- O Street Furnishings
- P Master Fence and Wall Plan
- Q Conditions of Approval (Traffic Mitigations)
- R Pacific Advanced Civil Engineering, Inc. (PACE), hydrologic mitigation analysis, Technical Memorandum
- S 2006 Salinas Zoning Code
- T Interpretation Guide
- U FGA Acreage City Finance Table

Appendix A: Acronyms

Appendix A- Acronyms

ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
ADT	Average Daily Traffic
ADWF	Average Daily Wastewater Flow
AFY	acre feet per year
Alco	Alisal Water Corporation
ALPP	Agricultural Land Preservation Program
APN	Assessor’s Parcel Number
AWWA	American Water Works Association
Cal EPA	California Environmental Protection Agency
Cal Water	California Water Company
CAPIF	Central Area Park Impact Fee
CASP	Central Area Specific Plan
CC&Rs	Covenants, Codes and Restrictions
CCRWQCB	Central Coast Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CFD	Community Facilities District
City	City of Salinas
CUP	Conditional Use Permit
CPI	Consumer Price Index
CPT	Cone Penetration
CPTED	Crime Prevention through Environmental Design
CUP	Conditional Use Permit
DIP	ductile iron pipe
du/nra	dwelling units per net residential acre
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ENR	Engineering News Record
ESA	Environmental Site Assessment
ET	evapotranspiration-based
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Administration
FGA	Future Growth Area
FIRM	Flood Insurance Rate Map
General Plan	City of Salinas General Plan
GPA	General Plan Amendment
gdp	gallons per day
gpd/acre	gallons per day per acre
gpm	gallons per minute
GSA-MOU	Greater Salinas Area Memorandum of Understanding
HDPE	High-Density Polyethylene
HVAC	heating, ventilation, and cooling
in/hr	inches per hour
kv	kilovolt
LAFCO	Local Area Formation Commission
LED	light emitting diode

LEED	Leadership in Energy and Environmental Design
lf	linear feet
LID	Low Impact Development
LLMD	Landscaping and Lighting Maintenance District
LOMA	Letter of Map Amendment
LOMR	Letter of Map Revision
M1W	Monterey One Water (formerly Monterey County Water Resources Agency / MRWPCA)
MEP	maximum extent practicable
mg/year	million gallons per year
mgd	million gallons per day
MLD	most likely descendent
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
mph	miles per hour
MRWPCA	Monterey Regional Water Pollution Control Agency (now M1W)
MST	Monterey-Salinas Transit
MTBE	methyl tert-butyl ether
NAHC	Native American Heritage Commission
NE	Neighborhood Edge
NG	Neighborhood General
NFIP	National Flood Insurance Program
NI	New Urbanism Interim
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resources Conservation Service
NTS	Not to Scale
OA	Owners Association
PCBMP	Post-construction best management practices
P&D	P&D Consultants
PG&E	Pacific Gas and Electric
Plan Area	Central Area Specific Plan Area
PRG	Preliminary Remediation Goal
psi	pounds per square inch
psig	pounds per square inch gage
PWWF	Peak Waste Water Flow
REC	Recognized Environmental Condition
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
ROW	right-of-way
SCM	Stormwater Control Measure
SFHA	Special Flood Hazard Area
SMC	Salinas Municipal Code
SSMP	Sanitary Sewer Master Plan
SOI	Sphere of Influence
SOISS	City of Salinas Sphere of Influence Study
SOIWS	City of Salinas Sphere of Influence Water Study
SPA	Specific Plan Area
Specific Plan	Central Area Specific Plan

SPR	Site Plan Review
SR	State Route
SVSWA	Salinas Valley Solid Waste Authority
SVBGSA	Salinas Valley Basin Groundwater Sustainability Agency
SWDS	Stormwater Development Standards
SWM	Stormwater Management
SWSPS	Stormwater Standard Plans
TAMC	Transportation Agency for Monterey County
TF-SP	Trickling Filters – Solid Process
TFO	Traffic Fee Ordinance
TM	technical memorandum
TND	Traditional Neighborhood Development
TTLC	Total Threshold Limit Concentration
U.S. 101	U.S. Highway 101
USEPA	United States Environmental Protection Agency
VC	Village Center
VOC	volatile organic compound
VTM	Vesting Tentative Map
WSA	water service assessment

Appendix B: Definitions

Accessory Dwelling Unit	Refers to an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation, which is located on the same parcel as a single-family detached dwelling unit, as described in the Salinas Zoning Code. Accessory dwelling unit may be abbreviated as ADU and may also be known as a Carriage Unit or Second Dwelling Unit.
Average Density	Refers to the total number of dwelling units in that Zoning District divided by the net residential acres as approved in each Tentative Map
Average Dwelling Units per Net Residential Acre	Refers to the total number of dwelling units within each Zoning District within each Tentative Map divided by the Net Residential Acres within that zoning district on that Tentative Map.
Back of sidewalk	Refers to the right-of-way property line
Boronda Road	Refers to East Boronda Road
Central Area	Refers to the geographic area to be governed by the Central Area Specific Plan (CASP)
CASP Traffic Fee	Refers to a funding mechanism the project proponents may implement to equalize cost of traffic improvements required by City of Salinas Resolution 12963 or traffic improvements that are 100% project reasonability in accordance with the CASP EIR
Courtyard Apartment	Eight multifamily dwelling units clustered around a courtyard which opens to the street with all parking in enclosed garages to the rear and one side
Fair Share Traffic Conditions of Approval Fee	Refers to the project EIR traffic conditions of approval improvements for which project proponents shall pay individual fair share with each subsequent application and paid in the same manner as the City Traffic Fee Ordinance (trip calculation).
Flex Use Space	Refers to the ground floor of buildings located in the VC districts and the NG-C which may change from residential to non-residential uses and back to a residential use upon the City Planner’s approval of a SPR authorizing the change. A minimum of 600 lineal feet of the approximately 1,800 lineal feet of frontage along the main street shall be offered for rent exclusively to and occupied by non-residential uses.
General Plan	Refers to the Salinas General Plan
Greenway / Greenway Street	Refers to the Northerly and Southerly Greenway streets as shown on Figure 5-3 and described in Section 5.6.1
Green court Home	Single family detached dwellings with garages accessed on landscaped alleys behind which are sited on three sides of a common green area and the public street on the fourth side.
Lane dwelling	Single family detached dwellings with garages accessed on landscaped alleys behind which face both sides of a common area (minimum 20-foot wide) with a walkway which runs from one public street to another public street.
Net Residential Acre	Refers to the private lands zoned for residential uses exclusive of streets, parks, and other public uses.
Net Residential Developable Acre	Refers to same as Net Residential Acre.
Plan Area	Same as Central Area
Promenade	Walkway, path, sidewalk
Row Home	Detached single family dwellings sited with shallow front yard setbacks and one-foot-six-inch setbacks to the side property line on both sides and with garages in the rear accessed off of an alley.
Site Coverage	All impervious surfaces of a site/lot including building footprint, parking areas, walkaways, and similar features
Street	Refers to a public street or private street which functions as a public street
Specific Plan	Refers to same as Central Area
Subareas	This refers to the column title “RJA Numbers” in appendix G
Village Center	Refers to the area that includes both the Village Center A and Village Center B zoning districts
Village Green	Refers to the two parks located at the south and north edges of the Village Center Districts

Appendix C: General Plan Consistency

**APPENDIX C
CENTRAL AREA SPECIFIC PLAN
GENERAL PLAN POLICY CONSISTENCY
MARCH 2020**

Salinas General Plan Policy	Consistent	Discussion
Land Use Element		
Policy LU-1.1: Achieve a balance of land uses to provide for a range of housing, jobs, educational facilities, and recreational opportunities that allow residents to live, work, shop, learn, and play in the community.	Yes	The Specific Plan is consistent with the range of housing required by the General Plan with approximately 652 low residential (17%), 1,542 medium residential (39%), and 656 high residential (17%). At full buildout of the Specific Plan area the office and retail/service commercial will generate approximately 1,469 jobs (at an average of 3 employees per 1,000 S.F.). Within the Specific Plan area are schools with grades K through 8. The Plan includes creek corridor open space, seven neighborhood parks and 10 small parks. These facilities are interconnected by a local street and pedestrian path system.
Policy LU-1.3: Make provision in residential areas for institutional uses that are needed near homes or which benefit from a residential environment, including places of religious assembly, day-care homes, homes for physically or developmentally disabled persons, and care facilities in accordance with the provisions of State law.	Yes	Institutional uses such as places of religious assembly, day care homes, homes for physically or developmentally disabled persons, care facilities, and similar uses are permitted in Specific Plan residential and commercial areas subject to the normal City permit and approval process for the specific proposed use. Due to the unpredictability of the need for specific institutional uses no specific sites are indicated in the Specific Plan. However, the CASP land use plan establishes a Public and Semipublic land use comprising 61 net acres of the plan area, which could be occupied by the institutional land uses mentioned in Policy LU-1.3.
Policy LU-1.4: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics. Specifically development should. Connect in as many locations as possible to adjacent	Yes	The Specific Plan neighborhoods are focused around local parks (see above). Local streets with widened sidewalks and parkways focus on these community facilities. Transect zoning provides a mix of low, medium, and high density residential unit types. Small parks within approximately 660 feet (3-minute walk) of almost all housing units provides communal active and passive recreation spaces enhancing neighborhood identity. Additionally neighborhood parks including a larger 11.63 acre neighborhood park is located near the

CENTRAL AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
<p>development, arterial streets, and thoroughfares;</p> <p>Provide a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures (combining residential and non-residential uses), that help reduce vehicular trips;</p> <p>Provide natural amenities that are fronted by thoroughfares or public spaces, and not privatized behind backyards;</p> <p>Commercial buildings should directly front on the sidewalk, with ample landscaping as a buffer between the building and the sidewalk, and parking lots are to be located behind the buildings;</p> <p>Allow flexible parking requirements and arrangements within the neighborhood activity centers to minimize the impact of the automobile and foster a pedestrian oriented streetscape;</p> <p>Provide second stories on commercial buildings to provide for other uses and encourage residential use;</p> <p>Allow small ancillary dwelling units in the rear yard for residential areas; and</p>		<p>village center and serves as one of the primary focal points of the Specific Plan area.</p> <p>The local serving commercial buildings and other uses are located in the Village Center, which is easily accessible from the internal local street system and pathway network. The predominantly two-story buildings are configured as a Main Street perpendicular to Boronda Road stretching nearly to Russell Road with residential uses also provided. The Village Center will be developed consistent with General Plan policy and the applicable New Urbanism District standards.</p> <p>The local street system connects to the surrounding arterial streets at the maximum number of points consistent with intersection spacing requirements necessary to maintain the traffic flow function of these arterial streets.</p> <p>Higher density residential products are located generally located adjacent to the Village Center and adjacent to schools and parks. These products have reduced front, rear, and side yard setbacks to provide more compact development envisioned for the Village Center. Ancillary units are permitted in some residential product types.</p> <p>Narrower streets, traffic calming, decorative pedestrian-friendly lighting and other pedestrian amenities are provided throughout the planning area. Architectural housing types promote the use of porches and other features typically found in TND areas.</p>

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Decrease the front yard setbacks moving from neighborhood edge to neighborhood center.		
Policy LU-2.1: Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion to the North and East, away from the most productive agricultural land.	Yes	The Specific Plan area is located to the north of the City away from the most productive agricultural land and has a net residential density of more than 9 DU/AC in accordance with the Greater Salinas Area Memorandum of Understanding between the City and the County of Monterey.
Policy LU-2.3: Encourage clustering of development on sites within the Future Growth Area to minimize impacts on agricultural and open space resources.	Yes	The Specific Plan area is wholly within the City’s designated Future Growth Area. The plan is designed in accordance with the principles of New Urbanism, which calls for compact pedestrian oriented neighborhoods. The net residential density is over 9 DU/AC.
Policy LU-2.5: Ensure that negative impacts of future growth on environmental quality and quality of life are minimized and adequate levels and quality of urban services and facilities are maintained.	Yes	The Specific Plan has been designed to minimize the negative impacts of growth and provide adequate levels of urban services. Examples include the plan of the detention, retention and treatment of storm water to minimize pollution and downstream impacts; requirements for landscaping and street trees; and the provision of parkland at the 3 acre per 1,000 population standard which will be a higher level of parkland than currently exist for the other portions of the Salinas community.
Policy LU-3.8: Encourage the production of housing that meets the needs of agricultural and other essential workers within the community.	Yes	The residential development within the Specific Plan will be in conformance with the affordable housing requirements of the City. Such housing will be integrated into the Plan Area with a focus on proximity to schools, parks, and local retail services.
Policy LU-4.1: Provide an effective and responsive level of fire protection ... through the Salinas Fire Department.	Yes	The Specific Plan identifies a site for a new fire station located on the east side of Natividad Road. The site was selected by the Salinas Fire Department to provide the most responsive access to all areas of the Future Growth Area. The project will contribute its fair share of the cost of the new fire station through the payment of the City’s Public Facility Impact Fee.

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Policy LU-5.1: Provide an effective and responsive level of police protection ... through the Salinas Police Department.	Yes	The Specific Plan with its system of interconnecting streets and streets surrounding parks and community facilities provide excellent access and visibility for police patrols and helps ensure effective police protection. No police station or facility has been identified as needed within the Specific Plan area. However, the project will contribute its fair share of the cost of a new centralized police facility through the payment of the City's Public Facility Impact Fee.
Policy LU-6.1: Actively work with Cal Water and Alco ... to ensure that high quality water is available for the community.	Yes	The Specific Plan area will be served by Alco and Cal Water. Water Supply Assessment Reports and will-serve letters have been prepared by Alco and Cal Water for the Specific Plan.
Policy LU-6.4: Actively promote water conservation by City residents, businesses and surrounding agricultural producers.	Yes	The commercial and residential developments within the Specific Plan will all utilize water conserving plumbing fixtures which substantially reduce water use. The parks and open space shall utilize state of the art automatic controllers with master valve capabilities and low precipitation rate equipment. The irrigation system shall be separated per micro climate and plant zones to achieve maximum water efficiency in accordance with City requirements. Drought tolerant and low water demand plant material shall be utilized in accordance with the City's Water Efficient Landscaping Ordinance, the City's Water Conservation Ordinance, Zoning Code Landscaping and Irrigation requirements and the City's SWDS (in regard to plant material for LID and similar areas).
Policy LU-7.1: Provide a sewer system that meets the needs of the community for sewer collection and treatment and work with MRWPCA for sewer treatment needs.	Yes	The development of the Specific Plan area will include provision of a sewer collection system that will convey wastewater to new and existing mains in the City and to the Monterey One Water (formerly MRWPCA) treatment plant. It has been determined that the treatment plant has capacity to serve the development of the Specific Plan area.
Policy LU-8.1: Actively coordinate and work with MCWRA to provide and maintain necessary flood control facilities.	Yes	The Specific Plan includes a system of supplemental storm water detention and retention basins designed to minimize impact on MCWRA flood control facilities resulting from the urban development of the Specific Plan area. These may be integrated into the creek corridors.
Policy LU-8.3: Require new development, to the extent	Yes	The creek restoration and the supplemental detention and retention areas of the Specific Plan will be

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feasible, to provide flood control facilities that are visually attractive and ecologically beneficial and require on-going maintenance of the facilities by the development through a maintenance district.		landscaped with suitable plant material to make them visually attractive. These flood control facilities will be maintained by an appropriate maintenance district.
Policy LU-9.1: Work in partnership with local school districts and assist them in identifying land needed for new school sites so that sufficient facilities are provided for students	Yes	The planning for the Specific Plan area has included coordination with the Santa Rita Elementary School and Alisal Union School Districts to determine school sites that will meet their needs. Alisal Union School District acquired their site and the Santa Rita School site is identified but has not acquired the site; the districts are considering a boundary adjustment as of the writing of this Specific Plan. The Salinas Union High School District has acquired the site for a new middle school within the Specific Plan area. Section 9.3 of this specific plan describes consultation requirements with applicable school districts as project build out occurs.
Policy LU-9.4: Work with Monterey Salinas Transit to provide transit routes to serve educational institutions.	Yes	The Specific Plan design effort has coordinated with Monterey Salinas Transit to identify the most likely route through the Specific Plan area and the stop locations. This includes stops/shelters in the vicinity of some school facilities. The interconnected collector and local street system allows MST to easily modify the original transit route to accommodate additional educational trip making needs.
Policy LU-10: Provide a level of library facilities and services that meet the needs of the community	Yes	The Specific Plan designates a two-acre site for the development of a new library, which would be up to 22,500 square feet in size.
Policy LU-11.3: As the City grows, the need for additional neighborhood, senior, youth, and day-care centers should be evaluated and facilities provided as needed.	Yes	The Specific Plan includes sites for two new elementary schools, new middle school, and 43 acres of new parks, as well as additional sites zoned for Public and Semipublic land use to provide the opportunity for development of specific facilities for seniors and youth of all ages.
Community Design Element		
Policy CD-1.2: Maintain Salinas as a city with sharply	Yes	The Specific Plan area is located adjacent to Boronda Road, Russell Road and Old Stage Road which are three of the existing sharply defined edges of existing

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defined edges between urban use and agricultural activities.		development in the city. With the buildout of the Specific Plan the edge will be Russell Road and Old Stage Road.
Policy CD-1.3: Maintain the distinction of the City’s urban/rural interface by using roadway segments and/or natural features and tree plantings to form the boundary between urban development and open space or agriculture.	Yes	The Specific Plan area, when developed, will abut agriculture and open space land uses on the north and the east. The existing agricultural areas to the west will be developed as part of the West Area Specific Plan. A segment of Russell Road and Old Stage Road form the boundary between the Specific Plan urban development and agricultural uses. Landscaped parkway will have trees to provide a buffer between the uses. Additionally, a deed restriction shall be recorded on any property located within the Specific Plan notifying the owner of the Right to Farm.
Policy CD-1.4: Use landscaping, design schemes and signing to improve the image and distinct identity of the city, and its neighborhoods and its major gateways.	Yes	The entrances to the Specific Plan area will include consistently designed entry features; decorative lighting and pedestrian amenities and the varied setbacks from the surrounding roadways, as a result of landscaping, and creek restoration, will provide a distinct Specific Plan identity. Key streets will have designated street tree types. Commercial buildings of the Village Center front a main street providing distinct identity for this community focal point.
Policy CD-1.5: Create a “park-like” atmosphere for the City with greenways, landscaped streets and medians and parks distributed through the community at convenient locations.	Yes	The parks and greenways within the Specific Plan are the visual focal point of a system of local streets and pathways that extend throughout the community. The land use plan includes two greenway streets that run west to east across the plan area, and 43 acres of parks of varying sizes.
Policy CD-1.6: Locate and design water retention areas and preserve important wildlife habitat areas to contribute to the visual quality of the city’s open space system.	Yes	The Specific Plan encompasses the drainage tributaries of Natividad Creek and Gabilan Creek running north to south through the Central Area currently exist as agricultural ditches for most of their lengths. These corridors shall be greatly enlarged, restored and improved to add aesthetic, ecological, recreational and stormwater retention and detention (riparian areas) and infiltration enhancement to the local setting and provide new open space and pathway linkages to the various land uses in the Plan area. Picnic areas, exercise circuits, game tables and other activity nodes may be included in these corridors where they cross the southerly and northerly greenway streets as well as

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		<p>along other parts of the pedestrian/bike path system. As these areas are planned, consultation with qualified biotic and ecological experts will be required to ensure the proper balance between habitat creation/protection and recreation design.</p>
<p>Policy CD-1.10: Require a balance of housing types and designs to avoid both monotony and visual chaos.</p>	<p>Yes</p>	<p>The Specific Plan contains a balance of housing types in accordance with the provisions of the General Plan. Extensive use of varied designs, elevations, setbacks, details, and color will be used to avoid the uniformity characteristic of some conventional residential subdivisions.</p>
<p>Policy CD-2.1: Maximize a strong sense of neighborhood identity and harmony by implementing architectural design and community layout techniques, such as building location and spacing, landscaping features, and lighting that create distinct neighborhoods, encourage interactions among residents, and facilitate safe street life.</p>	<p>Yes</p>	<p>The Specific Plan neighborhood identity is focused on the communal open space areas and the pedestrian oriented streets that interconnect the communal spaces. The varied designs of the parks give each the neighborhoods and sub- areas its own identity. Decorative lighting, street furniture, neighborhood identification signs, pedestrian amenities and other features will also be provided to promote distinctive neighborhoods and encourage a safe and active street life.</p>
<p>Policy CD-2.5: Encourage the use of design features to create an environment that maximizes the number of “eyes on the street” and reduces potential criminal activity.</p>	<p>Yes</p>	<p>The Specific Plan is designed to maximize “eyes on the street” and “eyes on the public realm.” Residential units will be designed with entryways and first and second story windows oriented to the street. Parks are generally surrounded by streets on two or more sides by streets. In addition, residential units face toward these parks adding to the visual security.</p>
<p>Policy CD-2.7: Minimize the use and visual effect of sound attenuation walls.</p>	<p>Yes</p>	<p>Alternatives to sound walls are encouraged in the Specific Plan. For example, frontage streets with landscaped parkways assist with reduce sound levels in rear yards. Sound attenuation walls are often required along arterial streets and may be required in some areas of the Specific Plan. To minimize the visual effect of any sound walls the parkways and open space along surrounding arterial streets are a minimum of 24-28 feet and often visually expands to much larger areas when the parkway is adjacent to the supplemental detention, and retention basins. The use of areas along the major surrounding roads for small, midsize, and large scale LID features allows for a varied residential</p>

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		setback and reduces the need for sound attenuation walls and where they may be required the length is minimized and they are screened with landscaping.
Policy CD-2.8: Avoid large un-landscaped parking areas and blank building walls facing streets and adjoining properties.	Yes	The parking areas are visually divided into smaller areas by landscaping and planting islands which are included throughout the parking area. The larger buildings and parking areas will be set back from the major streets and partially screened from view by smaller scale buildings fronting the street, parking lot trees and other landscape features.
Policy CD-3.1: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics ...	Yes	The Specific Plan will be developed in accordance with the New Urbanism District Standards of the City's Zoning Code(except where modified standards apply in the Specific Plan), which is based on TND principles and the provision of the Specific Plan that identify how each neighborhood is to be developed with its own TND characteristics (see response to Policy LU-1.4).
Policy CD-3.4: Actively encourage mixed-use development in order to provide a greater spectrum of housing near businesses, alternative modes of transportation and other activity areas.	Yes	The Village Center and the immediately adjacent residential areas contain some of the highest densities in the Specific Plan area. This concentration of residences and commercial in both horizontal and vertical mixed use developments facilitate walking for some daily trips and to the planned transit stop within the Village Center.
Policy CD-3.6: Promote and maintain a pedestrian friendly atmosphere by encouraging "pedestrian zones" with increased landscaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities, such as lighted sidewalks and increased lighting along sidewalks.	Yes	The Specific Plan area includes an interconnected system of pedestrian zones in the form of Small and Neighborhood Parks, as well as open space creek corridors. Each creates a different kind of pedestrian zone ranging from expansive areas of sports fields and other active and passive park areas to the small scale green spaces primarily serving a local residential area. Some intersections along the pathways system may use "bulb-outs" to slow vehicular traffic and facilitate safe pedestrian crossings. Sidewalks with 8-foot parkways (between the curb and the pathway) with street trees provide separation from automobile traffic and promote a pedestrian friendly environment. A 12-foot wide off-street shared use pedestrian path (the southerly greenway) will also be provided which will connect to the greater North of Boronda Future Growth Area (FGA) located to the west and east. This

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		will provide east-west pedestrian and bicycle access across the entire length of the Specific Plan and the greater North of Boronda FGA. A 7-foot wide northerly greenway pedestrian path will also be provided along this same length.
Policy CD-3.8: Promote the use of alternative modes of transportation, including bus, rail, bicycling, and walking.	Yes	The Specific Plan provides an extensive system of paths connecting schools, parks, and Village Center that promotes the use of walking and bicycles for some daily trips. The paths also facilitate access to the bus stops/bus shelters expected to be located in the Village Center and other areas of the Specific Plan. Supportive bicycle parking will be installed. Pathways will also link to the adjacent West and East FGAs.
Policy CD-3.9: Group neighborhood shopping centers, schools, civic and recreational uses, parks, and public transit opportunities together in new neighborhoods to create an activity center focal point for the neighborhoods they serve.	Yes	The Village Center, Community Park, and all schools are located along local collector roadways that may be used by transit depending on the final route plan determined by MST. In particular, the highest transit generating uses are located in the Village Center and are anticipated to be potential transit routes as illustrated in Figure 5-2.
Housing Element		
Policy H-1.1: Encourage a variety of housing types, designs, and prices throughout the City to maintain housing choice and enable households of all types and incomes levels the opportunity to find suitable ownership or rental housing that supports healthy living. Support the development of cost effective innovations such as micro units, smaller houses on smaller sites, coliving/cohousing, construction from repurposed shipping containers, and Single Room Occupancy (SRO) units.	Yes	<p>The Specific Plan is consistent with the range of housing required by the General Plan with approximately 652 low residential (17%), 1,542 medium residential (39%), and 656 high residential (17%). The Specific Plan will provide a program of affordable housing in accordance with City requirements.</p> <p>The overall density of the Specific Plan and the development standards facilitate cost effective innovations in housing.</p>

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<p>Policy H-1.2: Consistent with State law, continue to regulate transitional and supportive housing as a residential use to be subject only to the same development regulations and standards of similar uses in the same zone.</p>	<p>Yes</p>	<p>Any transitional and supportive housing within the Specific Plan would be subject to the same development regulations as other housing.</p>
<p>Policy H-1.3: New residential development shall be adequately served by services and facilities, including park and recreation areas, libraries, sanitary and storm sewers, transportation, public safety and other services. Continue to ensure impact fees are adequate to provide these services and facilities to residential development through periodic review and updating.</p>	<p>Yes</p>	<p>The Specific Plan includes a Village Center, which includes retail, housing, commercial, and professional office uses. Within the immediate vicinity of the Village Center are additional higher density residential areas. In addition, the Specific Plan has a network of paths that connect residential to parks, schools, and the Village Center and to the greater North of Boronda FGA.</p> <p>The development of the Specific Plan will include the payment of appropriate impact fees that the City will be periodically reviewing and updating.</p>
<p>Policy H-1.4: Identify adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City.</p>	<p>Yes</p>	<p>The Specific Plan allows up to 3,911 housing units with approximately 652 low residential (17%), 1,542 medium residential (39%), and 656 high residential (17%).</p>
<p>Policy H-1.5: Support the concept of “aging in place” by providing a range of housing types and tenure that allows people to remain in the community as their housing needs change.</p>	<p>Yes</p>	<p>The Specific Plan, in conformance with General Plan requirements, provides housing at low, medium, and high densities to respond to the varying needs of families and individuals at any point in their life and as their housing needs may change over time. In addition a variety of housing will be built in each of the density categories providing further opportunities for purchasers or renters to obtain housing suitable for their circumstances. Single level housing units will also accommodate people with disabilities and declining health. The location of several higher density housing products adjacent to the Village Center provides senior housing opportunities in close walking distance to transit, commercial, office and personal services, and potentially to health services which may locate in the Village Center.</p>

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<p>Policy H-1.6: Encourage diverse, mixed-income neighborhoods throughout the City through the geographic dispersal of units affordable to lower and moderate income households, increased location choice for voucher recipients, and continue to follow state and federal fair housing requirements (including City contracts with housing and public services recipients).</p>	<p>Yes</p>	<p>The Specific Plan includes a Village Center, which includes retail, housing, commercial, and professional office uses. A minimum of 410 residential units will be located within the Village Center. Within the immediate vicinity of the Village Center are additional higher density residential areas. In addition, the Specific Plan has a network of paths that connect residential to parks, schools, and the Village Center and greater North of Boronda FGA.</p> <p>The Specific Plan will provide a program of affordable housing in accordance with City requirements.</p>
<p>Policy H-1.7: Ensure that new residential development and reuse/revitalization projects are compatible with surrounding neighborhoods by requiring new developments to comply with the City’s Zoning Code development regulations and design standards.</p>	<p>Yes</p>	<p>The Specific Plan is designed to be compatible with existing residential neighborhoods to the south and west with roadway connections to those neighborhoods to facilitate internal travel. Included in the Specific Plan are development regulations consistent with the intent that this area be developed using the principles of Division 8 of the Zoning Code.</p>
<p>Policy H-1.9: Encourage the development of higher density apartments, townhomes, and condominiums in locations that are served by major transit corridors and have good pedestrian and cyclist facilities, continue to use Crime Prevention Through Environmental Design principles as part of housing design and construction, and/or are within walking distance to neighborhood-serving retail and key destinations (parks, schools, childcare, stores with healthy food options, employment,</p>	<p>Yes</p>	<p>The Specific Plan includes a Village Center and Planning Areas designated for higher density residential located along Boronda Road which is a transit corridor. In addition, the Specific Plan has a network of paths that connect residential to parks, schools, and the Village Center and existing and future projected transit stops. Crime Prevention Through Environmental Design principles have been part of the overall Specific Plan layout and will be part of future individual project design.</p>

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social services, and health care, etc.).		
Policy H-1.10: Promote the development of mixed-use neighborhoods designed to encourage travel by walking, bicycling, and mass transit.	Yes	The Specific Plan locates the higher density residential land uses within or adjacent to the Village Center which is also the location of the expected MST transit corridor through the Future Growth Area. In addition, the Specific Plan has a network of pathways that connect residential to parks, schools, and the Village Center and to the greater North of Boronda FGA to the east.
Policy H-1.11: In Future Growth Areas ensure that each Specific Plan includes a range of housing types by requiring new residential developments of over 1,000 units to include a mix of densities.	Yes	The Specific Plan is consistent with the range of housing required by the General Plan with approximately 652 low residential (17%), 1,542 medium residential (39%), and 656 high residential (17%).
Policy H-1.12: In Future Growth Areas, promote mixed use development to increase housing opportunities by requiring commercial and professional office development to incorporate housing opportunities on site or in close proximity, unless the City Council makes a finding that it would be inappropriate to require on-site housing in a proposed new commercial or professional office development and in that case shall require equivalent housing to be constructed at an off-site location.	Yes	<p>The Specific Plan includes a Village Center, which includes retail, housing, commercial, and professional office uses. A minimum of 410 residential units will be located within the Village Center. Within the immediate vicinity of the Village Center are additional higher density residential areas.</p> <p>The Specific Plan also includes several higher density housing sites adjacent to the Village Center which provides housing opportunities in close walking distance to transit, commercial, office and personal services, and potentially to health services which may locate in the Village Center</p>
Policy H-2.6: Ensure new residential developments are compatible (e.g., scale, size, design and appearance) with surrounding uses through	Yes	The Specific Plan is designed to be compatible with existing residential neighborhoods to the south and west with roadway connections to those neighborhoods to facilitate internal travel. Included in the Specific Plan are development regulations

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implementation of the City’s Zoning Code development regulations and design standards.		consistent with the intent that this area be developed using the principles of Division 8 of the Zoning Code.
Policy H-2.8: Encourage developers to maximize energy conservation and exceed the provisions of Title 24 of the California Building Code through green building techniques and materials.	Yes	In addition to conforming to Title 24 of the California Building Code the Specific Plan includes provisions to meet the objectives of the American Planning Association Policy Guide on Planning for Sustainability.
Policy H-3.1: Assist in the production and conservation of housing affordable to extremely low, very low, low, and moderate income households, with a focus on the need for housing for the local workforce and workers essential to our community.	Yes	The Specific Plan will provide a program of affordable housing in accordance with City requirements.
Policy H-3.2: Continue to encourage the development of affordable housing units with three or more bedrooms, adequate to accommodate large households.	Yes	The Specific Plan will provide a program of affordable housing in accordance with City requirements which will respond to various household sizes.
Policy H-3.3: Encourage and support the development of senior housing and assisted living facilities on sites within proximity to public transportation and services.	Yes	<p>The Specific Plan includes several higher density residential Planning Areas adjacent to the Village Center .These Planning Areas provide senior housing opportunities in close walking distance to transit, commercial, office, personal services, and potentially to health services.</p> <p>The Specific Plan, in conformance with General Plan requirements, provides housing at low, medium, and high densities to respond to the varying needs of families and individuals at any point in their life and as their housing needs may change over time. In addition a variety of housing will be built in each of the density categories providing further opportunities for purchasers or renters to obtain housing suitable for their circumstances. Single level housing units will also</p>

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		accommodate people with disabilities and declining health. The location of several higher density housing products adjacent to the Village Center provides senior housing opportunities in close walking distance to transit, commercial, office and personal services, and potentially to health services which may locate in the Village Center.
Policy H-3.4: Encourage and support the provision of safe and decent housing for lower income households and those with special needs within proximity of public transportation and services.	Yes	<p>The Specific Plan will provide a program of affordable housing in accordance with City requirements.</p> <p>The Specific Plan will provide single level housing units generally seen as the most appropriate for persons with physical disabilities. These units will typically be part of the higher density residential Planning Areas within or adjacent to the Central Community core. These residential sites are also in proximity to transit, shopping and other community services facilitating access to those uses by disabled residents.</p>
Policy H-3.7: Facilitate the development of affordable housing through regulatory incentives, density bonuses, inclusionary housing, and financial assistance.	Yes	Within the Specific Plan individual housing projects that include affordable housing will respond to the available state and local incentives and financial assistance to the extent feasible.
Policy H-3.9: Support activities and participate in planning of initiatives such as Monterey County’s Health in All Policies (HiAP), Building Healthy Communities (BHC)–East Salinas, Crime Prevention Through Environmental Design (CPTED) program, AMBAG’s Sustainable Communities Strategy, and the City’s Urban Greening Plan that contribute to the quality of community and neighborhood environments.	Yes	<p>Crime Prevention Through Environmental Design principles have been part of the overall Specific Plan layout and will be part of future individual project design.</p> <p>In addition to conforming to Title 24 of the California Building Code the Specific Plan includes provisions to meet the objectives of the American Planning Association Policy Guide on Planning for Sustainability.</p>

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<p>Policy H-3.14: Encourage the development of housing and mixed uses that foster supportive environments for single parent female-headed households, such as on-site childcare and after school programs.</p>	<p>Yes</p>	<p>The Specific Plan, in conformance with General Plan requirements, provides housing at low, medium, and high densities to respond to the varying needs of families and individuals at any point in their life and as their housing needs may change over time. In addition a variety of housing will be built in each of the density categories providing further opportunities for purchasers or renters to obtain housing suitable for their circumstances.</p> <p>The Specific Plan includes 3 school sites serving grades K-8. These schools are located within or adjacent to residential neighborhoods and connected by the community trail system facilitating participation in after school programs.</p>
<p>Conservation/Open Space Element</p>		
<p>Policy COS-1.1: Work with regional and local water providers to ensure that adequate supplies of water are available to meet existing and future demand.</p>	<p>Yes</p>	<p>The Specific Plan area has coordinated with Cal Water and ALCO, which are the designated water providers. A Water Supply Assessment Reports have been completed and the report has concluded that adequate supplies of water are available.</p>
<p>Policy COS-1.4: Maintain and restore natural watersheds to recharge aquifers and ensure the viability of the ground water resources.</p>	<p>Yes</p>	<p>The natural drainage tributaries of Natividad Creek and Gabilan Creek running north to south through the Central Area currently exist as agricultural ditches for most of their lengths. These corridors shall be greatly enlarged, restored and improved to add aesthetic, ecological, recreational and stormwater retention and detention (riparian areas) and infiltration enhancement to the local setting and provide new open space and pathway linkages to the various land uses in the Plan area.</p>
<p>Policy COS-2.1: Participate in and implement local and regional programs that promote water conservation.</p>	<p>Yes</p>	<p>All development within the Specific Plan will utilize water conserving plumbing fixtures, landscape irrigation techniques and other technologies and design features consistent with City, local and regional water conservation programs and ordinances.</p>
<p>Policy COS-2.3: Apply standards that promote water conservation in agricultural, residential and non-residential uses.</p>	<p>Yes</p>	<p>All development The within the Specific Plan will utilize water conserving plumbing fixtures, landscape irrigation techniques and other technologies and design features that will significantly reduce the per capita water use in accordance with the requirements (Ordinances) of the City. In addition, automatic</p>

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		<p>controllers with master valve capabilities and low precipitation rate equipment. The irrigation system shall be separated per micro climate and plant zones to achieve maximum water efficiency. Drought tolerant and low water demand plant material shall be used in accordance with the City’s Water Efficient Landscaping Ordinance, the City’s Water Conservation Ordinance, Zoning Code Landscaping and Irrigation requirements and the City’s SWDS (in regard to plant material for LID and similar areas).</p>
<p>Policy COS-3.1: Maintain a compact urban form, locating growth areas to minimize the loss of important agricultural resources while allowing for the reasonable expansion of the City to address projected population growth.</p>	<p>Yes</p>	<p>The Specific Plan area is located on the north side of the City, which has been determined to be away from the most productive agricultural land in accordance with the Greater Salinas Area Memorandum of Understanding between the City and County of Monterey. The overall net residential density is over 9 DU/AC in accordance with the requirements of the General Plan.</p>
<p>Policy COS-3.4: Minimize conflicts between agricultural and urban uses through the use of buffer zones, roads and other physical boundaries.</p>	<p>In</p>	<p>In the case of the Central area, the agricultural lands to be protected by buffers are those on the north side of the future Russell road (the Protected Lands). Buffers will occur where residential uses located along the south side of Russell Road from the continuing agricultural uses on their lands on the north side of Russell Road by dedicating a temporary 200-foot wide buffer along the northerly boundary between the front of the homes on the south side of Russel Road and the agricultural uses on the north side of Russell Road and shall not access their farm lands from Russell Road unless dirt/mud mitigation features are provided and approved by the City Engineer</p>
<p>Policy COS-5.1: Protect and enhance creeks, river corridors, the reclamation ditch, sloughs, wetlands and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities.</p>	<p>Yes</p>	<p>The natural drainage tributaries of Natividad Creek and Gabilan Creek running north to south through the Central Area currently exist as agricultural ditches for most of their lengths. These corridors shall be greatly enlarged, restored and improved to add aesthetic, ecological, recreational and stormwater retention and detention (riparian areas) and infiltration enhancement to the local setting and provide new open space and pathway linkages to the various land uses in the Plan area.</p>
<p>Policy COS-6.3: Encourage development design that</p>		<p>The mixed use character of the Specific Plan including neighborhood and community parks, K through 8</p>

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Salinas General Plan Policy	Consistent	Discussion
maintains air quality and reduces direct and indirect emissions of air contaminants.		schools and a locally serving mixed use center (Village Center) will significantly reduce the vehicle miles traveled by residents and contribute to reduced air contaminants from vehicles.
Policy COS-6.4: Support alternative modes of transportation, such as walking, biking and public transit, and develop bike and pedestrian-friendly neighborhoods to reduce emissions associated with automobile use.	Yes	The Specific Plan includes a network of pathways that connect residential areas to parks, schools, and the Village Center. This will facilitate walking, bicycling, and public transit for some daily trips. The proximity of public and commercial facilities will also reduce the length of automobile trips, further reducing emissions associated with automobile use.
Policy COS-7.1: Develop a high quality public park system that provides adequate space and facilities for a variety of recreational opportunities conveniently accessible to all Salinas residents.	Yes	The Specific Plan includes local neighborhood and small parks slightly in excess of that required by the Quimby Act located so as to have maximum accessibility. In particular the neighborhood and small parks are centrally located in each neighborhood to be convenient to local residents.
Policy COS-7.3: Plan park and recreation facilities in cooperation with concerned public and private agencies and organizations, particularly school districts and neighborhood residents.	Yes	The Specific Plan parks and recreation facilities have been sited in coordination with the City. The Specific Plan cites a range of potential recreational facilities that can be included within parks, but the final program of facilities will be determined at a later date by the City Parks staff and City Park and Sports Facility and other park standards. The sizes and configuration of the parks have been determined to ensure they can accommodate the active sport fields that will be required to meet the needs of the residents in the CASP (See Figure 4-1).
Policy COS-7.6: Work with all school districts in planning for parks and recreation facilities to maximize community recreation opportunities through joint use.	Yes	The Specific Plan has planned the school and park sites in coordination with the Santa Rita Elementary School District, Alisal Union School District and Salinas Union High School District. Neighborhood parks are located near the elementary school sites and joint use opportunities continue to be available. Pedestrian connections will be provided to the school sites to facilitate resident access to the school from the surrounding neighborhoods.
Policy COS-7.10: Consider formation of special districts,	Yes	The City, through the draft Public Services and Public Facilities Financing Plan – Salinas Future Growth

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Salinas General Plan Policy	Consistent	Discussion
issuance of bonds and other means for financing large urban parks and facilities serving all of Salinas.		Area (November 2, 2007), has suggested the establishment of a Community Facilities District (CFD) and/or LLMD to provide public maintenance services to the North of Boronda FGA in excess of service levels elsewhere in the City. A higher level of maintenance may be desired for the North of Boronda FGA and the residents living in the area would pay for that enhanced service through an LLMD or a maintenance CFD as agreed to by the owner and the City. An LLMD would be formed to pay for other maintenance as specified below.
Policy COS-7.11: Develop and maintain an integrated system of open space corridors and trails along utility easements, power transmission-line rights of way, the reclamation ditch, stream banks, drainage-ways, slopes and other natural features.	Yes	The natural drainage tributaries of Natividad Creek and Gabilan Creek running north to south through the Central Area currently exist as agricultural ditches for most of their lengths. These corridors shall be greatly enlarged, restored and improved to add aesthetic, ecological, recreational and stormwater retention and detention (riparian areas) and infiltration enhancement to the local setting and provide new open space and pathway linkages to the various land uses in the Plan area.
Policy COS-7.12: Link activity center, recreation opportunities, transit nodes and other services to the integrated trails network.	Yes	The Specific Plan pathways network links the residential areas to the schools, parks and Village Center.
Policy COS-7.13: Developments within Future Growth Areas shall be conditioned to provide all the land and improvements required to achieve the parkland standard of three acres of developed public parkland per 1,000 residents, to meet existing park acreage needs, as referenced in Table COS-5. All new parks constructed within the City shall meet, at a minimum, the park standards established in Table COS-2.	Yes	The Specific Plan includes designated park sites totaling approximately 44.06 acres. At a standard of 3 acres per 1,000 population, the park requirement would be 43.06 acres. The Specific Plan is providing approximately one acre of parks beyond the standard of 3 acres per 1,000 residents. The Specific Plan identifies a range of park sizes configured differently than the three parks standards currently shown in the General Plan. This is consistent with the New Urbanism approach that places park facilities within easy walking distance of residents.

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Policy COS-8.2: Apply standards that promote energy conservation in new and existing developments.	Yes	The commercial and residential developments within the Specific Plan area will utilize energy efficient equipment to the greatest extent feasible. This will include energy efficient appliances, vehicle charging opportunities, heating and cooling systems, and energy saving insulation in all structures.
Policy COS-8.6: Encourage the creation and retention of neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City in order to reduce energy consumption through automobile use.	Yes	The Specific Plan has a Village Center on Boronda Road that will contain a wide range of local and community serving retail and personal services. It is accessible to all residents of the Specific Plan area via pathways and local neighborhood streets. The Specific Plan also includes neighborhood level services including K through 8 education and recreation facilities and parks.
Circulation Element		
<p>Policy C-1.1: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics and corresponding circulation systems. Specifically, the street network should have the following characteristics:</p> <ul style="list-style-type: none"> ➤ Individual blocks should average less than 600 feet in length and less the 1,800 feet in perimeter; ➤ Streets should be organized in a comprehensive hierarchical network that manifests the structure of the neighborhood; ➤ Cul-de-sacs should be avoided unless natural conditions demand them; ➤ The street network should be interconnected; and ➤ Transit access, passenger safety, and transit facilities 	Yes	The Specific Plan has designed neighborhoods focused on local parks. Local streets with widened sidewalks and parkways focus on these community facilities. Individual blocks vary in length but average less than 600 feet in length and 1800 feet in perimeter. The interior streets are an interconnected system of residential collectors and local residential streets. The plan is very adaptable for transit with a transit stop proposed for the Village Center and potentially at the community park. Cul-de-sacs are avoided.

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should be included in the street network design.		
Policy C-1.2: Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.	Yes	Based on the traffic study for the Specific Plan prepared by Fehr and Peers, all internal intersections of the Specific Plan will maintain a Level of Service of D or better. External intersection deficiencies will be addressed in the EIR.
Policy C-1.6: Discourage diversion of traffic to local streets by providing maximum capacity on arterial streets and locating high traffic generating uses on or near arterial frontages.	Yes	The Village Center is located on Boronda Road to allow and facilitate access for drive-by traffic on that major 6-lane arterial street. The Village Center is also connected via local roads to all the residents of the Specific Plan area so they do not have to use the arterial streets to access the center. Vehicle related uses and the anchor grocery store are located on the subareas nearest to Boronda Road.
Policy C-1.7: Design roadway capacities to adequately serve planned land uses.	Yes	The Specific Plan internal roadways are sized to accommodate the planned land uses but also not oversized to encourage higher speed and excessive cut-through traffic. The paved widths of local residential streets are 32 feet, 34 feet, and 36 feet paved sections based on the ADT projected for that local street and in accordance with the New Urbanism District residential street standards.
Policy C-1.9: Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system.	Yes	The Specific Plan will use bulb-outs, raised intersections, traffic circles, and other traffic calming devices to slow traffic and promote pedestrian-friendly streets.
Policy C-3.2: Design development and reuse/revitalization projects to be transit oriented to promote the use of alternative modes of transit and support higher levels of transit service.	Yes	The Specific Plan contains an interconnected system of collector roadways that support various alignments of future transit through the area. The Village Center is expected to have a transit stop.
Policy C-4.1: Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips.		The existing Class II bicycle lanes are located on Boronda Road.. As shown on Table 5-1, bike lanes are proposed . These bike lanes, and the internal plan area path system, will augment the bicycle lanes on the surrounding arterial streets of Boronda Road, Russell Road, Old Stage Road and Natividad Road. The

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Eliminate gaps and provide connection between existing bicycle routes.		interconnected local street system of a New Urbanism plan results in lower volume lower speed vehicular traffic that is compatible with mixed flow bicycles and vehicles. The off-street bicycle travel is incorporated in the network of pathways. A 12-foot wide off-street shared use path will be provided along the entire length of the Specific Plan and greater North of Boronda FGA located to the east.
Policy C-4.2: Increase availability of facilities such as bicycle racks and well-maintained and well-lit bike lanes, that promote bicycling.	Yes	Bicycle racks are included in the expected facilities program for the small and neighborhood parks. Bicycle racks will also be provided in the Village Center in the vicinity of Main Street and village greens. The school district facilities also typically provide bicycle racks for those students and staff who ride bicycles.
Policy C-4.3: Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking.	Yes	The new commercial businesses in the Specific Plan will be located within the Mixed Use Village Center. Bicycle racks will be provided in one or more highly visible locations to provide a convenient and secure facility for bicycle commuters.
Policy C-4.4: Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.	Yes	The Specific Plan interconnected local street system is the primary bicycle environment for recreation and commuting purposes. These relatively low volume, low speed streets are suitable for bicycles sharing the road with vehicles and some contain multi-use pathways for bicycle use .
Policy C-4.5: Where possible, ensure that roadway improvements (i.e., widening and re-striping), as well a new overpasses, allow for safe on-street bike lanes or adequate right lane space for bicycles.	Yes	The CASP endeavors to encourage the use of alternative modes of transportation by incorporating bicycle and pedestrian friendly designs through an integrated system of roads, pedestrian paths, and bikeways. At the buildout of the project, bike lanes in the east-west direction are to be provided along both sides of the future Russell Road and Old Stage Road. In the north-south direction, bike lanes are to be provided along the extensions of Independence Boulevard (0.7 miles) and Constitution Boulevard (1.1 miles). Boronda Road and Natividad Road are to be widened at the buildout of the study project (2.1 miles). These roadways will continue to provide bike lanes along both sides.

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Policy C-4.6: Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.	Yes	The Specific Plan identifies that all pedestrians and bicycle route improvements will be ADA compliant and in accordance with Caltrans standards for design. The details of these improvements will be part of subsequent Tentative Maps and Site Development Plans.
Policy C-4.7: Encourage parking lot designs that provide for safe and secure bicycle parking.	Yes	The Specific Plan includes one area with large parking lots in the Village Center on Boronda Road. The illustrative plan for the Village Center allows for areas suitable for bicycle parking near the large parking lots serving the Main Street and village green area.
Policy C-5.2: Encourage all new bus stops and changes in existing bus stops to take pedestrian access into consideration.	Yes	The currently planned route of the MST transit service and the proposed stops is illustrated in Figure 5-2. The primary pedestrian pathways system that connects to these stops as well as to the educational, park and commercial facilities is illustrated in Figure 5-3.
Policy C-5.3: Ensure that all pedestrian route improvements meet with ADA standards for accessibility.	Yes	The Specific Plan identifies that all pedestrian route improvements are ADA compliant.
Policy C-5.4: Encourage parking lot design that promote pedestrian access and safety.	Yes	The concept for the Village Center shows parking lots that provide for pedestrian circulation and minimize major conflicts between pedestrians and vehicular traffic.
Policy C-5.5: Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.	Yes	The Specific Plan contains a network of pathways comprised of widened sidewalks and parkways that interconnect all the schools, parks, shopping, and employment areas. All streets within the development will include ADA-compliant paths along all street frontages and access ramp at curb returns and other locations required by law and City/State standards.
Safety Element		
Policy S-2.1: Apply design techniques and standards that are aimed at reducing criminal activity in new development and reuse/revitalization projects.	Yes	The Specific Plan design includes public spaces such as schools and parks that are surrounded on most sides by local streets. This improves the visibility into these facilities, thus providing visual security. The pathways network is mostly along the local streets system also providing “eyes-on-the-street.” Individual homes will include first and second story front facing windows that facilitate views to the street, also improving visual

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		security. Detailed designs will be reviewed according to CPTED principles.
Policy S-2.2: Ensure that adequate street and property lighting is provided and maintained in order to protect public health and safety.	Yes	The street and property lighting will provide appropriate illumination for public health and safety in accordance with CPTED principles, City standards/requirements and will be shown on the subsequent Tentative Maps and Site Development Plans.
Policy S-2.3: Encourage development designs and land use mixtures that serve to focus eyes and attention on public areas.	Yes	The Specific Plan street system is designed to focus eyes and attention on the public areas. Parks are often located at the visual termination of local streets and schools are surrounded on 2 or more sides by local streets to increase visibility into the sites.
Policy S-4.3: Design flood control system in new development areas to avoid increasing flood hazard elsewhere.	Yes	<p>Individual projects within the CASP will be required to provide parcel based mitigation. This may include but is not limited to integrating Requirements 1 (Common Requirements), 2 (Additional Source Controls) and 3 (Stormwater Treatment) into their site design, including LID site planning strategies, source control measures, and uniformly distributed decentralized treatment control BMPs.</p> <p>Gabilan Creek and Natividad Creek are designated as areas of one percent chance annual flood by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) (Gabilan Creek is located in Flood Zone AE, and Natividad Creek is located in Flood Zone "A", Flood Insurance Rate Map (FIRM) panels 06053C0226G, 06053C0228G, and 06053C0230G.). A FEMA map revision will be required to adjust the boundaries of the "A" flood designation prior to any development in the flood zone. The remainder of the site is located in unshaded Zone X.</p>
Policy S-4.4: Maintain open areas needed to retain stormwater and prevent flooding of urban and agricultural land.	Yes	The Specific Plan maintains specific creek corridors and open space areas for the supplemental detention and retention facilities noted above combined with site/parcel based PCBMPs to the MEP to prevent flooding of downstream urban and agricultural areas.
Policy S-4.5: Provide storm-water retention capacity consistent with Reclamation Ditch capacity to avoid	Yes	The Specific Plan includes a system of supplemental storm water detention and retention basins and site/parcel based PCBPs to the MEP designed to eliminate impact on the Reclamation Ditch resulting from the urban development of the Specific Plan area.

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damage to urban development as a result of a 100-year flood.		
Policy S-5.2: Ensure that street widths and clearance areas are sufficient to accommodate fire protection equipment and emergency vehicles.	Yes	The three specific plans which comprise the Future Growth Area (FGA) and the City have jointly completed a study to assure the narrower street widths and curb radii of the FGA are adequate for emergency vehicles. That study conducted by Fehr and Peers was completed in October 2005. It is attached in Appendix L
Noise Element		
Policy N-1.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.	Yes	The Specific Plan area is potentially impacted by noise from the surrounding arterial roadways. Residential development is set back from these roadways by widened parkways and landscaping and water quality filtration areas.. In some cases limited sound walls with appropriate landscaping may be necessary to mitigate noise impacts from surrounding roads.
Policy N-1.2: Require the inclusion of noise-reducing design features in development and reuse/revitalization projects to address the impact of noise on residential development.	Yes	The Specific Plan area is potentially impacted by noise from the surrounding arterial roadways. Residential development is set back from these roadways by widened parkways and landscaping and water quality filtration areas. In some cases limited sound walls with appropriate landscaping may be necessary to mitigate noise impacts from surrounding roads.
Policy N-2.1: Ensure noise impacts generated by vehicular sources are minimized through the use of noise control measures (e.g., earthen berms, landscaped walls, lowered streets).	Yes	The Specific Plan area is potentially impacted by noise from the surrounding arterial roadways. Residential development is set back from these roadways by widened parkways and landscaping and water quality filtration areas. In some cases limited sound walls with appropriate landscaping may be necessary to mitigate noise impacts from surrounding roads.
Policy N-2.2: Control truck traffic routing to reduce transportation –related noise impacts on sensitive land uses.	Yes	The Specific Plan area contains few land uses that will require routine truck traffic. The Village Center will require truck deliveries. Primary truck access to the Village Center is from Boronda Road.
Economic Development Element		
Policy ED-LU-1.6: Facilitate the review and approval of the North of Boronda Future Growth Area Specific Plans to	Yes	The Specific Plan has been created to allow the discretionary action by the City as the key step in creating a high quality residential and mixed use

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create high-quality residential and mixed-use housing opportunities to meet the housing needs of an expanding community workforce (Economic Opportunity Area I and a portion of H).		development in the North of Boronda Future Growth Area.
Policy ED-C-2.14: Utilize roundabouts, where feasible, to promote improved traffic operations and to enrich the driving experience. Utilize the center of the roundabouts for special signage, traffic features, and public art.	Yes	The Specific Plan includes the design of an interconnected grid street network must include provisions slow traffic on neighborhood connector and local streets. Traffic calming features include: narrow streets, traffic circles, median islands, bulb outs, and textured sidewalks,
Policy ED-N-1.1: Attract a wide range of residential and residentially compatible investment types that support neighborhood character.	Yes	The Specific Plan is consistent with the range of housing required by the General Plan with approximately 652 low residential (17%), 1,542 medium residential (39%), and 656 high residential (17%). This will provide wide range of opportunities to attract compatible investment types supportive of neighborhood character.
Policy ED-N-2.1: Define and promote the unique identity of residential neighborhoods through use of neighborhood identity and design standards.	Yes	The Specific Plan will foster the creation of distinct identifiable neighborhoods that have traditional neighborhood development (TND) design characteristics. Crime Prevention through Environmental Design (CPTED) design principles as expressed in the Salinas General Plan have been incorporated into the Specific Plan to promote a safer built environment. Design principles and standards promoting Health in all Policies, Smart Growth, and Green Building have also been included to ensure the development of a healthy, compact, vital, and well-balanced community.
Policy ED-N-2.2: Improve neighborhood streetscapes to enhance walkability and support a safe and attractive pedestrian environment	Yes	The Specific Plan contains a network of pathways comprised of widened sidewalks and parkways that interconnect all the schools, parks, shopping, and employment areas.

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Salinas General Plan Policy	Consistent	Discussion
through the Community Design Element.		
Policy ED-QL-1.2: Increase safety and reduce crime by regulating the design of the residentially built environment and implementing recommendations put forth in the CASP strategy. Ensure the design of public spaces and private developments are conducive to eyes on the street/natural surveillance while enhancing the aesthetic appeal and usability of a space.	Yes	The Specific Plan design includes public spaces such as schools and parks that are surrounded on most sides by local streets. This improves the visibility into these facilities, thus providing visual security. The pathways network is mostly along the local streets system also providing “eyes-on-the-street.” Individual homes will include first and second story front facing windows that facilitate views to the street, also improving visual security. Detailed designs will be reviewed according to CPTED principles.
Policy ED-QL-3.1: Create new park space, connect existing and future parks and open space areas/corridors, encourage public art throughout the City, and include this policy and action items in the Community Design Element.	Yes	The Specific Plan includes designated park sites totaling approximately 44.06 acres. At a standard of 3 acres per 1,000 population, the park requirement would be 43.06 acres. The Specific Plan is providing approximately one acre of parks beyond the standard of 3 acres per 1,000 residents. The Specific Plan identifies a range of park sizes configured differently than the three parks standards currently shown in the General Plan. This is consistent with the New Urbanism approach that places park facilities within easy walking distance of residents.
Policy ED-QL-3.3: Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a park, greenway, public plaza or recreation center (in more urbanized areas of the City).	Yes	The Specific Plan includes a “Walkability” figure that shows virtually all residents are within reasonable walking distance of a park. See Figure 2-2.
Policy ED-QL-3.4: Better integrate parks into neighborhood fabric to blur the boundary between neighborhood, sidewalk, and park perimeters to better	Yes	The Specific Plan 44 parks that are integrated within the neighborhoods and provide a focal point for community activities.

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Salinas General Plan Policy	Consistent	Discussion
integrate parks into neighborhood fabric.		

Appendix D:

Mitigation Monitoring and Reporting Program

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Salinas Central Area Specific Plan Project (Project). This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR, some of which were revised after the Draft EIR were prepared. These revisions are shown in Chapter 3.0 of the Final EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP. The FMMRP also includes mitigation measures which are required by the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and the *Final Supplement for the Salinas General Plan Final Program EIR* (EDAW, 2007).

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The City of Salinas will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing:** Identifies at which stage of the Project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

4.0

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>energy for the residential and mixed use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code and State requirements (e.g. the 2019 California Solar Mandate). Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications.</i></p> <p>Mitigation Measure 3.1-4: <i>Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Plan Area, including for bathroom and kitchen faucets, toilet fixtures, and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code.</i></p> <p>Mitigation Measure 3.1-5: <i>Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-efficient irrigation systems will be installed throughout the Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements.</i></p> <p>Mitigation Measure 3.1-6: <i>Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code.</i></p> <p>Mitigation Measure 3.1-7: <i>Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate the following additional Plan Area requirements, as applicable:</i></p> <ul style="list-style-type: none"> • <i>Install secured bicycle storage facilities (bike lockers, cages, interior</i> 	<p>Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>approval of development review permit(s)</p> <p>Prior to the issuance of building permits</p> <p>Prior to the issuance of building permits</p> <p>Prior to approval of improvement plans or development review permits, as applicable</p> <p>Prior to approval of development review</p>	

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more;</p> <ul style="list-style-type: none"> • Incorporate park-and-ride lots. • Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% or more of total available parking spaces, dependent on the existing and anticipated overall electric vehicle fleet mix in Monterey County at time of development); and • Install publicly-available dual post Level 2 charge stations within the VC or NG zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-mounted Charging Station (2-10 hours charging). <p>Mitigation Measure 3.1-8: Prior to the approval of individual phases (i.e. tentative maps, site plan review, etc.), the project applicant(s) shall develop a reasonably feasible offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps); • Replace combustion school buses with electric school buses within the local community; 	<p>City of Salinas Community Development Department</p>	<p>permit(s)</p> <p>Prior to approval of individual phases (i.e. tentative maps, site plan review, etc.)</p>	

4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • Install adaptive traffic control systems; <p><i>Install solar photovoltaic (PV) systems.</i></p>			
<p>Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation</p>	<p>Mitigation Measure 3.1-9: <i>Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions:</i></p> <ul style="list-style-type: none"> • <i>Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure;</i> • <i>Prohibit grading and earthmoving activities, and cover stock piles, during periods of high wind (over 15 mph);</i> • <i>Limit vehicle speed on construction sites to 15 mph.</i> • <i>Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);</i> • <i>Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;</i> • <i>Maintain at least 1-foot of freeboard in each haul truck;</i> • <i>Provide windbreaks on the windward perimeter of construction projects where adjacent to open land;</i> • <i>Cover inactive storage piles;</i> • <i>Sweep streets if visible soil material is carried out from the construction site; and/or</i> • <i>Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to</i> 	<p>City of Salinas Community Development Department</p> <p>Monterey Bay Air Resources District</p>	<p>Prior to the issuance of grading permits</p>	

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	<p>ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable</p> <ul style="list-style-type: none"> Use cleaner construction equipment that conforms to EPA’s second or first-most stringent Tier emission standards (e.g. Tier 3 or Tier 4 emission standards in 2019), or better; and/or Further, where reasonably feasible, construction equipment should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel. 			
<p>Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants</p>	<p>Mitigation Measure 3.1-10: Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.</p> <p>If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants</p>	<p>City of Salinas Community Development Department</p> <p>Monterey Bay Air Resources District</p>	<p>Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations)</p>	

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	<p><i>levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e., to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.</i></p>			
Impact 3.1-7: Cumulative impact on the region's air quality	<p><i>Implement Mitigation Measures 3.1-1 through 3.1-10.</i></p>	See Mitigation Measures 3.1-1 through 3.1-8	See Mitigation Measures 3.1-1 through 3.1-8	
BIOLOGICAL RESOURCES				
<p>Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian</p>	<p>Mitigation Measure 3.2-1: <i>Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. It is anticipated that the applicant would need to coordinate with the USFWS and CDFW on any additional survey needs, beyond the surveys, assessments, and genetic testing that has already been performed on this site for this species, during the consultation process. The surveys, assessments, and genetic testing that has already been performed, in addition to any additional survey needs, will inform what, if any, take authorization is required from CDFW to comply with CESA. Consultation with CDFW and the USFWS shall be conducted well in advance of beginning the surveys and prior to any planned vegetation- or ground-disturbing activities.</i></p> <p><i>The regulatory approvals are anticipated to include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-</i></p>	<p>City of Salinas Community Development Department</p> <p>California Department of Fish and Wildlife</p> <p>U.S. Fish and Wildlife Service</p> <p>Qualified Biologist</p>	<p>Prior to issuance of grading and/or building permits</p>	

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	<p><i>treatment activities in areas deemed to be viable CTS habitat.</i></p> <p><i>It is anticipated that compensatory mitigation will be necessary for the loss of aquatic habitat associated with the 0.25-acre agricultural basin located on the east side of Natividad Road, approximately 0.4 miles north of East Boronda Road. At a minimum, the restoration and habitat creation of up to 30 acres along Gabilan Creek and 74 acres along Natividad Creek (net of any recreational amenities and public facilities required to facilitate the project) shall include ponded/basin areas that provide aquatic breeding habitat opportunities for CTS within the Specific Plan Area. The required amount of ponded/basin areas shall not be less than the 0.25 acres which is equivalent to the anticipated habitat loss, but the final calculation of aquatic habitat needed to compensate for that loss shall be determined by the USFWS and/or CDFW through the permit process. Additionally, the replacement aquatic habitat shall be designed with similar characteristics as the known 0.25-acre breeding pond including depths of at least five feet, and establishment of submergent and emergent vegetation around the perimeter of the pond/basin. All submergent and emergent vegetation around the pond/basin shall be from mature plantings to ensure that significant vegetation is established in the first year (i.e. no seeding or hydroseeding).</i></p> <p><i>CTS migration and dispersal functions between breeding and aestivation sites shall be appropriately considered when designing and locating new aquatic breeding habitat within the creek corridors. The final restoration and habitat creation design shall be subject to the approval of the USFWS and CDFW.</i></p> <p>Mitigation Measure 3.2-2: <i>Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander to the extent feasible, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with an incidental take permit (ITP) for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the</i></p>	<p>City of Salinas Community Development Department</p> <p>California Department of Fish and Wildlife</p> <p>U.S. Fish and Wildlife Service</p> <p>Qualified Biologist</p> <p>City of Salinas Community Development</p>	<p>Prior to issuance of grading and/or building permits</p> <p>Prior to issuance of grading and/or</p>	

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	<p><i>regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with an ITP every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. Any disturbance/decommissioning of the basin that is a known breeding site, shall be performed under the direction of the USFWS and/or CDFW. The decommissioning of this basin shall be performed during the non-breeding season.</i></p> <p><i>In addition, the project applicant shall consult with the CDFW to determine if the Project can avoid take. If take cannot be avoided, take authorization would be required prior to initiating ground-disturbing activities to comply with CESA. Take authorization would occur through issuance of an ITP by CDFW pursuant to Fish and Game Code section 2081(b). In the absence of protocol surveys, the applicant can assume presence of CTS within the Plan Area and obtain an ITP from CDFW.</i></p> <p>Mitigation Measure 3.2-3: <i>Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This is anticipated to include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat.</i></p> <p><i>The Gabilan and Natividad Creek are CRLF habitat and both are anticipated to be expanded through habitat creation/restoration. The restoration and habitat creation include up to 30 acres along Gabilan Creek and 74 acres (net of any recreational amenities and public facilities required to facilitate the project) along Natividad Creek. Given that the creation/restoration is an</i></p>	<p>Department California Department of Fish and Wildlife U.S. Fish and Wildlife Service Qualified Biologist</p> <p>City of Salinas Community Development Department California Department of Fish and Wildlife U.S. Fish and Wildlife Service Qualified Biologist</p>	<p>building permits</p> <p>Prior to issuance of grading and/or building permits</p> <p>Prior to issuance of</p>	

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	<p>expansion of habitat beyond what exists presently, it is anticipated that there would be a net increase in CRLF habitat. There is, however, the potential for temporary impacts to CRLF during the creation/restoration effort. The final restoration and habitat creation design shall be subject to the approval of the USFWS and CDFW.</p> <p>Mitigation Measure 3.2-4: Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF to the extent feasible, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.</p> <p>Mitigation Measure 3.2-5: Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to WPT to the extent feasible, the proposed project activities shall be compliant with the following Avoidance and Minimization Measures: 1) conduct environmental education training for all construction personnel, 2) conduct western pond turtle surveys within creek corridors, ponded/basin areas, and irrigation ditches by a qualified biologist, 3) survey upland areas within 0.5 miles of the aquatic features for evidence of nests as well as individual turtles, 4) make a reasonable effort to capture and relocate as many western pond turtles as possible to minimize take, 5) if a nest is observed, move eggs to a suitable location or facility for incubation, and release hatchlings into the creek corridor the following autumn, 6) design habitat elements within the creek corridor to benefit western pond turtle (i.e. include logs or rafts for emergent basking sites, and upland areas adjacent to ponds in a relatively open condition), and 7) post construction report. All survey and/or handling of WPT shall be performed by a qualified biologist in consultation with the</p>	<p>Development Department</p> <p>California Department of Fish and Wildlife</p> <p>U.S. Fish and Wildlife Service</p> <p>Qualified Biologist</p>	<p>grading and/or building permits</p>	

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	<i>CDFW.</i>			
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds	Mitigation Measure 3.2-6: <i>Building and grading permits and plans issued for development in the project area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within the Specific Plan Area, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey in the Specific Plan Area for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, the Specific Plan Area. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.</i>	City of Salinas Community Development Department Qualified Biologist California Department of Fish and Wildlife	In conjunction with issuance of building and grading permits and plans	
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or	Mitigation Measure 3.2-7: <i>Grading and/or building permits and plans issued for development in the project area shall note the following:</i> <ul style="list-style-type: none"> • <i>Monterey Dusky-Footed Woodrat: Any vegetation/ground disturbance to the Gabilan Creek associated with the crossings or restoration should be conducted when woodrats are least likely to breed in October through November. No more than 30 days prior to construction located within 50-feet of Gabilan Creek, a qualified biologist shall conduct a preconstruction survey for Monterey dusky-footed woodrat middens. At the discretion of a qualified biologist, an exclusion buffer shall be established around any woodrat middens that can be avoided, and these exclusion zones shall be fenced as Environmentally Sensitive Areas to protect the nest. If a woodrat midden cannot be avoided, potential dismantling and relocation strategies shall be developed and presented to the</i> 	City of Salinas Community Development Department Qualified Biologist	In conjunction with issuance of building and/or grading permits and plans	

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USFWS - Mammals	<p><i>City of Salinas Community Development Department by a qualified biologist for review and/or approval. Potential dismantling and relocation strategies may include hiring a qualified biologist to dismantle the middens by hand for relocation within the restored/created habitat along Gabilan and Natividad Creeks, or outside of the project site as appropriate. If approved by the City, a qualified wildlife biologist may dismantle only middens within the project site that would be disturbed by construction activities. If young are encountered during dismantling of the midden, any removed material may be replaced and a 50-foot no-disturbance buffer would be established around the active midden. The buffer would remain until young are weaned and are able to disperse on their own accord (typically for a period of 14 days). All removed midden substrate would be collected and relocated to suitable woodland habitat outside of the project footprint. Appropriate personal protective equipment (e.g., respirator, gloves, and Tyvek suit) shall be used while dismantling and relocating woodrat nest material to protect against disease carried by rodents (e.g. hantavirus).</i></p> <ul style="list-style-type: none"> <i>Bats: Fifteen days prior to construction activities within 200 feet of potential bat roosting habitat, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats, which shall be submitted to the City. The areas with potential bat roosting habitat include: 1) the three residential complexes located between Natividad Road and Gabilan Creek, 2) the outbuildings/structures located throughout the Specific Plan Area, and 3) Gabilan Creek. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around</i> 			

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	<p><i>the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by the qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.</i></p>			
<p>Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state- protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means</p>	<p>Mitigation Measure 3.2-8: <i>Prior to grading/building permit issuance in an area that would disturb the Gabilan Creek, Natividad Creek (and its tributaries), the project applicant shall obtain jurisdictional determinations from the USACE, RWQCB, and CDFW for the creeks and ditches that are proposed to be disturbed. The creeks are confirmed jurisdictional and authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-Procedures for the Discharge of Dredged or Fill Material to Waters of the State and 401 certification, CDFW-1600 Streambed Alteration Agreement) will be necessary. The irrigation ditches are anticipated to be exempt. If these regulatory agencies concur that these irrigation ditches are exempt, then no further mitigation is necessary for the irrigation ditches. If it is determined that these ditches are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-Procedures for the Discharge of Dredged or Fill Material to Waters of the State and 401 certification, 1600 Streambed Alteration Agreement) will be necessary. At a minimum, the project applicant shall replace on a “no net loss” basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. It is anticipated that the restoration of Gabilan and Natividad Creeks will result in up to 104 acres of wetland and riparian habitat creation (net of any recreational amenities and public facilities required to facilitate the project), which will serve as onsite mitigation; however, a mitigation plan must be submitted and approved by the USACE, RWQCB, and CDFW through the permitting processes conducted pursuant to Clean Water Act Sections 401 and 404, Fish and Game Code Section 1600, and State Water Board</i></p>	<p>City of Salinas Community Development Department</p> <p>U.S. Army Corps of Engineers</p> <p>Regional Water Quality Control Board</p> <p>California Department of Fish and Wildlife</p>	<p>Prior to grading / building permit issuance in an area that would disturb the Gabilan Creek, Natividad Creek</p>	

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	<i>Procedures for the Discharge of Dredged or Fill Material to Waters of the State.</i>			
CULTURAL AND TRIBAL RESOURCES				
<p>Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5</p>	<p>Mitigation Measure 3.3-1: <i>Grading and/or building permits and plans for development in the project area shall note the following: In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters, lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the find until an appropriate avoidance or data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either “historical resources” within the meaning of CEQA Guidelines section 15064.5, subdivision (a), “unique archaeological resources” as defined in Public Resources Code section 21083.2, subdivision (g), or “tribal cultural resources,” as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources in place if feasible as determined by the City Planner and/or implement any other feasible mitigation measures identified by the archaeologist and approve and imposed by the City. In assessing whether avoidance is feasible, the City Planner shall consider project design, logistics, and cost considerations. All costs associated with the City’s Planner’s determination of project design, logistics and cost considerations shall be borne by the developer/applicant. Avoidance is infeasible where it would preclude the construction of important structures or infrastructure or require exorbitant expenditures. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery, including photo documentation, excavation and recovery, laboratory analysis, etc., shall be an option if preservation in place is infeasible. Where resources have been determined to be “unique archaeological resources” but not “historical resources” or “tribal cultural resources,” the project proponent’s obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.</i></p>	<p>City of Salinas Community Development Department Qualified Archaeologist</p>	<p>In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters, lithic scatters) are uncovered (discovered) during excavation and/or grading</p>	

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Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5	<i>Implement Mitigation Measure 3.3-1.</i>	See Mitigation Measure 3.3-1	See Mitigation Measure 3.3-1	
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource	Mitigation Measure 3.3-2: Grading and/or building permits and plans for development in the project area shall note the following: <i>If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be curated and displayed for public education purposes.</i>	City of Salinas Community Development Department Qualified Paleontologist	If paleontological resources are discovered during the course of construction	
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of formal cemeteries	Mitigation Measure 3.3-3: Grading and/or building permits and plans for development in the project area shall note the following: <i>If human remains are found during construction within the Specific Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the area of the find or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:</i> <i>a) the Native American Heritage Commission is unable to identify a</i>	City of Salinas Community Development Department Monterey County Coroner Native American Heritage Commission	If human remains are discovered during the course of construction within the Specific Plan Area	

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	<p><i>MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission;</i></p> <p><i>b) the descendent identified fails to make a recommendation; or</i></p> <p><i>c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</i></p>			
<p>Impact 3.3-5: Project implementation may cause a substantial adverse change in the significance of a tribal cultural resource</p>	<p><i>Implement mitigation measures 3.3-1 through 3.3-3.</i></p>	<p>See Mitigation Measures 3.3-3 and 3.3-4</p>	<p>See Mitigation Measures 3.3-3 and 3.3-4</p>	
GREENHOUSE GASES AND CLIMATE CHANGE				
<p>Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</p>	<p>Mitigation Measure 3.4-1: <i>Prior to the approval of the tentative maps, conditional use permits or site plan review, as applicable, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP may be prepared pursuant to CEQA Guidelines section 15183.5(b) and shall include the following:</i></p> <ol style="list-style-type: none"> <i>1) The GGRP shall, if feasible, achieve a per capita operational emissions level of 1.44 MT CO₂e/service population/year by year 2040, and 0.80 MT CO₂e/service population/year by year 2050.</i> <i>2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod.</i> <p><i>GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, may be considered after all feasible on-site reduction measures are considered. Any carbon offsets must be real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2). Such offsets shall be based on protocols</i></p>	<p>City of Salinas Community Development Department</p>	<p>Prior to the approval of the tentative maps and development review permits</p>	

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	<p><i>consistent with the criteria set forth Section 95972, subdivision (a) of Title 17 of the California Code of Regulations, and shall not include offsets originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by the City and/or the Monterey Bay Air Resources District (MBARD). Such credits must be purchased through one of the following: (i) a CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the CAPCOA GHG Rx and any program adopted the MBARD. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>• Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time.</i> <i>• Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by the California Air Resources Board, other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City.</i> <p><i>If the project applicant concludes that sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance (i.e., per capita operational emissions level of 1.44 MT CO2e/service population/year by 2040, and 0.80 MT CO2e/service population/year by 2050), the project applicant shall include substantial evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to</i></p>			

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	<p><i>approval of the tentative map or development review application, as applicable. Where the applicant concludes that the GGRP meets the threshold of significance, the Community Development Department shall determine whether, in its independent judgment, the GGRP actually does meet the threshold of significance, and shall ensure that all proposed measures will be effective and enforceable. In determining whether, as the applicant may assert, sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the Community Development Department shall determine, in its independent judgment, whether there might be additional feasible measures, including qualifying carbon offsets, available to meet the thresholds of significance. In making this determination, the Community Development Department shall consider the feasibility of imposing additional measures, including requiring the applicant to purchase any additional qualifying carbon offsets that might be available in the marketplace or through development of a local or regional program that could produce additional qualifying offsets. "Feasibility" in this context shall focus on the technical viability and overall cost of such additional measures, including carbon offsets, and, specifically, whether such measures (i) are technologically feasible, (ii) would substantially increase the cost of proposed housing, or (iii) would render the proposed project economically infeasible within the meaning of CEQA case law such as Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 598-601. After the Community Development Department has approved a GGRP, the GGRP shall be forwarded to the City Planning Commission for its consideration and potential approval. The Planning Commission shall consider the GGRP at a noticed public hearing or meeting at which public testimony shall be considered. Any decision of the Planning Commission approving, conditioning, or denying a GGRP may be appealed to the City Council within 10 days of the Planning Commission decision. Upon appeal, the City Council shall consider the GGRP at a noticed public hearing or meeting at which public testimony shall be considered.</i></p> <p><i>Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application subject to the GHG reduction plan is deemed complete, the qualified GHG reduction plan reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes</i></p>			

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	<i>an inventory of projected GHG emissions from development within the Plan Area, and includes GHG reduction measures applicable to development within the Plan Area whose implementation is required as a condition of approval of such projects.</i>			
Impact 3.4-2: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	<i>Implement Mitigation Measure 3.4-1.</i>	See Mitigation Measures 3.4-1	See Mitigation Measures 3.4-1	
Impact 3.4-4: Cumulative impact on climate change from increased project-related greenhouse gas emission		See Mitigation Measures 3.4-1	See Mitigation Measures 3.4-1	
HAZARDS AND HAZARDOUS MATERIALS				
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	<p>Mitigation Measure 3.5-1: <i>Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to:</i></p> <ol style="list-style-type: none"> <i>1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies.</i> <i>2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, or around the perimeters of the foundations if structures have</i> 	City of Salinas Community Development Department	Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable	

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	<p><i>already been removed, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility.</i></p> <p><i>In addition, any construction activity that involves the disturbance or removal of building materials or structures must be thoroughly inspected for asbestos by a California Certified Asbestos Consultant (CAC) prior to the construction activity, as regulated by the Federal EPA Asbestos NESHAP (National Emission Standards of Hazardous Air Pollutants) and Air District Rule 424. Work to remove any regulated quantities of asbestos must be notified to the Air District at least 10 working days prior to the beginning of work.</i></p> <p><i>Any load-bearing removal in the structures is defined as a demolition activity by the Federal EPA Asbestos NESHAP regulation and District Rule 424. This activity must also be notified to the Air District at least 10 working days prior to the beginning of work.</i></p> <p>3) <i>The two known gasoline USTs located on APNs 211-013-003 or -010 and -011 and APN 153-091-001 shall require proper removal in accordance with Monterey County permit requirements prior to planned development. Any unused fuel and oil ASTs and containers located in the vicinity of the agricultural buildings and equipment yards shall be properly removed and recycled or disposed of. Any associated petroleum hydrocarbon subsurface impacts associated with the USTs, ASTs and fuel and oil containers/storage areas shall require proper removal in accordance with all applicable regulatory requirements and recommendations by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances</i></p>			

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	<p><i>Control, or other appropriate federal, State, or local regulatory agencies.</i></p> <p>4) <i>Investigation and reporting for Polychlorinated biphenyls (PCBs) related soil impacts (associated with pole-mounted transformers) at the fenced former substation located on the southern portion of APN 211-013-012 shall be required prior to disturbance of the area. Soil sampling and analytical testing shall be required to determine if subsurface impacts require further assessment or remediation prior to planned development. If the investigation and analytical results of the soil samples determines the soils contain threshold levels of PCBs, materials must be disposed of as a hazardous waste and shall require proper removal in accordance with all applicable regulatory requirements and recommendations by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies.</i></p> <p>5) <i>Observations and a screening level Phase II ESA soil sampling and analytical testing shall be completed for APNs 211-013-003, -007, -010 and -011 prior to any development approvals. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies.</i></p> <p>Mitigation Measure 3.5-2: <i>Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of</i></p>	<p>City of Salinas Community Development Department</p> <p>Monterey County Health Department</p> <p>City of Salinas Community Development Department</p> <p>Monterey County Health Department</p>	<p>Prior to the issuance of grading permits</p> <p>Prior to the issuance of building permits</p>	

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	<p><i>these facilities.</i></p> <p>Mitigation Measure 3.5-3: Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.</p>			
<p>Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure</p>	<p>Mitigation Measure 3.5-4: The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010, Standards for School Site Selection (c):</p> <ul style="list-style-type: none"> • 100 feet for power lines that are between 50 and 133 kV. 	<p>City of Salinas Community Development Department</p>	<p>Prior to approval of improvement plans for any school site</p>	
HYDROLOGY AND WATER QUALITY				
<p>Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction</p>	<p>Mitigation Measure 3.6-1: Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB or the</p>	<p>City of Salinas Public Works Department</p> <p>Regional Water Quality Control Board</p>	<p>Prior to issuance of grading permits</p>	

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	<i>City of Salinas.</i>			
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation	<p>Mitigation Measure 3.6-2: <i>Prior to the issuance of grading permits, the project proponent shall submit to the Salinas Public Works Department the project Improvement Plans. The Improvement Plans shall be consistent with the City’s Development Standards, Standard Plans, and current NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (RWQCB – Central Coast Region, 2019) requires the following:</i></p> <ul style="list-style-type: none"> <i>I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality;</i> <i>II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and</i> <i>III. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased.</i> <p><i>Additionally, the Improvement Plans shall be consistent with the requirements of the City’s most current Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013) require the following practices:</i></p> <ul style="list-style-type: none"> <i>I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City’s latest NPDES permit;</i> <i>II. Minimize compaction of highly permeable soils; and</i> <i>III. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire</i> 	City of Salinas Public Works Department	Prior to the issuance of grading permits	

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Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge	<p>Mitigation Measure 3.6-6: Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, landscaping (ground cover, bushes and trees, etc.) and irrigation (as applicable), design, and installation shall be included in a Stormwater Control Plan. The Stormwater Control Plan shall be reflected on the Improvement Plans and subject to review and approval by the Salinas Public Works Department and the City Planner. All basins shall be designed to have a natural appearance through the use of varied bank slopes (through grading) and appropriate landscaping (ground cover, bushes, trees, etc.) and irrigation (as applicable). A landscaping plan, irrigation plan and maintenance plan (all prepared by a qualified professional) shall be submitted for the review and approval of the Public Works Department and the City Planner.</p>	City of Salinas Public Works Department	Prior to the approval of site improvement plans	
	<p>Mitigation Measure 3.6-7: Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to review and approval by the Salinas Public Works Department.</p>	City of Salinas Public Works Department	Prior to the approval of site improvement plans	
Impact 3.6-6: Place housing or structures that would impede/redirect flows within a 100-year, or 200-year flood	<p>Mitigation Measure 3.6-8: Prior to the approval of site improvement plans, the project applicant shall submit an application for a letter of map revision based on fill (LOMR-F) to the City of Salinas floodplain administrator and FEMA with pertinent information and studies for approval that indicates no</p>	City of Salinas Public Works Department	Prior to the approval of site improvement	

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<p>hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map</p>	<p><i>building construction would take place within remapped FEMA flood zones AE and A and that no changes to the regulated floodway will result in an increase in the base flood elevation or impact the downstream waterways.</i></p> <p>Mitigation Measure 3.6-9: <i>Prior to the approval of site improvement plans, the project applicant shall submit for review and approval by the Salinas Public Works Department detailed grading plans and calculations designed to place enough fill onto the shaded Zone X area as to raise the land surface elevation above the base flood elevation so that flooding hazards are minimized to a FEMA flood standard. The project applicant shall submit an application for a LOMR-F to the City of Salinas floodplain administrator and FEMA with pertinent information for approval.</i></p> <p>Mitigation Measure 3.6-10: <i>Prior to the approval of site improvement plans, the project applicant shall submit for review and approval by the Salinas Public Works Department and the City Planner, detailed plans, calculations, landscaping (and irrigation, as applicable) plans, and design basis reports for creek corridor restoration, including detention/retention/water quality basins, within the flood hazard extents identified as Zones A and AE that provide assurances that during large storm events, creek flows and sediment transport from upstream sources are not impeded at the same time as when the adjacent basins are at or near capacity. The design basis reports for creek corridor restoration shall also be submitted to the USACE, USFWS, and RWQCB and any required permitting processed prior to City approval. All basins shall be designed to have a natural appearance through the use of varied bank slopes (through grading) and appropriate landscaping (ground cover, bushes, trees, etc.) and irrigation (as applicable). A landscaping plan, irrigation plan and maintenance plan (all prepared by a qualified professional) shall be submitted for review and approval of the Public Works Department and the City Planner.</i></p> <p>Mitigation Measure 3.6-11: <i>Prior to the approval of site improvement plans, the project applicant shall submit a Stormwater Control Plan that provides sufficient supporting documentation and calculations to the Salinas Public Works Department to address sediment transport issues of fine-grained materials from upstream and local sources that could clog</i></p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p>	<p>plans</p> <p>Prior to the approval of site improvement plans</p> <p>Prior to the approval of site improvement plans</p> <p>Prior to the approval of site improvement</p>	

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	<p><i>infiltration capacities and could fill required storage space within the stormwater basins at the downstream boundaries of the project area to the extent practicable.</i></p> <p><i>The calculations to address these sediment transport issues may include:</i></p> <ul style="list-style-type: none"> • <i>A streamflow and sediment transport (bedload and suspended sediment) data collection monitoring program that begins one- to two-years pre-construction and continues through a mandated post-project timeframe and would provide volumetric information for calculations related to the potential for sediment deposition.</i> • <i>Pre-project measurements could be used to estimate sediment loading, which could inform the design of mitigation measures and enable estimates of maintenance frequencies needed ensure ongoing efficacy of the measures. During project execution and after project completion, measurements of bedload and suspended sediment in the channel at the downstream boundary of the project could be used to verify performance of sediment management measures and avoidance of associated sediment transport impacts.</i> • <i>The United States Geological Survey gage record on Gabilan Creek (#11152600) contains limited suspended sediment data that was collected in March and April of 2017. These data could be used to compare to and/or validate measurements obtained via field data collection.</i> <p><i>Strategies and measures to address these sediment transport issues may include:</i></p> <ul style="list-style-type: none"> • <i>Bioretention Basins: Bioretention basin features provide multiple water quality functions for stormwater systems, including performing as depositional areas for sediments that settle and get trapped in the bioretention media.</i> <p><i>An operations and maintenance plan shall be used to address specific</i></p>		plans	

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	<p><i>maintenance requirements related to sediment accumulation, such that basin media remediation would take place when a threshold condition (such as a certain amount of sediment accumulation on the basin floor) is reached. For instance, if sediment deposition exceeds a depth of 2-inches, even a small patch, the sediment would require removal to keep the basin functioning properly.</i></p> <p><i>Furthermore, the functional lifespan of bioretention media (mulch, soils, drain rock, underdrain) is generally about 15 years. Annual monitoring reports could be used to track basin performance under varying wet season conditions and used to guide media replacement timing.</i></p> <ul style="list-style-type: none"> <i>Treatment Wetlands: Treatment wetlands are designed to mimic the natural infiltration, nutrient cycling, habitat, and a myriad of other important ecological functions provided by natural wetlands. Treatment wetlands could be constructed at storm drain outfall locations or adjacent to or off-channel from a creek channel. Wetlands could vary between those that are highly designed and may need relatively high levels of maintenance to more naturally based designs that may need more limited maintenance, each with varying levels of treatment potential.</i> <p><i>Treatment performance is a function of wetland to watershed ratio, wetland treatment design, area hydrology, hydraulic residence time, and source pollutants. The preferred residence time through wetlands varies based on vegetation type and quantity, water depth, temperature, and design flow rates. Having a lower design flow rate can result in longer hydraulic residence time, which is preferred particularly at the start of a rainy season, since the "first flush" volume of stormwater runoff will generally contain the highest concentrations of pollutants. Treatment wetland design generally considers dry season irrigation return flows and first flush principles.</i></p> <ul style="list-style-type: none"> <i>Vegetated Banks/Riparian Corridor: Trees and other riparian corridor vegetation appropriate to the environment, such as willows, could</i> 			

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	<p><i>maintenance, and SWPPP procedures, the applicant shall implement the procedures through the lifetime of the project.</i></p> <p>Mitigation Measure 3.6-15: <i>Prior to the approval of site improvement plans, the project applicant shall provide the Salinas Public Works Department with operations, maintenance, and SWPPP procedures such that any detention/retention/water quality basin issues associated with embankment side slope failures are addressed by the operations, maintenance, and SWPPP procedures. Should the Salinas Public Works Department find that any detention/retention/water quality basin issues associated with embankment side slope failures are addressed and subsequently approve the operations, maintenance, and SWPPP procedures, the applicant shall implement the procedures through the lifetime of the project.</i></p> <p><i>All basins shall be designed to have a natural appearance through the use of varied bank slopes (through grading) and appropriate landscaping (ground cover, bushes, trees, etc.) and irrigation (as applicable). A landscaping plan, irrigation plan and maintenance plan (all prepared by a qualified professional) shall be submitted for review and approval of the Public Works Department and the City Planner.</i></p>	<p>City of Salinas Public Works Department</p>	<p>Prior to the approval of site improvement plans</p>	

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NOISE				
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities	<p>Mitigation Measure 3.7-1: Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation.</p>	City of Salinas Community Development Department	Prior to the approval of site improvement plans	
	<p>Mitigation Measure 3.7-2: Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 200 feet from a sensitive receptor. All construction staging areas shall be located at least 200 feet from a sensitive receptor.</p>	City of Salinas Community Development Department	Prior to the approval of site improvement plans	
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise	<p>Mitigation Measure 3.7-3: Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design, and construction details of the eight-foot to nine-foot tall sound walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Additionally, at the City's discretion, alternative noise reduction measures which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. Alternative noise reduction measures, such as building orientation and use of noise-attenuating features, can be utilized provided that a site-specific acoustical analysis is conducted that demonstrates that the alternative methods would ensure that noise levels do not exceed the City's conditionally acceptable 60-70 dB L_{dn} noise standard.</p> <p>Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas based upon the standards contained in the Central Area Specific Plan and the Salinas Zoning Code, as applicable. The design/appearance of the wall is subject to</p>	City of Salinas Community Development Department	Prior to approval of improvement plans and respective permits	

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	<p><i>the design approval by the City of Salinas to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation:</i></p> <ul style="list-style-type: none"> <i>(1) The use or the installation and maintenance of ant-graffiti materials and surface treatments approved by the City on likely graffiti-attracting surfaces.</i> <i>(2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.</i> <i>(3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.</i> <i>(4) Immediate removal of graffiti by appropriate means within seventy-two hours.</i> <i>(5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).</i> <i>(6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods.</i> <i>(7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti.</i> <i>(8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti</i> 			

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	<p><i>Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway.</i></p> <p><i>Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the Salinas Public Works Department and the City Planner. The design/appearance of the walls is subject to the design approval by the Salinas Public Works Department and the City Planner based upon the standards contained in the Central Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see Mitigation Measure 3.7-3 for further discussion of best management practices).</i></p>			
<p>Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses</p>	<p>Mitigation Measure 3.7-7: <i>Prior to the approval of development review permits, the plans shall demonstrate: where mixed use commercial, business professional, office, or similar uses face residential uses or where loading docks or truck circulation routes face residential areas, the following measures shall be included in the project design:</i></p> <ul style="list-style-type: none"> • <i>All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers;</i> • <i>Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers;</i> 	<p>City of Salinas Community Development Department</p>	<p>Prior to the approval of development review permits</p>	

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	<ul style="list-style-type: none"> Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and <p>The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.</p>			
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed well sites	<p>Mitigation Measure 3.7-8: The potential well sites are shown in the Specific Plan. The actual wells are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the Central Area Specific Plan. The potential well sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans.</p> <p>Prior to approval of the CUP and subsequent issuance of the building permits for the wells, the plans shall demonstrate that the following measures shall be included in the project design:</p> <ul style="list-style-type: none"> The wells have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities; The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq}; The generators shall be tested only during daytime hours; and <p>Additionally, that the wells have been designed (in accordance with the Central Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.</p>	City of Salinas Community Development Department	Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities	
PUBLIC SERVICES AND RECREATION				
Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical	<p>Mitigation Measure 3.9-1: Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.</p>	City of Salinas Community Development Department	Prior to the issuance of a Certificate of Occupancy for each dwelling	

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environmental impacts			unit (and prior to issuance of building permits for non-residential uses)	
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts	Mitigation Measure 3.9-2: Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), Alisal Union School District (AUSD), and/or Santa Rita Union School District (SRUSD) (only required for the SRUSD if the school district boundary adjustment between the SRUSD and the AUSD is not completed as anticipated) and provide documentation of said payment to the City.	City of Salinas Community Development Department	Prior to the issuance of building permits for each dwelling unit	
TRANSPORTATION AND CIRCULATION				
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans	<p>Recommended Condition of Approval 3.10-1: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.</p> <p>Recommended Condition of Approval 3.10-2: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). This improvement is part of the City's Traffic Improvement Program. Total fees shall be determined by the City of Salinas. The final</p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential</p>	

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	<p><i>shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.</i></p> <p>Recommended Condition of Approval 3.10-6: <i>Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by such project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Boronda Road Off-Ramp and Northbound West Laurel Drive Off-Ramp.</i></p>	<p>City of Salinas Public Works Department</p>	<p>issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	
<p>Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans</p>	<p>Recommended Condition of Approval 3.10-7: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-8: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall</i></p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Community Development Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for</p>	

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	<p><i>note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-9: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-10: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-11: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a roundabout at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and</i></p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works</p>	<p>non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for</p>	

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	<p>prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.</p> <p>Recommended Condition of Approval 3.10-12: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.</p> <p>Recommended Condition of Approval 3.10-13: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to add a southbound left turn pocket and optimize traffic signal timings at the traffic signal at Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p>	<p>Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p>	<p>residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	
<p>Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance</p>	<p>Recommended Condition of Approval 3.10-14: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee to provide improvements addressing this impact identified as the installation of a</p>	<p>City of Salinas Public Works Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and</p>	

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measures established by the City of Salinas, Monterey County, and Caltrans	<p><i>traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-15: <i>Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide improvements addressing this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to final improvement plans for each tentative map.</i></p> <p>Recommended Condition of Approval 3.10-16: <i>Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-17: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall consider the use of currently available Adaptive Traffic Control Systems</i></p>	<p>City of Salinas Public Works Department</p>	<p>prior to building permit issuance for non-residential development</p>	
		<p>City of Salinas Public Works Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	
		<p>City of Salinas Public Works Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	

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	<p><i>(ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-18: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-19: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</i></p> <p>Recommended Condition of Approval 3.10-20: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound right turn overlap phase at the intersection of North Main Street/West Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final</i></p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Community Development Department</p>	<p>issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential</p>	

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	<p>improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-21: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-22: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p> <p>Recommended Condition of Approval 3.10-23: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final</p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential</p>	

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	<p>improvement plans shall note these improvements and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-24: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-26: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-27: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the</p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	

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	<i>intersection of Main Street/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i>			
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans	Recommended Condition of Approval 3.10-28: <i>Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.</i>	City of Salinas Public Works Department	Prior to the approval of final improvement plans for each tentative map	
	Recommended Condition of Approval 3.10-29: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of an eastbound left turn lane at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i>	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Recommended Condition of Approval 3.10-30: <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of an appropriately sized roundabout at North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i>	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	

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	<p>Recommended Condition of Approval 3.10-31: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a southbound left turn lane at East Front Street/Sherwood Drive/Market Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-32: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of an eastbound through lane at Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p>Recommended Condition of Approval 3.10-33: Implement previously identified Recommended Condition of Approval 3.10-14, which identifies the need to install a traffic signal at the intersection at U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road.</p> <p>Recommended Condition of Approval 3.10-34: Implement previously identified Recommended Condition of Approval 3.10-15, which identifies the need to install a traffic signal at the intersection at U.S. 101 Northbound Ramps/Crazy Horse Canyon Road.</p> <p>Recommended Condition of Approval 3.10-35: Implement previously identified Recommended Condition of Approval 3.10-16, which identifies the need to install a traffic signal at the intersection at Crazy Horse Canyon Road/San Juan Grade Road.</p> <p>Recommended Condition of Approval 3.10-36: Implement previously</p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to</p>	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>identified Recommended Condition of Approval 3.10-28, which identifies the need to install a traffic signal at the intersection at Old Stage Road/Hebert Road.</i></p> <p>Recommended Condition of Approval 3.10-37: <i>Implement previously identified Recommended Condition of Approval 3.10-17, which identifies the need to install a traffic signal at the intersection at Natividad Road/Rogge Road.</i></p> <p>Recommended Condition of Approval 3.10-38: <i>Implement previously identified Recommended Condition of Approval 3.10-18, which identifies the need to install a traffic signal at the intersection at Natividad Road/Russell Road.</i></p> <p>Recommended Condition of Approval 3.10-39: <i>Implement previously identified Recommended Condition of Approval 3.10-7, which identifies the need to install a traffic signal at the intersection at San Juan Grade Road/Van Buren Avenue.</i></p> <p>Recommended Condition of Approval 3.10-40: <i>Implement previously identified Recommended Condition of Approval 3.10-8 and 3.10-19, which identifies the need to install southbound and westbound left turn lanes, and to optimize signal timing, at North Main Street/East Boronda Road.</i></p> <p>Recommended Condition of Approval 3.10-41: <i>Implement previously identified Recommended Condition of Approval 3.10-2, which identifies the need to install northbound and southbound through lanes at Natividad Road/East Laurel Drive.</i></p> <p>Recommended Condition of Approval 3.10-42: <i>Implement previously identified Recommended Condition of Approval 3.10-21 and 3.10-29, which identify the need to Install southbound left turn lane and an eastbound left turn lane at Constitution Boulevard/East Laurel Drive.</i></p> <p>Recommended Condition of Approval 3.10-43: <i>Implement previously identified Recommended Condition of Approval 3.10-3, which identifies the need to install a roundabout at the intersection at North Sanborn</i></p>	<p>Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of</p>	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>Road/Boronda Road.</i></p> <p>Recommended Condition of Approval 3.10-44: Implement previously identified Recommended Condition of Approval 3.10-22, which identifies the need to install a traffic signal at the intersection at Old Stage Road/Williams Road/Private Road.</p> <p>Recommended Condition of Approval 3.10-45: Implement previously identified Recommended Condition of Approval 3.10-23, which identifies the need to install a northbound through lane, add in a northbound right turn overlap phase, and convert the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive.</p> <p>Recommended Condition of Approval 3.10-46: Implement previously identified Recommended Condition of Approvals 3.10-4 and 3.10-24, which identify the need to install northbound and southbound through lanes, Optimize existing signal timings, and add an eastbound left turn pocket, at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way.</p> <p>Recommended Condition of Approval 3.10-47: Implement previously identified Recommended Conditions of Approval 3.10-12 and 3.10-25, which identify the need to traffic signal or roundabout, to improve the intersection’s LOS to A during the evening peak hour, and to install an eastbound left turn lane, at the intersection of Williams Road/East Boronda Road.</p> <p>Recommended Condition of Approval 3.10-48: Implement previously identified Recommended Condition of Approval 3.10-31, which identifies the need install a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Drive.</p> <p>Recommended Condition of Approval 3.10-49: Implement previously identified Recommended Condition of Approval 3.10-26, which identifies the need install a westbound left turn lane at the intersection of South Davis</p>	<p>Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	

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	<p>Road/Blanco Road.</p> <p>Recommended Condition of Approval 3.10-50: Implement previously identified Recommended Conditions of Approval 3.10-13 and 3.10-32, which identify the need to install a southbound left turn lane and optimize signal timings, and to install an eastbound through lane, at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street.</p> <p>Recommended Condition of Approval 3.10-51: Implement previously identified Recommended Condition of Approval 3.10-27, which identifies the need to install a northbound left turn lane at the intersection at South Main Street/Blanco Road.</p> <p>Recommended Condition of Approval 3.10-52: Implement previously identified Recommended Condition of Approval 3.10-6, which identifies the need to contribute to the TAMC RDIF Program and payment of the City of Salinas’s Traffic Impact Fees for the U.S. 101 Mainline Segments.</p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	

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OTHER ISSUES ADDRESSED IN THE FINAL SUPPLEMENT FOR THE 2002 SALINAS GENERAL PLAN FINAL PROGRAM EIR				
AESTHETICS				
A1	The City will implement General Plan Implementation Program CD-1 – City Gateway Guidelines. Implementation Program CD-1 requires the City to implement the City’s Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City’s major entry points identified in Figure CD-1.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	
A2	The City will implement General Plan Implementation Program CD-2 – Architectural Design. Implementation Program CD-2 requires the City to strengthen the City’s Design Guidelines and require compliance to enhance the City’s visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.	Community Development, Redevelopment Agency	Ongoing – the City is required to implement this measure everywhere it applies.	
A3	The City will implement General Plan Implementation Program CD-3 – Lighting Ordinance, on an ongoing basis. Implementation Program CD-3 requires the City to improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	
A4	The City will implement General Plan Implementation Program CD-4 – Landscaping Standards, on an ongoing basis. Implementation Program CD-4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.	Community Development, Redevelopment Agency	Ongoing – the City is required to implement this measure everywhere it applies.	
A5	The City will implement General Plan Implementation Program CD-5 – Review Discretionary Development Projects, on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City’s Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	

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	Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.			
A6	The City will implement General Plan Implementation Program COS-10 – Buffers, on an ongoing basis. Implementation Program COS-10 requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	
A7	The City will implement General Plan Implementation Program COS-9 – Boronda Memorandum of Understanding, on an ongoing basis. Implementation Program COS-9 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.	Community Development, County of Monterey	Ongoing – the City is required to implement this measure everywhere it applies.	
A8	The City will implement General Plan Implementation Program LU-7 – City-Centered Growth, on an ongoing basis. Implementation Program LU-7 requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands and establish an incentive program to promote these projects, such as priority permit processing and density bonuses, for such developments.	Community Development, Redevelopment Agency	Ongoing – though the project convert existing agricultural lands to urban development, the City is required to implement this measure everywhere it applies.	
A9	The City will implement General Plan Implementation Program CD-8 – California Main Street Program on an ongoing basis. Implementation Program CD-8 requires the City to expand community participation in the	Community Development, Public Works,	Ongoing – the City is required to implement	

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	Main Street Program and continue to work with the Program to create an identity that emphasizes our cultural heritage and attracts businesses and consumers to the downtown area.	Redevelopment Agency, Oldtown Salinas organization	this measure everywhere it applies.	
A10	<p>The City will implement General Plan Implementation Program COS-14 – Historic/Architectural Preservation, on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the development potential (“rights”) on the historic property to be transferred to another property when the historic resources on the original property is preserved.</p> <p>The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.</p>	Community Development, Redevelopment Agency, City Manager’s Office, City Council, County Assessors Office	Ongoing – the City is required to implement this measure everywhere it applies.	
AGRICULTURAL RESOURCES				
AG1	The City will implement General Plan Implementation Program COS-9 – Boronda Memorandum of Understanding, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.	Community Development, County of Monterey	Ongoing – the project would comply with this measure.	
AG2	The City will implement General Plan Implementation Program LU-7 – City-Centered Growth, which requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. Establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such	Community Development, Redevelopment Agency	Ongoing – although the project would develop agricultural	

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	developments.		lands, the City gives infill development priority for development an ongoing basis.	
AG3	The City will implement General Plan Implementation Program COS-11, which requires the City to be consistent with the County of Monterey’s “Right-to-Farm” Ordinance, and the County of Monterey Draft General Plan Policy LU-7.8 and Actions LU-7.b and LU-7.c, revise the City’s Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for residential development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person’s right to recover under a nuisance claim against these activities may be restricted.	Community Development, ACOE, FWS, CDFG	Ongoing – the City is required to implement this measure everywhere it applies.	
AG4	The City will implement General Plan Implementation Program COS-10 - Buffers, which requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	
AG5	The City will work with the County of Monterey, and other local jurisdictions, to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	

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LAND USE AND PLANNING				
LU1	The City will implement General Plan Implementation Program LU-3 – Zoning and Subdivision Ordinances Update, which requires the City to review and update the Zoning Code and Subdivision Ordinance to ensure consistency with the General Plan and to help implement the General Plan policies and New Urbanism principles.	Community Development, Public Works	Ongoing – the project is consistent with the General Plan and follows New Urbanism principles.	
LU2	The City will implement General Plan Implementation Program LU-8 – Local Agency Formation Commission, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCO and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space.	Community Development, LAFCO, County of Monterey	Ongoing – the Central Area Specific Plan is consistent these requirements.	
LU3	The City will implement General Plan Implementation Program LU-22 – Salinas Municipal Airport Master Plan, which requires the City to update and implement the Airport Master Plan. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses and new roadways to allow continuation of airport operations, including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.	Community Development, Salinas Airport	Ongoing – the City is required to implement this measure everywhere it applies.	
LU4	The City will implement General Plan Implementation Program LU-23 – Monterey County Airport Land Use Plan, which requires the City to continue to support the implementation of the Monterey County Airport Land Use Plan (MCALUP) and support the timely update of the MCALUP to	Community Development, Salinas Airport, County of	Ongoing – the City is required to implement this measure everywhere it	

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	meet new State guidelines.	Monterey	applies.	
LU5	The City will implement General Plan Implementation Program COS-9 – Boronda Memorandum of Understanding, which requiring the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.	Community Development, County of Monterey	Ongoing – the City is required to implement this measure everywhere it applies.	
LU6	The City will implement General Plan Implementation Program LU-7, which requires the City to encourage City-Centered Growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.	Community Development, Redevelopment Agency	Ongoing – though the project convert existing agricultural lands to urban development, the City is required to implement this measure everywhere it applies.	
HAZARDS AND HAZARDOUS MATERIALS				
H1	The City will implement General Plan Implementation Program S-8 – Household Hazardous Waste Program, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste program to protect resident from dangers resulting from the use, transport, and disposal of hazardous materials used in the home.	County of Monterey Environmental Health Division, Salinas Valley Solid Waste Authority	Ongoing – the City is required to implement this measure everywhere it applies.	
H2	The City will implement General Plan implementation Program S-9 – Small Business Hazardous Waste Program, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Small Business Hazardous Waste Program, which allows qualified small businesses to dispose of their hazardous wastes at the Salinas Hazardous Household Waste Collection Facility.	County of Monterey Environmental Health Division, Salinas Valley Solid Waste	Ongoing – the City is required to implement this measure everywhere it applies.	

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		Authority		
H3	<p>The City will implement General Plan Implementation Program S-7 – Hazardous Materials, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:</p> <ul style="list-style-type: none"> • Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste; • Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan; • Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of- way or state highways); • Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and • Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City. • Requiring development project applicants to provide a hazardous materials report documenting past uses of the property and reporting the results of soil sampling where needed to determine whether remediation is required. 	County of Monterey, Environmental Health Division, Salinas Fire Department, California Department of Transportation	Ongoing – the City is required to implement this measure everywhere it applies.	
H4	The City will implement General Plan Implementation Program S-6 – Pesticide Use, which requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.	Community Development, Fire Department, County Agriculture Commission	Ongoing – the City is required to implement this measure everywhere it applies.	
H5	The City will implement General Plan Implementation Program S-18 – Flood Control Insurance, which requires the City to continue to participate in the National Flood Insurance Program (NFIP).	Community Development, Development and Permit Services, Public	Ongoing – the City is required to implement this measure everywhere it	

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		Works	applies.	
H6	The City will implement General Plan Implementation Program S-19 – Flood Overlay District Regulations, which requires the City to continue to apply the Flood Overlay District regulations, pursuant to the City’s Zoning Code and implement Section 9, Article VI of the Municipal Code, to minimize the potential impact to and from new development in areas subject to flooding. Update the boundaries of the District as needed to reflect current hydrologic conditions.	Community Development, Development and Permit Services, Public Works	Ongoing – the City is required to implement this measure everywhere it applies.	
H7	The City will implement General Plan Implementation Program LU-17 – Project-Related Flood Control and Stormwater Management, which requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities as determined by the Public Works Department. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis to be performed by a certified an City-approved engineer, with the cost of said analysis the responsibility of the project applicant.	Public Works	Ongoing – the City is required to implement this measure everywhere it applies.	
H8	<p>The City will implement General Plan Implementation Program S-22 – Promote Fire Prevention, which requires the City to promote fire prevention in Salinas by:</p> <ul style="list-style-type: none"> • Working closely with the Salinas Fire Department to implement fire hazard education and fire prevention programs; • Coordinating with Cal Water and Alco water districts and the Salinas Fire Department to ensure that water pressure for existing developed areas and sites to be developed is adequate for fire fighting purposes; • Conform to Fire Department requirements for individual projects; • Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and • Continue to require sprinklers in new buildings. 	Development and Permit Services, Fire Department, water companies	Ongoing – the City is required to implement this measure everywhere it applies.	
H9	The City will implement General Plan Implementation Program CD-10 – Weed Abatement, which requires the City to continue to monitor and abate weeds throughout the community.	Weed Abatement Specialist	Ongoing – the City is required to implement this measure everywhere it	

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			applies.	
H10	The City will implement General Plan Implementation Program LU-12 - Fire Protection, Emergency Services, and Law Enforcement Annual Level Of Service Review, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.	Fire Department, Police Department	Ongoing - the City is required to implement this measure everywhere it applies.	
H11	The City will implement General Plan Implementation Program LU-21 - Salinas Municipal Airport Master Plan, which requires the City to continue working with the Salinas Airport Commission to implement the Airport Master Plan, providing technical assistance and information to the Commission when necessary. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for Eastern bypass south of airport, define how Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses and new roadways to allow continuation of airport operations, including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.	Community Development, Salinas Airport	Ongoing - the City is required to implement this measure everywhere it applies.	
H12	The City will implement General Plan Implementation Program C-8 - Monterey County Airport Land Use Commission, which requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport. Encourage ALUC to update its County Airport Land Use Plan.	Community Development, Salinas Airport, Public Works, County of Monterey, Development and Permit Services	Ongoing - the City is required to implement this measure everywhere it applies.	
H13	The City will implement General Plan Implementation Program S-11 - Air Transportation Safety, which requires the City to minimize the potential for accidents related to aircraft operation by coordinating with the Monterey County Airport Land Use Commission (ALUC) to review development proposals for compatibility with the Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, and	Community Development, Development and Permit Services, Monterey	Ongoing - the City is required to implement this measure everywhere it	

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	California Airport Land Use Planning Handbook for comprehensive airport land use planning.	County ALUC, Salinas Airport	applies.	
H14	The City will implement General Plan Implementation Program S-12 – Salinas Municipal Airport Master Plan, which requires the City to revise the Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property, and recommend land use compatibility standards for land surrounding the airport.	Community Development, Salinas Airport, ALUC	Ongoing – the City is required to implement this measure everywhere it applies.	
H15	The City will implement General Plan Implementation Program N-4 – Salinas Municipal Airport Master Plan, which requires the City upon any update of the Salinas Municipal Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary Table N-4, Figure N-2, and the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated Airport Master Plan.	Community Development, Salinas Airport Commission, ALUC	Ongoing – the City is required to implement this measure everywhere it applies.	
H16	The City will implement General Plan Implementation Program S-23 – Multi-hazard Emergency Plan, which requires the City to annually review and update the Multi-Hazard Emergency Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Provide annual practice sessions to the City. Support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television.	Community Development, Police Department, Fire Department, public and private medical facilities, Monterey County Emergency Communications, Monterey County Mobile Emergency Coordination Unit, Federal Emergency Management Agency (FEMA),	Ongoing – the City is required to implement this measure everywhere it applies.	

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
		American Red Cross, Monterey County Office of Emergency Services		
H17	The City will implement General Plan Implementation Program S-23 – Emergency Preparedness Education, which requires the City to coordinate with local agencies and organizations to educate all citizens to take appropriate action to safeguard life and property during and immediately after emergencies.	Fire Department, Federal Emergency Management Agency (FEMA), American Red Cross, Monterey County Office of Emergency Services	Ongoing – the City is required to implement this measure everywhere it applies.	
GEOLOGY/SOILS				
GS1	The City will implement General Plan Implementation Program S-14, Natural Hazards Risk Reduction, prior to the approval of a discretionary permit. Implementation Program S-14 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act, requiring measures when necessary to mitigate all identified public safety hazards.	Community Development, Fire Department, Public Works	Ongoing – the City is required to implement this measure everywhere it applies.	
GS2	The City will implement General Plan Implementation Program S-15 – Open Space Easements for Natural Hazards, when the threat from natural hazards cannot be mitigated through geotechnical and structural design methods. Implementation Program S-15 requires the City to use open space easements and other regulatory techniques to prohibit development and avoid unmitigable public safety hazards.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	
GS3	The City will implement General Plan Implementation Program S-16 – Structural Design, on an ongoing basis. Implementation Program S-16 requires the City to implement the most recent state building and seismic	Development and Permit	Ongoing – the City is required to implement	

4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	requirements for the structural design of new development and redevelopment projects.	Services	this measure everywhere it applies.	
GS4	The City will implement General Plan Implementation Program S-17 – Soil and Geologic Surveys, on an ongoing basis. Implementation Program S-17 requires that during the review of development and redevelopment proposals, the City require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, the City shall require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.	Community Development, Development and Permit Services, Public Works	Ongoing – the City is required to implement this measure everywhere it applies.	
GS5	The City will implement General Plan Implementation Program S-23 – Multi-hazard Emergency Plan, on an ongoing basis. Implementation Program S-23 requires the City to maintain the Multi-hazard Emergency Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television.	Community Development, Police Department, Fire Department, public and private medical facilities, Monterey County Emergency Communications, Monterey County Mobile Emergency Coordination Unit, Federal Emergency Management Agency (FEMA), American Red Cross, Monterey County Office of Emergency	Ongoing – the City is required to implement this measure everywhere it applies.	

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
		Services		
GS6	The City will implement General Plan Implementation Program S-24 – Emergency Preparedness Education, on an ongoing basis. Implementation Program S-23 requires the City coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.	Fire Department, Federal Emergency Management Agency (FEMA), American Red Cross, Monterey County Office of Emergency Services	Ongoing – the City is required to implement this measure everywhere it applies.	
POPULATION AND HOUSING				
PH1	The City will implement General Plan Implementation Program HE-2 – Provision of Future Sites, which requires the City to continue to work with the Local Agency Formation Commission to ensure that sufficient land, infrastructure, and services are available to support housing development.	Community Development	Ongoing – the City is required to implement this measure everywhere it applies.	
PH2	The City will implement General Plan Implementation Program LU-12 – Fire Protection, Emergency Services, and Law Enforcement Annual Level of Service Review, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.	Fire Department, Police Department	Ongoing – the City is required to implement this measure everywhere it applies.	
PH3	The City will implement General Plan Implementation Program C-3 – Capital Improvement Plan, which requires the City to continue to update on an annual basis the Capital Improvement Plan to plan for and fund future improvements to the circulation system, as well as other public facilities, including improvements to the existing pedestrian and bicycle system, within the community.	Public Works	Ongoing – the City is required to implement this measure everywhere it applies.	

4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
PH4	The City will implement General Plan Implementation Program COS-9 – Boronda Memorandum of Understanding, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east from the most productive farmland.	Community Development, County of Monterey	Ongoing – the City is required to implement this measure everywhere it applies.	
PH5	The City will implement General Plan Implementation Program COS-33 – Promote Energy Retrofit Programs, which requires the City to promote retrofit programs by the City to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.	Development and Permit Services, utility companies	Ongoing – the City is required to implement this measure everywhere it applies.	
PH6	The City will implement General Plan Implementation Program CD-11 – Smart Growth Principles, which requires the City to use the Smart Growth Network’s Getting to Smart Growth: 100 Policies for Implementation (ICMA, 2002) or other similar policy manual, perform an “audit” of the City’s Zoning and Subdivision Ordinances to identify potential impediments to the development of smart growth and traditional neighborhood development projects. Revise, adopt, and implement new standards and procedures as necessary to encourage smart growth and traditional neighborhood development in Salinas.	Community Development, Public Works	Ongoing – the City is required to implement this measure everywhere it applies.	
PH7	The City will implement General Plan Implementation Program COS-23 – Monterey Bay Unified Air Pollution Control District Air Quality Management Plan, which requires the City to continue to cooperate with the Monterey Bay Unified Air Pollution Control District to implement the most recent Air Quality Management plan to address regional motor vehicle emissions. In particular, coordinate with the District and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG.	Community Development, Monterey Bay Unified Air Pollution Control District, AMBAG	Ongoing – the City is required to implement this measure everywhere it applies.	

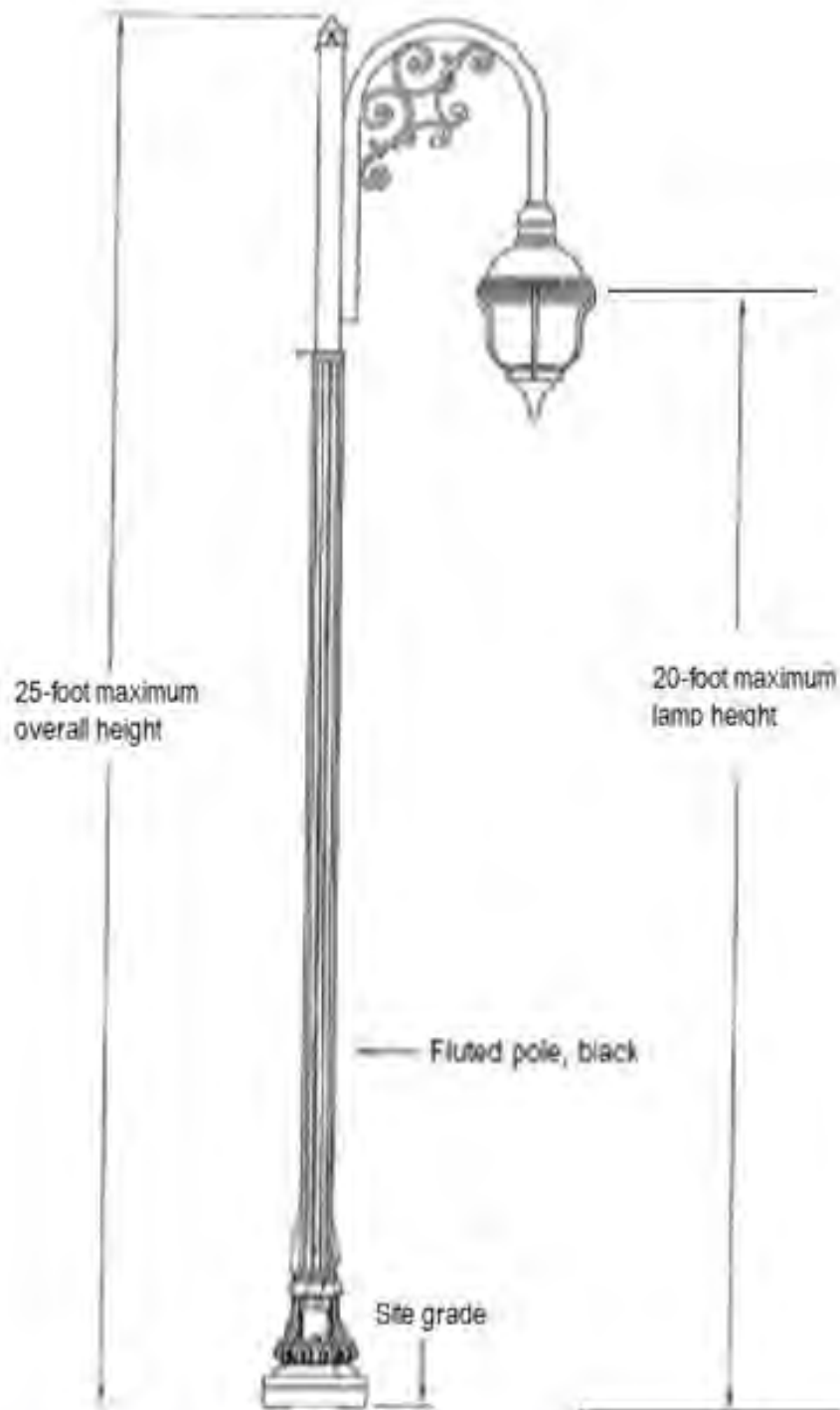
**FINAL MITIGATION MONITORING AND REPORTING
PROGRAM**

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Appendix E: Light Standards

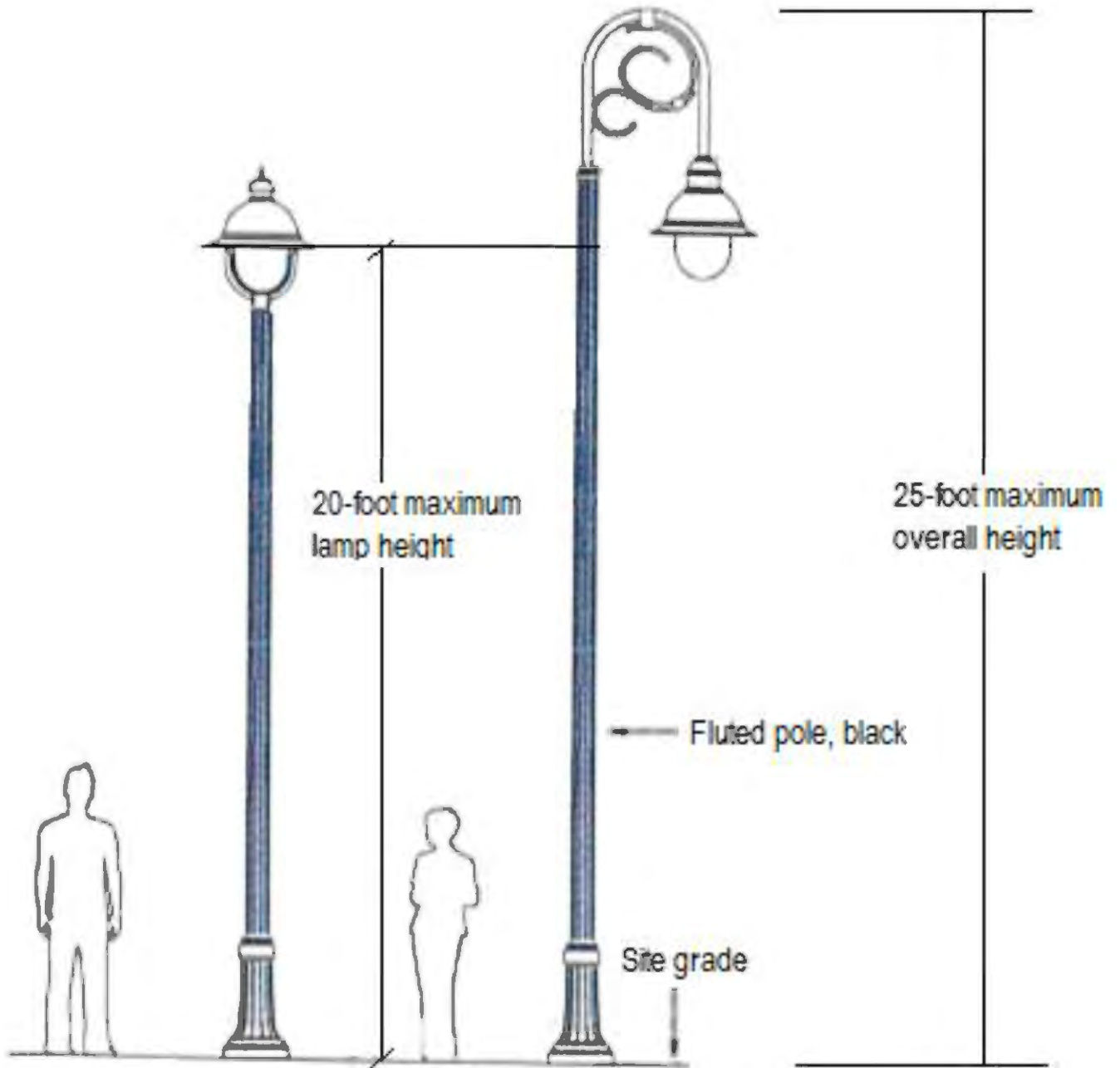
Northerly and Southerly Greenway Lighting



N.T.S.

Similar and complementary pedestrian scale lighting shall also be included along the pedestrian paths. Architectural elements may exceed the maximum height. Final design of street and pedestrian lighting shall be subject to approval by the City Planner and the City Engineer.

Central Area Specific Plan Lighting



Architectural elements may exceed the maximum height subject to approval by the City Planner and City Engineer.

Appendix F:

Facilities, Traffic Management, and Trip Reduction Plan

FACILITIES TRAFFIC MANAGEMENT PLAN

City of Salinas • Community Development Department • 65 West Alisal Street • Salinas, CA 93901 • (831) 758-7206

EXHIBIT F

For Permit/Subdivision No. SPEC 2013-001

The following Residential Facilities Traffic Management Measures are included, and made a part hereof, in the above referenced permit/subdivision:

Included Check (✓) <i>All boxes that apply</i>	Vehicle Trip Reduction Measure	Residential Permit/Subdivision Conditions	Reduction (%)	Total (%)
	Public Information	Provide ridesharing, public transportation and nearby (within one mile) licensed child care facilities information to tenants/buyers as a part of move-in materials. An information packet must be provided as part of the project's development approval process.	1.0%	
	Printed transit schedules	Print transit schedule information on all promotional materials for the project. Printed transit schedules shall be provided as part of the project's development approval process.	.5%	
✓	Bicycle amenities	Bike lanes must be provided adjacent to the project and must tie into a City-wide system and provide bicycle access to schools, employment centers and shopping within two miles.	2.0%	2.0%
✓	Other bicycle amenities	Facilities or measures which go beyond those listed above and which facilitate increase non-vehicular trips. <i>Description attached.</i> (Southerly Greenway)	1.0%	1.0%
✓	Bus pull-outs	Provide bus pull-outs, convenient pedestrian access to bus stops and other related amenities to encourage transit use for those portions of the development within one-quarter mile of a bus stop.	2.0%	2.0%
	Transportation information centers	Provide locked and secured transportation information centers or kiosks with bus schedules and transit information as a part of the common area of the development if agreement is reached with transit agency for maintenance of information.	.5%	

Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Residential Permit/Subdivision Conditions	Reduction (%)	Total (%)
✓	Pedestrian facilities	Provide pedestrian facilities linking transit stops to common areas.	.5%	0.5%
	Park-and-ride	Provide park-and-ride facilities if part of an on-site traffic management plan.	1.0%	
	Child care facilities	Provide on-site child care facilities based on the capacity of the center and marketing data on expected use.	1.0%	
	Telecommuting	Provide facilities to encourage telecommuting such as a telecommuting center. *	1.0%	
✓	Mixed uses	Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of at least five acres of high-density housing within one-quarter mile of neighborhood commercial development and have convenient pedestrian access. (Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).	5.0% of combined trips	5.0%
	Transit-oriented Design	Residential development with at least 35 percent of the project in high density housing and clustered within one-quarter mile of bus stops on a major arterial with convenient pedestrian access to transit and neighborhood shopping.	5.0% of high density housing trips	
	Other	Other measures supported by documented data of trip reductions	Varies	
RESIDENTIAL TOTAL (Must total 7 percent or more)				10.5%

The following Commercial, Industrial and Tourist Oriented Vehicle Trip Reduction Measures are included, and made a part hereof, in the above referenced permit/subdivision:

Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Permit/Subdivision Conditions	Reduction (%)	Total (%)
	Child care facilities	Provide on-site child care facilities for children of customers.	1.0%	
	Child care facilities	Provide on-site child care facilities for children of employees. *	1.0%	
	Transit scheduling information	Provide transit-scheduling information quarterly to employees. *	1.0%	

* Optional traffic management measure (counts toward total if implemented).

Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Permit/Subdivision Conditions	Reduction (%)	Total (%)
✓	Bicycle amenities	1. Proposed development/use adjacent to bicycle lanes. 2. Proposed development/use adjacent to bicycle lanes, showers provided, and site is located within 4 miles of one-half of the City's residential areas.	1. 2.0%	2.0%
			2. 4.0%	
✓	Bus pull-outs	Provide bus pull-outs, pedestrian access and transit stops.	2.0%	2.0%
	Bus subsidy *	Provide transit subsidy program for employees that reduces the cost of monthly bus pass by 50% from standard group rate.	4.0%	
	Transportation Information centers	Provide locked and secured transportation information centers or kiosks with bus schedules and transit information if agreement is reached with transit agency for maintenance of information.	1.0%	
	Pedestrian facilities *	Provide pedestrian facilities linking transit stops to employment site entrances provided such pedestrian facilities do not exceed one-quarter mile.	1.0%	
	Other pedestrian facilities	Pedestrian and bicycle system improvements beyond above related measures. Description attached.	Varies	
	Other site amenities	Provide site amenities that reduce the need for vehicle trips based on documentation of trip reduction. Description attached.	1.0-2.0%	
	Park-and-ride *	Provide park-and-ride facilities if part of an employee sponsored rideshare program.	1.0%	
	Transportation system management program	Provide a local transportation system management program to reduce on-site trips based on documentation of expected trip reduction.	5.0%	
✓	Mixed uses	Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of neighborhood serving retail commercial that has at least five acres of high-density residential housing within one-quarter mile of the perimeter of the commercial site. (Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).	5.0%	5.0%
	Educational and marketing	Provide educational and marketing strategies to customers to reduce vehicle trips.	1.0%	
	Educational and marketing	Provide educational and marketing strategies to employees to reduce vehicle trips. *	1.0%	

* Optional traffic management measure (counts toward total if implemented).

Included Check (✓) <i>All boxes that apply</i>	Vehicle Trip Reduction Measure	Permit/Subdivision Conditions	Reduction (%)	Total (%)
	Preferential parking for carpools *	Provide preferential parking for employees who carpool. Sites must be closest to building entrances, used only by carpoolers and represent at least 3 percent of the total parking spaces.	3.0%	
	Telecommuting *	Provide facilities to encourage telecommuting if telecommute center could accommodate one percent of employees at an off-site neighborhood location.	1.0%	
	On-site services	Provide on-site ATMs, restaurants, dry cleaners, grocery and other typically needed services to reduce travel.	1.0% per services. If linked to transit, 1.0% for development	
	Other	Other measures supported by documented data of trip reductions in other developments.	Varies	
COMMERCIAL, INDUSTRIAL AND TOURIST ORIENTED DEVELOPMENT TOTAL <i>(Must total 7 percent or more)</i>				7%

* *Optional traffic management measure (counts toward total if implemented).*

I/we declare under penalty of perjury that the information contained in this Facilities Traffic Management Plan, including any attachment included herewith, are true and correct to the best of my/our knowledge.

Hyb Walker
Signature of Applicant

6-19-2020
Date

Hyb Walker
Signature of Property Owner or Authorized Agent

6-19-2020
Date

Signature of Planning Manager

Date

TRIP REDUCTION PLAN

Trip Reduction Plans (TRPs) are comprised of features, practices and facility designs to encourage residents, guests and visitors to the area to use alternate forms of transportation other than single occupancy vehicles. The goal of these plans is to reduce and/or remove daily vehicle trips, especially during peak traffic hours, thereby relieving congestion. For the Central Area Specific Plan, this TRP is provided as a mitigation measure to reduce project traffic impacts which will be a benefit to both future residents in the Plan area as well as the existing community.

The Projects TRP will include the following measures that will be a part of the Central Area Specific Plan development:

- Provide a mixed-use oriented development that provides the appropriate setting for implementing the TRP strategies and encouraging New Urbanism smart growth in the Project's design.
- As such, most of the project is within a 5-minute walking distance (figure 2.02) to the Project's central core Village center.
- EV car charging will be provided in the Village center and multi-family developments over 60 units.
- An interconnected street layout that includes wide sidewalks and parkways will enhance and encourage pedestrian use.
- Safe and convenient crossings of all major roads should be provided for pedestrians and bicyclists.
- A palate of traffic calming measures (Section 5.4) will be implemented to enhance both the bicyclist and pedestrian experience and slow traffic in the Specific Plan Area.
- Pedestrian and bicycle circulation has been an important part of the Central Area Specific Plan with design details and circulation plans discussed and provided in Sections 5.3-5.7.
- Bike parking will be located at the Village center, parks and multi-family buildings.
- Parks are strategically placed throughout the project so that residents are within a 3-5 minute walk to a park play area.

- Bus shelters and select turnouts will be located along arterial streets, entrances to the Village center and other locations as determined by MST. Figure 5.02 illustrates a concept plan for extending bus transit routes and stops into the Specific Plan area.
- A northerly (C-2) and southerly (C-1) greenway will travel the length of the Salinas Future Growth Area, connecting the Central Area Specific Plan with both the West and East Area Plans. These greenways, with enhanced streetscapes and widened pathways will allow and encourage pedestrian and bicycle travel between the Plan Areas.

Appendix G: Land Use Density Summary

APPENDIX G - LAND USE AND DENSITY SUMMARY

May 15, 2017

Ignaz Ranches, LLC - APN 211-013-010

Settrini Ranches, LLC - APN 211-013-011

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Resi- dential	School	Park	Open Space	Total
1		1.64					1.64				1.64
2		0.79					0.79				0.79
3		1.69					1.69				1.69
4		1.02					1.02				1.02
5		0.79					0.79				0.79
6		1.29					1.29				1.29
7		0.56					0.56				0.56
8		0.44					0.44				0.44
9		1.15					1.15				1.15
10		0.84					0.84				0.84
11			0.71				0.71				0.71
12			0.74				0.74				0.74
13		1.25					1.25				1.25
14		1.38					1.38				1.38
15			0.78				0.78				0.78
16		0.85					0.85				0.85
17		0.94					0.94				0.94
18		1.04					1.04				1.04
19		1.28					1.28				1.28
20		1.23					1.23				1.23
21			0.78				0.78				0.78
22	3.10						3.10				3.10
23	0.46						0.46				0.46
24	0.93						0.93				0.93
25	0.90						0.90				0.90
26	0.00						0.00				0.00
27	0.89						0.89				0.89
28	0.00						0.00				0.00
29	2.00						2.00				2.00
30	1.20						1.20				1.20
31	1.00						1.00				1.00
32	1.43						1.43				1.43
33	1.06						1.06				1.06
34	1.23						1.23				1.23
35	0.91						0.91				0.91
36	0.95						0.95				0.95
37							Elementary School	6.46			6.46
38							N/W Small Park CS-1		1.62		1.62
39							Sports Park CA-1		3.00		3.00
40										10.48	10.48
Total	16.06	18.18	3.01	0.00	0.00	0.00	37.25	6.46	4.62	10.48	58.81

Note: Lands of Settrini are within the City's Sphere Of Influence and within the Central Area Specific Plan's boundary, but are NOT annexed to the City.

**APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017**

Garcia - APN 211-013-007

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Residential	School	Park	Open Space	Total
1	0.01						0.01				0.01
2	0.10						0.10				0.10
Total	0.11	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.11

Note: Lands of Avila are within the City's Sphere Of Influence and within the Central Area Specific Plan's boundary, but are NOT annexed to the City.

Noon - APN 153-091-003

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Residential	School	Park	Open Space	Total
1	0.07						0.07				0.07
2	2.02						2.02				2.02
3	0.85						0.85				0.85
4		0.98					0.98				0.98
5							Portion of Sports Park CA-2		0.18		0.18
6							Entry Park CS-2		0.50		0.50
7							Gabilan Creek			0.11	0.11
8							Gabilan Creek			0.64	0.64
Total	2.94	0.98	0.00	0.00	0.00	0.00	3.92	0.00	0.68	0.75	5.35

Helmerts APN 153-101-005

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Residential	School	Park	Open Space	Total
1							Natividad Creek			11.83	11.83
2							Sports Park CA-8		3.47		3.47
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.47	11.83	15.30

APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017

Bruce Richardson Trust - APN 153-091-001 and APN 153-091-005

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Resi- dential	Fire School Well	Parks	Open Space	Total
1			0.76				0.76				0.76
2			0.90				0.90				0.90
3			2.66				2.66				2.66
4	2.69						2.69				2.69
5	1.36						1.36				1.36
6	1.19						1.19				1.19
7	0.99						0.99				0.99
8	0.74						0.74				0.74
9	0.83						0.83				0.83
10	1.22						1.22				1.22
11	2.22						2.22				2.22
12				0.60			0.60				0.60
13			0.65				0.65				0.65
14			0.78				0.78				0.78
15			1.93				1.93				1.93
16			2.12				2.12				2.12
17			0.81				0.81				0.81
18				1.14			1.14				1.14
19				1.15			1.15				1.15
20			1.27				1.27				1.27
21			1.26				1.26				1.26
22			0.69				0.69				0.69
23			1.27				1.27				1.27
24			1.40				1.40				1.40
25	1.97						1.97				1.97
26			1.13				1.13				1.13
27			1.01				1.01				1.01
28	1.19						1.19				1.19
29			0.67				0.67				0.67
30		0.65					0.65				0.65
31		0.80					0.80				0.80
32	1.33						1.33				1.33
33	1.92						1.92				1.92
34		2.73					2.73				2.73
35		2.55					2.55				2.55
36		0.68					0.68				0.68
37			0.77				0.77				0.77
38			1.99				1.99				1.99
39			0.83				0.83				0.83
40			1.91				1.91				1.91
41			0.77				0.77				0.77
42			1.67				1.67				1.67
43			1.46				1.46				1.46
44			0.75				0.75				0.75
45					14.30		14.30				14.30
46					4.08		4.08				4.08
47						Elementary School		11.14			11.14
48						Fire Station		2.01			2.01
49						Sports Park CA-2			5.20		5.20
50						Sports Park CA-3			2.01		2.01
51						Small Park CS-3			0.79		0.79
52						Gabilan Creek				13.72	13.72
53						Gabilan Creek				5.93	5.93
54						Well Site		0.25			0.25
55	1.00						1.00				1.00
56	0.47						0.47				0.47
Total	19.12	7.41	29.46	2.89	18.38	0.00	77.26	13.40	8.00	19.85	118.31

APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017

Probert and Codioli Trusts - APN 153-091-015

<u>Number On Density Map</u>	<u>NE-A</u>	<u>NE-B</u>	<u>NG-A</u>	<u>NG-B</u>	<u>NG-C</u>	<u>VC-A&B</u>	<u>Total Resi- dential</u>	<u>Library Schools</u>	<u>Parks</u>	<u>Open Space</u>	<u>Total</u>
1	0.84						0.84				0.84
2	1.83						1.83				1.83
3	0.90						0.90				0.90
4	1.14						1.14				1.14
5	2.87						2.87				2.87
6	1.08						1.08				1.08
7	0.72						0.72				0.72
8		1.62					1.62				1.62
9		0.94					0.94				0.94
10			3.30				3.30				3.30
11			2.45				2.45				2.45
12			1.22				1.22				1.22
13		1.81					1.81				1.81
14	2.45						2.45				2.45
15		1.84					1.84				1.84
16		2.34					2.34				2.34
17		1.09					1.09				1.09
18		1.08					1.08				1.08
19	1.65						1.65				1.65
20		1.97					1.97				1.97
21		0.32					0.32				0.32
22				0.77			0.77				0.77
23		0.75					0.75				0.75
24		0.78					0.78				0.78
25				0.87			0.87				0.87
26					0.68		0.68				0.68
27				1.02			1.02				1.02
28					0.72		0.72				0.72
29				1.77			1.77				1.77
30					1.74		1.74				1.74
31					0.72		0.72				0.72
32					1.13		1.13				1.13
33				0.78			0.78				0.78
34					1.01		1.01				1.01
35				1.01			1.01				1.01
36				1.00			1.00				1.00
37				0.84			0.84				0.84
38					1.25		1.25				1.25
39					1.25		1.25				1.25
40					1.05		1.05				1.05
41				1.02			1.02				1.02
42				0.72			0.72				0.72
43				0.73			0.73				0.73
44				0.96			0.96				0.96
45				3.77			3.77				3.77
46				3.04			3.04				3.04
47				4.39			4.39				4.39
48				1.58			1.58				1.58
49			1.50				1.50				1.50
50			1.08				1.08				1.08
Subtotal	13.48	14.54	9.55	24.27	9.55	0.00	71.39	0.00	0.00	0.00	71.39

**APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017**

**Probert and Codioli Trusts - APN 153-091-015
Continued**

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Resi- dential	Library School	Parks	Open Space	Total
51						B 2.96	2.96				2.96
52						B 2.03	2.03				2.03
53						B 4.29	4.29				4.29
54						B 2.80	2.80				2.80
55						B 5.00	5.00				5.00
56						A 2.50	2.50				2.50
57						A 3.34	3.34				3.34
58						A 6.11	6.11				6.11
59						A 7.06	7.06				7.06
60						A 2.93	2.93				2.93
61	Alisal Elementary School District APN 153-091-010						Elementary School	12.01			12.01
62	Salinas Union High Sch. Dist. APN 153-091-013 and 153-091-014						Middle School	13.60			13.60
63							Library	2.00			2.00
64							Entry Park CS-4		0.92		0.92
65							Entry Park CS-5		0.42		0.42
66							Center Green CS-6		1.00		1.00
67							Creek Park CS-7		0.40		0.40
68							Village Green CS-8		1.47		1.47
69							Sports Park CA-4		3.75		3.75
70							Sports Park CA-5		3.50		3.50
71							O.S Creek			0.46	0.46
72							O.S Creek			0.33	0.33
73							O. S. Bluff			0.48	0.48
74							O. S. Bluff			1.97	1.97
75						Portion Of Christensen's CS-3 Park			0.25		0.25
76						A 3.57	3.57				3.57
77						A 1.84	1.84				1.84
Subtotal	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>44.43</u>	<u>44.43</u>	<u>27.61</u>	<u>11.71</u>	<u>3.24</u>	<u>88.99</u>
Total	<u>13.48</u>	<u>14.54</u>	<u>9.55</u>	<u>24.27</u>	<u>9.55</u>	<u>44.43</u>	<u>115.82</u>	<u>27.61</u>	<u>11.71</u>	<u>3.24</u>	<u>158.36</u>

Note: The Village Center is divided into two zoning districts as follows;

VC-A Parcels 56, 57, 58, 59, 60, 76 and 77 (zoned 18 to 20 units per net acre)	27.35
VC-B. Parcels 51, 52, 53, 54 and 55 (zoned 24 to 31 units per net acre)	17.08
Total net acres in the two VC zoning districts	<u>44.43</u>

APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017

Scagliotti - APN 153-071-034, 035, 036 and 011

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Residential	Simi-Public	Parks	Open Space	Total
1	2.31						2.31				2.31
2	0.74						0.74				0.74
3	0.82						0.82				0.82
4	0.85						0.85				0.85
5	1.20						1.20				1.20
6	1.14						1.14				1.14
7	0.81						0.81				0.81
8		1.70					1.70				1.70
9		1.68					1.68				1.68
10			1.40				1.40				1.40
11				4.3			4.30				4.30
12											
13											
14							Entry Park CS-5		1.00		1.00
15							Entry Park CS-9		0.63		0.63
16							Natividad Creek			3.33	3.33
17							Entry Park CS-18		0.90		0.90
18							Simi-public	4.26			
19							Entry Park CS-10		1.00		1.00
Total	7.87	3.38	1.40	4.30	0.00	0.00	16.95	4.26	3.53	3.33	23.81

Natividad Road, Salinas, LLC - APN 211-013-004

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Residential	Cal Water PG&E	Parks	Open Space	Total
1	0.91						0.91				0.91
2	0.91						0.91				0.91
3	0.91						0.91				0.91
4		1.16					1.16				1.16
5		1.11					1.11				1.11
6			0.78				0.78				0.78
7		1.03					1.03				1.03
8		0.98					0.98				0.98
9			0.78				0.78				0.78
10		0.94					0.94				0.94
11			0.75				0.75				0.75
12		0.92					0.92				0.92
13						0.23	0.23				0.23
14							North Entry Park CS-11		0.5		0.5
15							North Entry Park CS-12		1.76		1.76
16							PG&E Landscape Buffer			2.43	2.43
17							PG&E Electrical Substation	4.52			4.52
Total	2.73	6.14	2.31	0	0.23	0	11.41	4.52	2.26	2.43	20.62

APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017

Matsui Trusts - APN 153-091-017, 008, 009 and 010

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Resi- dential	Middle School	Parks	Open Space	Total
1	0.46						0.46				0.46
2	1.17						1.17				1.17
3	0.92						0.92				0.92
4	2.22						2.22				2.22
5	1.04						1.04				1.04
6	0.93						0.93				0.93
7	1.02						1.02				1.02
8	0.90						0.90				0.90
9	0.92						0.92				0.92
10	0.80						0.80				0.80
11	0.20						0.20				0.20
12	1.69						1.69				1.69
13	1.20						1.20				1.20
14	0.97						0.97				0.97
15	1.11						1.11				1.11
16	1.00						1.00				1.00
17	0.90						0.90				0.90
18	1.61						1.61				1.61
19	1.04						1.04				1.04
20	0.95						0.95				0.95
21	1.75						1.75				1.75
22	0.95						0.95				0.95
23	0.95						0.95				0.95
24	0.94						0.94				0.94
25	1.04						1.04				1.04
26	1.21						1.21				1.21
27	1.27						1.27				1.27
28	0.97						0.97				0.97
29	1.16						1.16				1.16
30	1.01						1.01				1.01
31	0.94						0.94				0.94
32	1.15						1.15				1.15
33	1.28						1.28				1.28
34	0.88						0.88				0.88
35	0.99						0.99				0.99
36	1.07						1.07				1.07
37	1.20						1.20				1.20
38	2.76						2.76				2.76
39	2.46						2.46				2.46
40	1.08						1.08				1.08
41		0.04					0.04				0.04
42		1.20					1.20				1.20
43		1.53					1.53				1.53
44		1.21					1.21				1.21
45		1.15					1.15				1.15
46		1.77					1.77				1.77
47		0.80					0.80				0.80
48		0.73					0.73				0.73
49		0.71					0.71				0.71
50		1.16					1.16				1.16
51		0.74					0.74				0.74
52		0.72					0.72				0.72
53			0.54				0.54				0.54
54			0.55				0.55				0.55
55			0.56				0.56				0.56
56			0.60				0.60				0.60
Subtotal	46.11	11.76	2.25	0.00	0.00	0.00	60.12	0.00	0.00	0.00	60.12

APPENDIX G - LAND USE AND DENSITY SUMMARY
May 15, 2017

Matsui Trusts - APN 153-091-017, 008, 009 and 010
Continued

Number On Density Map	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Total Resi- dential	Middle School	Parks	Open Space	Total	
57		0.92					0.92				0.92	
58		0.94					0.94				0.94	
59		0.95					0.95				0.95	
60		0.98					0.98				0.98	
61		1.10					1.10				1.10	
62			0.69				0.69				0.69	
63		1.52					1.52				1.52	
64		1.48					1.48				1.48	
65		1.25					1.25				1.25	
66		1.17					1.17				1.17	
67		1.33					1.33				1.33	
68		1.15					1.15				1.15	
69			0.92				0.92				0.92	
70		0.70					0.70				0.70	
71		0.60					0.60				0.60	
72		0.65					0.65				0.65	
73		1.08					1.08				1.08	
74		1.18					1.18				1.18	
75			0.41				0.41				0.41	
76			1.72				1.72				1.72	
77			1.20				1.20				1.20	
78			0.77				0.77				0.77	
79			0.66				0.66				0.66	
80		0.75					0.75				0.75	
81		0.89					0.89				0.89	
82		1.01					1.01				1.01	
83		1.10					1.10				1.10	
84			0.73				0.73				0.73	
85			1.20				1.20				1.20	
86		1.22					1.22				1.22	
87		1.24					1.24				1.24	
88		0.99					0.99				0.99	
89		1.37					1.37				1.37	
90		1.37					1.37				1.37	
91			0.66				0.66				0.66	
92					0.72		0.72				0.72	
93					0.73		0.73				0.73	
94					3.62		3.62				3.62	
	Salinas Union High School District - APN 153-091-016							Middle School	4.40			4.40
95												
96								West Sports Park CA-6	3.50		3.50	
97								Creek Side Park CS-13	0.79		0.79	
98								Small Park CS-14	0.50		0.50	
99								Small Park CS-15	0.50		0.50	
100								East Sports Park CA-7	3.07		3.07	
101								Small Park CS-16	0.50		0.50	
102								Natividad Creek		7.90	7.90	
103								Natividad Creek		7.95	7.95	
104								Natividad Creek		14.6	14.60	
105								Natividad Creek		16.8	16.80	
106								Natividad Creek		5.33	5.33	
107	0.17						0.17				0.17	
108								Greenway Park CS-17	0.93		0.93	
Subtotal	0.17	26.94	8.96	0.00	5.07	0.00	41.14	4.40	9.79	52.58	107.91	
Total Masui	46.28	38.70	11.21	0.00	5.07	0.00	101.26	4.40	9.79	52.58	168.03	

APPENDIX G - LAND USE AND DENSITY SUMMARY

May 15, 2017

Net Acres In Each Zoning District In Each Ownership In Central Area

Owners 5/15/17	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A&B	Simi- Public	Parks	Open Space	Streets	Total
<u>Within The Portion Of The Central Area Currently Annexed To The City</u>											
Noon	2.94	0.98	0.00	0.00	0.00	0.00	0.00	0.68	0.75	3.70	9.05
Helmers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.47	11.83	4.00	19.30
Richardson	19.12	7.41	29.46	2.89	18.38	0.00	13.40	8.00	19.65	31.29	149.60
Probert	13.48	14.54	9.55	24.27	9.55	44.43	27.61	11.71	3.24	56.26	214.64
Scagliotti	7.87	3.38	1.40	4.30	0.00	0.00	4.26	3.53	3.33	9.51	37.58
Natividad	2.73	6.14	2.31	0.00	0.23	0.00	4.52	2.26	2.43	4.80	25.42
Matsui	46.28	38.70	11.21	0.00	5.07	0.00	4.40	9.79	52.58	51.70	219.73
Subtotal	92.42	71.15	53.93	31.46	33.23	44.43	54.19	39.44	93.81	161.26	675.32
<u>Within The Portion Of The Central Area Currently Within The County</u>											
Settrini	16.06	18.18	3.01	0.00	0.00	0.00	6.46	4.62	10.48	25.80	84.61
Garcia	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.51
Subtotal	16.17	18.18	3.01	0.00	0.00	0.00	6.46	4.62	10.48	26.20	85.12
<u>Within The Central Area Within Both The City And The County</u>											
Total	108.59	89.33	56.94	31.46	33.23	44.43	60.65	44.06	104.29	187.46	760.44

The Net Acres Within The Village Center Are Divided Into The Two Zoning Districts

VC-A	27.35
VC-B	17.08

Number Of Dwelling Units Per Net Acre Allowed in Each Residential District

	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B
Minimum	5	7	8	9	14	18	24
Maximum	6	8	9	10	16	24	31

Number Of Dwelling Units Allowed in Each Residential District

	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Total	Un/Ac
Minimum	543	625	456	283	465	492	410	3,274	9.0
Maximum	652	715	512	315	532	656	529	3,911	10.7

General Plan Required Percentages in Two Density Ranges (GP U-39)

General Plan Requirements	7 to 14 Dwelling Units per Net Acre					35% to 45 %					
	16 to 24 Dwelling Units per Net Acre					15% to 25 %					
Minimum	16.6%	19.1%	13.9%	8.6%	14.2%	15.0%	12.5%	100.0%			
Maximum	16.7%	18.3%	13.1%	8.0%	13.6%	16.8%	13.5%	100.0%			
Minimum	41.7%					15.0%					
Maximum	39.4%					16.8%					
	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Total			
Min. VC-A	652	715	512	315	532	574	529	3,829	10.5	40.3%	15.0%
Max. VC-A	543	625	456	283	465	656	410	3,438	9.4	39.7%	19.1%

APPENDIX G - LAND USE AND DENSITY SUMMARY

May 15, 2017

Minimum Dwelling Units per Zoning District For Each Owner**Within The Portion Of The Central Area Currently Annexed To The City**

Owners 5/15/17	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Total
Noon	15	7	0	0	0	0	0	22
Helmers	0	0	0	0	0	0	0	0
Richardson	96	52	236	26	257	0	0	666
Probert	67	102	76	218	134	492	410	1,500
Scagliotti	39	24	11	39	0	0	0	113
Natividad	14	43	18	0	3	0	0	78
Matsui	231	271	90	0	71	0	0	663
Subtotal	462	498	431	283	465	492	410	3,042

Within The Portion Of The Central Area Currently Within The County

Settrini	80	127	24	0	0	0	0	232
Garcia	1	0	0	0	0	0	0	1
Subtotal	81	127	24	0	0	0	0	232

Within The Central Area Within Both The City And The County

Total	543	625	456	283	465	492	410	3,274
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Maximum Dwelling Units per Zoning District For Each Owner**Within The Portion Of The Central Area Currently Annexed To The City**

Owners 1/1/17	NE-A	NE-B	NG-A	NG-B	NG-C	VC-A	VC-B	Total
Noon	18	8	0	0	0	0	0	25
Helmers	0	0	0	0	0	0	0	0
Richardson	115	59	265	29	294	0	0	762
Probert	81	116	86	243	153	656	529	1865
Scagliotti	47	27	13	43	0	0	0	130
Natividad	16	49	21	0	4	0	0	90
Matsui	278	310	101	0	81	0	0	769
Subtotal	555	569	485	315	532	656	529	3,641

Within The Portion Of The Central Area Currently Within The County

Settrini	96	145	27	0	0	0	0	269
Garcia	1	0	0	0	0	0	0	1
Subtotal	97	145	27	0	0	0	0	270

Within The Central Area Within Both The City And The County

Total	652	715	512	315	532	656	529	3,911
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Appendix H: MST Correspondence

MST

MONTEREY-SALINAS TRANSIT

TRANSIT DISTRICT MEMBERS:

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

March 2, 2014

Matt Lewis, Vice President
Thrust IV, Inc.
1540 Constitution Blvd
Salinas, CA. 93905

**RE: Potential Bus Stop Locations
Salinas Northeast Annexation Area**

Dear Mr. Lewis:

Thank you for the opportunity to meet with you to discuss potential bus stop locations for the first phase of the city of Salinas' northeastern annexation area. While it is challenging to say with absolute certainty exactly where bus routes would be aligned in 5, 10, 15 or more years into the future, MST staff made our best efforts to identify potential routes and bus stops in the project area based primarily on the land use maps you provided.

In that regard, please find the attached 11x17 map showing two potential bus routes that would serve the project area, focusing on the higher-intensity uses, including the schools, parks and mixed-use parcels that have been identified. While I realize you have already received input from city staff as to potential bus stop locations, please note that MST's recommended bus stop locations have been marked separately with a black "X" on the map. As far as priority, I would suggest that the bus stops located along the pink line would be primary, while those along the orange line would be served at a later date, towards the point in time at which the project area were fully built out and, perhaps, adjacent future developments had started to materialize to the west, southeast and north of the project area.

Please note that this letter does not represent any official position of MST as to endorsement of your project as a whole. MST reserves the right to make additional comments through any entitlement processes, CEQA document review or other public input opportunities present themselves as your planning documents continue. In addition, please note that just because a bus stop is installed by a developer does not obligate MST to serve that particular location immediately or at any point in the future. Rather, factors such as passenger demand, operational funding availability, and vehicle availability generally drive decisions as to if, when and how frequently a bus stop receives service.

Letter to M. Lewis
March 3, 2014
Page 2 of 2

As you continue your planning process, please keep in mind adequate bus stop geometrics as well as bus turning radii and street width, which can be reference in MST's Designing for Transit document available on our website. (<http://www.mst.org/wp-content/media/DesigningForTransit-web.pdf>) If you have questions regarding MST's recommended stop locations or need clarification on the exact orientation of the recommended stops as shown on the map, please contact me at your convenience at 393-8129.

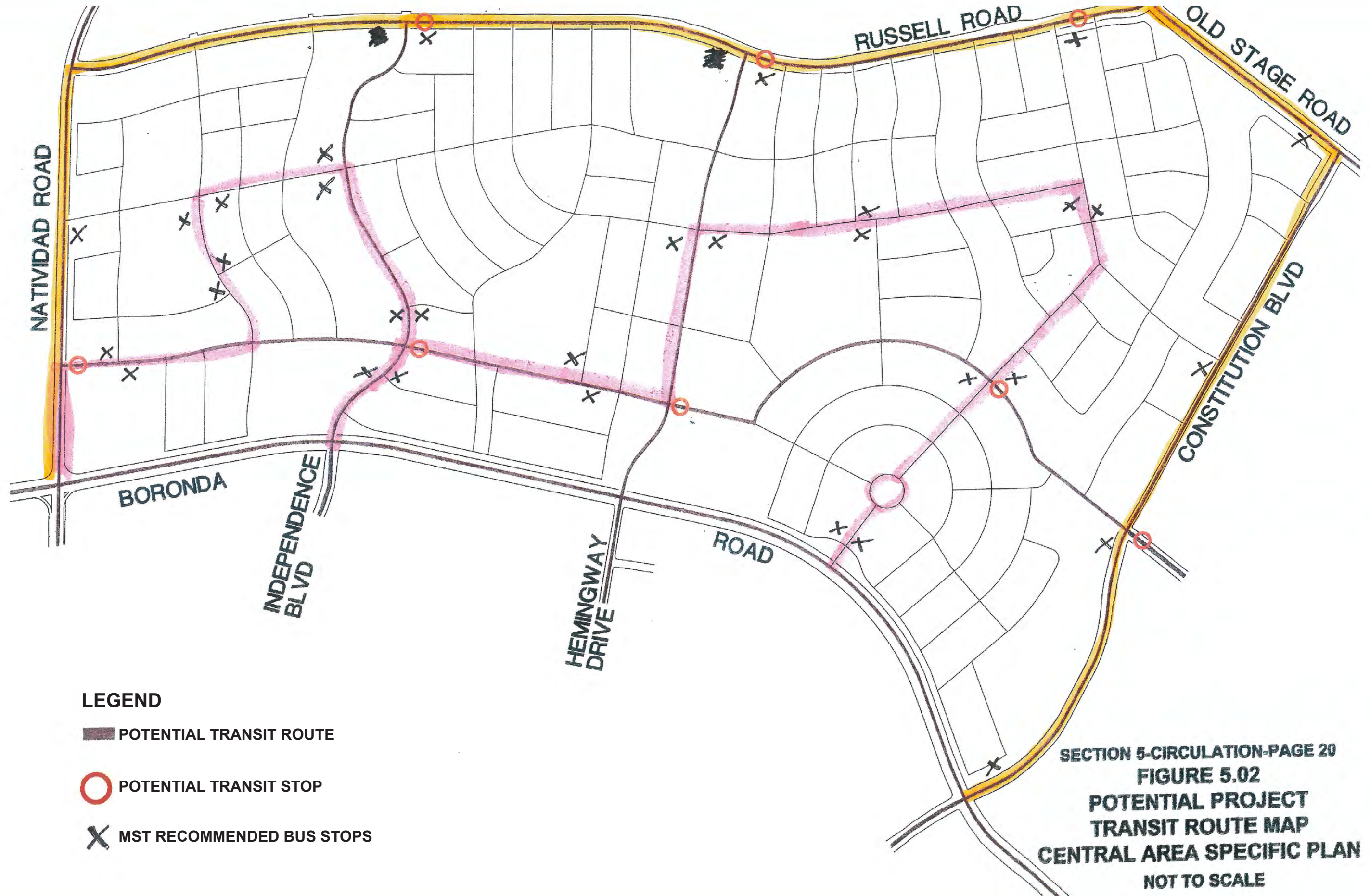
Sincerely,



Hunter Harvath, AICP
Assistant General Manager

Attachment

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Appendix I:
Affordable Housing
Component
(Inclusionary Housing
Plan)

AFFORDABLE HOUSING COMPONENT FOR THE CENTRAL AREA SPECIFIC PLAN

This appendix constitutes the Affordable Housing Component for the Central Area Specific Plan. It includes a discussion of income categories in the City of Salinas and summarizes the Affordable Housing Programs for the City of Salinas and the Central Area Specific Plan.

The City of Salinas has an inclusionary housing ordinance (Ordinance No. 2594; “the Ordinance” as contained herein) to ensure that all new residential developments (as applicable) in the City of Salinas include housing affordable to a range of income levels. Specifically, the Ordinance sets forth the requirements for landowners and developers to fulfill the conditions for workforce, moderate, median, low- and very low-income housing. The Central Area Specific Plan will comply with the requirements of the Ordinance that is in effect at the time of the approval of the Central Area Specific Plan, unless otherwise provided for in the Development Agreement.

Applicability.

The City Council’s approval of the Central Area Specific Plan shall constitute the first approval pursuant to the Ordinance. As such, all subsequent residential development in the Specific Plan Area shall be subject to the Ordinance, regardless of the number of units proposed within an individual planning permit application.

Submittal of Subsequent Affordable Housing Plans.

The Specific Plan area is currently under multiple ownerships and residential development will likely be phased over 20-30 years. Due to the ownership distribution, the anticipated life of the project, and the variety of options provided in the Ordinance, multiple Affordable Housing Plans will likely be required. Additionally, in accordance with the Ordinance, if the applicant chooses to pay rental housing impact fees and/or for-sale housing in-lieu fees to meet the requirements of the Ordinance for a specific residential development, no Affordable Housing Plan is required. In accordance with Section 17-16, each subsequent application(s) for residential development in the Specific Plan Area shall specify with detail which Option, alternative or fee is proposed to fulfill the requirements of the Ordinance.

Timing.

Subsequent Affordable Housing Plans shall be required to be submitted as part of the application per Section 17-16(a) of the Ordinance. The first approval for each subsequent

residential development shall be any of the following: general plan amendment, development agreement amendment, specific plan amendment, planned development permit, tentative map, parcel map, conditional use permit, special use permit or building permit.

Estimate of Standard Inclusionary On-Site Options.

The table below summarizes the three standard on-site options. Applicants may also choose alternatives to the standard on-site options as described in 17-13 of the Ordinance. These alternatives must be reviewed and approved by the City Council. Based on the option or alternative chosen by the applicant, the number of inclusionary units provided may be higher or lower than shown in the table below.

Required Inclusionary Units per Option

(Based on 3,911 Dwelling Units – Central Area Specific Plan)

Required Inclusionary Units Per Option Based on 3,911 Dwelling Units	Option 1	Option 2	Option 3
	20%	15%	12%
Very Low Income (50% of median)	4% ownership or rent (157 units)	Not required	8% rental (313)
Lower Income (80% of median)	8% ownership or rent (313)	Not required	4% rental (157)
Median Income (100% of income)	Not required	6% all ownership (235)	Not required
Moderate income (120% of median)	4% all ownership (157)	6% all ownership (235)	Not required
Workforce income (160% of median)	4% all ownership (157)	3% all ownership (117)	Not required
Total	782	587	470

NOTES: 1) No affordable housing plan shall be required if the applicant proposes to pay in-lieu fees or rental housing impact fees to satisfy the requirements of [Article 17-16(a)] of the Inclusionary Housing Ordinance.

APPENDIX H INCLUSIONARY HOUSING ORDINANCE

ORDINANCE NO. 2594 (N.C.S.)

AN ORDINANCE OF THE CITY OF SALINAS AMENDING ARTICLE III OF ARTICLE 17 (HOUSING) OF THE SALINAS MUNICIPAL CODE RELATING TO THE PROVISION OF INCLUSIONARY HOUSING

BE IT ORDAINED BY THE COUNCIL OF SALINAS:

SECTION ONE: **Finding and Declarations.**

The city council of Salinas finds and declares as follows:

- a) Although Salinas has historically included much of the housing affordable to Monterey County's workforce, housing costs have escalated sharply, increasing faster than incomes for most groups in the community. In 2014, the Salinas Metropolitan Statistical Area (MSA) ranked as the fifth least affordable region in the United States. There is a severe shortage of adequate, affordable housing for extremely low, very low, lower, median, moderate, and workforce income households, as evidenced by the following:
 - (1) According to the Salinas housing element, 12.7 percent of Salinas households are extremely low income households; 15.6 percent of Salinas households are very low income households; and 19.1 percent are lower income households. In 2014 only 16.7 percent of the homes sold in the Salinas MSA were affordable to a household earning the area's median income, and prices have risen rapidly since then. Median rents are not affordable to extremely low, very low, and lower income households, which together comprise almost half the city's population.
 - (2) Because of the shortage of affordable housing in Salinas, half of the households in the city overpay for housing. The housing element found that forty-nine percent of Salinas households who own their homes pay more than thirty percent of income for housing, and twenty-four percent pay more than fifty percent of their income for housing. Fifty-two percent of renter households pay more than thirty percent of income for housing, and twenty-four percent of renter households pay more than fifty percent of their income for housing. These households are overpaying for their housing, according to standards of the United States Department of Housing and Urban Development, and the percentage of those overpaying has substantially increased since 2000, when thirty-one percent of Salinas owners and forty percent of Salinas renters paid more than thirty percent of their income for housing. Nearly three-quarters of lower income households are overpaying for housing. Providing decent housing at affordable costs allows households to utilize their resources for other necessary pursuits, such as education, food, investment, and saving for retirement. Providing decent rental housing at affordable costs allows households to save money to purchase a home.
 - (3) Many households are overcrowded. According to the housing element, Salinas households are much larger than the state average. The average household size in Salinas is 3.66, while in California the average household size is 2.90. Over seventeen percent of all households

in Salinas are overcrowded. Five percent of households in the city are severely overcrowded.

- b) The 2015-2023 regional housing needs allocation for the city, mandated by California Government Code Section 65584 and prepared by the Association of Monterey Bay Area Governments, states that fifty-eight percent of new housing in Salinas should be affordable to very low, lower, and moderate income families. Federal and state government programs do not provide nearly enough affordable housing or subsidies to provide the required percentage of moderate, lower, or very low income households.
- c) Goal H-1 in the city's housing element is to provide a variety of affordability levels to address existing and projected housing needs in Salinas. It is the city's policy to enhance the public welfare by encouraging a variety of housing types to give households of all types and income levels the opportunity to find suitable housing. (Policy H-1.1) It is also the city's policy to encourage the geographic dispersal of affordable housing throughout the city. (Policy H-1.6) The housing element further encourages the development of affordable housing with a focus on the needs of the local workforce (Policy H-3.1), through inclusionary housing (Policy H-3.7), and through collaborative partnerships with market-rate housing developers (Policy H-3.8). The city can achieve its goals of providing more affordable housing and achieving an economically balanced community only if part of the new housing built in the city is affordable to households with limited incomes.
- d) Action H-8, "Inclusionary Housing" in the city's housing element states that the city will continue to implement its inclusionary housing program and is in the process of updating the inclusionary ordinance, including reviewing the in-lieu fee. The city intends to review and update if necessary its inclusionary ordinance every five years. The proposed amendments to the inclusionary ordinance are intended to implement housing element action H-8. In particular, to ensure economic feasibility, the proposed amendments reduce the amount of affordable housing required in for-sale projects to 15 to 20 percent (compared with 20 to 35 percent in the city's existing ordinance), allow developers to pay an in-lieu fee as an alternative to providing the required on-site affordable units, and provide additional options that a developer may elect to meet its affordable housing requirements.
- e) The amended inclusionary ordinance codified in this article will substantially advance the city's legitimate interest in providing additional housing affordable to all income levels and dispersed in residential developments in the city because all inclusionary units required by the ordinance codified in this article, including both rental and ownership units, must be affordable to very low, lower, median, moderate, and workforce income households.
- f) New market-rate rental residential developments will create local-serving jobs, of whom a quantifiable number will have very low, low, or moderate incomes, and so will increase the demand for and exacerbate the shortage of housing available for households at these income levels, as demonstrated in the Housing Impact Fee Nexus Study prepared by Vernazza Wolfe Associates, Inc. in January 2016. An additional residential rental housing feasibility study was conducted by Vernazza Wolfe Associates, Inc. in March 2017. The amendments included in this ordinance allow the city to adopt a rental housing impact fee.

- g) Based on the findings above, the city desires to further the public health, safety, and welfare by adopting the requirements contained in this article. Affordable units provided within a development further the community's housing element goals of maintaining both economic diversity and geographically dispersed affordable housing. Requiring builders of new market rate housing to include some housing affordable to very low, lower, median, moderate, and workforce income households is also reasonably related to the impacts of their projects, as demonstrated in the Nexus Study. Providing additional alternatives to for-sale developers, including payment of an in-lieu fee, ensures that developers can construct economically viable projects without public subsidies while incorporating affordable housing into their projects or assisting in providing affordable housing elsewhere in the city.

SECTION TWO: Article 3 (Housing) of Chapter 17 (Housing) of the Salinas Municipal Code is amended to read as follows:

17-6. Purpose

The purpose of this article is to:

- a) Enhance the public welfare by establishing policies which require the development of housing affordable to households of very low, lower, median, moderate, and workforce incomes.
- b) Assist in meeting the city's share of regional housing needs as mandated by State law.
- c) Offset the demand for affordable housing that is created by new market-rate housing development.
- d) Implement the housing element's goals and objectives.

17-7. Definitions

Unless specifically defined in this section, words or phrases used in this article shall be interpreted so as to give this article its most reasonable application.

- a) "Affordable housing plan" means a plan submitted in conformance with Section 17-16 specifying the manner in which inclusionary units will be provided in conformance with this article and consistent with the Salinas General Plan and Chapter 37 of the Salinas Municipal Code.
- b) "Affordable ownership cost" means a reasonable down payment and an average monthly housing cost during the first calendar year of occupancy, including mortgage loan principal and interest, mortgage insurance, property taxes and property assessments, homeowners insurance, homeowners association dues, if any, and all other dues and fees assessed as a condition of property ownership, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; (2) 30 percent of 70 percent of area median income for lower income households; (3) 30 percent of 90 percent of area median income for median income households; (4) 30 percent of 110 percent of area median income for moderate-

income households; (5) 30 percent of 150 percent of area median income for workforce income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, five persons in a four-bedroom unit, and six persons in a five-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable ownership cost in accordance with this section.

- c) "Affordable rent" means monthly rent, including a reasonable utility allowance and all mandatory fees charged for use of the property, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; and (2) 30 percent of 60 percent of area median income for lower income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, and five persons in a four-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable rent in accordance with this section.
- d) "Applicant" or "developer" means a person, persons, or entity that applies for a residential development and also includes the owner or owners of the property if the applicant does not own the property on which the development is proposed.
- e) "Area median income" means the annual median income for Monterey County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision.
- f) "Attached Development" means townhomes, condominiums or unit(s) in which the physical connection of two structures share any part of a common wall or roof with no more than one hundred and twenty units.
- g) "Building permit" includes full structural building permits as well as partial permits such as foundation-only permits.
- h) "City Manager" means the city manager of the city or his or her designee.
- i) "Common ownership or control" refers to property owned or controlled (including by an option to purchase or a purchase agreement) by the same person, persons, or entity, or by separate entities in which any shareholder, partner, member, or family member of an investor of the entity owns ten percent (10%) or more of the interest in the property.
- j) "Contiguous property" means any parcel of land that is: (1) touching another parcel at any point; (2) separated from another parcel at any point only by a public right of way, private street or way, or public or private utility, service, or access easement; or (3) separated from another parcel only by other real property under common ownership or control of the applicant.

- k) "Density bonus units" means dwelling units approved in a residential development under California Government Code section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Salinas General Plan or zoning ordinance.
- l) "Downtown Area" means the area within the boundaries of the Central City Overlay District as defined per Zoning Code 37-40.300.
- m) "First approval" means the first of the following approvals to occur with respect to a residential development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.
- n) "For-sale residential development" means any residential development or portion of a residential development that involves the creation of one or more additional dwelling units or lots that may lawfully be sold individually. A for-sale residential development also includes a condominium conversion as described in Article VII of Chapter 31.
- o) "Future Growth Area" is that incorporated area designated by the 2002 General Plan, located north of Boronda Road, and bounded by San Juan Grade Road to the west, Williams Road to the east, and Rogge Road and the future extensions of Russell Road and Old Stage Road to the north.
- p) "Inclusionary housing agreement" means an agreement in conformance with Section 17.16 of this article between the city and an applicant, governing how the residential development shall comply with this article.
- q) "Inclusionary housing guidelines" means the requirements for implementation and administration of this article adopted by city council.
- r) "Inclusionary unit" means a dwelling unit required by this article to be affordable to very low, lower, median, moderate, or workforce income households.
- s) "Lower income households" means those households whose annual income, adjusted for household size, does not exceed the low income limits, adjusted for household size, applicable to Monterey County as defined in California Health and Safety Code Section 50079.5 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).
- t) "Market rate unit" means a new dwelling unit in a residential development that is not an inclusionary unit.
- u) "Median income households" means households whose annual income, adjusted for household size, does not exceed area median income.
- v) "Moderate income households" means households whose annual income, adjusted for household size, does not exceed the moderate income limits applicable to Monterey County as

defined in California Health and Safety Code Section 50093 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

- w) "Planning permit" means any discretionary approval of a residential development, including but not limited to a development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, or special use permit.
- x) "Rental residential development" means any residential development or portion of a residential development that creates one or more additional dwelling units that cannot lawfully be sold individually.
- y) "Residential development" means any development project requiring a planning permit or a building permit, if no planning permit is needed, for which an application has been submitted to the city, and where the residential development would either (1) create ten or more additional dwelling units or lots; (2) convert ten or more existing rental dwelling units to condominiums; or (3) is contiguous to property under common ownership or control of the applicant where the combined residential capacity of all of the applicant's property under the General Plan designation or zoning is ten or more additional residential units or lots.
- z) "Surplus inclusionary unit" means any inclusionary unit constructed as part of a residential development without city funds or nine percent low income housing tax credits, and which is excess of the numerical requirement for inclusionary units for that residential development. "City funds" include both money which originates directly from the city, such as general fund monies, and that which originates from other sources, such as federal and state funds, but that the city allocates. "City funds" also include any waiver of city fees.
- aa) "Unit type" means detached single-family home, duplex, triplex, townhome, or multifamily construction.
- bb) "Very low-income households" means households whose annual income, adjusted for household size, does not exceed the very low income limits applicable to Monterey County as defined in California Health and Safety Code Section 50105 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).
- cc) "Workforce income households" means households whose annual income, adjusted for household size, does not exceed 160 percent of area median income.

17-8. Exemptions

This article shall not apply to any of the following:

- a) Projects that are not residential developments as defined in Section 17-7(x), including but not limited to those residential developments creating fewer than ten additional dwelling units or lots.

- b) Residential developments which are developed pursuant to the terms of a development agreement executed prior to the effective date of this ordinance or which have otherwise received a vested right to proceed without conforming to this article under state law, provided that such residential developments shall comply with any affordable housing requirements consistent with the development agreement.
- c) Residential developments exempted by Government Code section 66474.2 or 66498.1, provided that such residential developments shall comply with any predecessor ordinance in effect on the date the application for the development was deemed complete.
- d) Residential developments located in the Downtown Area, unless the city council by resolution determines that, based on market conditions, the provisions of this article will be applied in the Downtown Area.
- e) Residential developments that have submitted a complete planning or building permit application along with full payment of required application fees to the city prior to the effective date of this ordinance, provided that such residential developments shall comply with any approved affordable housing plan and any predecessor ordinance applicable to the development.
- f) One-hundred percent affordable low-income housing projects with either a recorded deed restriction, restrictive covenant or regulatory agreement of no less than thirty years.

17-9. Basic Inclusionary Housing Options – For-Sale Residential Developments

An applicant for a for-sale residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

Calculations of the number of required inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.

- a) **On-Site For-Sale Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site for-sale inclusionary units at affordable ownership cost as follows:
 - (1) Option One: A minimum of four percent of the dwelling units in the residential development shall be affordable to very low income households, eight percent shall be affordable to lower income households, four percent shall be affordable to moderate income households, and four percent shall be affordable to workforce income households, for a minimum twenty percent inclusionary units total.

(2) Option Two: A minimum of six percent of the dwelling units in the residential development shall be affordable to median income households, six percent to moderate income households, and three percent to workforce income households, for a minimum fifteen percent inclusionary units total.

b) **On-Site Rental Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:

(1) Option One: A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.

(2) Option Two: If an applicant elects Option One under Section 17-9(a) above, the applicant may elect to provide the very low income units and the lower income units as rental units rather than for-sale unit, so that a minimum of four percent of the dwelling units in the residential development shall be available to very low income households at affordable rent, eight percent shall be available to lower income households at affordable rent, four percent shall be available to moderate income households at affordable ownership cost, and four percent shall be affordable to workforce income households at affordable ownership cost, for a minimum twenty percent inclusionary units total. Under this option, an applicant may elect to pay rental housing impact fees in order to satisfy the rental obligation.

(3) To ensure compliance with the Costa-Hawkins Residential Rent Control Act (Civil Code Section 1954.50 *et seq.*), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Density Bonus Law (Government Code Section 65915 *et seq.*).

(4) Any rent regulatory agreement for rental units in a for-sale residential development shall include provisions for sale of the inclusionary units and relocation benefits for tenants of the inclusionary units if the owner of the residential development later determines to offer the inclusionary units in the residential development for sale at affordable ownership cost.

c) **Payment of In-Lieu Fees.** An applicant for a for-sale residential development may elect to pay in-lieu fees as described in Section 17-14 and adopted from time to time by resolution of the city council.

17-10. Basic Inclusionary Housing Options – Rental Residential Developments

An applicant for a rental residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

- a) **Payment of Rental Housing Impact Fees.** An applicant for a rental residential development may elect to pay rental housing impact fees as described in Section 17-14 and adopted from time to time by resolution of the city council. If an applicant chooses to pay rental housing impact fees, the applicant will also make twelve percent of the units within the development available to section 8 housing choice voucher program participants so long as the section 8 housing choice voucher program is in effect.
- b) **On-Site Rental Inclusionary Units.** An applicant for a rental residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:
 - (1) A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.
 - (2) Calculations of the required number of inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.
 - (3) To ensure compliance with the Costa-Hawkins Act (Chapter 2.7 of Title 5 of Part 4 of Division 3 of the Civil Code), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.
 - (4) An applicant may submit a request to provide different on-site rental percentages and affordability levels in order to comply and satisfy the requirements of the California tax credit allocation committee 4% or 9% low-income housing tax credit programs. Submittal of such request must be reviewed and approved by the city.
- c) The city may require on-site rental inclusionary units at such time as current appellate case law in *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* (2nd Dist. 2009) 175 Cal.App.4th 1396, is overturned, disapproved, or depublished by a court of competent jurisdiction or modified by the state legislature to authorize control of rents of inclusionary units

17-11. Timing of Construction of Inclusionary Units

- a) The city may issue building permits for seventy percent of the market rate units within a residential development before issuing building permits for any inclusionary units. Following issuance of seventy percent of building permits for the market rate units, the inclusionary units shall be constructed in proportion to construction of the market rate units. No building permit shall be issued for any additional market rate unit unless a proportional number of building permits have been issued for inclusionary units, and no certificates of occupancy or final inspections shall be issued for any additional market rate units unless a proportional number of certificates of occupancy or final inspections have been issued for inclusionary units. For example, if inclusionary units constitute twenty percent of the remaining units to be built in

the development after seventy percent of the market-rate units are issued building permits. inclusionary units must constitute twenty percent of the remaining building permits issued.

- b) Notwithstanding Section 17-11 (a), the city, at its sole discretion, may issue building permits for 100 percent of market rate units within a residential development before issuing building permits for any inclusionary units if the developer is partnering with an experienced non-profit affordable housing provider. If the applicant elects to propose one of the alternatives described in Section 17-13, the applicant shall propose a phasing plan for construction of inclusionary and market rate units as part of the affordable housing plan.
- c) Specific proposed timing of construction of inclusionary and market rate units shall be included in all affordable housing plans.

17-12. Standards for Inclusionary Units

- a) Inclusionary units shall be dispersed throughout the residential development, with the same unit types as the market rate units, except for the following:
 - (1) Inclusionary units affordable to workforce income households may have smaller lots than market rate units.
 - (2) Inclusionary units affordable to moderate and median income households may built in attached developments. However, at least fifty percent of the units in the attached development must be market rate units.
 - (3) Rental inclusionary units may be clustered as needed in multifamily or other housing types to provide eligibility for state and federal funding, including housing tax credits, if the affordable housing plan includes a management plan satisfactory to the city, and if approved by the city council.
- b) At a minimum, the inclusionary units shall have the same proportion of units with each number of bedrooms as the market rate units (the same proportion of one-bedroom units, of two-bedroom units, etc.). This does not preclude a developer from providing inclusionary units with more bedrooms than is required by this ordinance.
- c) Inclusionary units must meet the following minimum standards:
 - (1) Single Room Occupancy: 250 sq. ft., ¾ bath
 - (2) Studio: 500 sq. ft., 1 bath
 - (3) 1 bedroom: 650 sq. ft., 1 bath
 - (4) 2 bedroom: 900 sq. ft., 1 bath
 - (5) 3 bedroom: 1100 sq. ft., 1.75 baths

(6) 4 bedroom: 1275 sq. ft., 1.75 baths

A full bathroom includes sink, toilet, and tub with shower. A 0.75 bath includes a sink, toilet, and tub or shower.

- d) The quality of exterior design and overall quality of construction of the inclusionary units shall be consistent with the exterior design of the market rate units in the residential development and shall meet all site, design, and construction standards included in Title 17 (Buildings and Construction), Title 19 (Subdivisions), and Title 20 (Zoning) of this Code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the city council, and the inclusionary housing guidelines.
- e) Inclusionary units may have different interior finishes and features than market rate units in the same residential development, as long as the finishes and features are functionally equivalent to the market rate units and are durable and of good quality and comply with the inclusionary housing guidelines. The city may adopt more detailed interior finish or construction standards in the inclusionary housing guidelines.
- f) The inclusionary units shall have the same access to and enjoyment of common open space and facilities in the residential development as the market rate units.

17-13. Developers' Compliance Options

As an alternative to the basic inclusionary housing options described in Sections 17-9 and 17-10 of this article, a developer may elect to propose one of the options included in this section. The city at its sole discretion may offer additional incentives or subsidies to achieve more inclusionary units, greater affordability, or more rental units. All options included in this section must be approved by the city council.

- a) **Off-Site Construction.** For residential developments within the Future Growth Area, the inclusionary housing requirements of this article may be satisfied by the construction of inclusionary units on a site different from the site of the residential development if the proposal meets all of the following criteria:
 - (1) The inclusionary units must be built within the Future Growth Area.
 - (2) The off-site location will not tend to cause racial segregation.
 - (3) Access to public transportation shall be equal to or better than that available to the residential development.
 - (4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.

- (5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria.
 - (6) Any hazardous materials and geological hazards shall be mitigated to the satisfaction of the city. The site shall not be located in a 100-year flood plain. If federal or state funds are proposed to finance the off-site development, the site must meet all required federal or state, as applicable, environmental standards.
 - (7) The construction schedule for the off-site inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement. The off-site inclusionary units shall be constructed prior to or concurrently with the market rate units in the residential development consistent with the proposed construction schedule.
- b) **Partnership.** An applicant may elect to contract with another developer with experience in building and managing affordable housing to construct all or some of the required inclusionary units. The inclusionary housing agreement shall contain specific assurances guaranteeing the timely completion of the required inclusionary units, including satisfactory assurances that construction and permanent financing will be secured for the construction of the units within the schedule shown in the affordable housing plan.
- c) **Dedication of Land.** The inclusionary housing requirements of this article may be satisfied by the dedication of land in lieu of constructing inclusionary units within the residential development if the proposal meets all of the following criteria:
- (1) Marketable title to the site is transferred to the city, or an affordable housing developer approved by the city, prior to the commencement of construction of the residential development.
 - (2) The location will not tend to cause racial segregation.
 - (3) Access to public transportation shall be equal to or better than that available to the residential development.
 - (4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.
 - (5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria, including, but not limited to, the cost of construction arising from the nature, condition, or location of the site.
 - (6) Any hazardous materials have been mitigated to the satisfaction of the city prior to transfer of title. The site is not located in a 100-year flood plain. The site meets all required federal and state environmental standards.

- (7) Infrastructure to serve the dedicated site, including but not limited to streets and public utilities, is available at the property line and has adequate capacity to serve the maximum allowable residential development.
 - (8) If the property is to be transferred to the city, the deed transferring title does not require the city to construct affordable housing on the site, but allows the city to sell, transfer, lease, or otherwise dispose of the dedicated site at the city's sole discretion. Any funds collected as the result of a sale, transfer, lease, or other disposition of sites dedicated to the city shall be deposited into the inclusionary housing trust fund described in Section 17-17. However generally, it is the city's policy to use the dedicated land for affordable housing.
 - (9) If the site is to be transferred to an affordable housing developer, the construction schedule for the inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement.
- d) **Transfers of Surplus Inclusionary Units.** For residential developments within the Future Growth Area, the inclusionary housing requirement of this article may be satisfied by the use of surplus inclusionary units if the proposal meets all of the following criteria:
- (1) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may utilize those surplus inclusionary units to satisfy the developer's future inclusionary housing requirements within the Future Growth Area for a period of five years after approval of occupancy for the surplus inclusionary unit. During the last year of the first five-year period, developers may apply for one five-year extension, which may be granted at the sole discretion of the city council.
 - (2) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may alternatively sell or otherwise transfer the surplus inclusionary credit to another developer within the Future Growth Area in order to satisfy, or partially satisfy, the transferee's inclusionary housing requirements.
 - (3) Any surplus inclusionary unit proposed to meet the inclusionary housing requirements of another residential development must have the same tenure (rental or ownership) and at least as many bedrooms as the required inclusionary unit and otherwise meets all requirements of Section 17-12.
 - (4) The city may develop more detailed implementation standards and requirements for credits and transfers as part of the inclusionary housing guidelines.
- e) **Other Options.** A developer may propose an option not listed above to comply with inclusionary housing requirements. Such proposals shall be made in the affordable housing plan, shall be considered by the city in accordance with this article and the inclusionary housing guidelines, and may be approved by the city if the alternative method of compliance either provides substantially the same or greater level of affordability or the amount of affordable

housing as would be required by the basic options listed in Sections 17-9 and 17-10, or provides fewer units with deeper affordability.

17-14. In-Lieu Fees and Rental Housing Impact Fees

- a) The city council may from time to time adopt by resolution housing in-lieu fees for for-sale residential developments and rental housing impact fees for rental residential developments.
- b) Payment of in-lieu fees and rental housing impact fees shall be due at the issuance of building permits for the residential development. The fees shall be calculated based on the fee schedule in effect at the time the building permit is issued.
- c) All in-lieu fees and rental housing impact fees shall be deposited in the inclusionary housing trust fund.

17-15. Continuing Affordability and Initial Occupancy

- a) The city council, by resolution, shall approve standard documents to ensure the continued affordability of the inclusionary units approved in each residential development. Prior to approval of the final or parcel map for any residential development, or issuance of any building permit, the inclusionary housing agreement shall be recorded.
- b) Rental regulatory agreements shall be recorded against all rental inclusionary units prior to occupancy. For for-sale inclusionary units, shared appreciation documents or other documents approved by the city council shall be recorded against each inclusionary unit prior to sale. However, if the price of the market rate units in that phase of the residential development is equal to or below the affordable ownership cost for a median, moderate, or workforce income household, then no documents need be recorded against the inclusionary units in the relevant income category.
- c) The term of affordability for all inclusionary units shall be thirty years. A longer term of affordability may be required if the residential development receives a subsidy of any type, including but not limited to loan, grant, mortgage financing, mortgage insurance, or rental subsidy, and the subsidy program requires a longer term of affordability.
- d) All promissory note repayments, shared appreciation payments, or other payments collected under this section shall be deposited in the city's inclusionary housing trust fund.
- e) Any household that occupies an inclusionary unit must occupy that unit as its principal residence.
- f) No household may begin occupancy of an inclusionary unit until the household has been determined to be eligible to occupy that unit. The city council, by resolution, may establish guidelines for determining household income, affordable ownership cost, affordable rent, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

- g) Any person who is a member of the city council or the planning commission, and their immediate family members, and any person having any equity interest in the residential development, including but not limited to a developer, partner, investor, or applicant, and their immediate family members, is ineligible to rent, lease, occupy, or purchase an inclusionary unit. The city council, by resolution, may establish guidelines for determination of "immediate family members."

17-16. Affordable Housing Plan Submittal and Inclusionary Housing Agreement.

- a) An affordable housing plan shall be submitted as part of the application for first approval of any residential development. No application for a first approval for a residential development may be deemed complete unless a complete affordable housing plan is submitted. If the residential development includes fewer than 10 units, the affordable housing plan shall include all contiguous property under common ownership and control. However, the applicant shall not be required to construct any dwelling units upon the contiguous property until an application is proposed for that property. No affordable housing plan shall be required if the applicant proposes to pay in-lieu fees or rental housing impact fees to satisfy the requirements of this article.
- b) For each construction phase, the affordable housing plan shall specify, at the same level of detail as the application for the residential development: the inclusionary housing option selected, the number, unit type, tenure, number of bedrooms and baths, approximate location, construction and completion schedule of all inclusionary units, and phasing of inclusionary units in relation to market rate units. If an option listed in Section 17-13 is selected, additional information shall be submitted to verify that the proposal meets the requirements of that section.
- c) The affordable housing plan shall be reviewed as part of the first approval of any residential development. The affordable housing plan shall be approved if it conforms to the provisions of this article. A condition shall be attached to the first approval of any residential development to require recordation of the inclusionary housing agreement described in subsection (e) of this section prior to the approval of any final or parcel map or building permit for the residential development.
- d) A minor modification of an approved affordable housing plan may be granted by the city manager if the modification is substantially in compliance with the original affordable housing plan and conditions of approval. Other modifications to the affordable housing plan shall be processed in the same manner as the original plan.
- e) Following the first approval of a residential development, the city shall prepare an inclusionary housing agreement providing for implementation of the affordable housing plan and consistent with the inclusionary housing guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a residential development subject to this article, the inclusionary housing agreement shall be executed by the city and the applicant and recorded against the entire residential development property to ensure that the agreement will be enforceable upon any successor in interest. If the affordable housing plan included contiguous

property under common ownership or control, and affordable housing will be required on the property under common ownership or control when that contiguous property is developed, the inclusionary housing agreement shall also be recorded against that contiguous property under common ownership or control and shall require compliance with this article upon development of that contiguous property at such time as there are planning permit applications that would authorize a total of ten or more residential units for the residential development and the contiguous property under common ownership or control.

- f) The city council, by resolution, may establish fees for the ongoing administration and monitoring of the inclusionary units, which fees may be updated periodically, as required.

17-17. Inclusionary Housing Trust Fund.

- a) All in-lieu fees, rental housing impact fees, monitoring and other fees, promissory note repayments, shared appreciation payments, or other funds collected under this article shall be deposited into a separate account to be designated as the inclusionary housing trust fund.
- b) The monies in the inclusionary housing trust fund and all earnings from investment of the monies in the inclusionary housing trust fund shall be expended exclusively to provide housing affordable to very low income, lower income, median income, moderate income, and workforce income households in the city of Salinas.

17-18. Waiver

- a) Notwithstanding any other provision of this article, the requirements of this article may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this article to the proposed residential development would take property in violation of the United States or California Constitutions.
- b) Any request for a waiver, adjustment, or reduction under this section shall be submitted to the city concurrently with the affordable housing plan. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.
- c) The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the affordable housing plan. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The city may assume each of the following when applicable:
 - (1) That the applicant will provide the most economical inclusionary units feasible, meeting the requirements of this article and the inclusionary housing guidelines.
 - (2) That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

- d) The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings based upon the advice of the city attorney and based on substantial evidence.

17-19. Implementation and Enforcement

- a) The city council may adopt inclusionary housing guidelines, by resolution, to assist in the implementation of all aspects of this article.
- b) The city attorney shall be authorized to enforce the provisions of this article and all inclusionary housing agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on inclusionary units by civil action and any other proceeding or method permitted by law. The city may, at its discretion, take such enforcement action as is authorized under this code and/or any other action authorized by law or by any regulatory document, restriction, or agreement executed under this article.
- c) Failure of any official or agency to fulfill the requirements of this article shall not excuse any applicant or owner from the requirements of this article. No permit, license, map, or other approval or entitlement for a residential development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this article have been satisfied.
- d) The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the city from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION THREE: SEVERABILITY

If any clause, sentence, section, or part of this article, or any fee or requirement imposed upon any person or entity, is found to be unconstitutional, illegal, or invalid, such unconstitutionality, illegality, or invalidity shall affect only such clause, sentence, section or part, or such person or entity, and shall not affect or impair any of the remaining provisions, clauses, sentences, sections, or parts or the effect of this article on other persons or entities. It is hereby declared to be the intention of the city council that this article would have been adopted had such unconstitutional, illegal, or invalid clause, sentence, section, or part not been included herein, or had such person or entity been expressly exempted from the application from the application of this article.

SECTION FOUR: EFFECTIVE DATE.

This ordinance shall take effect and be in force thirty (30) days after its adoption by the city council.

SECTION FIVE: PUBLICATION.

The Clerk of the City of Salinas published a notice in The Californian, a newspaper of general circulation printed and published in Monterey County and published and circulated in the City of Salinas, within ten (10) days from its adoption.

The foregoing ordinance was duly introduced and read before the City Council of the City of Salinas, County of Monterey, at the regular meeting of the City Council held on 16th day of May 2017, and adopted at a regular meeting of said Council held on the 6th, day of June, 2017, by the following vote:

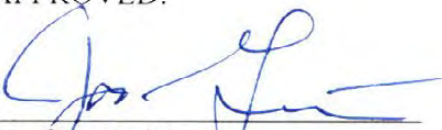
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSTAIN: None

ABSENT: None

APPROVED:



Joe Gunter, Mayor

ATTEST:



Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:



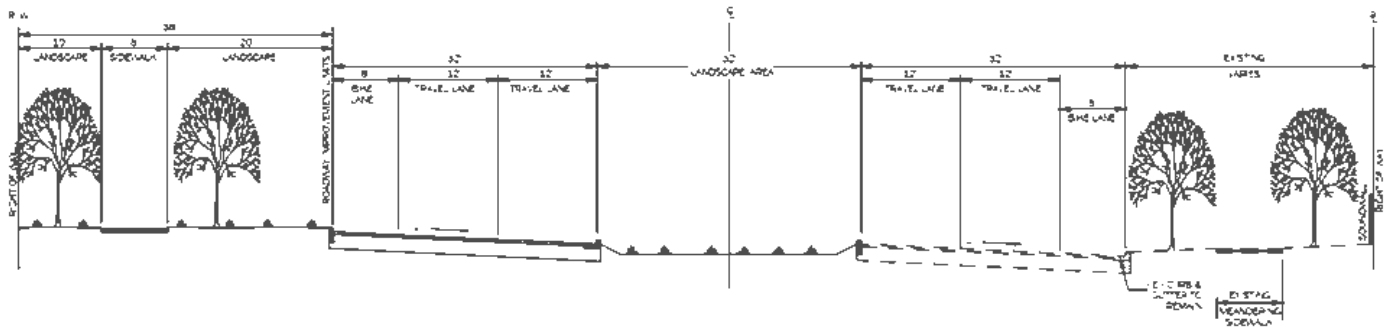
Christopher A. Callihan, City Attorney

Appendix J:

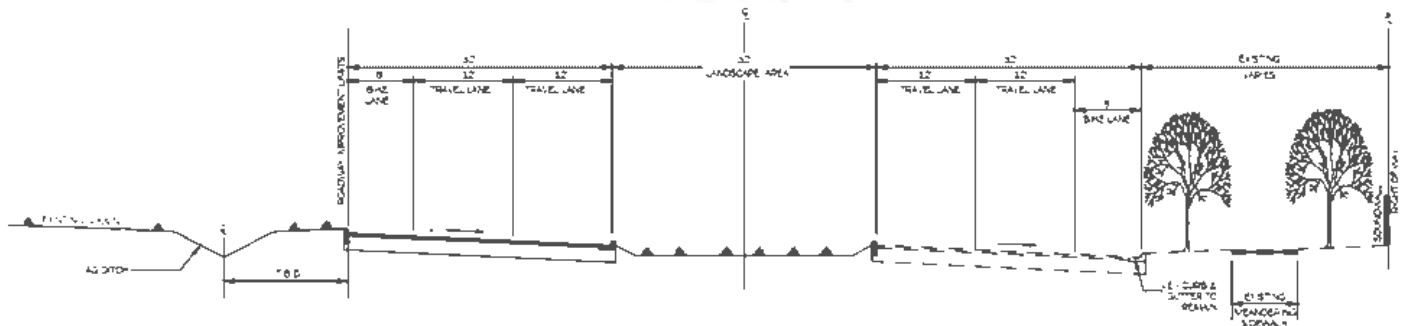
Boronda Road Cross Sections

Boronda Road Cross Sections

BORONDA ROAD
(CENTRAL AREA BUILD OUT)

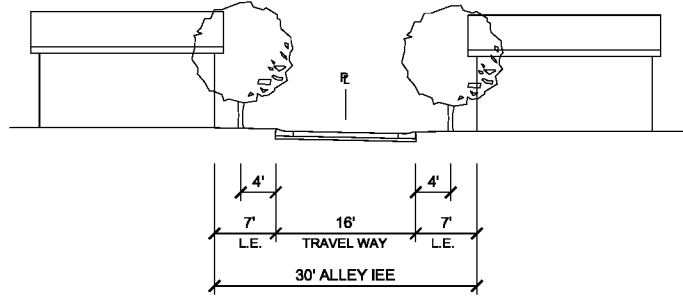


BORONDA ROAD
(INITIAL WIDENING)

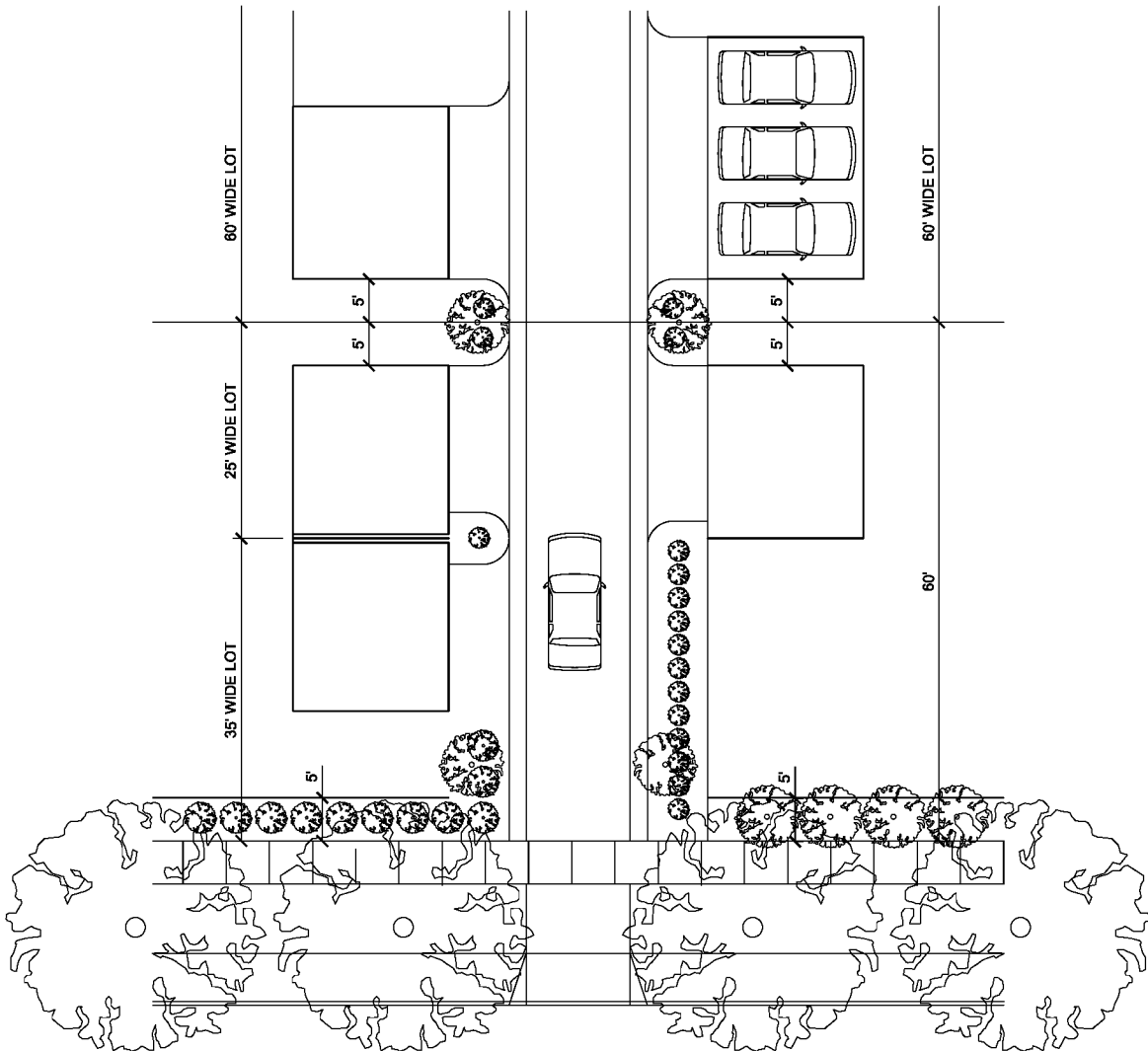


Appendix K: Street Sections

TRAFFIC AND CIRCULATION
RESIDENTIAL LANDSCAPED ALLEY - A - 1
GARAGE ACCESS ALLOWED BOTH SIDES
5' MINIMUM SETBACK TO GARAGE



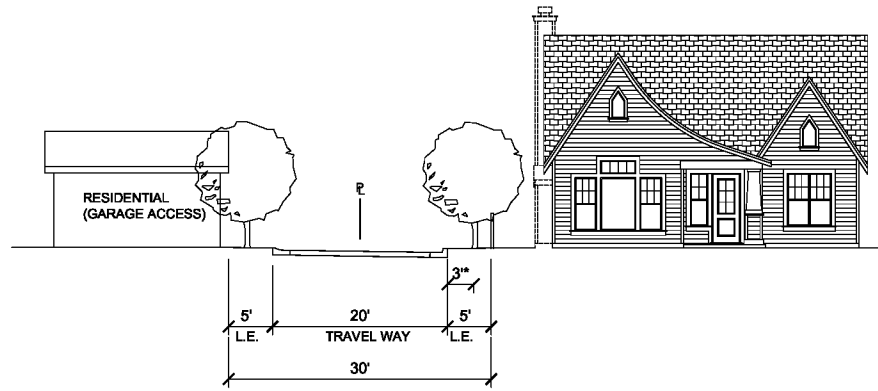
* LAMP AND TREE PLACEMENT (TYP)



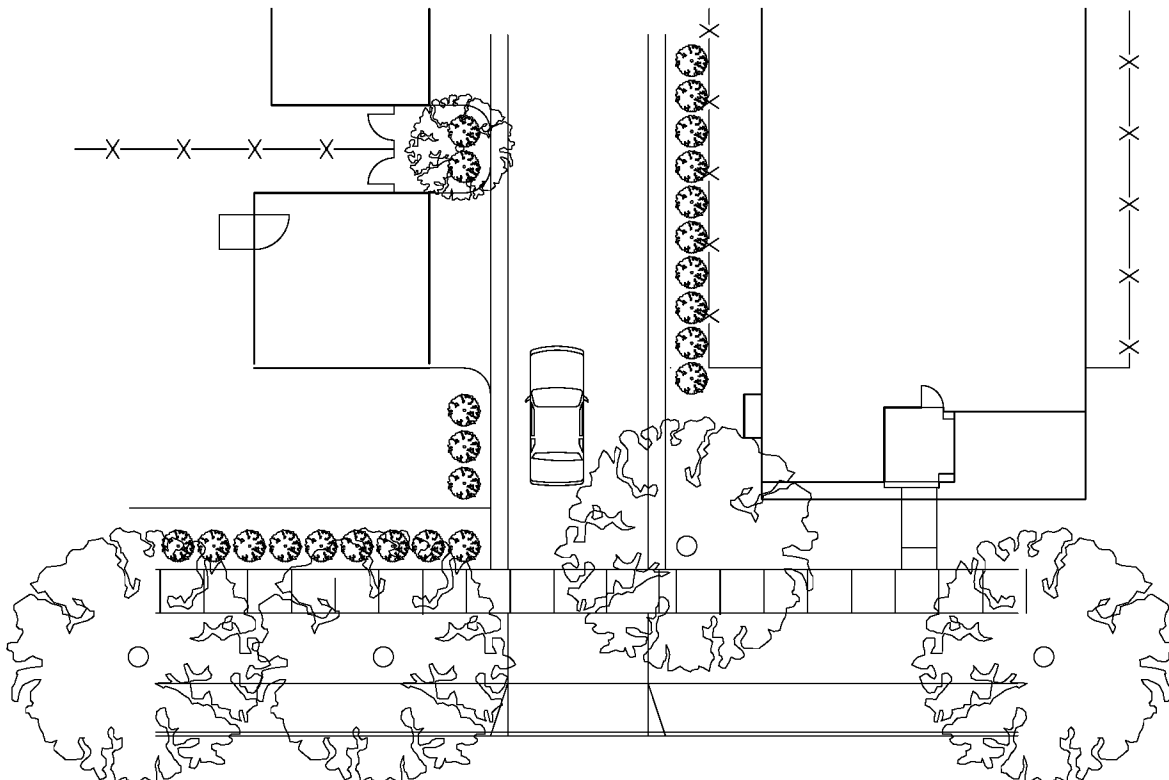
TRAFFIC AND CIRCULATION

RESIDENTIAL LANDSCAPED ALLEY - A - 2

GARAGE ACCESS ALLOWED ONE SIDE ONLY

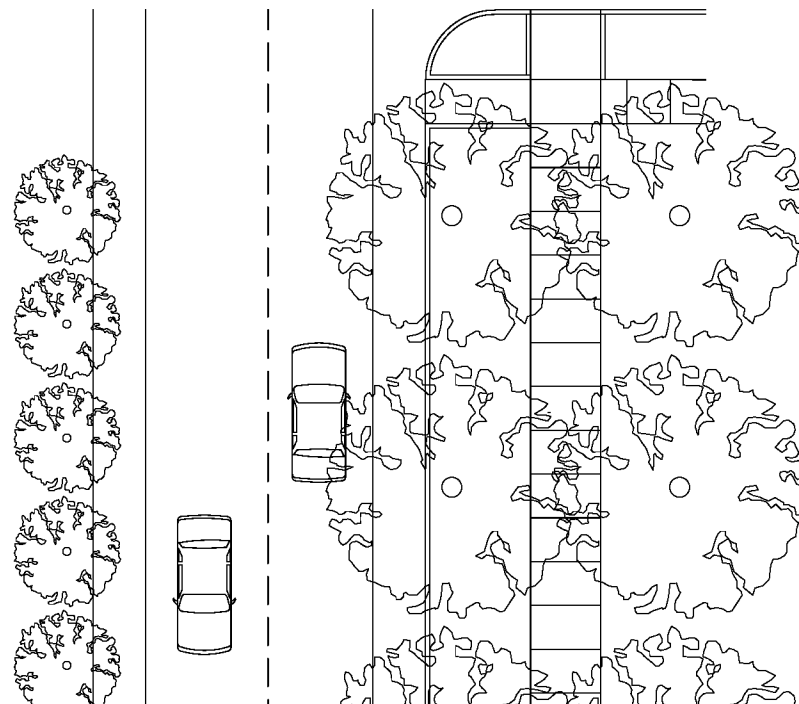
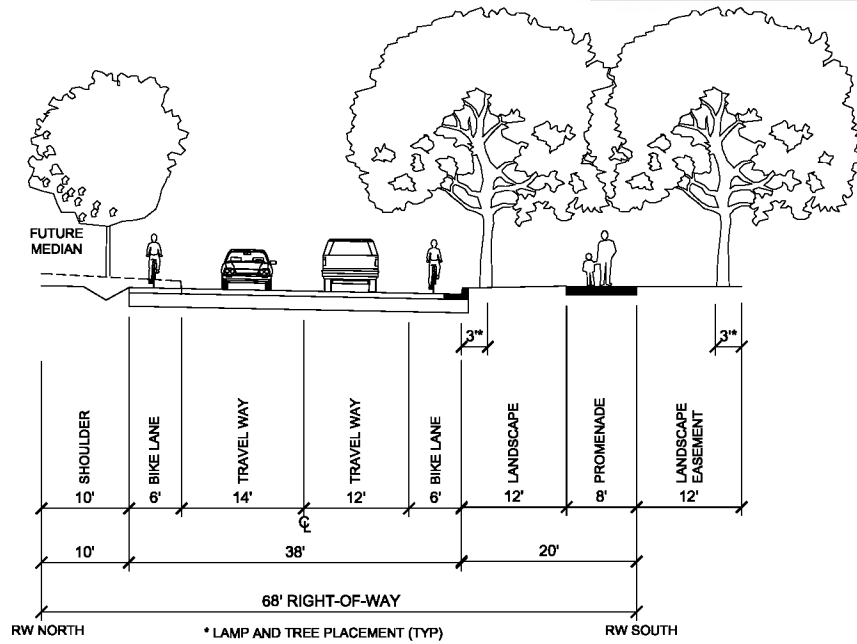


* LAMP AND TREE PLACEMENT (TYP)



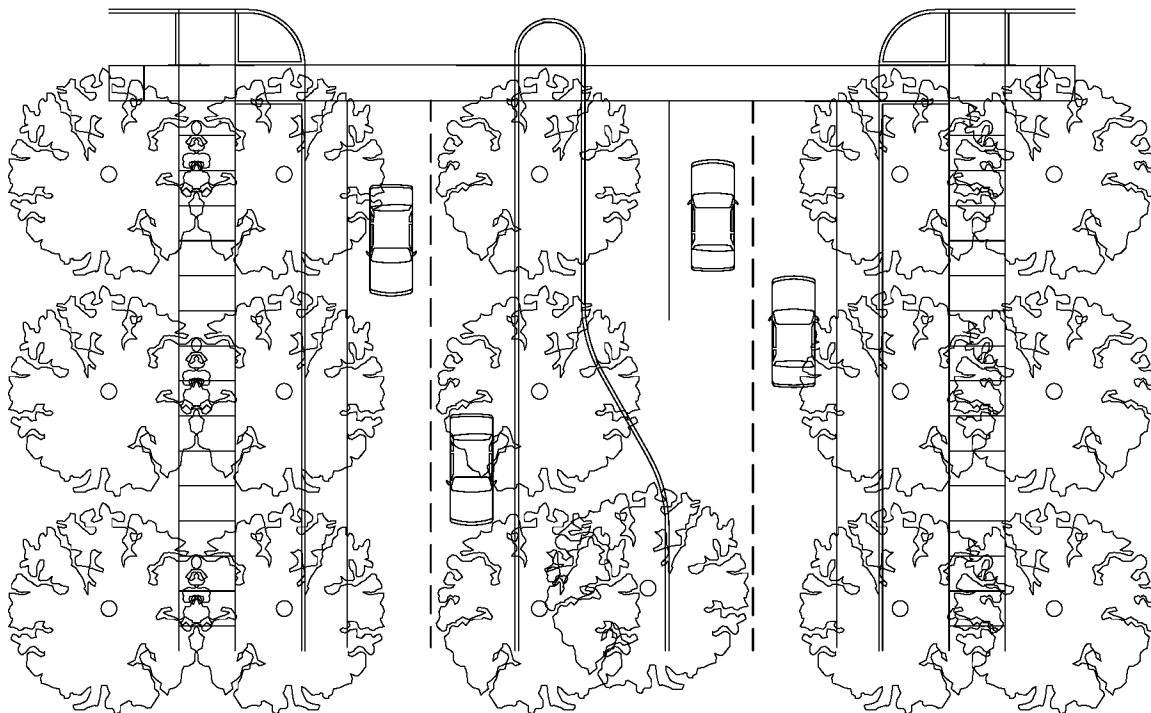
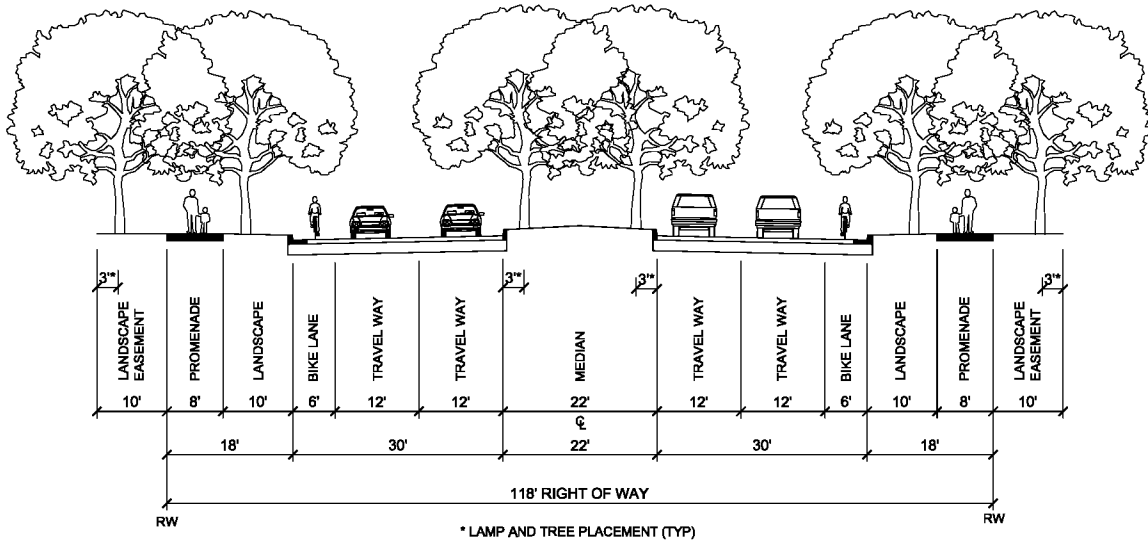
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-1 RUSSELL ROAD INTERIM CONFIGURATION NO PARKING ALLOWED



TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-1BGP
RUSSELL ROAD BEYOND GENERAL PLAN BUILDOUT
NO PARKING ALLOWED

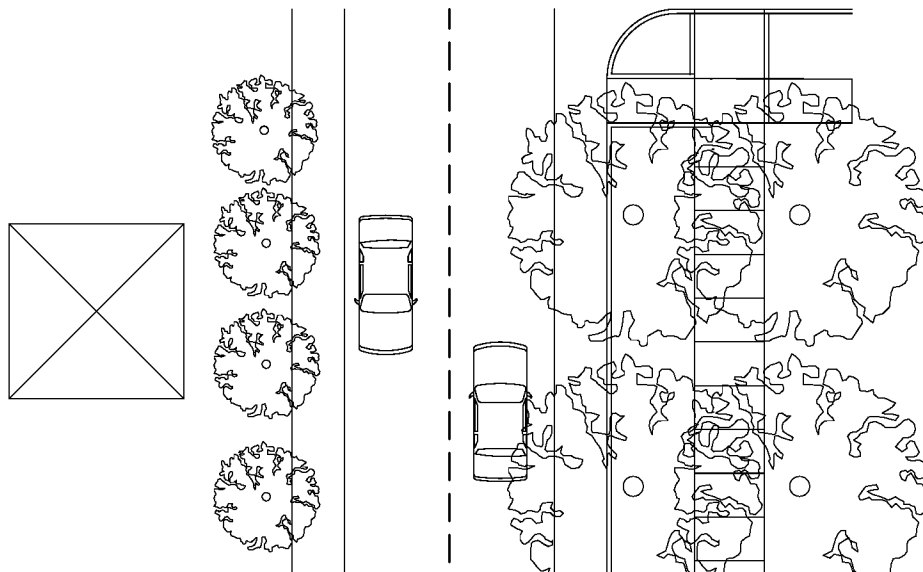
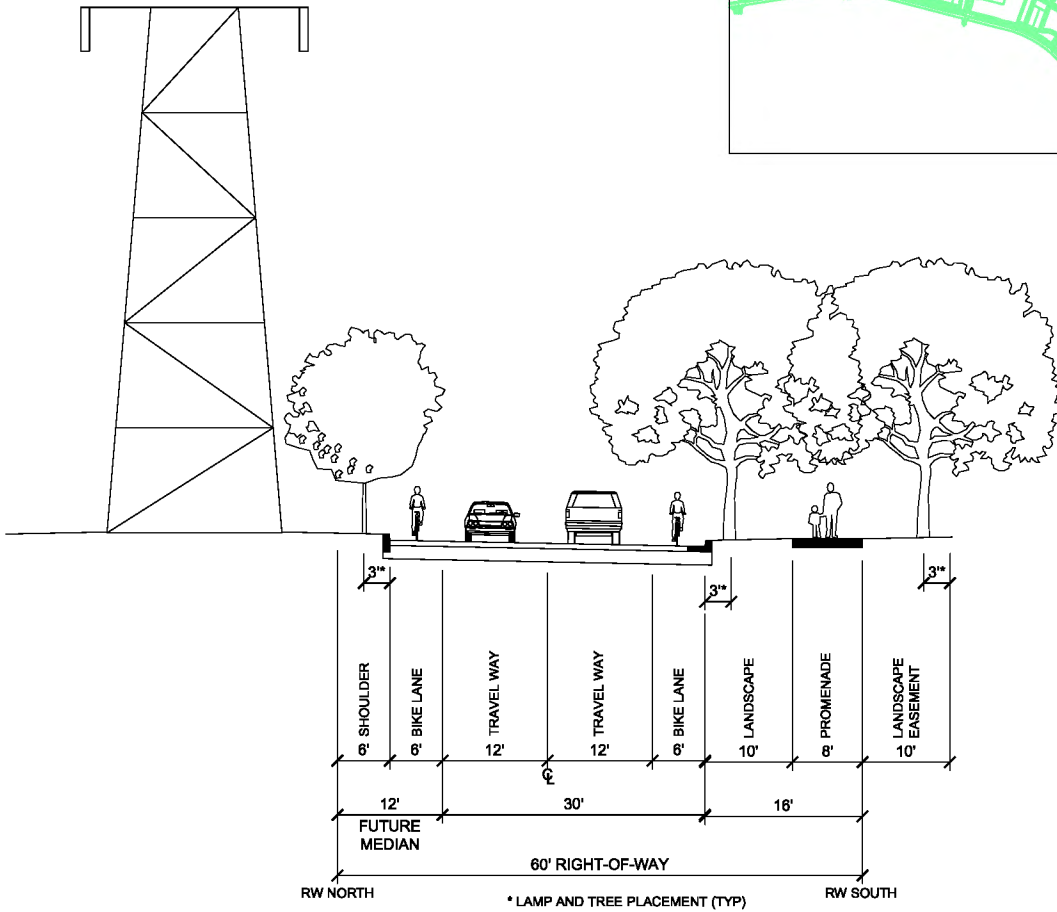


TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-2

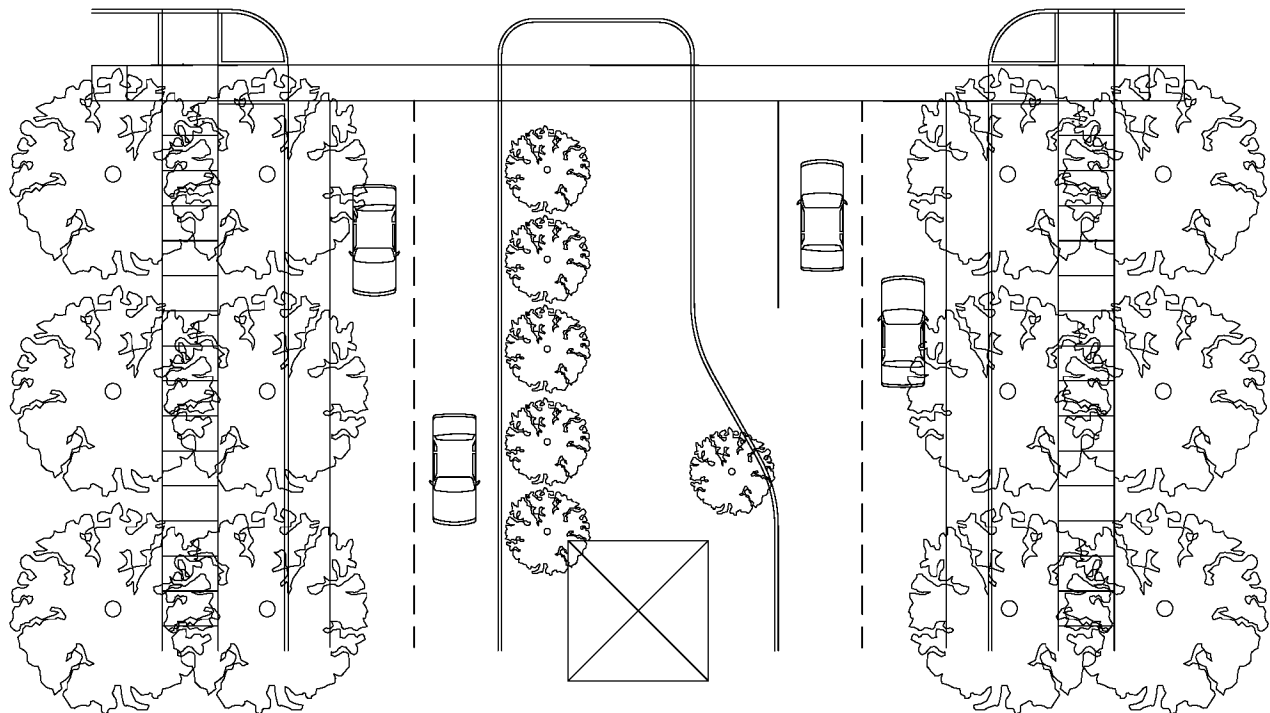
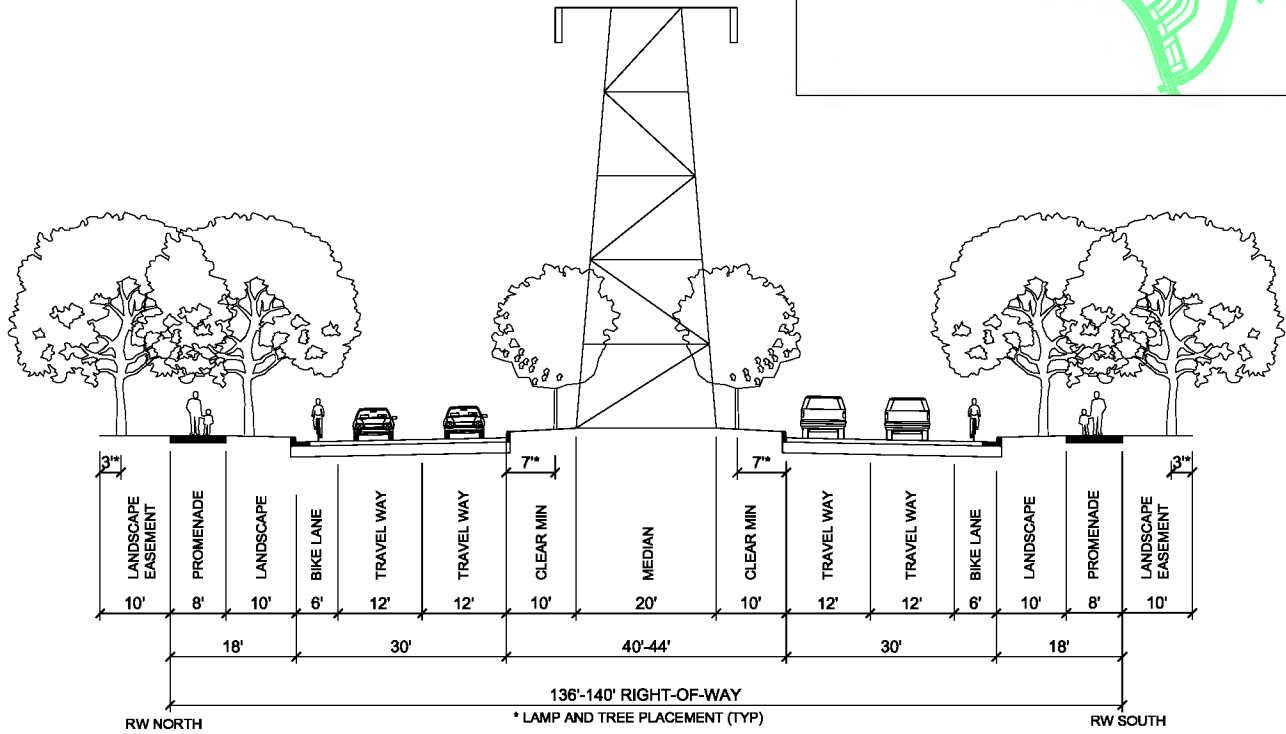
RUSSELL ROAD INTERIM CONFIGURATION

NO PARKING ALLOWED



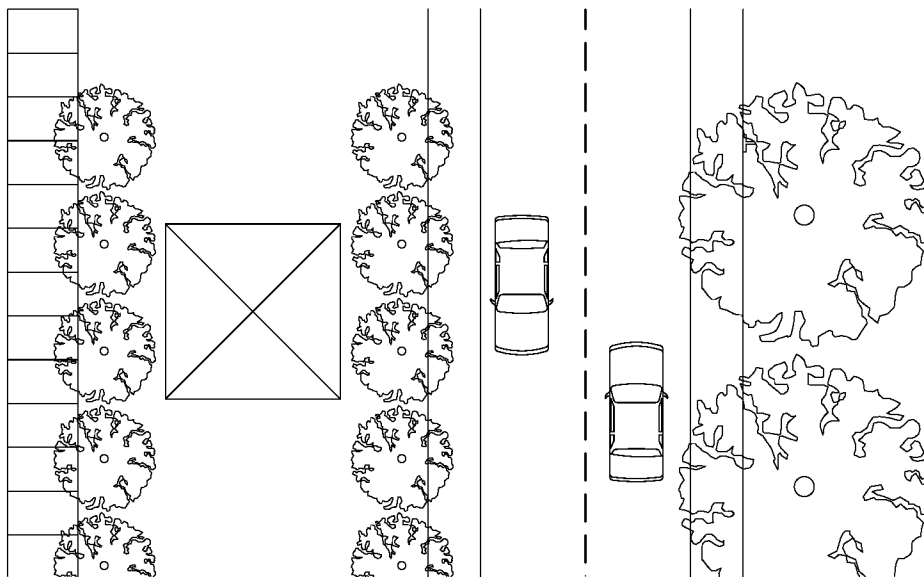
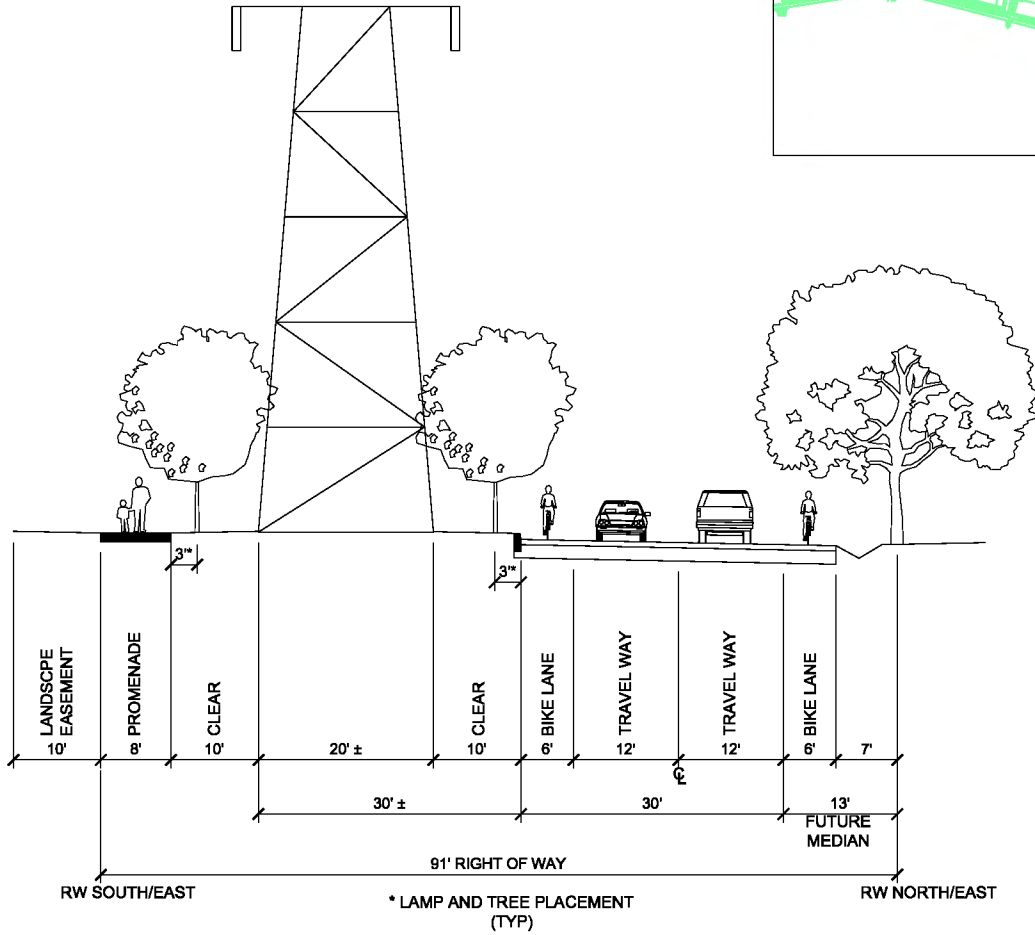
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-2BGP
RUSSELL ROAD BEYOND GENERAL PLAN BUILDOUT
NO PARKING ALLOWED



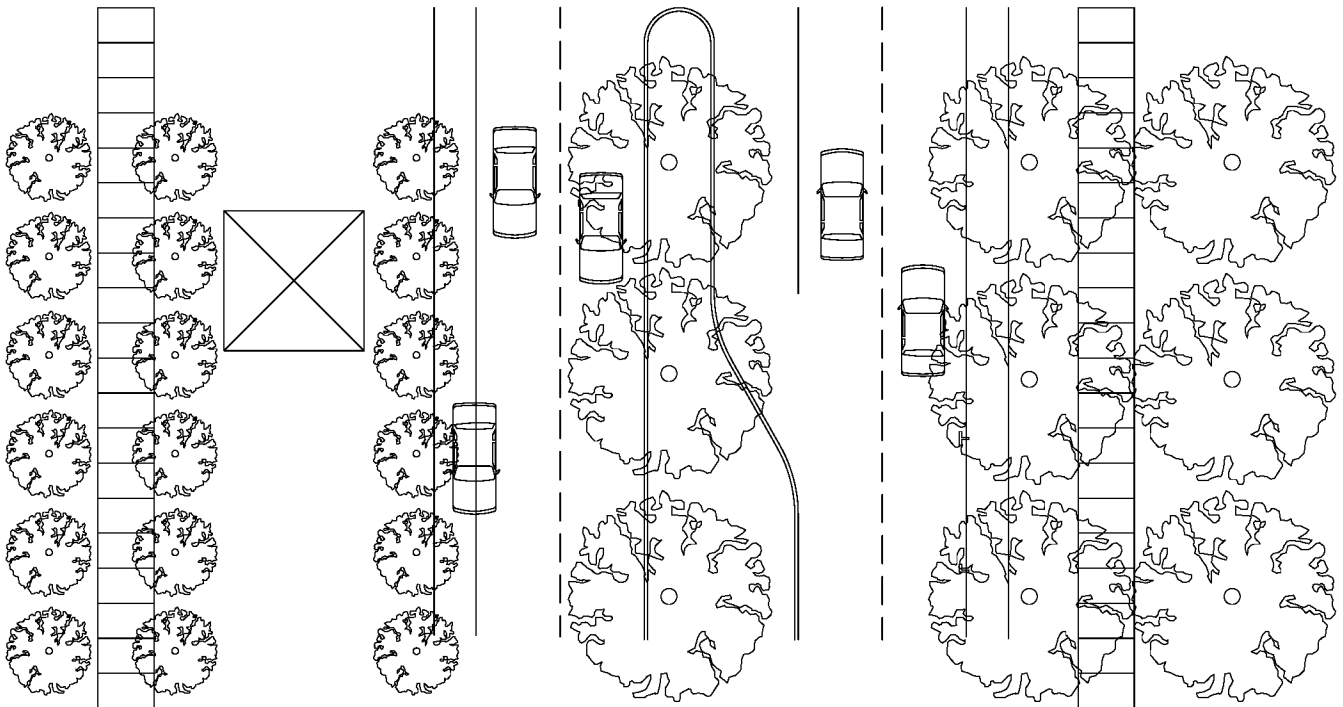
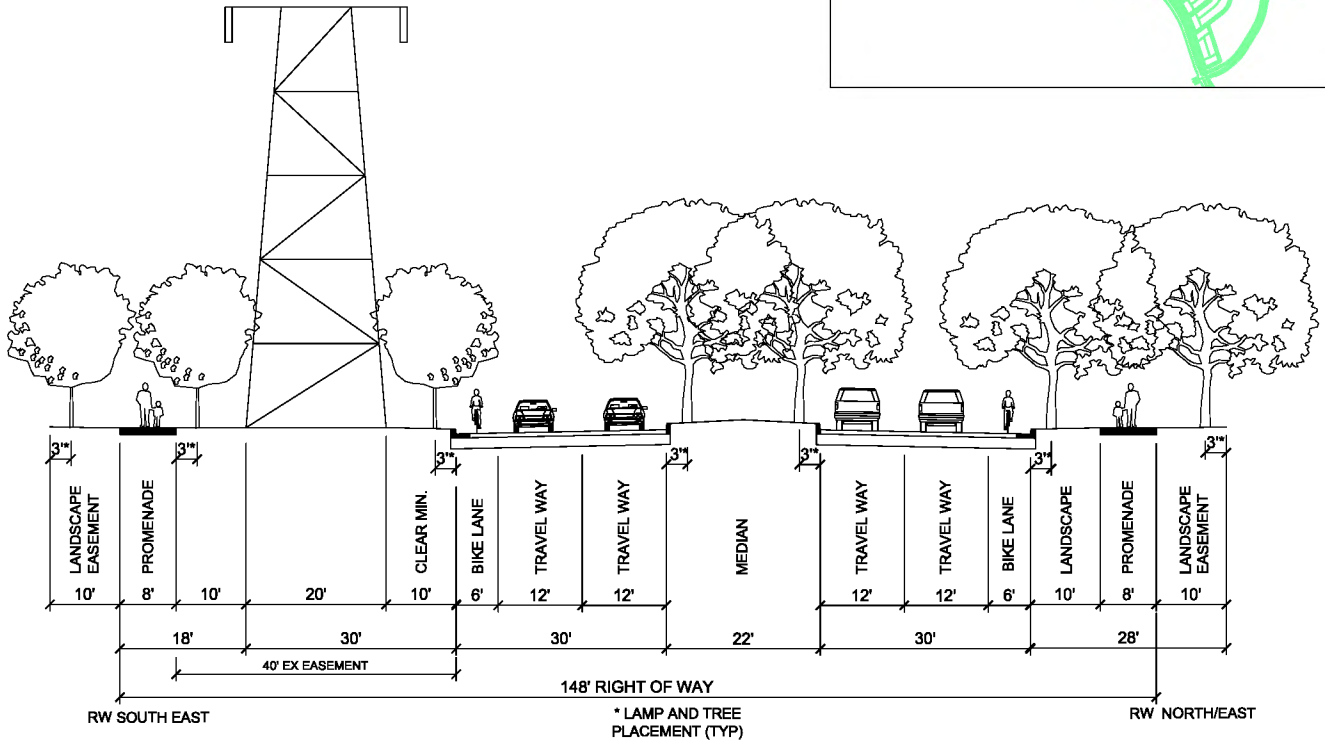
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-3
 OLD STAGE ROAD INTERIM CONFIGURATION
 NO PARKING ALLOWED



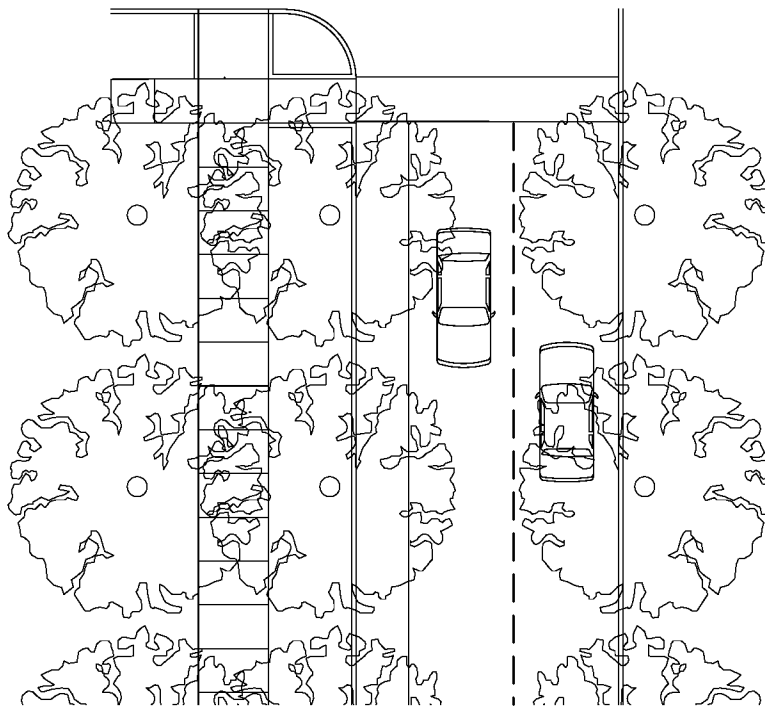
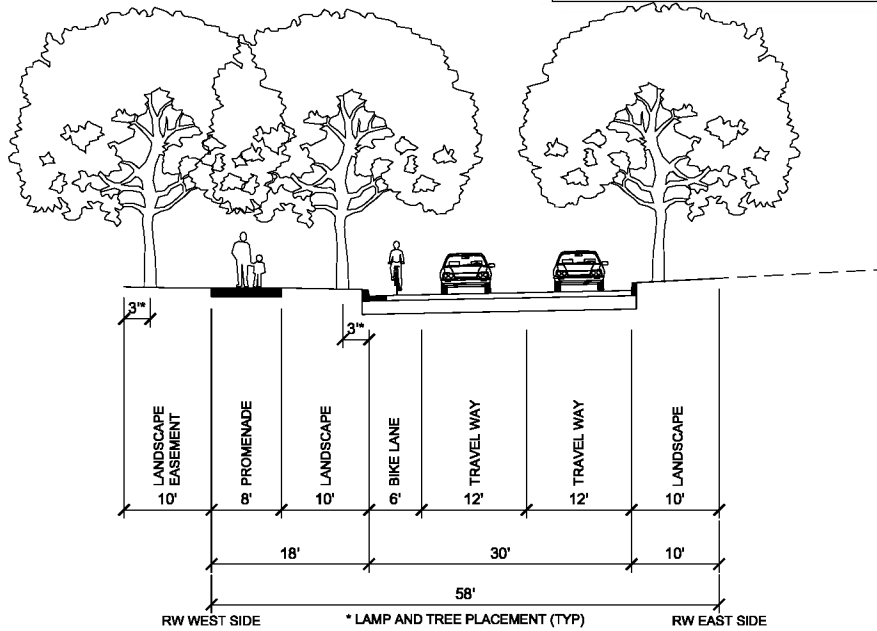
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-3BGP
OLD STAGE ROAD BEYOND GENERAL PLAN
BUILDOUT
NO PARKING ALLOWED



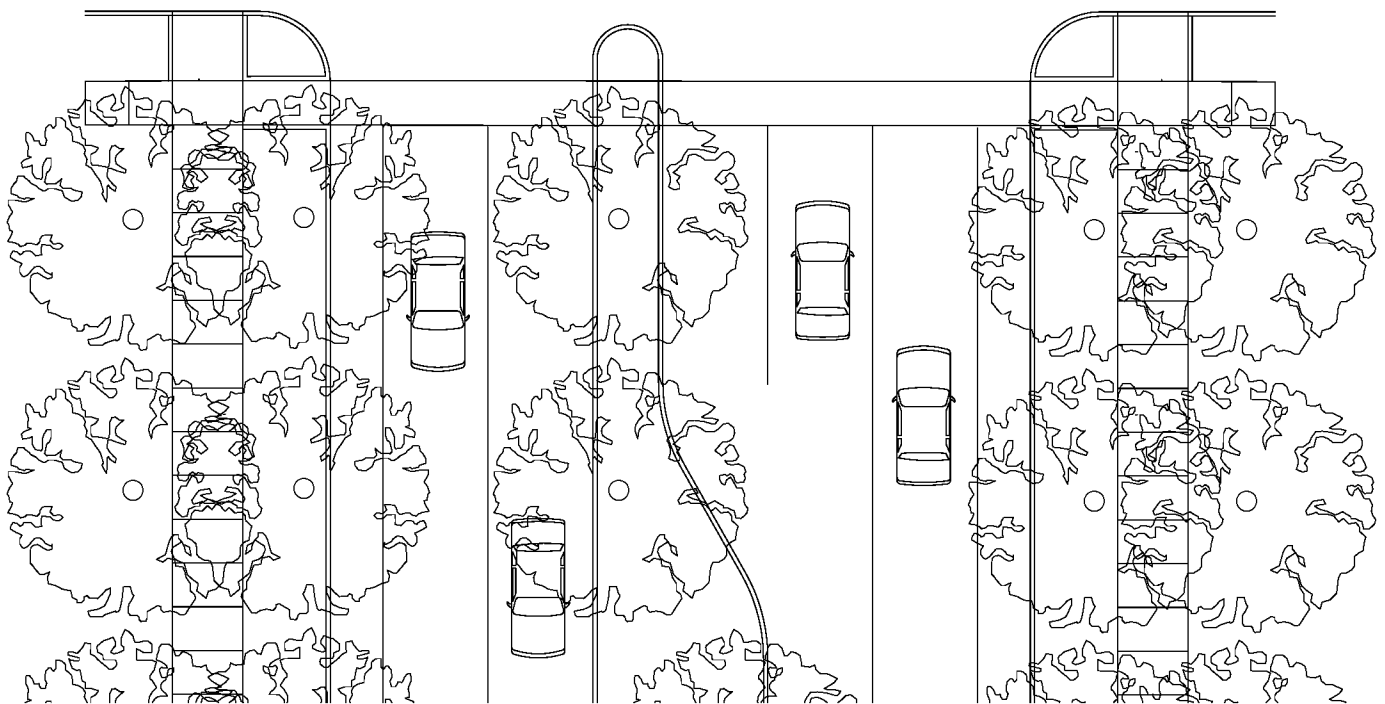
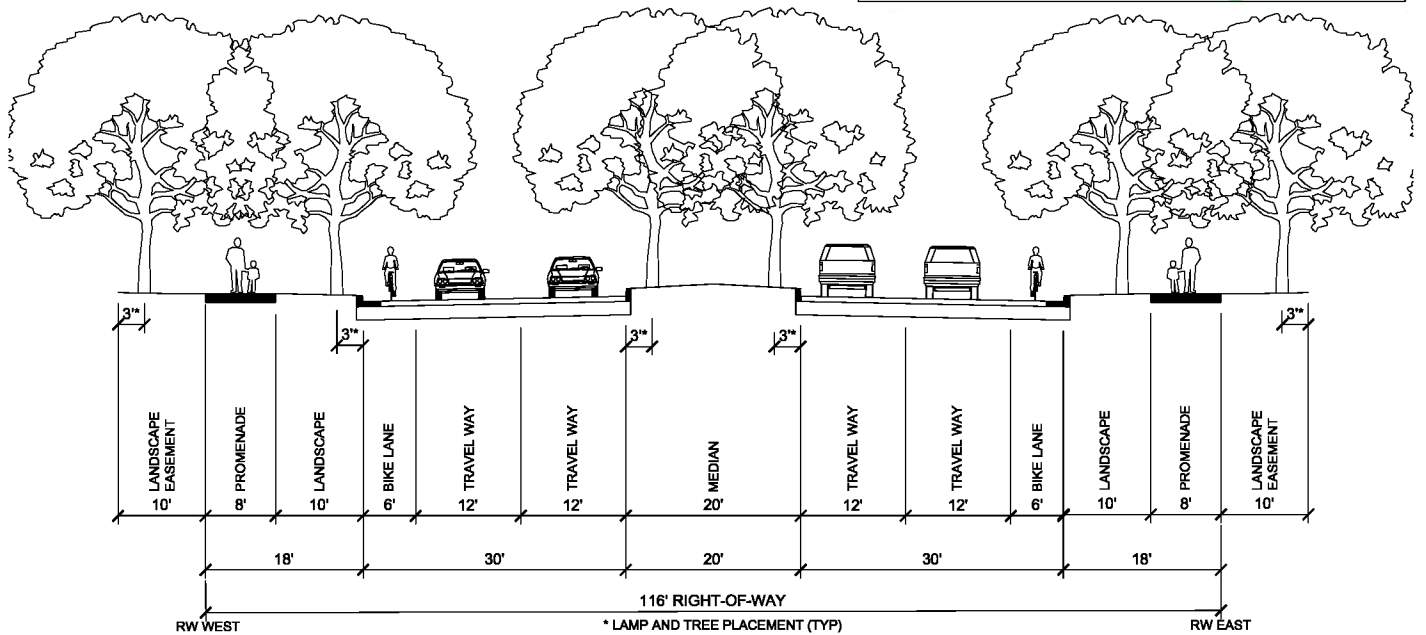
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-4
CONSTITUTION BLVD AT SPECIFIC PLAN BUILDOUT
NO PARKING ALLOWED



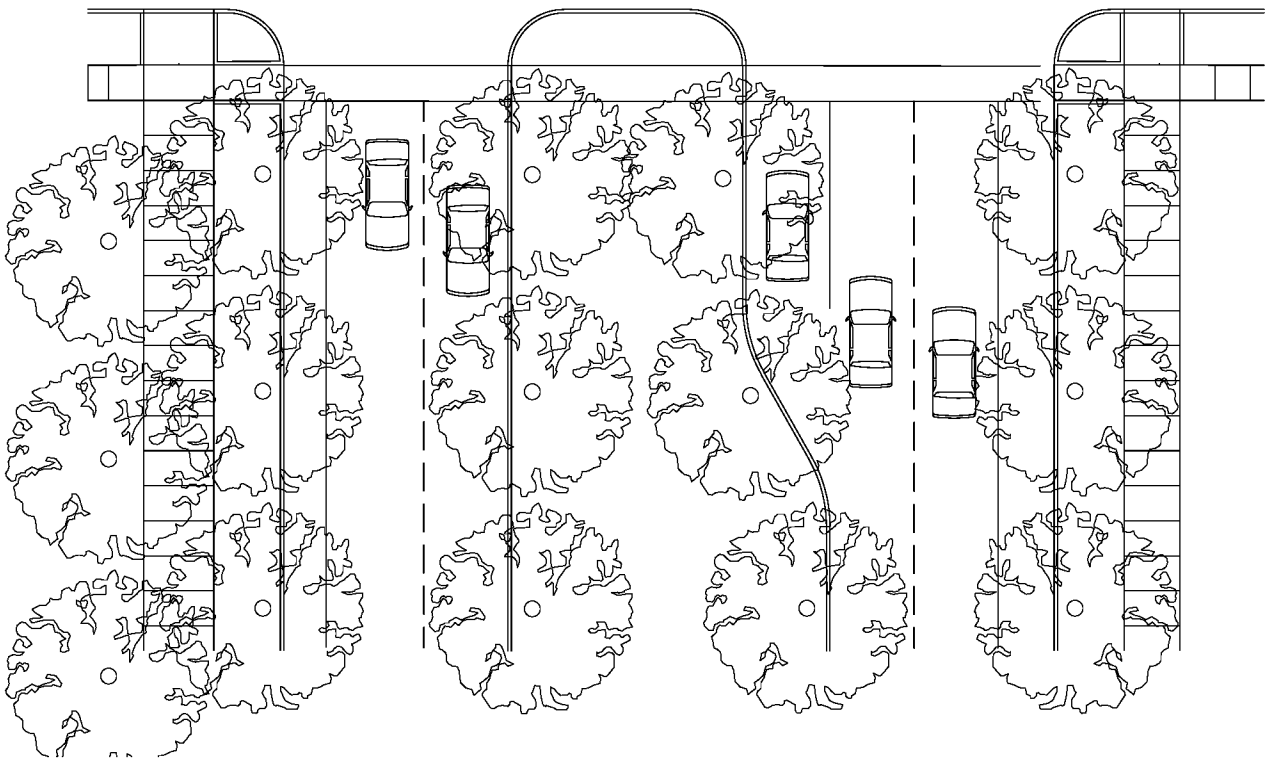
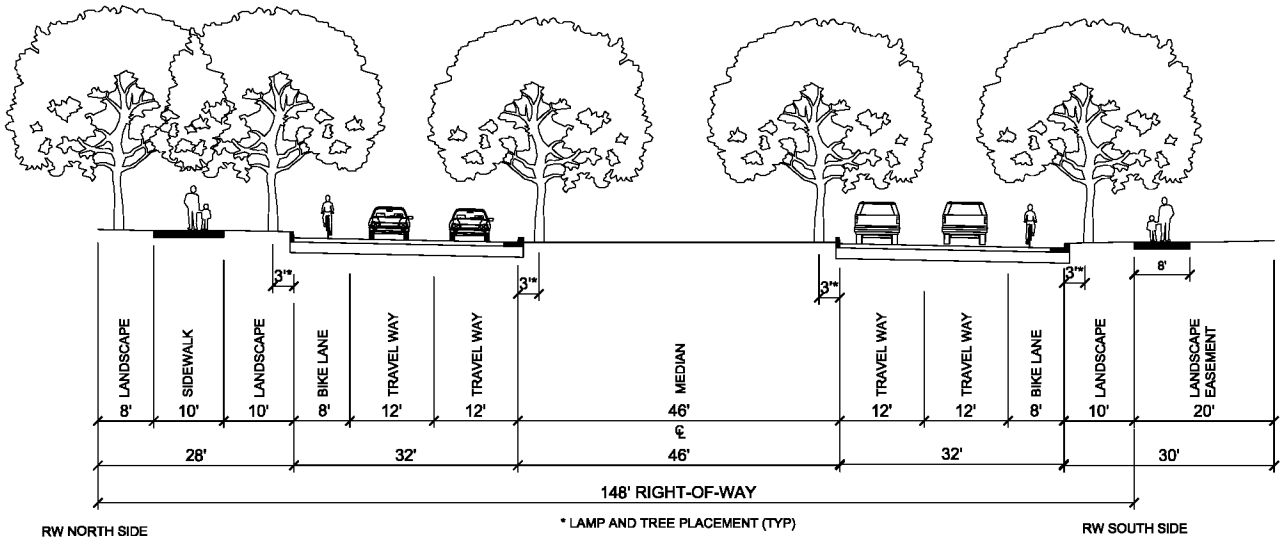
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-4B-GP
CONSTITUTION BLVD. BEYOND GENERAL PLAN
BUILDOUT
NO PARKING ALLOWED



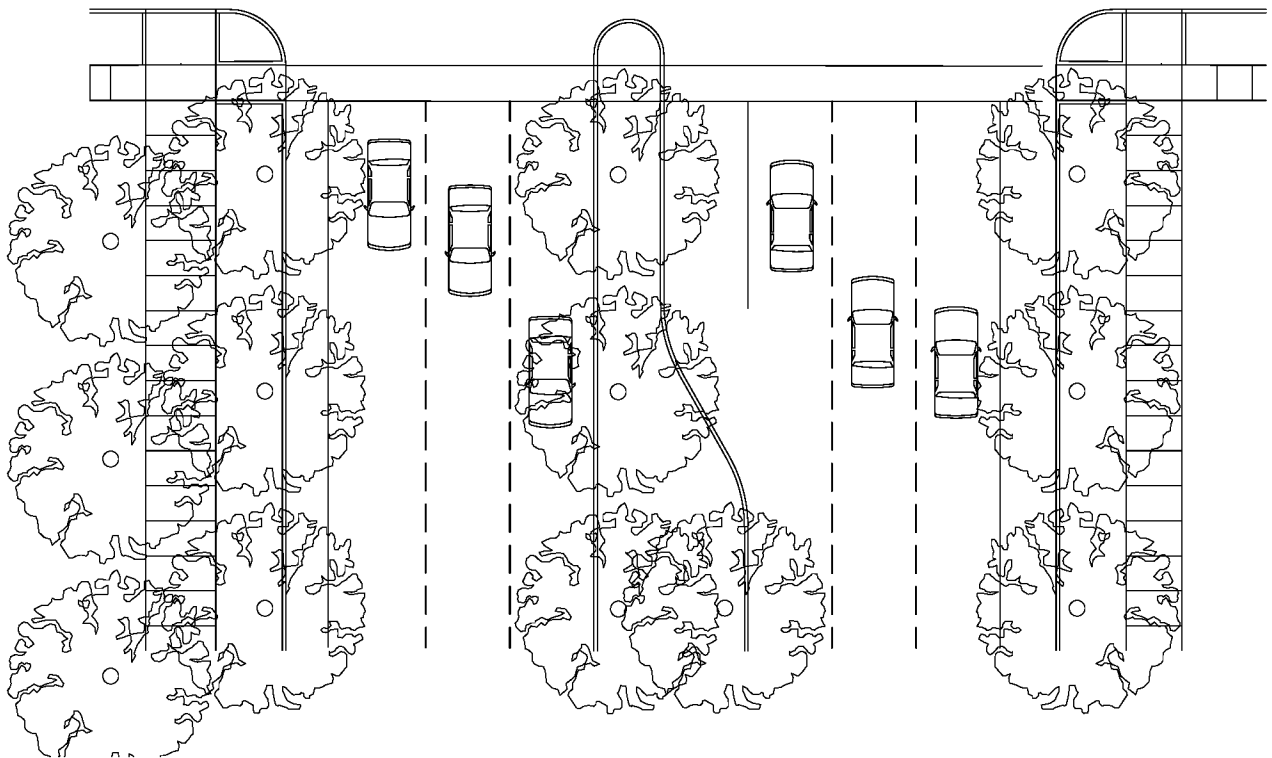
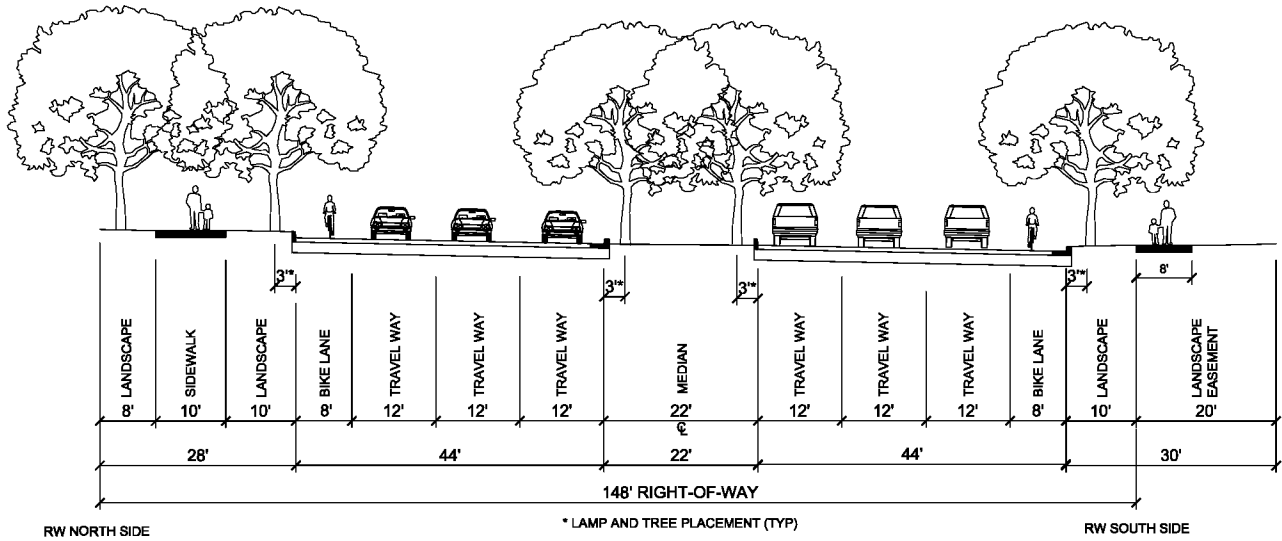
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-5
 BORONDA ROAD AT SPECIFIC PLAN BUILDOUT
 NO PARKING ALLOWED



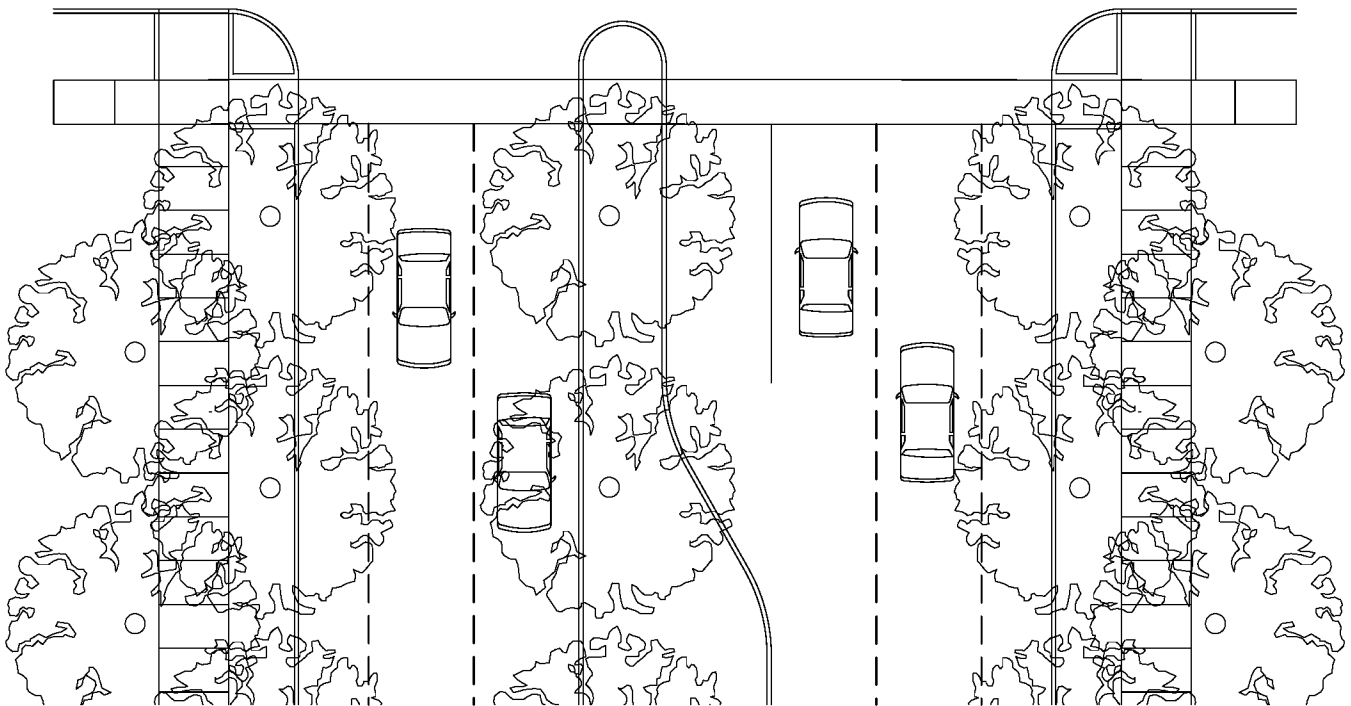
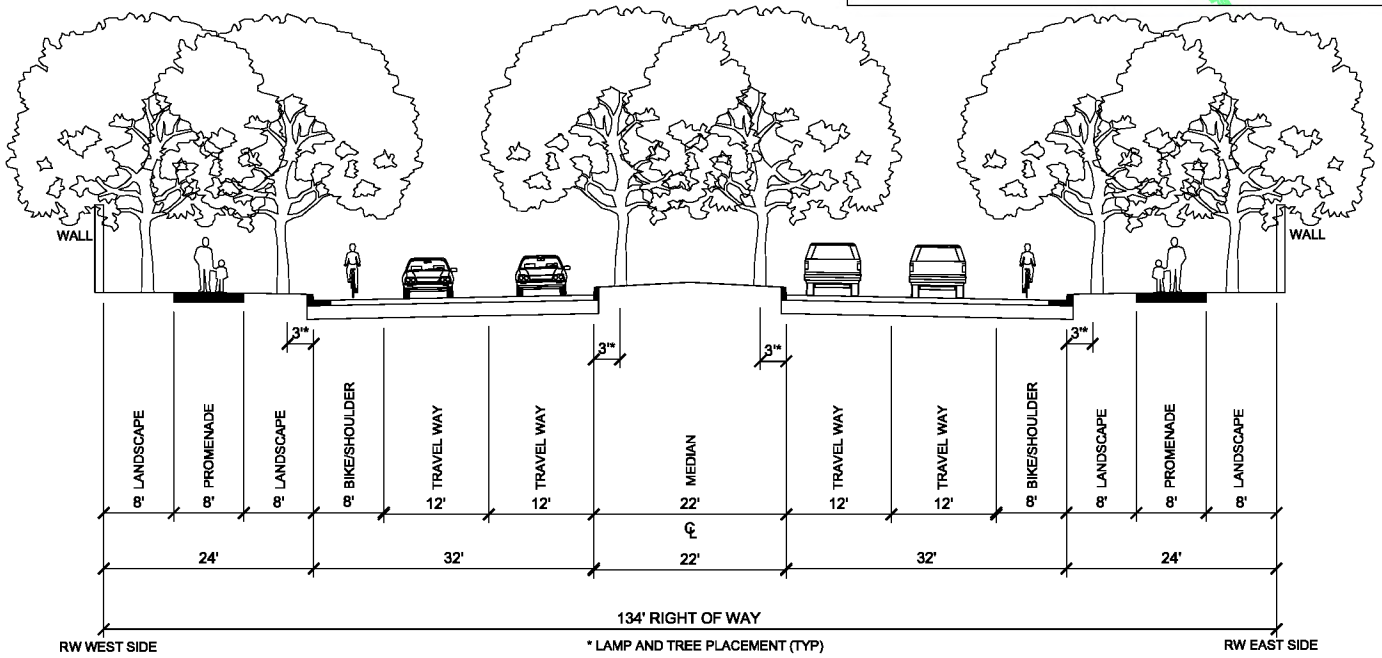
TRAFFIC AND CIRCULATION

ARTERIAL STREET - ART-5BGP
 BORONDA ROAD BEYOND GENERAL PLAN
 BUILDOUT
 NO PARKING ALLOWED

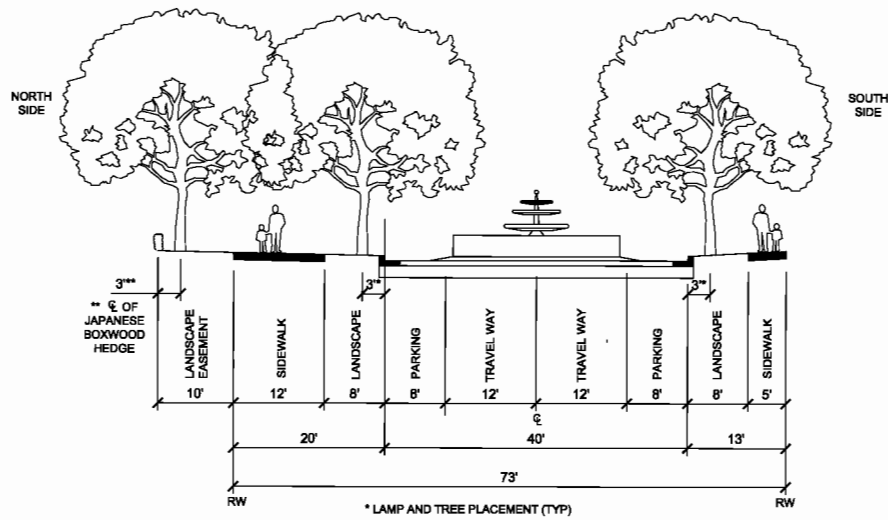


TRAFFIC AND CIRCULATION

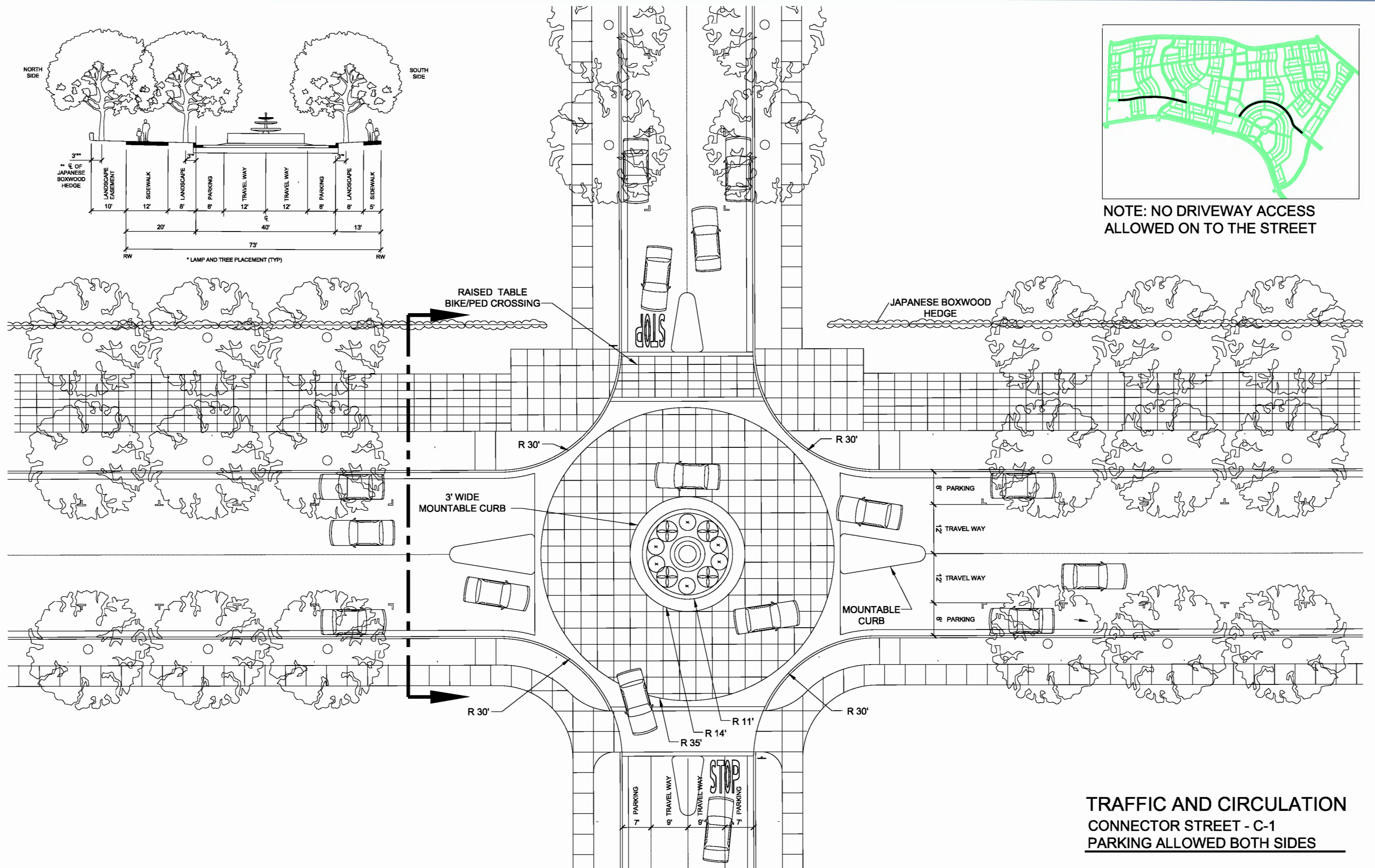
ARTERIAL STREET - ART-6
 NATIVIDAD ROAD
 NO PARKING ALLOWED



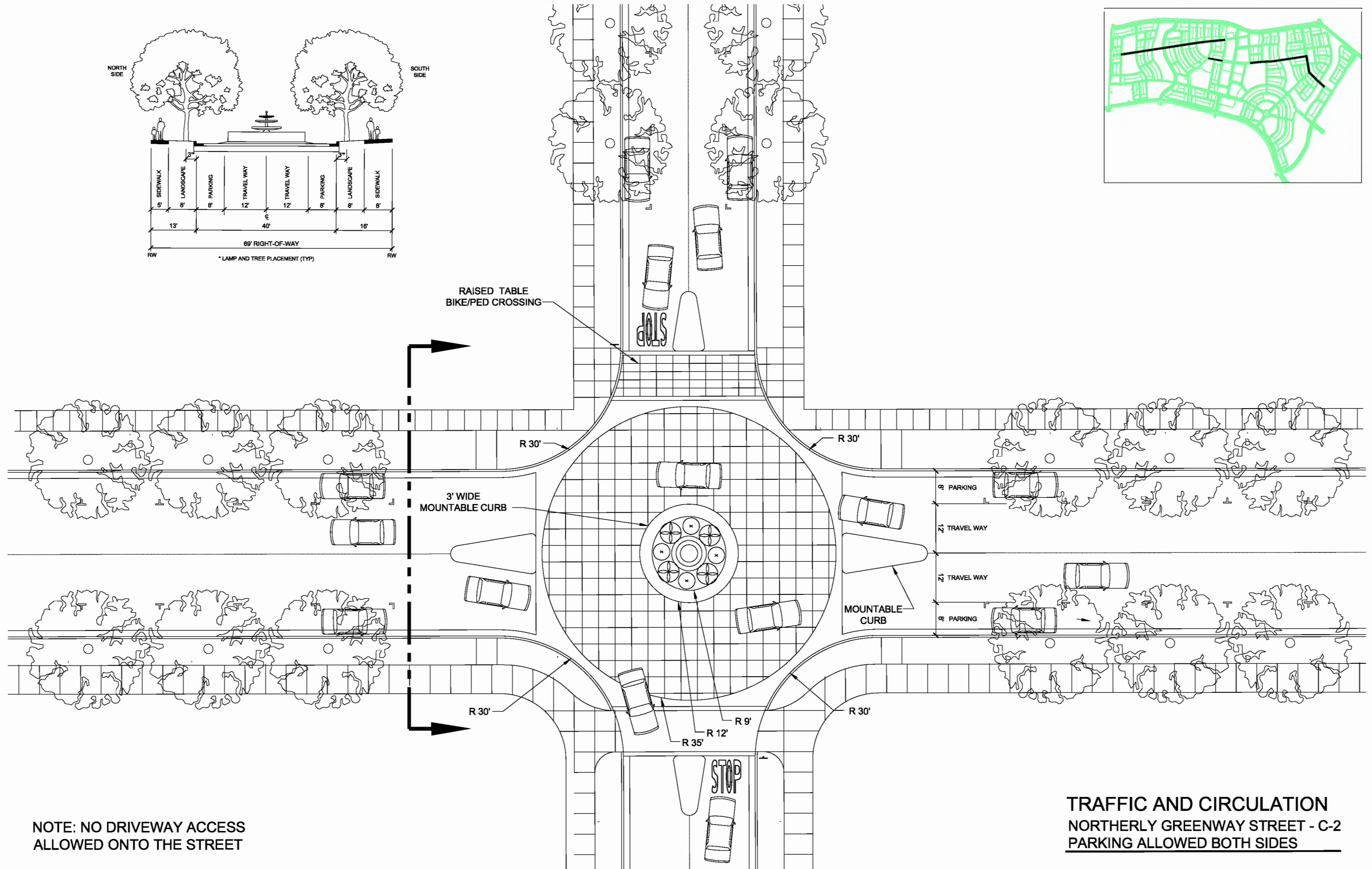
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NOTE: NO DRIVEWAY ACCESS ALLOWED ON TO THE STREET



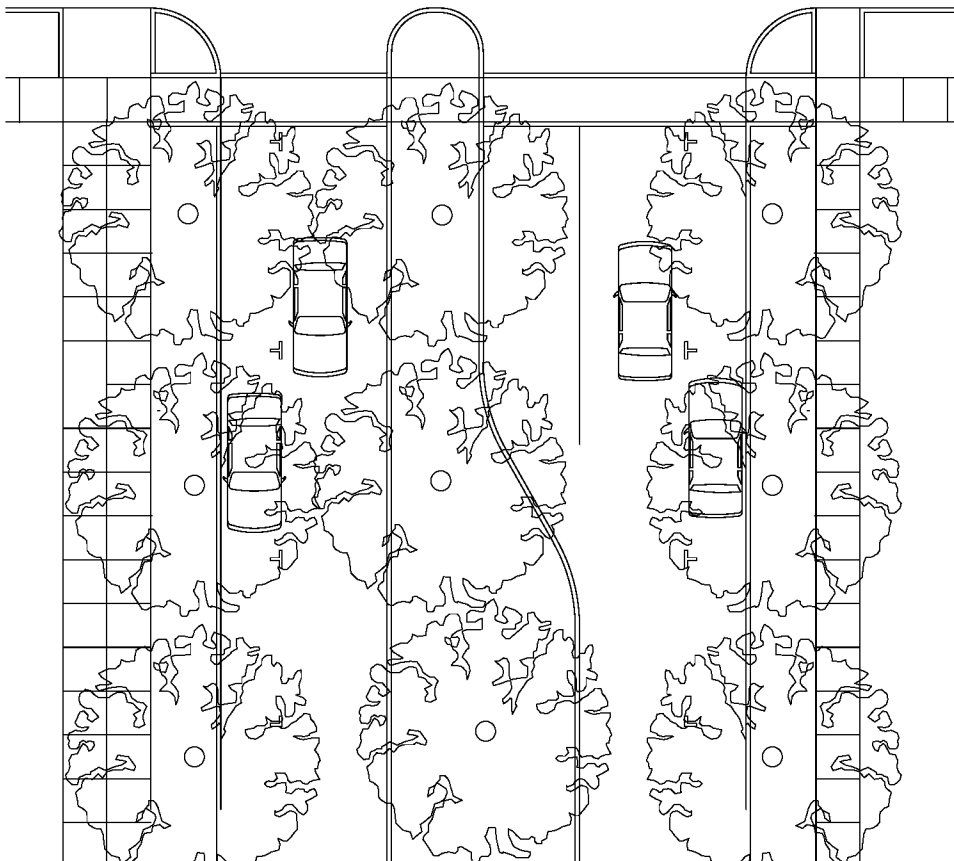
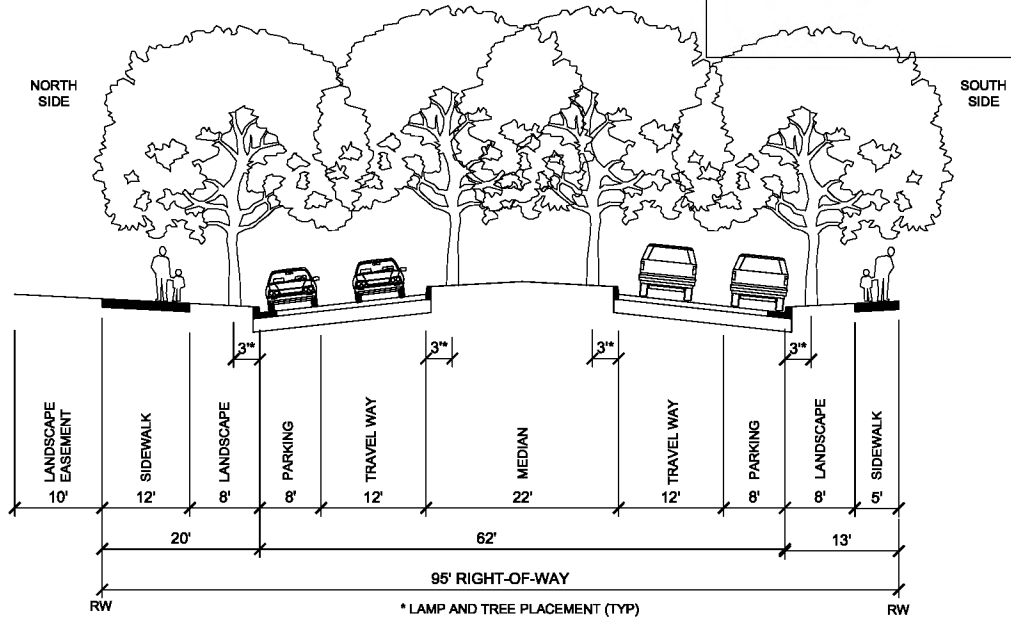
**TRAFFIC AND CIRCULATION
CONNECTOR STREET - C-1
PARKING ALLOWED BOTH SIDES**



TRAFFIC AND CIRCULATION

SOUTHERLY GREENWAY STREET - C-3

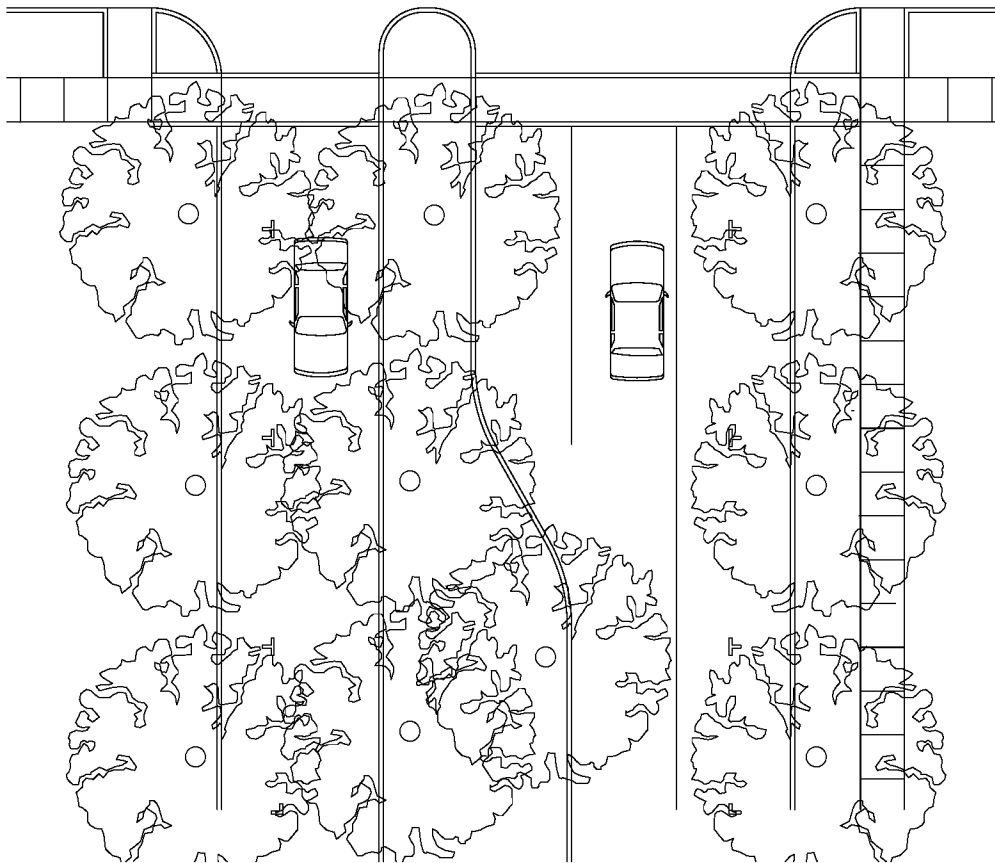
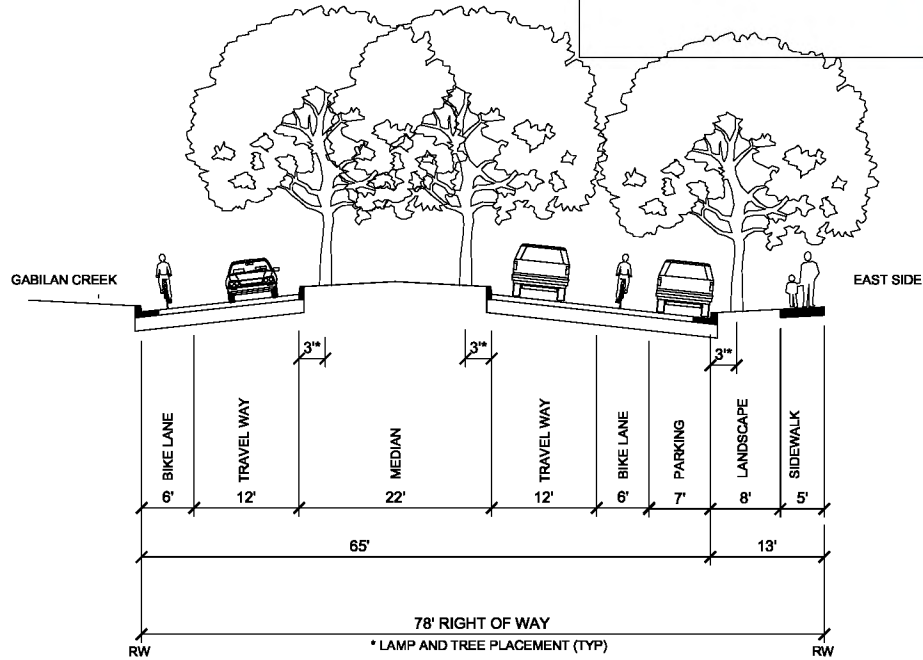
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TRAFFIC AND CIRCULATION

COLLECTOR STREET - C-4

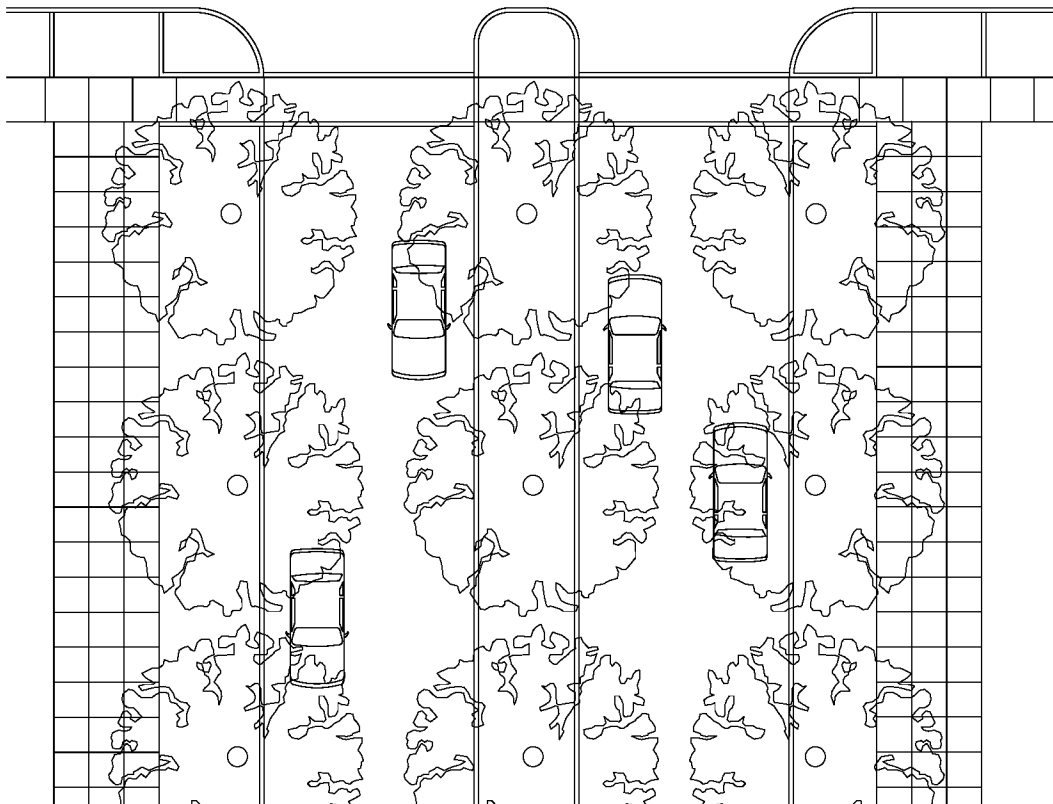
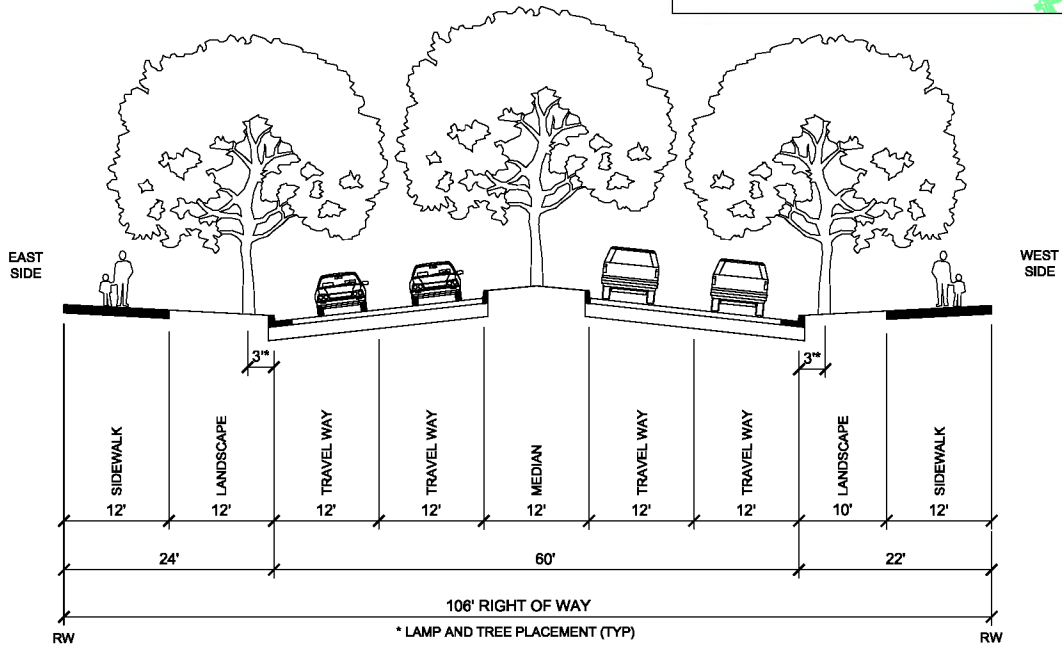
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TRAFFIC AND CIRCULATION

CONNECTOR STREET - C-5

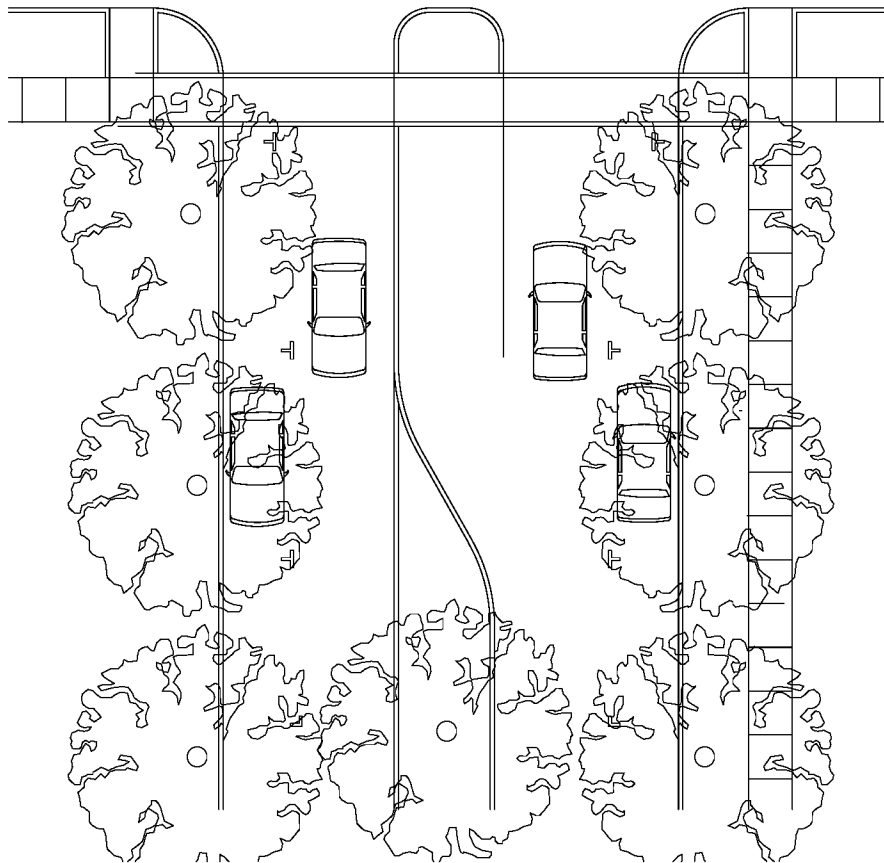
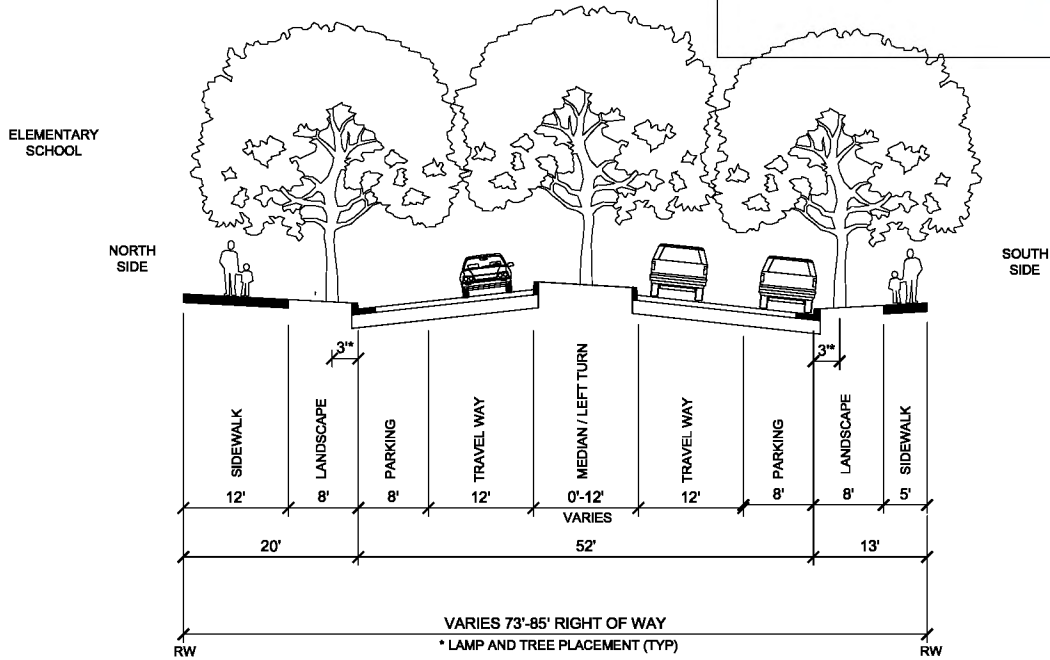
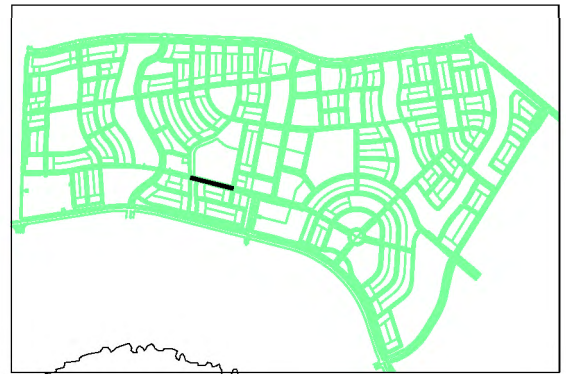
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TRAFFIC AND CIRCULATION

CONNECTOR STREET - C-6

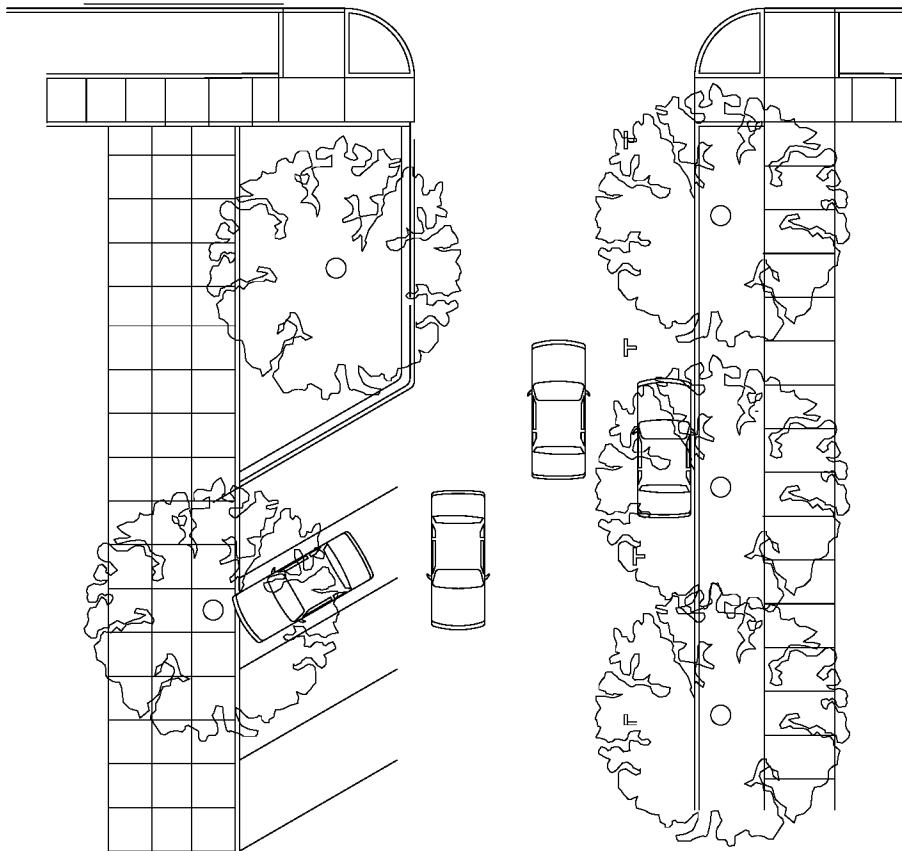
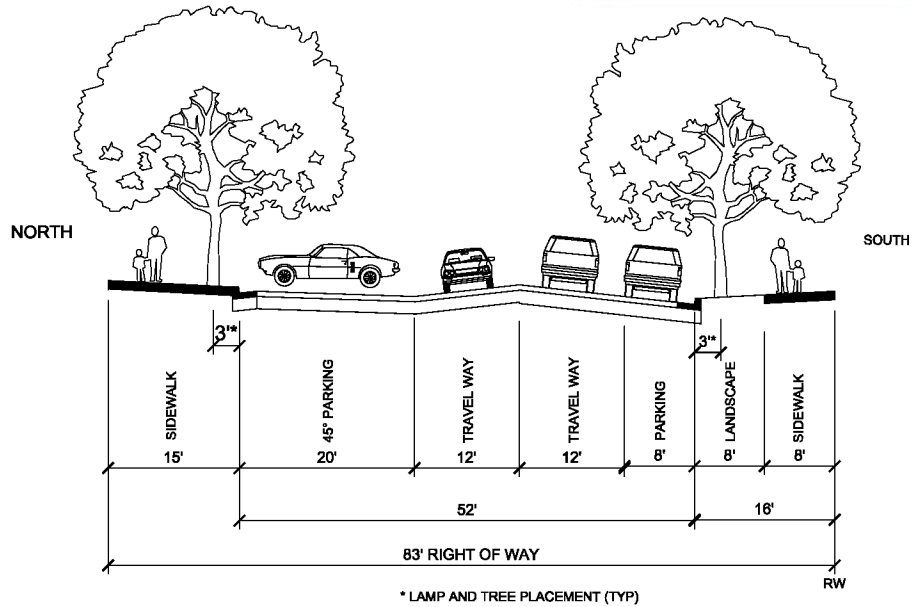
PARKING ALLOWED ON BOTH SIDES



TRAFFIC AND CIRCULATION

CONNECTOR STREET - C-7

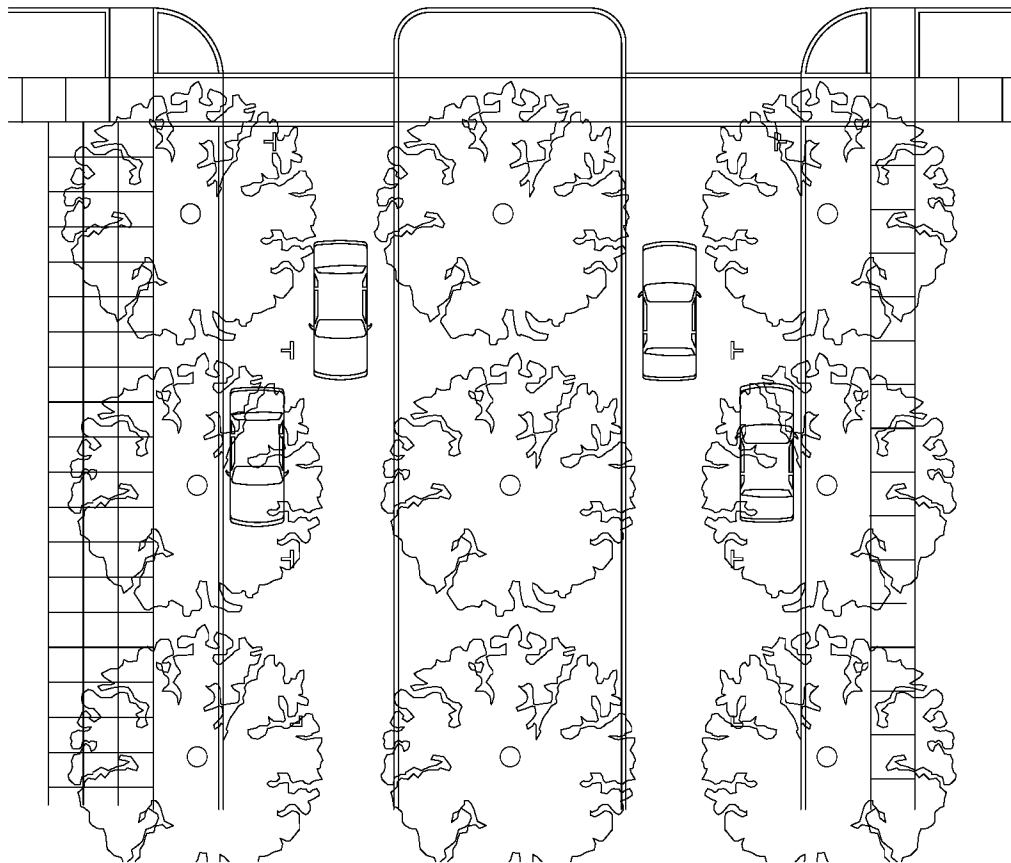
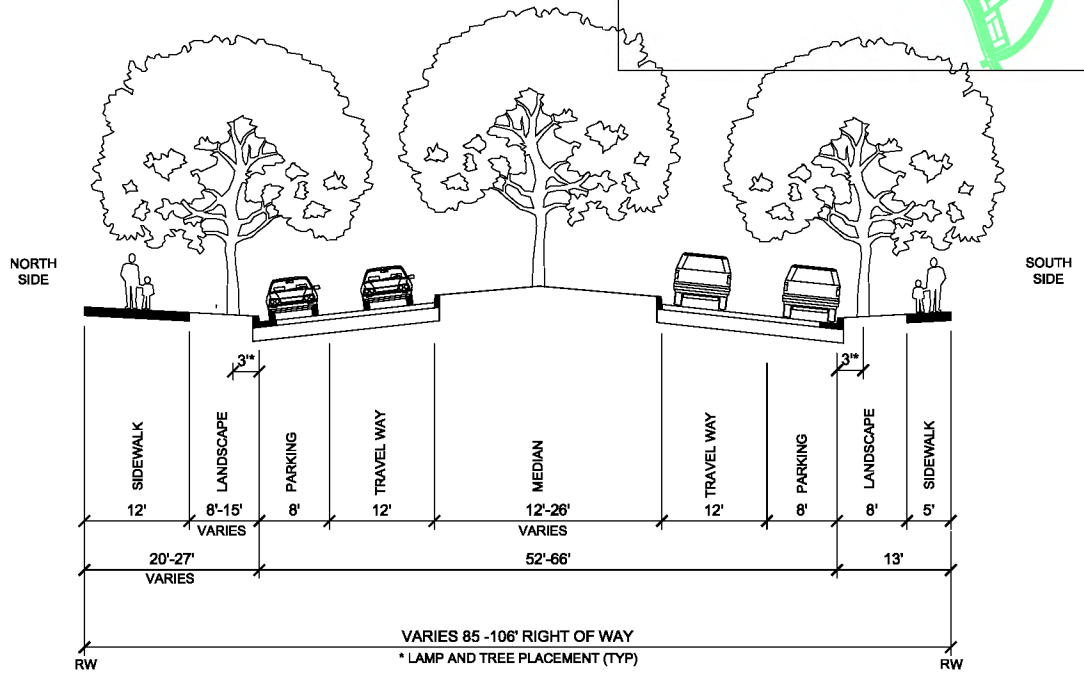
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TRAFFIC AND CIRCULATION

CONNECTOR STREET - C-8

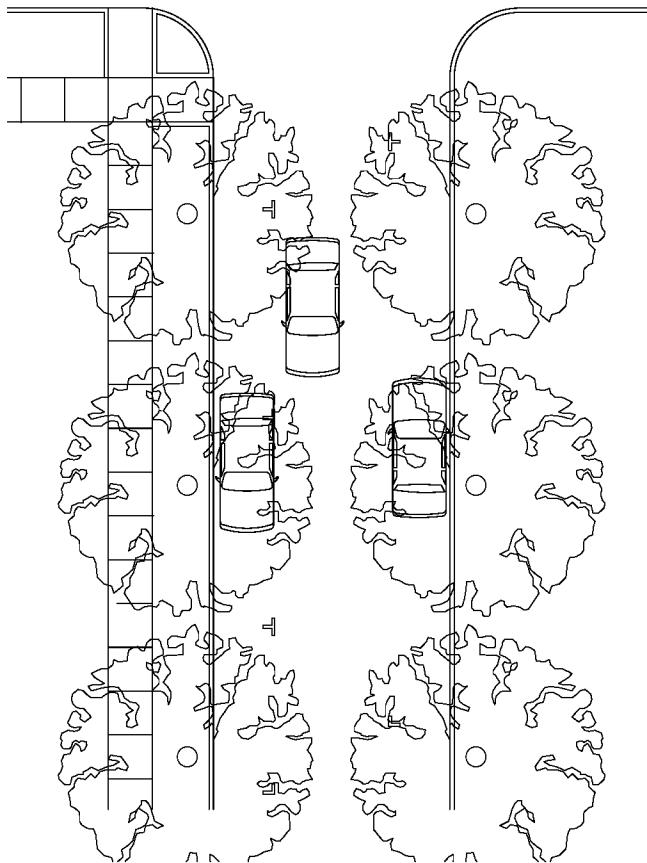
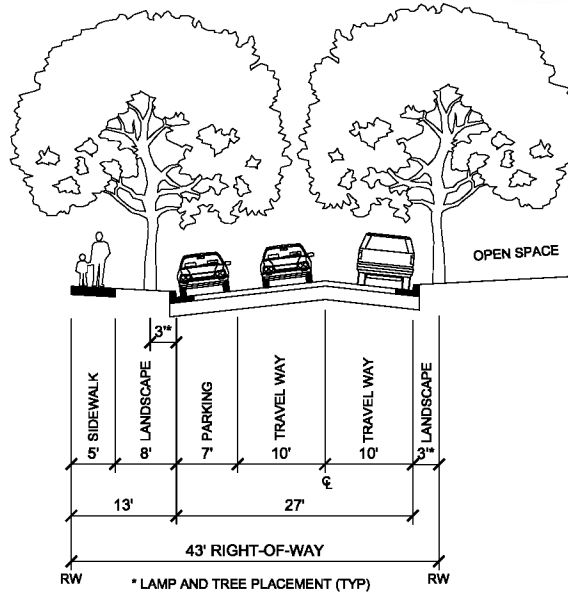
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TRAFFIC AND CIRCULATION

LOW SPEED RESIDENTIAL STREET - LS-1

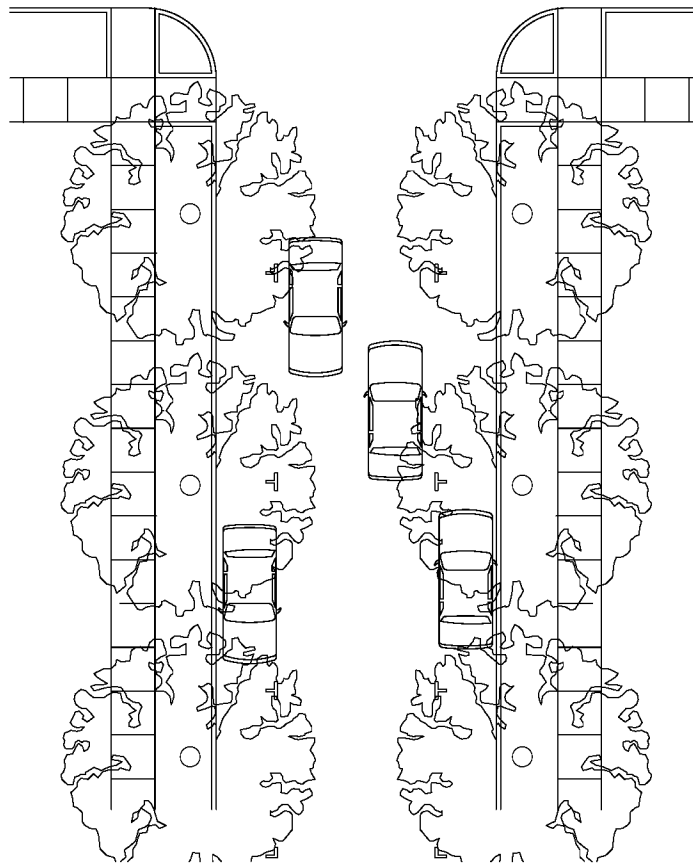
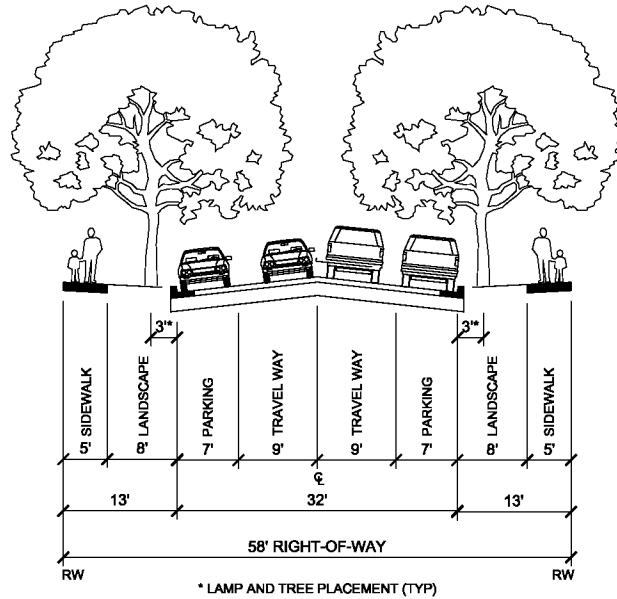
PARKING ALLOWED ON ONE SIDE



TRAFFIC AND CIRCULATION

LOW SPEED RESIDENTIAL STREET - LS-2

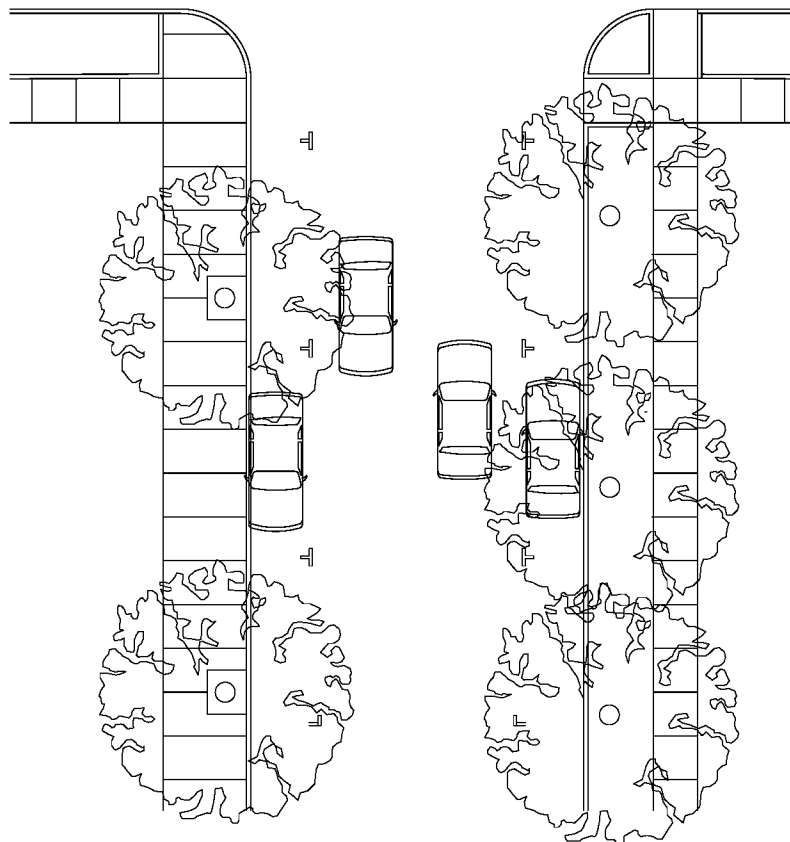
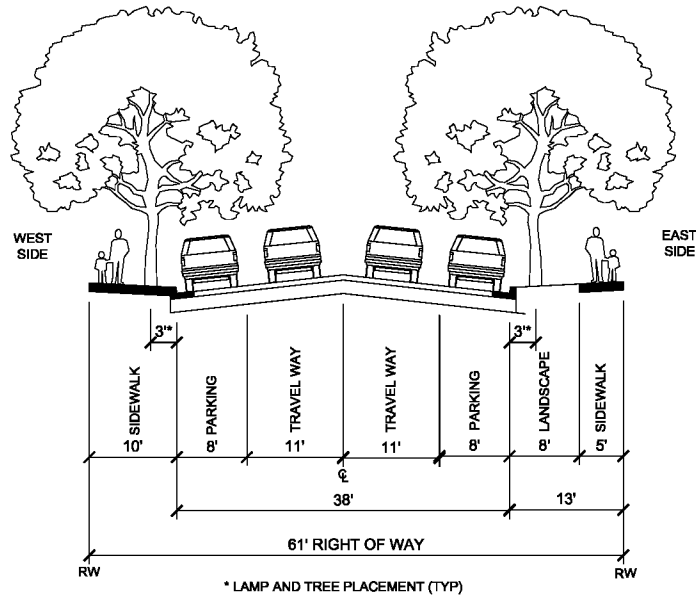
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TRAFFIC AND CIRCULATION

LOW SPEED RESIDENTIAL STREET - LS-3

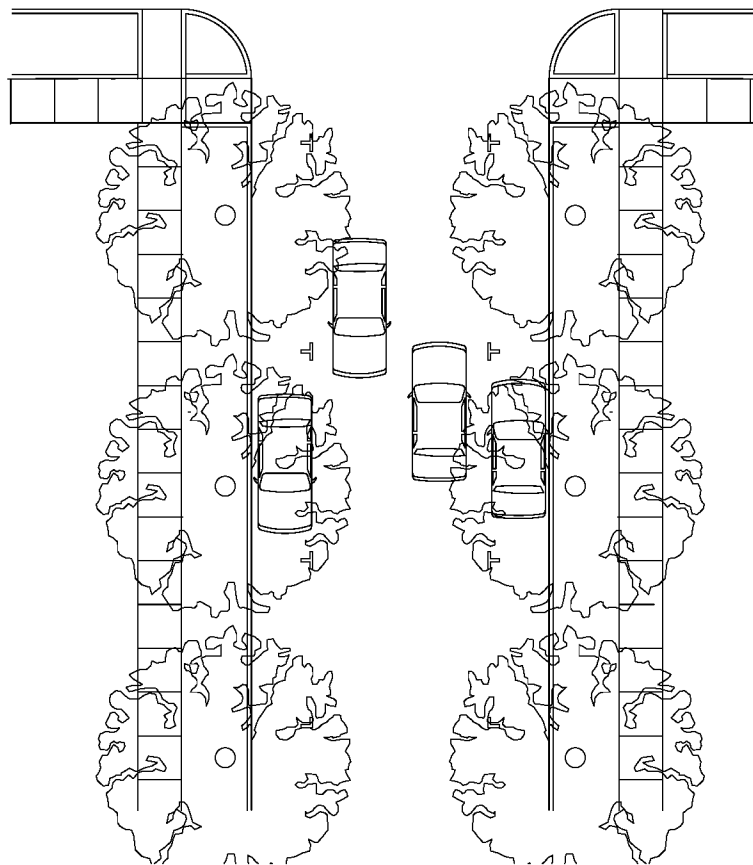
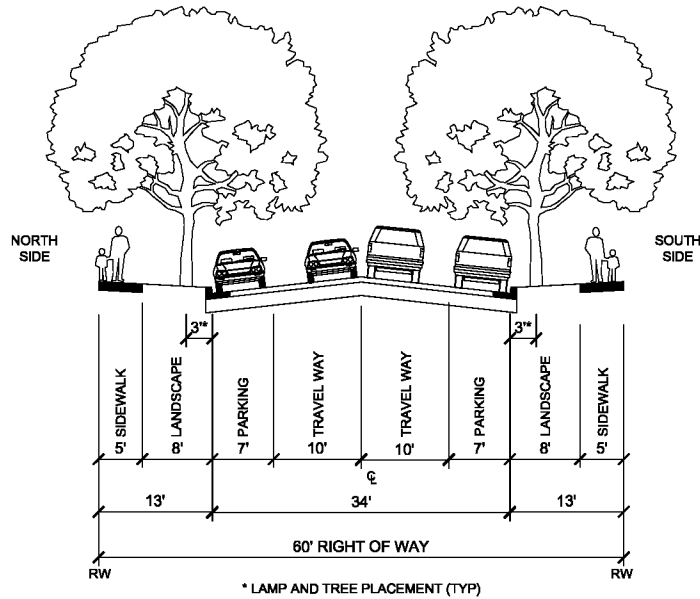
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TRAFFIC AND CIRCULATION

LOW SPEED RESIDENTIAL STREET - LS-4

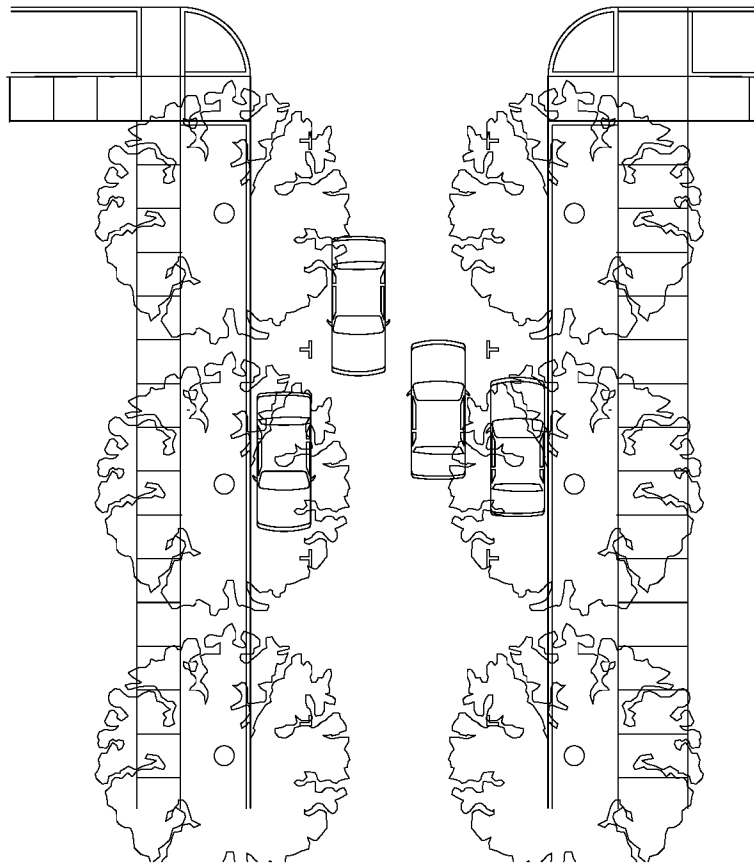
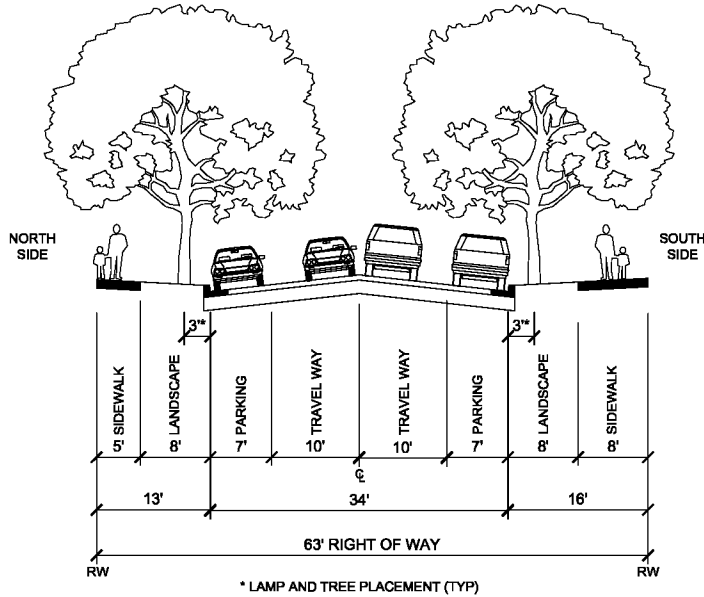
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TRAFFIC AND CIRCULATION

LOW SPEED RESIDENTIAL STREET - LS-5

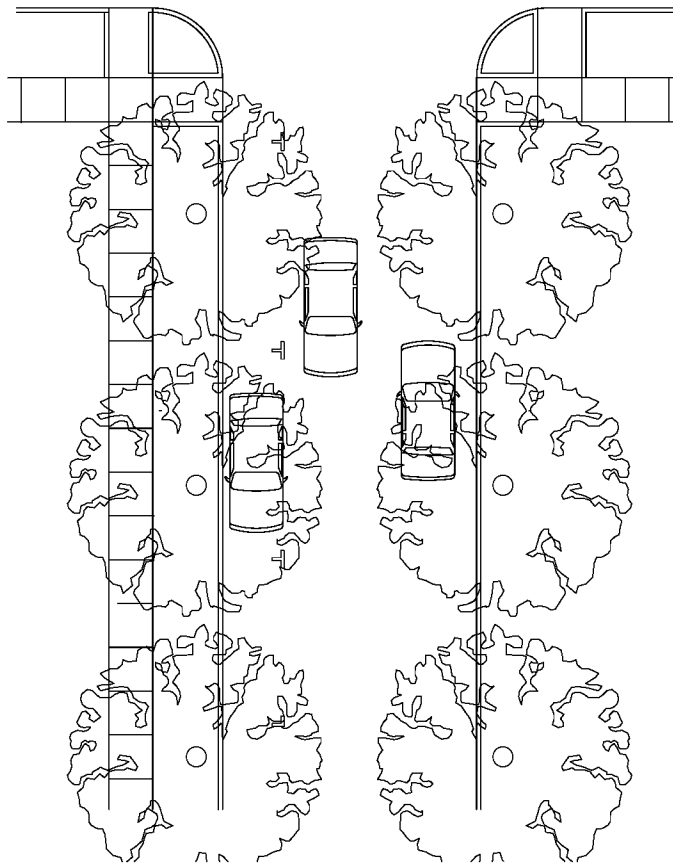
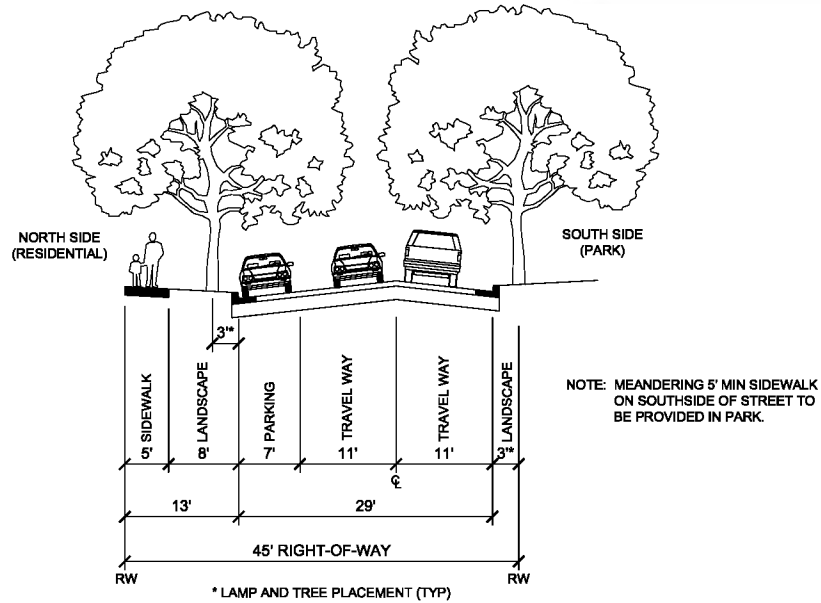
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TRAFFIC AND CIRCULATION

MEDIUM SPEED RESIDENTIAL STREET - MS-1

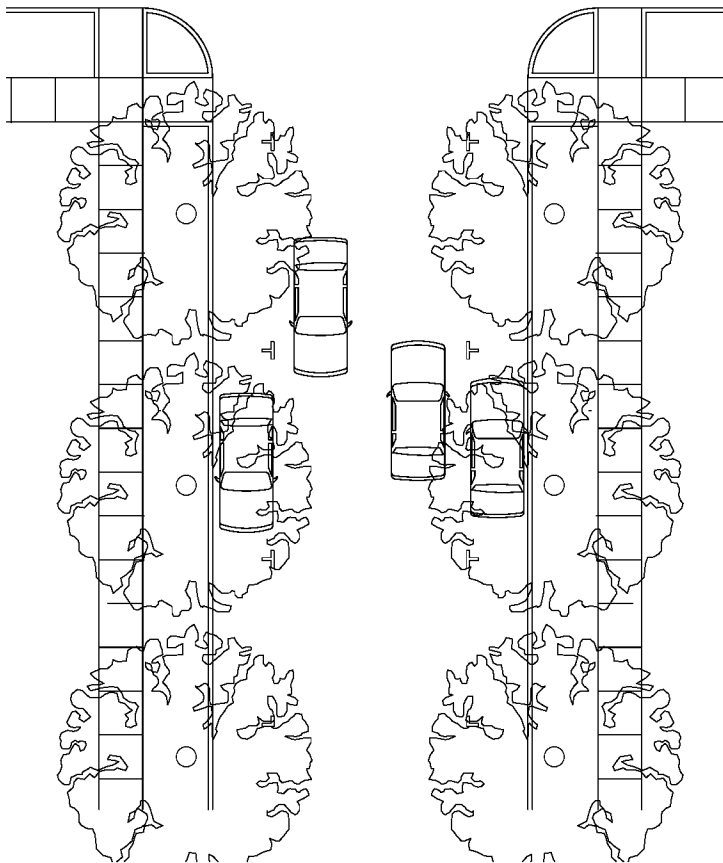
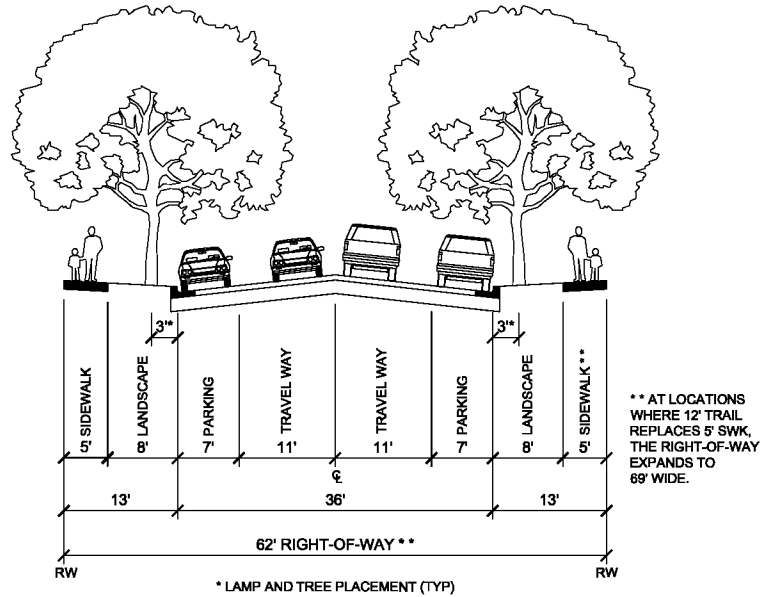
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TRAFFIC AND CIRCULATION

MEDIUM SPEED RESIDENTIAL STREET - MS-2

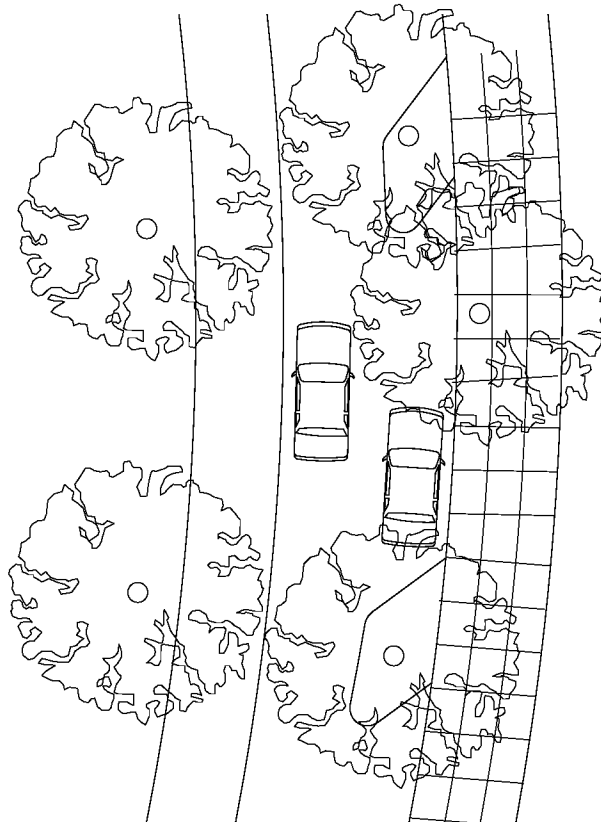
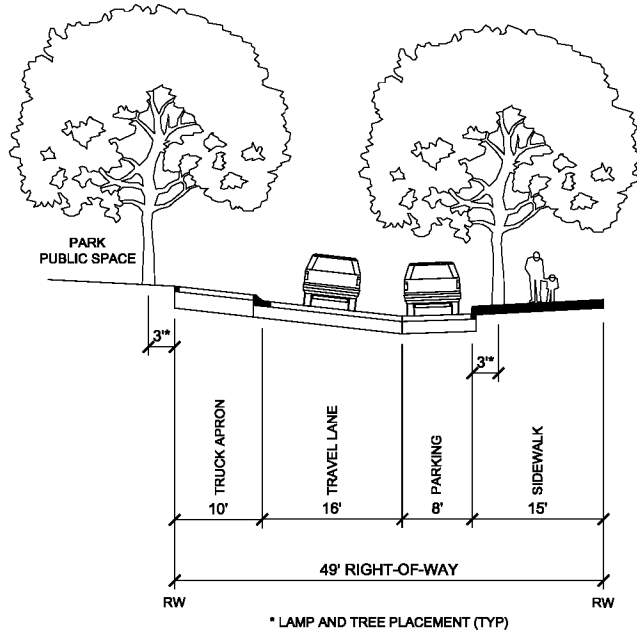
PARKING ALLOWED ON BOTH SIDES



TRAFFIC AND CIRCULATION

VILLAGE CENTER STREET - VC-1

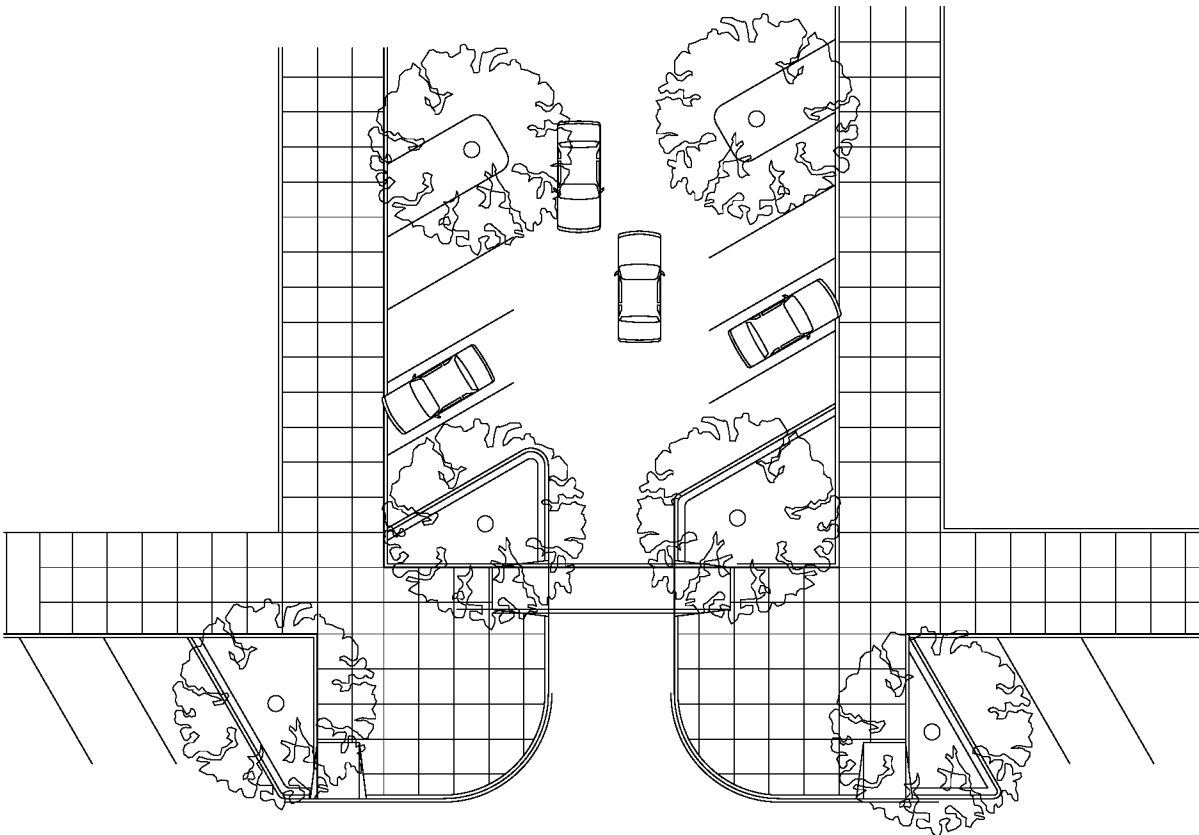
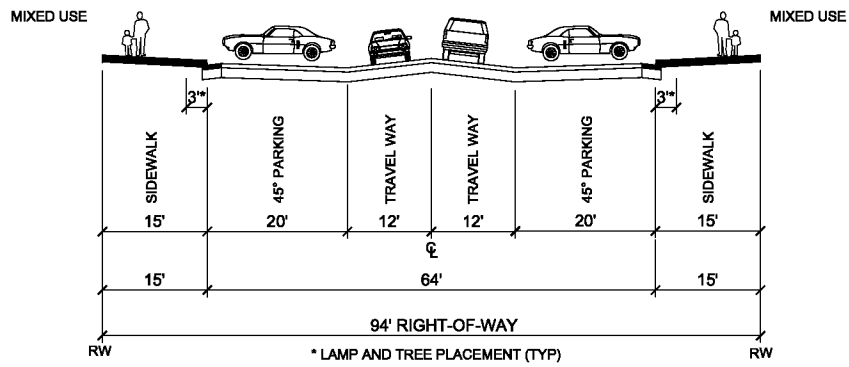
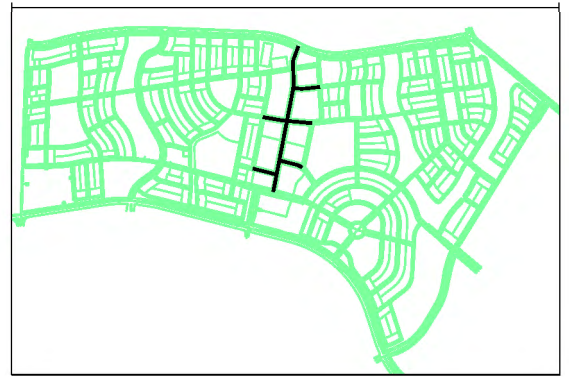
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TRAFFIC AND CIRCULATION

VILLAGE CENTER STREET - VC-2

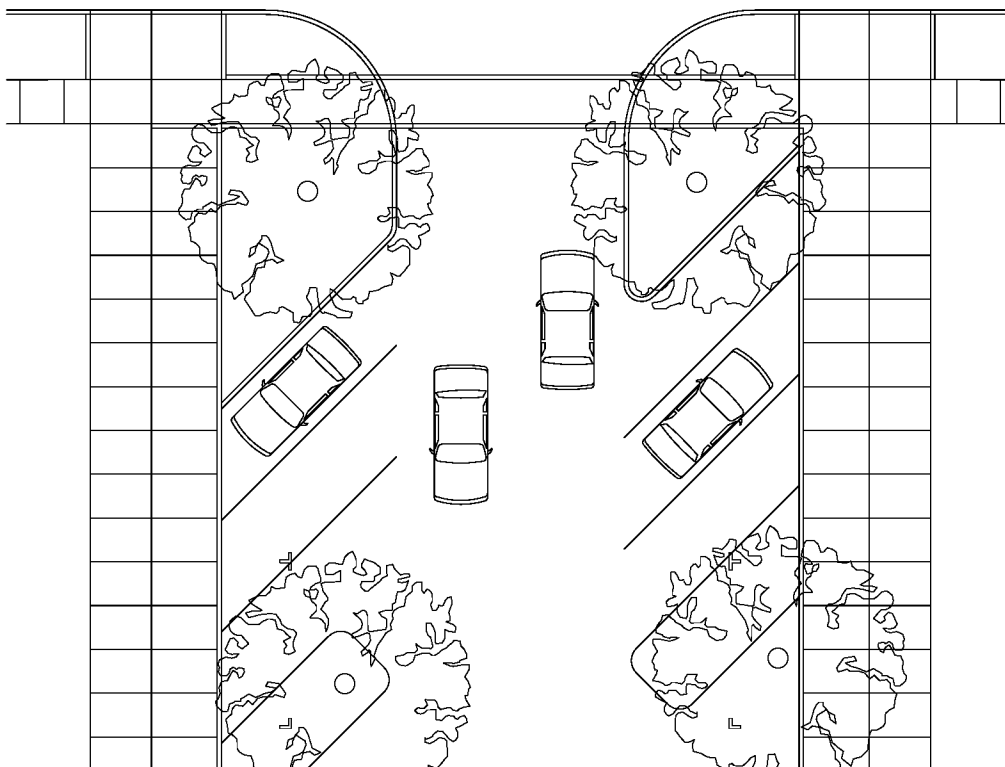
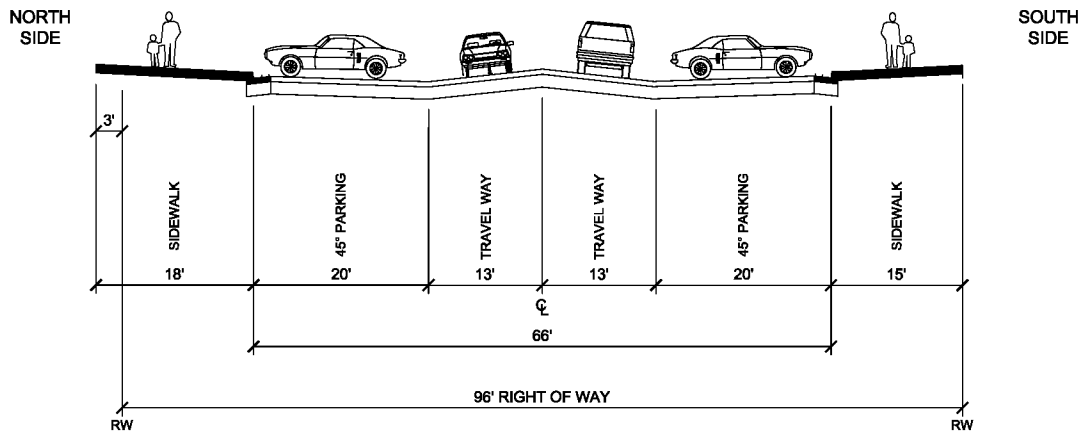
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TRAFFIC AND CIRCULATION

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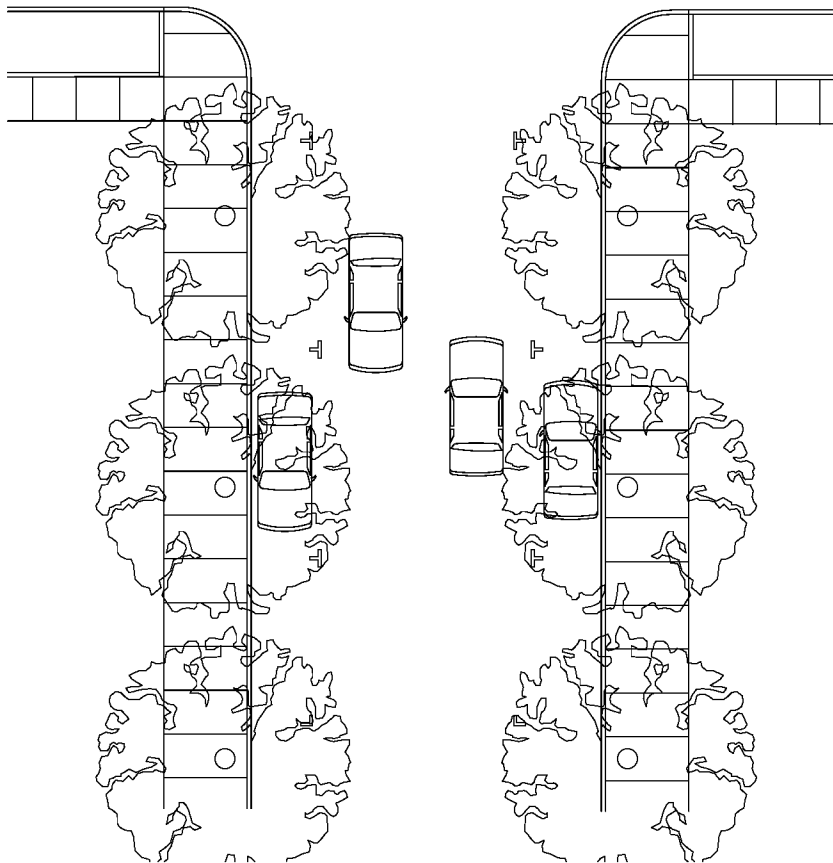
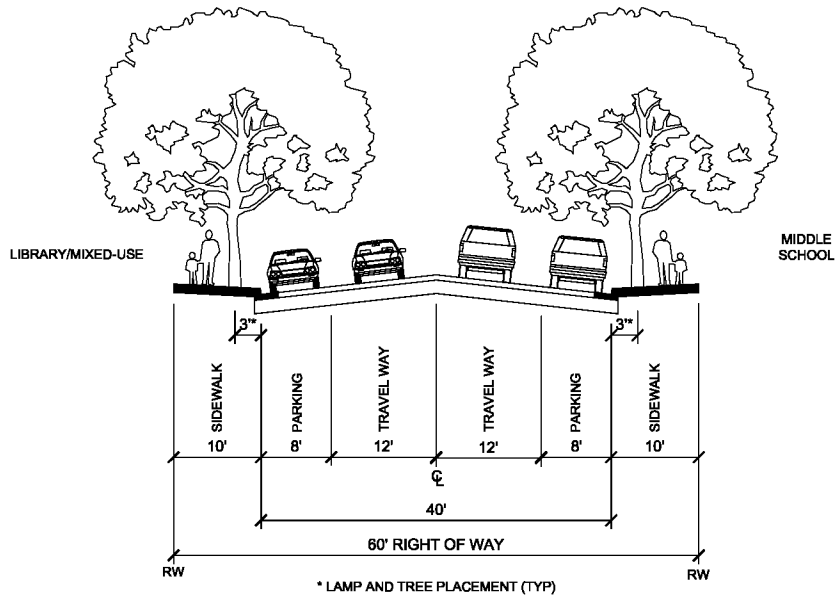
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TRAFFIC AND CIRCULATION

VILLAGE CENTER STREET - VC-4

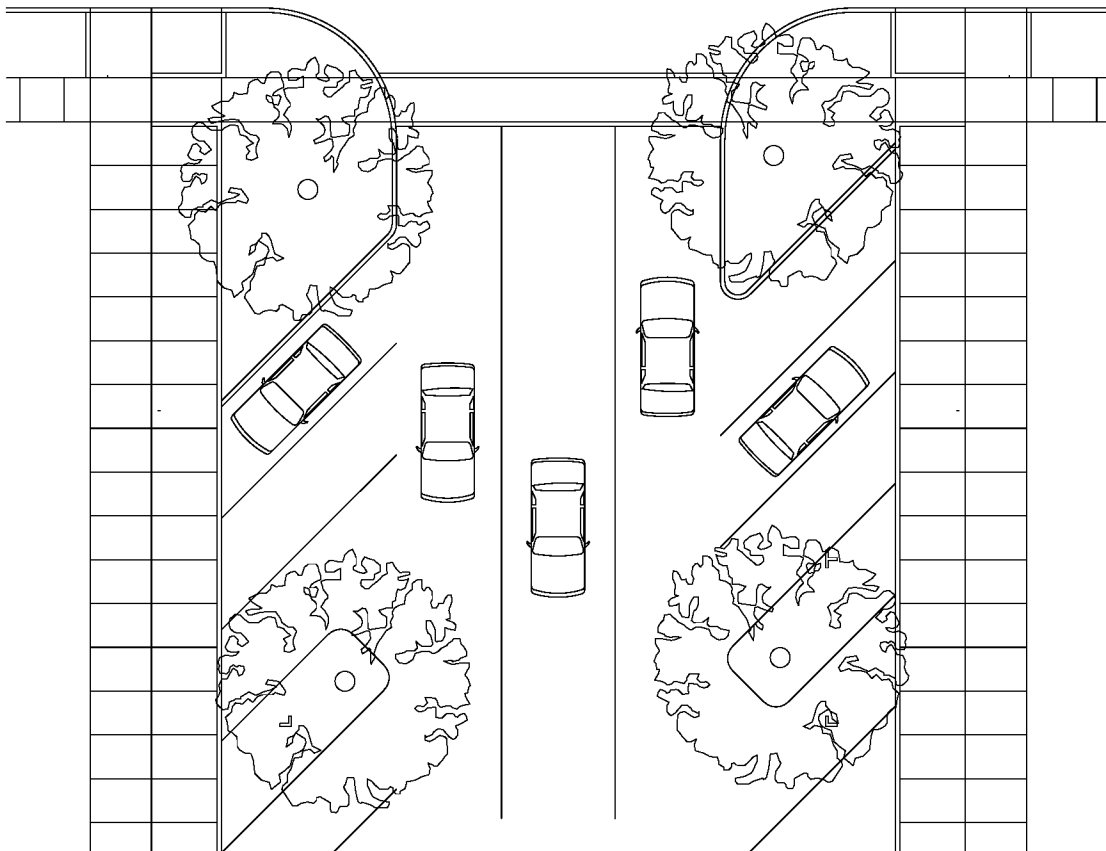
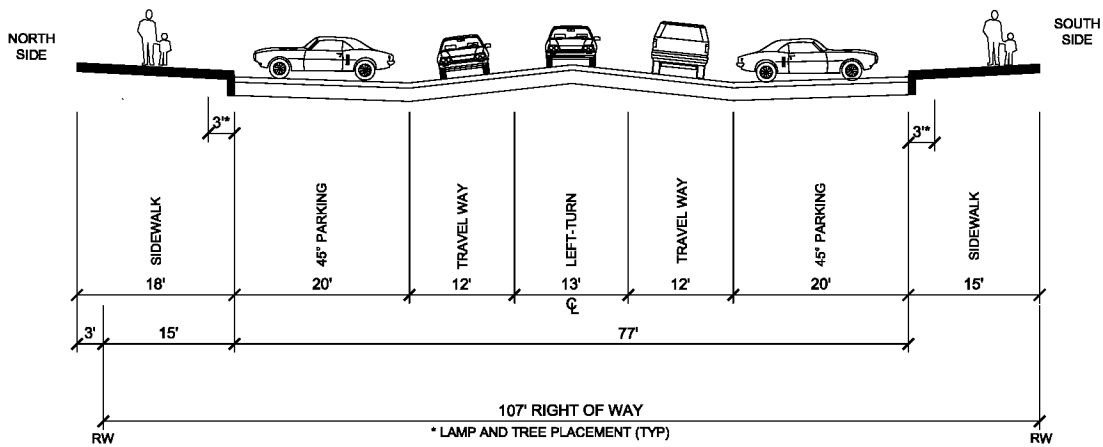
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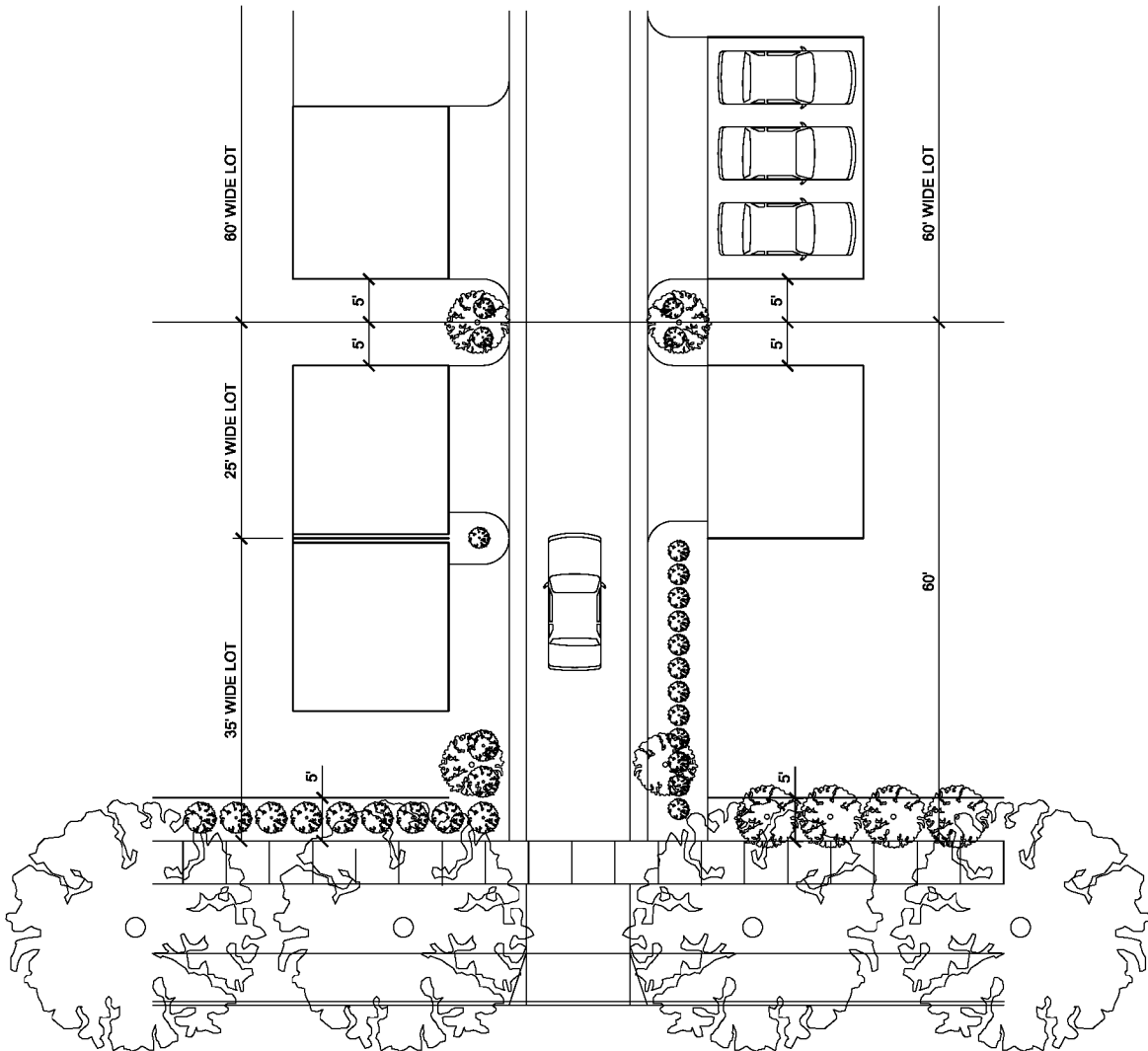
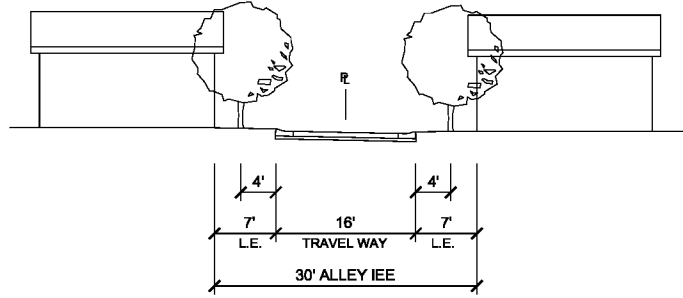
TRAFFIC AND CIRCULATION

VILLAGE CENTER STREET - VC-5

PARKING ALLOWED ON BOTH SIDES



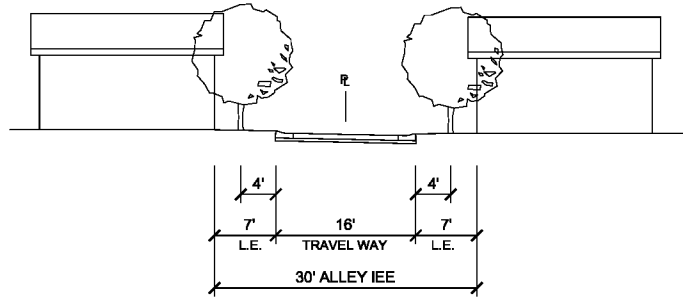
TRAFFIC AND CIRCULATION
RESIDENTIAL LANDSCAPED ALLEY - A - 1
GARAGE ACCESS ALLOWED BOTH SIDES
5' MINIMUM SETBACK TO GARAGE



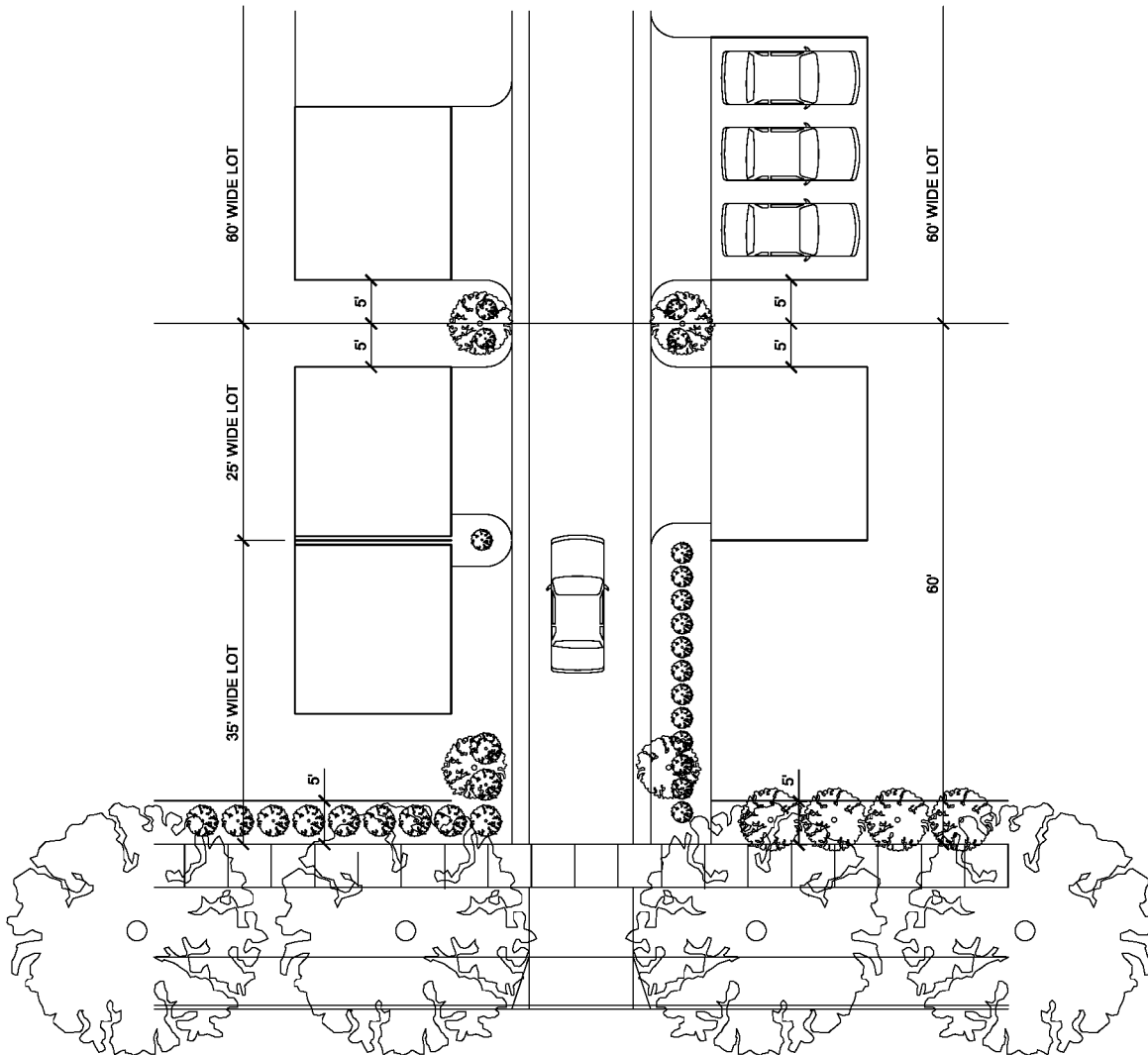
TRAFFIC AND CIRCULATION

RESIDENTIAL LANDSCAPED ALLEY - A - 1

GARAGE ACCESS ALLOWED BOTH SIDES
5' MINIMUM SETBACK TO GARAGE



* LAMP AND TREE PLACEMENT (TYP)



Appendix L:

Fehr and Peers Memo



MEMORANDUM

Date: October 7, 2005
To: Bob Richelieu and Rob Russell, City of Salinas
From: Daniel Rubins and Sohrab Rashid, P.E.
Subject: *Street Section Field Test Results*

SJ04-738

This memorandum presents the results of a field test of fire department and refuse vehicles on street sections proposed for the new Sphere of Influence (SOI) areas north of Boronda Road. Participants in the test included City of Salinas planning and engineering staff, City Fire Department personnel, representatives from the refuse contractor BFI, and members of the project development team.

BACKGROUND

Members of the development team for the Sphere of Influence (SOI) annexation areas north of Boronda Road in Salinas have proposed new street section standards shown in Table 1. City staff requested field-testing of Local Residential Street sections 1 and 5. The function of vehicles and clearance from curbs were considered in the following tests:

1. Clearance for passing vehicles and deployment of fire equipment within mid-block segments, and
2. Turning movements of motor vehicles at the intersection.

TABLE 1 PROPOSED FUTURE GROWTH AREA STREET SECTIONS						
Description	Curb-to-Curb ²	Park Lane ²	Travel Lane ²	Travel Lane ²	Park Lane ²	Recommended Maximum ADT ⁴
Local Residential Street 1 ¹	32	7	9	9	7	1,000
Local Residential Street 2	34	7	10	10	7	1,500
Local Residential Street 3	36	7	11	11	7	2,000
Local Residential Street 4A	26	7	9.5	9.5	n/a	n/a ³
Local Residential Street 4B	26	8	9.5	n/a	n/a	n/a ³
Local Residential Street 5 ¹	28	7	10.5	10.5	n/a	2,000
Collector Street without Bike Lanes	40	8	12	12	8	3,000±

¹ Shaded rows represent tested street sections.

² Measurements in feet.

³ ADT was not assigned to Streets 4A and 4B because City Staff will not permit a 26-foot wide street.

⁴ ADT favors quality of life/convenience and number of units fronting the street rather than physical capacity.

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The test was conducted for three fire vehicles (Ladder Truck T5371, Ladder Engine E5311, and Engine E5323) and a BFI refuse vehicle. The ladder vehicles include support arms or extenders that are deployed to provide additional vehicle stability during use of the ladders. Use of the extenders requires additional pavement width beyond the width of the vehicle body.

PASSING VEHICLE TEST

This test was conducted on the narrowest cross-section (Local Residential Street 1) which includes two 9-foot travel lanes between parked vehicles. A passenger vehicle opposed both the refuse and widest fire vehicle in separate tests. In both cases, the section provided sufficient width for vehicles to pass assuming that vehicles were parked on both sides of the street. During the field exercise, private vehicles driven through the test section slowed considerably. This reaction helped to demonstrate the traffic calming effectiveness of the narrower cross-section.

The fire department also requested an assessment of the extenders for each fire vehicle. Ladder Engine 5311 is the widest fire vehicle without extenders deployed (9 feet 10 inches mirror-to-mirror) and with extenders deployed (17 feet 2 inches base plate-to-base plate). Therefore, with extenders deployed, this fire vehicle will fit within the 18-foot traveled way. However, vehicles would not be able to pass. Furthermore, street sections with fronting driveways will add areas of additional clearance for the extenders to be deployed and other vehicles to pass. Even on a 40-foot wide street with a 24-foot wide traveled way, the area for passing with parked cars on both sides would only be eight feet wide.

TURNING MOVEMENT TEST

The turning movement test helped to determine the available clearance between the test vehicles and the curb, parked vehicles, and opposing vehicles stopped at the limit line. The test was conducted differently for the refuse and fire vehicles. Refuse vehicles generally stay within the appropriate travel lane and are always expected to obey stop signs; whereas, fire vehicles during emergency response may encroach into opposing travel lanes and turn at faster speeds.

The field test was designed to evaluate the narrowest cross-section to determine if fire vehicles could adequately maneuver at an intersection during an emergency response, and if refuse vehicle could negotiate the turns at normal travel speeds. As noted previously, the narrowest cross-section at mid-block is Local Residential Street 1, which includes 18 feet of traveled way plus two 7-foot parking lanes for a total of 32 feet curb-to-curb. At an intersection, it is possible that this street could include curb extensions to narrow the crossing width for pedestrians and make them more visible to drivers. These extensions would likely measure up to 5 feet in width, resulting in a net cross-section of 22 feet at the narrowest point. For Local Residential Street 5, a 5-foot curb extension on one side would result in a 23-foot throat, which is slightly wider than the 22-foot section at the intersection for Local Residential Street 1.

In addition, a curb radius of 15 feet was tested, with this minimum 22-foot cross-section, to determine if this design could be accommodated. The smaller curb radius helps to slow right-turning vehicles and reduce the overall size of the intersection. Figure 1 shows the test intersection layout of the two 32-foot streets with 22-foot throats at the crosswalk location. Parked vehicles were assumed to be no closer than 30 feet from the end of the curb return.

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Refuse Vehicle Test Results

During the right turn movement, the waste management vehicle encroached slightly into the opposing travel lane of the cross street. This means the garbage/recycle waste management vehicle can not complete a right-turn while a vehicle is stopped at the limit line of the cross street that includes curb extensions. Because this conflict is expected to occur infrequently on these low volume streets, no substantial impact to garbage truck operations are anticipated. In addition, no encroachment into the opposing lane will occur if the street does not include curb extensions. The garbage truck's left turn movement cleared the curb, vehicles stopped at the limit line on the cross street, and parked vehicles. Overall, the garbage truck had sufficient clearance for right and left turns at normal travel speeds.

Fire Vehicle Test Results

During both right turns and left turns, the fire vehicles made the movement several times and cleared all impediments each time with one exception. During one right-turn movement, one fire vehicle briefly mounted the curb while trying to minimize encroachment into the opposing travel lane. The fire vehicles required the 30-foot red zone back from the curb return to clear parked vehicles and return to its respective side of the street. Every fire vehicle cleared the curb and parked vehicles, but these fire vehicle used almost all of the throat width during both right- and left-turn movements. This means that a private vehicle stopped at the limit line on the cross street would temporarily impede the fire vehicle unless the private vehicle moved out of the way.

The street system for the proposed SOI areas will include a well-connected layout of local and collector streets that will help to distribute traffic and minimize the number of higher-volume street segments. This layout will also provide multiple opportunities for fire vehicles to circulate and access a particular dwelling unit or building during emergency response mode. These factors should be included in the consideration of reviewing the results of these tests.

Average Daily Volume

Table 1 includes recommended Average Daily Traffic (ADT) volume thresholds for each street segment. AASHTO's "A Policy on Geometric Design of Highways and Streets" states that traffic volume is not usually a major consideration when developing design criteria for residential streets (see page 390 of 5th Edition). Thus for planning purposes, the ADTs increase as the travel lane width increases. Consistent with the Salinas' General Plan, Table 1 indicates a maximum of 2,000 ADT for a "local" street. Finally, the Collector without bike lanes could serve approximately 3,000 ADT. These thresholds favor quality of life/convenience and number of units fronting the street rather than physical capacity.

Resulting Design Criteria

Based on the street section test results, we recommend the following intersection design criteria:

1. Minimum 15-foot curb-return is desirable for local streets. We recommend a curb return no greater than 20-feet for local street intersections.
2. Minimum 22-foot intersection throat.
3. Minimum 30-foot red zone or curb extension back from a 15-foot radius curb return

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tp
FEIR & PEERS
COMMUNITY PLANNING

4. Signs on vertical posts should be set a minimum of 18-inches from the curb face to reduce the potential for collision of extruding portions of large vehicles (e.g., side mirrors).

Other Street Sections

The field test was conducted for the narrowest intersection throat width with curb extensions, and the narrowest travel lanes. Therefore, except Local Residential Street 4, streets with wider intersection throat widths and travel lanes could be implemented within the plan area. In the case of Local Residential Street 4, both the City Engineer and Fire Chief determined that the use of a 26-foot street (curb-to-curb) is inappropriate.

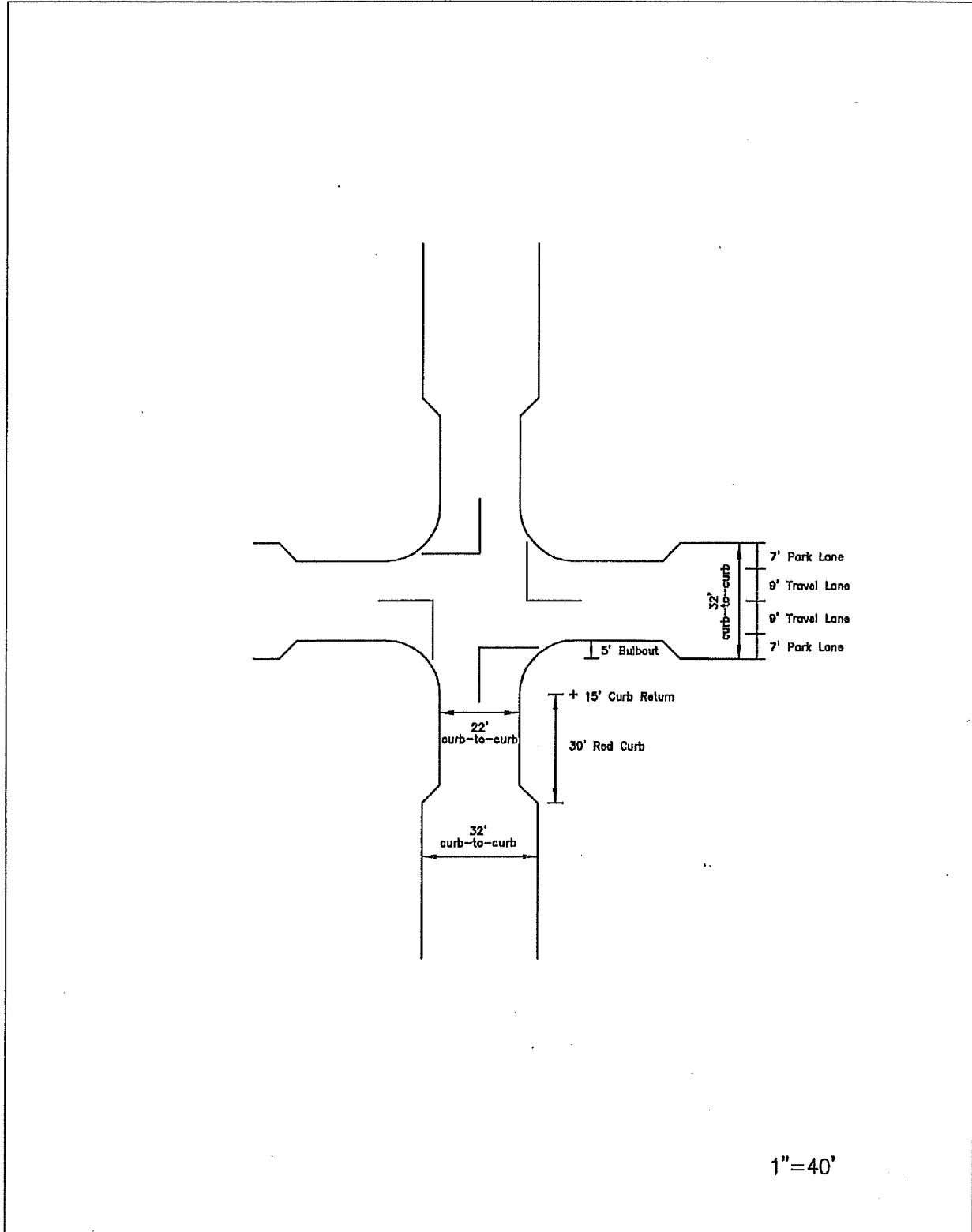
CONCLUSIONS

The proposed street sections were field tested with both fire and refuse vehicles to determine if these vehicles could be adequately accommodated. The results of the tests show that the refuse vehicle could navigate the narrowest intersection throat with curb extensions (22 feet), but may have to wait for a vehicle to turn from a cross-street before proceeding. Given the relatively low volume on local streets, delays are expected to be infrequent and minimal. Refuse vehicles can also travel unimpeded on the narrowest mid-block section.

Fire vehicles could also navigate the narrowest intersection cross-sections during emergency response with sufficient clearance between curbs and parked vehicles located at least 30 feet from the curb return. Fire vehicles would be impeded from turning if a vehicle remained stopped on the cross-street at the limit line and did not move at all.

Recommended design criteria include 15-foot curb radii on local streets, minimum 22-foot intersection throat widths, on-street parking restricted within 30 feet of the curb return, and location of signage at least 18 inches behind the face of curb.

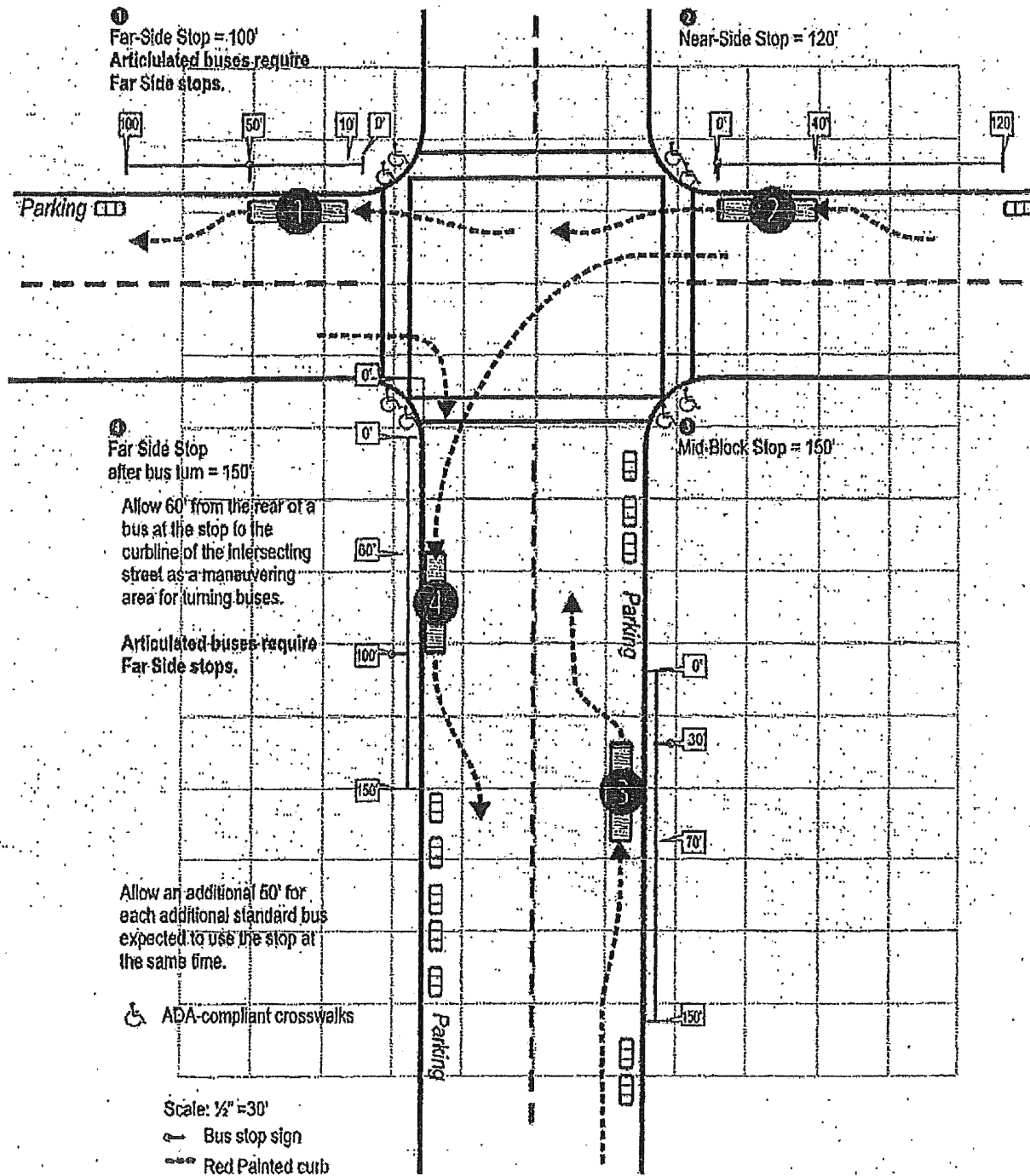
The street system for the proposed SOI areas will include a well-connected layout of local and collector streets that will help to distribute traffic and minimize the number of higher-volume street segments. This layout will also provide multiple opportunities for fire vehicles to circulate and access a particular dwelling unit or building during an emergency response. Many of the local streets will include driveways that provide areas for vehicles to wait as emergency vehicles travel through each neighborhood. Lastly, the traffic calming effect of narrow streets will help to enhance safety throughout the plan area. Observations of private vehicles through the test sections showed that the narrow street width had the desired effect of slowing traffic without having to resort to vertical measures such as speed humps or raised intersections. These factors should be considered while reviewing the results of these tests.



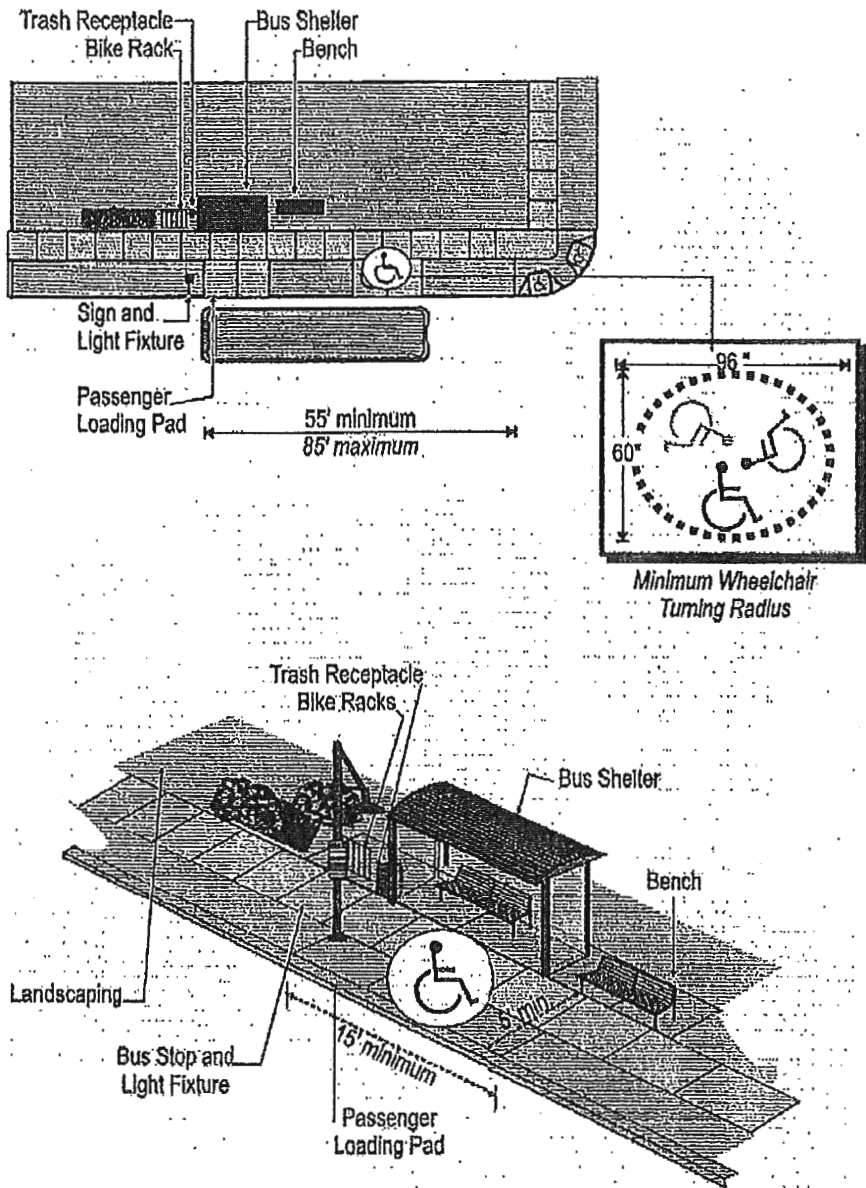
Salinas Specific Plan

Bus Stop Dimensions

Minimum requirements for 40' bus in a 25 mph to 45 mph zone



Bus Stop Environment (Wheelchair Accessible)



Note:

Customized shelters that blend into surrounding environments are encouraged. Please consult with MST.

Appendix M: Reimbursement Ordinance

ORDINANCE NO. 2549 (N.C.S.)

**AN ORDINANCE PROVIDING FOR THE ESTABLISHMENT OF A ZONE OF BENEFIT
AND REIMBURSEMENT FOR COSTS INCURRED IN CONNECTION WITH THE
ANNEXATION AND ENTITLEMENT OF LANDS IN THE NORTH OF BORONDA
FUTURE GROWTH AREA**

WHEREAS, the North of Boronda Future Growth Area (the “FGA”) consists of approximately 2,388 acres of land within the city limits of the City of Salinas. The FGA is bounded on the south and southeasterly side by East Boronda Road between San Juan Grade Road and Williams Road; on the west side by San Juan Grade Road; and on the southeasterly side by Williams Road. The northerly boundary of the FGA is the northern and northeasterly boundary of the City of Salinas Sphere of Influence between San Juan Grade Road and Williams Road as adopted by the Monterey County Local Agency Formation Commission on May 19, 2008 by Resolution No. 08-09. The boundaries of the FGA are depicted on Exhibit “A” attached, and includes the Monterey County Assessor Parcels listed in Exhibit “B” attached; and

WHEREAS, the FGA is planned for up to 11,485 dwelling units and up to 3,992 million square feet of commercial/retail/mixed use and public and semi-public uses; and

WHEREAS, planning for the FGA was initiated with the adoption of the City’s General Plan. An environmental impact report (the “EIR”) was prepared and certified in connection with the adoption of the General Plan. The City’s Sphere of Influence (“SOI”) was amended to include the FGA, and the FGA was annexed to the City in 2007. A supplemental environmental impact report (the “SEIR”) to the Salinas General Plan Final Program EIR was prepared and certified in connection with the SOI amendment and the annexation; and

WHEREAS, the preparation and certification of the SEIR, the SOI amendment and the annexation of the FGA benefitted all of the lands within the FGA; and

WHEREAS, the costs of the SOI amendment, the annexation procedures and SEIR (the “Annexation Costs”) were paid by some, but not all, of the owners of the lands within the FGA and the city of Salinas; and

WHEREAS, the City incurred costs and expenses related to the preparation and certification of the SEIR, the SOI amendment and the annexation of the FGA (the “City Costs”), which efforts benefitted all of the lands and the property owners and developers within the FGA, which costs and expenses should be paid by the property owners and the developers; and

WHEREAS, the Annexation Costs and the City Costs should be borne fairly and proportionately by the owners of the property within the FGA annexed to the City and benefitted thereby; and

WHEREAS, the FGA is zoned New Urbanism Interim (NI) to provide a transitional zone for the future growth of the City; and

WHEREAS, all development within the FGA requires the preparation and adoption of statutory specific plans providing for the systematic implementation of the City's general plan within the FGA (Article 8 of Chapter 3 of the California Government code, commencing with Section 65450), and prepared in accordance with the New Urbanism design standards contained in the Salinas Zoning Code (Article 6, Division 15 of the Salinas Zoning Code, commencing with Section 37-60.1150); and

WHEREAS, the City has determined that the adoption of specific plans within the FGA will require compliance with the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000-21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387); and

WHEREAS, the City has determined that the FGA shall consist of four (4) planning areas for the purposes of preparation and processing of specific plans and environmental review: a) the West Area, being portions of the FGA lying between San Juan Grade Road and Natividad Road; b) the Central Area, being the portions of the FGA lying between Natividad Road and the extension of Constitution Boulevard; c) the East Area, consisting of the portions of the FGA lying between the extension of Constitution Boulevard and Williams Road; and d) the portions of the West Area included within the adopted Gateway Center Specific Plan; and

WHEREAS, the costs incurred within each planning area associated with preparation of the specific plans and compliance with the provisions of CEQA, as well as the City Costs, should be borne fairly and proportionately by the owners of property within each planning area; and

WHEREAS, the City proposes to establish a system to implement and enforce such reimbursement.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS as follows:

SECTION 1. Adoption of Recitals. The City Council finds and declares that the foregoing recitals are true and correct.

SECTION 2. Purpose. This ordinance establishes the method to reimburse a person or the City for financing the City Costs, the Annexation Costs, and the Entitlement Costs. It is intended to be used to mitigate the cost of financing such activities by distributing those costs fairly and proportionately among the owners of property within the FGA, at the time those benefitted property owners exercise their development rights under one of the specific plans or otherwise make use of the preparation and approval of any of the specific plans.

SECTION 3. Definitions.

(1) **Annexation.** The annexation of approximately 2,388 acres to the City of Salinas and the Monterey Regional County Sanitation District as approved by the Local Agency Formation Commission of Monterey County on May 19, 2008.

(2) **Annexation Costs.** All costs actually incurred and paid in connection with the preparation, processing, and certification of the SEIR, the adoption of the SOI Amendment, the annexation of the FGA to the City, and the rezoning of the FGA, including, without limitation, staff, consultant, and CEQA costs.

(3) **City Costs.** All Annexation Costs and Entitlement Costs actually incurred, supported by invoice and cancelled check, and paid by the City including, without limitation, any interest charges imposed by the City, compliance with the provisions of CEQA and the CEQA Guidelines and costs incurred for City staff time and for consultants.

(4) **Entitlement Costs.** All costs actually incurred, supported by invoice, cancelled check, and paid in connection with the preparation, processing, and approval of any of the specific plans for lands within the FGA and compliance with the provisions of CEQA and the CEQA Guidelines in connection therewith.

(5) **Non-Participating Owner.** An owner of land within a Zone of Benefit who did not pay any of its Proportionate Share of the Annexation Costs or the Entitlement Costs, or paid less than its Proportionate Share of such costs.

(6) **Owner.** A Person owning land within a Zone of Benefit.

(7) **Person.** An individual or any legal entity, including the City.

(8) **Proportionate Share.** A percentage derived from a fraction in which the denominator shall be the total number of acres in the Zone of Benefit and the numerator shall be the number of acres within the Zone of Benefit owned by an Owner.

(9) Reimbursement. Payment to the City and to Persons who actually incurred and paid Annexation Costs and Entitlement Costs from Reimbursement Charges collected from property owners within a Zone of Benefit established pursuant to this ordinance. In the case of the City, Reimbursements shall be 100% of the City Costs. In the case of other Persons, Reimbursements shall be in an amount equal to the Annexation Costs and Entitlement Costs actually incurred and paid by the Person being reimbursed in excess of that Person's Proportionate Share of such costs as determined pursuant to Sections 7 and 8 of this Ordinance.

(10) Reimbursement Charge. The amount of reimbursement to be paid by a non-participating owner as determined pursuant to Sections 7 and 8 of this Ordinance. The Reimbursement Charge is not intended to limit or replace, and is an addition to, any other development fees or charges imposed by the City or any assessment that may be levied by any assessment district.

(11) SEIR. The Supplement to the Salinas General Plan Final Program EIR certified by the Salinas City Council on December 11, 2007.

(12) SOI Amendment. The Comprehensive Amendment to Update the Spheres of Influence of the City of Salinas and the Monterey Regional Sanitation District approved by the Local Agency Formation Commission of Monterey County on May 19, 2008.

(13) Sponsor. A Person who has paid more than its Proportionate Share of the Annexation Costs or the Entitlement Costs, and who joins in initiating a Zone of Benefit pursuant to this Ordinance.

(14) Zone of Benefit. The area benefitted by the SOI Amendment, the Annexation, or the preparation, processing, and approval of any of the specific plans for lands within the FGA and compliance with the provisions of CEQA and the CEQA Guidelines in connection therewith.

SECTION 4. Initiation of Proceedings.

(1) Any Person seeking to prepare and process a specific plan within one of the FGA planning areas (the "Sponsor") may apply to the City to form a Zone of Benefit covering that planning area.

(2) An application to form a Zone of Benefit shall include the following:

(a) Annexation Costs. A detailed accounting of the Annexation Costs including, but not limited to, (i) the costs of preparation and processing of the SEIR, the SOI

Amendment and the Annexation proceedings, (ii) fees, costs and reimbursements paid to the City in connection with the processing of the SEIR, the SOI amendment and the Annexation of the FGA, (iii) costs incurred by the Sponsor for preparation of technical documents and studies, legal, engineering, planning, fiscal, and other consultants, interest as provided herein, and all other costs in connection with the SOI Amendment and Annexation of the FGA. All Annexation Costs requested for reimbursement are subject to verification and approval by the City.

(b) Entitlement Costs. A detailed accounting of the Entitlement Costs already paid or incurred, including time records of the Sponsor's employees for which reimbursement is claimed, together with a detailed estimate of Entitlement Costs yet to be incurred and paid, including, but not limited to (i) the costs of preparation and processing of a specific plan for all or a portion of the proposed Zone of Benefit, (ii) the cost of preparing and processing the environmental impact report or other environmental document in connection with a specific plan for all or a portion of the proposed Zone of Benefit, (iii) fees, costs and reimbursements paid or to be paid to the City in connection with the processing of the specific plan, and the related environmental impact report or other environmental document, (iv) costs incurred by the Sponsor for preparation of technical documents and studies, legal, engineering, planning, fiscal, and other consultants, interest as provided herein, and all other costs in connection with the preparation and processing of the specific plan and the environmental impact report or other environmental document in connection with the specific plan for all or part of the proposed Zone of Benefit (the "Cost Estimate"). All Entitlement Costs requested for reimbursement are subject to verification and approval by the City.

(c) Interest. A detailed accounting of interest for which the Sponsor seeks reimbursement. Annexation Costs and Entitlement Costs approved for reimbursement pursuant to this Ordinance shall, at the option of the Sponsor, bear interest at six percent (6%) per annum simple interest from the date such costs were actually expended, to the date of the adoption of the resolution provided in Section 8 of this ordinance. The amount of Annexation Costs and Entitlement Costs subsequently authorized for reimbursement by the resolution adopted pursuant to Section 8 of this ordinance shall thereafter bear interest at the rate of eight percent (8%) per annum simple interest from the date of adoption of the resolution. All interest requested for reimbursement is subject to verification and approval by the City.

(d) A narrative explaining why the Sponsor believes the costs included in the Cost Estimate are eligible for reimbursement pursuant to this ordinance.

(e) Documentation showing that the Sponsor informed the other property owners within the planning area of the actual costs incurred and/or anticipated to be incurred, that

the Sponsor attempted to gain financial participation from the other owners within the planning area, and that the Sponsor intends to seek reimbursement pursuant to the provisions of this ordinance.

(f) A map showing the properties to be included in the proposed Zone of Benefit, together with a list of the names, addresses, parcel number, and approximate acreage of all of the owners of lands within the proposed Zone of Benefit as shown on the latest equalized assessment roll.

(g) A narrative explaining how the Annexation Costs, the Entitlement Costs, and the City Costs shall be spread among the properties within the Zone of Benefit on an acreage basis, or on some other basis that the Sponsor believes will fairly and proportionately spread the Annexation Costs, the Entitlement Costs, and the City Costs among the properties within the Zone of Benefit (the "Methodology"), which is deemed to fairly and proportionately represent the benefit rendered to such properties by the expenditure of such costs.

(h) The extent to which the Annexation Costs and the Entitlement Costs has relieved or will relieve other property owners or developers within the proposed Zone of Benefit of the need to obtain an SOI amendment, annexation, rezoning, prepare or process specific plans, environmental impact reports or other environmental documents, and whether or not the properties within the proposed Zone of Benefit would be required, in order to receive approval for future development, to annex their property to the City, obtain rezoning, prepare specific plans, environmental impact reports or other environmental documents in connection with such approvals;

(i) The name and address of the Person(s) to be reimbursed, and the amount of reimbursement claimed by each as of the date of submittal.

The City may request the submittal of any additional information it determines to be relevant and necessary. The City shall have no obligation to review or to process such application until it determines that the application includes all information required by this Section 4, including such additional information it reasonably determines to be relevant and necessary as provided herein.

SECTION 5. Analyst's Report.

(1) Upon receipt of a Zone of Benefit application, the City Engineer or other qualified person selected by the City Manager ("Analyst") shall review the application for the establishment of a Zone of Benefit. Within thirty (30) days after receipt of the application, the Analyst shall determine whether the application is complete and notify the City Manager in writing either that the application is complete, or describe the specific information needed

to complete the application. The City Manager shall thereupon promptly notify the Sponsor of the Analyst's determination. Within sixty (60) days after the application is found complete, the Analyst shall prepare and submit a report (the "Analyst's Report") containing the Analyst's recommendations to the City Council for consideration. If the Analyst is a City employee, the costs of the Analyst's services shall be paid by the City, subject to reimbursement pursuant to this ordinance. If the Analyst is an outside consultant not an employee of the City, the costs of the Analyst's services shall be paid by the Sponsor, subject to reimbursement pursuant to this ordinance. The Analyst's Report shall include the following information:

(a) Confirmation that i) the Sponsor has or has not incurred and expended the costs for which the Sponsor seeks reimbursement, and ii) the costs were incurred and expended in furtherance of the annexation and entitlement of the properties within the Zone of Benefit;

(b) A detailed accounting of the City Costs to be reimbursed;

(c) A verification of the Cost Estimate and the portion of the Cost Estimate for which each Sponsor (including the City) should be reimbursed in accordance with this ordinance;

(d) The Analyst's recommendation, based upon the Methodology, of the amount of costs to be reimbursed by each property owner within the Zone of Benefit to each Sponsor, including the City, considering the following factors:

- i. The total amount of Annexation Costs allocated to each Sponsor;
- ii. The total amount of Entitlement Costs allocated to each Sponsor;
- iii. The total amount of City Costs to be reimbursed to the City;
- iv. The amount by which the Annexation Costs and Entitlement Costs incurred by each Sponsor exceeds that Sponsor's fair share of such costs;
- v. The total amount of reimbursement to be charged each Non-Participating Owner within the Zone of Benefit;
- vi. Any prior contributions by the Non-participating Owners that should be credited against their proposed reimbursement obligation;
- vii. The amount of each Non-Participating Owner's reimbursement obligation to each Sponsor expressed as a dollar amount and as a percentage of that Non-Participating Owner's total reimbursement obligation;
- viii. An explanation of any differences between the Sponsor's proposal and the Analyst's recommendations.

(2) The costs to be reimbursed to each Sponsor shall be limited to that portion of the following costs that exceeds the Sponsor's fair share of such costs: (i) the actual costs of preparation and processing of the SEIR, the SOI Amendment and the Annexation proceedings, (ii) the actual costs of preparation and processing of a specific plan for the Zone of Benefit, (iii) the actual cost of preparing and processing the environmental impact report or other environmental document in connection with the specific plan for the Zone of Benefit, (iv) the actual costs and reimbursements paid or to be paid to the City in connection with the preparation and processing of the SEIR, the SOI Amendment and the Annexation of the FGA, the specific plan and the environmental impact report for the Zone of Benefit, (v) actual costs incurred by the Sponsor for legal, engineering, planning, fiscal and other consultants in connection with the SEIR, the SOI Amendment and the Annexation of the FGA and the preparation and processing of a Specific Plan for the Zone of Benefit, the environmental impact report or other environmental document in connection with the specific plan for the Zone of Benefit, and for City staff time charged in connection with such matters, (vi) the cost of accounting for such costs, and (viii) interest as provided in Section 4(2)(c) of this ordinance on each Non-Participating Owner's share of the reimbursable costs.

SECTION 6. Formation of Zone of Benefit.

(1) Upon the City Manager's receipt of the Analyst's Report, the City shall set a public hearing before the City Council to consider the application and the Analyst's Report. The procedure for establishing the Zone of Benefit shall be as set forth in the Municipal Improvement Act of 1913 (Streets & Highways Code Section 10000, *et seq.*) and shall include the procedures set forth in this ordinance. Not less than forty-five (45) days before the hearing, notice of the hearing shall be: (1) published in a newspaper of general circulation, and (2) mailed by regular mail to the Sponsor and to all property owners within the proposed Zone of Benefit as shown on the latest equalized assessment role in the County Assessor's office. Notice shall be deemed effective on the date of mailing. Failure to receive notice by the Sponsor or affected property owners shall not invalidate or otherwise affect formation of the Zone of Benefit.

(2) The notice shall:

(a) State that a Zone of Benefit has been proposed that includes the property of the person receiving notice;

(b) Briefly describe the Zone of Benefit, the amount (or estimated amount) of costs to be reimbursed; the reason for the reimbursement of the costs; and the circumstances under which the costs must be reimbursed;

(c) Set the time, date, and location of the hearing; and

(d) Include such other information as may be required by the City or in the noticing required under the Municipal Improvement Act of 1913 for the establishment of an assessment district, including provisions for a majority protest.

SECTION 7. Hearing.

At the hearing, the City Council shall consider:

(1) The Sponsor's application;

(2) The Analyst's Report;

(3) The proper boundaries for the Zone of Benefit, taking particular consideration of all properties contiguous to or otherwise located so as to directly benefit from the Annexation Costs and the Entitlement Costs, but excluding lands located outside the FGA as described in this Ordinance;

(4) The actual and estimated costs for which the Sponsor may be reimbursed pursuant to this Ordinance. The Sponsor shall not be entitled to reimbursement for any costs in excess of actual costs incurred and paid by the Sponsor. If the Zone of Benefit is formed before actual costs are known, the Reimbursement Charge may be based on estimated costs. If estimated costs are used, the resolution adopting the Reimbursement Charge shall provide for a recalculation of the Reimbursement Charge within six (6) months following final approval of the specific plan and the expiration of all applicable statutes of limitation to reflect the actual costs, whether less than or more than the estimated costs; and

(5) All written protests against establishment of the Zone of Benefit and/or levying of the Reimbursement Charge. If a written protest against a proposed fee or charge is presented by owners of a majority (greater than 50%) of the identified parcels of land within the proposed Zone of Benefit, the City shall not establish the Zone of Benefit or levy the Reimbursement Charge against the parcels within the Zone of Benefit.

SECTION 8. Resolution.

(1) If the Council determines that formation of a Zone of Benefit is appropriate, the Council shall establish that Zone of Benefit by resolution (the "Resolution"). The Resolution shall:

(a) Establish the area of the Zone of Benefit, a listing by assessor's parcel number of all properties within the Zone of Benefit and the Owner thereof as established by the latest equalized assessment role in the County Assessor's office, the Zone of Benefit formation date, and the date when the right of reimbursement ends.

(b) Set forth the actual and estimated cost of the Annexation Costs and the Entitlement Costs for which the Sponsor shall be reimbursed by each Non-Participating Owner.

(c) Set forth the actual and estimated cost of the City Costs for which the City shall be reimbursed by each Owner.

(d) Establish the Reimbursement Charge methodology and show an example of the methodology used to calculate the Reimbursement Charge. The City Council may confirm, amend, alter, modify or correct the Analyst's Methodology.

(e) Establish the amount of each Owner's reimbursement obligation to each Sponsor and to the City (the "Reimbursement Charge") expressed as a dollar amount and as a percentage of that property owner's total reimbursement obligation.

(f) Specify a maturity date ten (10) years from the date of adoption of the Resolution.

(2) Upon adoption of the Resolution, a certified copy of the Resolution shall be sent by the City by certified mail to the Sponsor and to all affected Owners, and recorded in the office of the County Recorder to provide notice to potential purchasers of property within the Zone of Benefit. Failure to make such a recording shall not affect the legality of the formation of the Zone of Benefit or the obligation to pay the Reimbursement Charge. The Sponsor shall be responsible for paying all recording and mailing costs incurred by the City.

SECTION 9. Post-Resolution Entitlement Costs

(1) The Resolution shall be amended from time to time, but not more frequently than annually, upon application of a Sponsor to provide for reimbursement of Entitlement Costs incurred subsequent to the initial adoption of the Resolution.

(2) An application for amendment of the Resolution as provided in this Section 9 shall include the information required by sub-sections (2)(b) through (h) of Section 4 of this ordinance.

(3) Adoption of an amendment to the Resolution shall require review and recommendation by an Analyst as required by Section 5 of this ordinance, notice and hearing as required by Sections 6 and 7 of this ordinance, and adoption and recordation of the amended Resolution as provided in Section 8 of this ordinance.

(4) A final amendment of the Resolution reflecting all Entitlement Costs for the Zone of Benefit shall be adopted pursuant to the provisions of this Section 9 upon the final approval of the specific plan for the Zone of Benefit, the expiration of all applicable statutes of limitation for legal challenge to such approval, and the entry of final judgment in any legal action challenging the approval of the specific plan.

SECTION 10. Non-Participating Owner Becoming a Sponsor.

(1) At any time prior to the adoption of the final amendment of the Resolution, a Non-Participating Owner may become a Sponsor by (1) submitting an application to the City to become a Sponsor, (2) paying to the City all Reimbursement Charges levied against the applicant by the latest amendment of the Resolutions, including accrued interest, in full, (3) payment to the City for reimbursement to the then-existing Sponsors of a Proportionate Share of the Reimbursement Charges attributable to Non-Participating Owners in the Zone of Benefit, including accrued interest; and (4) providing a written undertaking to assume responsibility for payment of a Proportionate Share of any subsequently incurred Entitlement Costs for the Zone of Benefit. Upon receipt of such payments from the applicant, the city shall promptly disburse the funds received as provided in sub-section (2) of Section 12 of this Ordinance.

(2) Upon a Non-Participating Owner becoming a Sponsor as provided in this Section 10, the City shall adopt and record an amended Resolution reflecting all payments, credits and adjustments to the Reimbursement Charges resulting therefrom.

SECTION 11. Legal Challenge.

Any legal action intended to challenge or contest the formation of the Zone of Benefit, the methodology, the amount of the Reimbursement Charge or any person's obligation to reimburse costs as set out in this ordinance shall be commenced within thirty (30) days after the adoption of the Resolution establishing the Zone of Benefit, as provided in California Code of Civil Procedure Section 329.5. The Sponsor(s) of a Zone of Benefit shall have the obligation to defend, indemnify, and hold the City and its officers and employees harmless from any and all claims or expenses arising out of the City's action to form a Zone of Benefit as set forth in this ordinance.

SECTION 12. Payment.

(1) An Owner of property within any Zone of Benefit (“Affected Property”) shall pay the City, in addition to any other applicable fees and charges, the Reimbursement Charge established by the City pursuant to this ordinance as a precondition to making application for the first City approval for any of the following: (i) a statutory development agreement for any portion of the Affected Property; (ii) a tentative subdivision map or parcel map to subdivide any portion of the Affected Property; (iii) any permit or land use entitlement for the development of any portion of the Affected Property. An owner of Affected Property shall have no obligation to pay the City unless and until the owner of such Affected Property, or a representative of such owner, applies to obtain approval from the City to develop the Affected Property or to obtain approval as set out in this section.

(2) Reimbursement Charges shall be collected by the City from the owner or developer of the Affected Property. The City shall then immediately pay to the Sponsor a percentage of the amount so collected as specified in the Resolution until the full reimbursement of the amount of reimbursement specified in the Resolution (as most recently amended) has been paid.

(3) Owners shall receive credit against the reimbursement obligation levied against their property pursuant to this ordinance for costs included in the Reimbursement Charge which owner has actually paid through an assessment district, payment of an impact fee, or other verifiable means.

(4) Whenever a reimbursement obligation of an Owner has been paid in full and permanently satisfied, the City shall prepare and record a Notice of Release of Reimbursement Lien identifying by assessor’s parcel number and Owner the property being released.

(5) The Sponsor’s right to reimbursement is assignable and transferable, including but not limited to collateral assignment to the Sponsor’s lender, after written notice is delivered to the City advising the City to whom future payments are to be made and after the City has given its written consent to such assignment or transfer, which consent will not be unreasonably withheld or conditioned.

(6) Collection of the Reimbursement Charge shall cease when all Sponsors have recovered their total share of the Reimbursement Charges.

(7) Notwithstanding anything to the contrary contained herein, Reimbursement Charges shall mature and become due and payable in full by Non-Participating Owners ten (10) years after the date of adoption of the Resolution establishing the Reimbursement Charges,

whereupon the Reimbursement Charges may be enforced against the Non-Participating Owners by any Sponsor.

(8) Reimbursement Charges shall be collected by the City for a period of 20 years. If the Sponsor has not recovered its share of the Reimbursement Charges, the Sponsor may request that the City continue to collect the Reimbursement Charges for an additional 10 years. Such request shall be made in writing to the City Manager at least 120 days prior to the expiration of the 20-year period.

(9) Collection of the costs shall cease when the Sponsor has recovered its share of the development costs or a period of 20 years has lapsed (or 30 years if extended as provided for above), whichever occurs first.

SECTION 13. Partial Invalidity

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 14. Environmental Determination

The City Council finds and declares that the adoption and the implementation of this ordinance are exempt from the provisions of the California Environmental Quality Act in that it can be seen with certainty that there is no possibility that the adoption and the implementation of this ordinance may have a significant effect on the environment. [CEQA Guidelines Section 15061(b)(3)]

SECTION 15. Effective Date

This ordinance shall take effect thirty (30) days from and after its adoption.

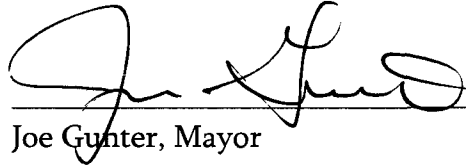
This ordinance was introduced and read on the 20th day of May, 2014, and passed and adopted on the 3rd day of June, 2014, by the following vote:

AYES: Councilmembers: Barrera, Castañeda, Craig, De La Rosa, McShane, and Mayor Gunter

NOES: None

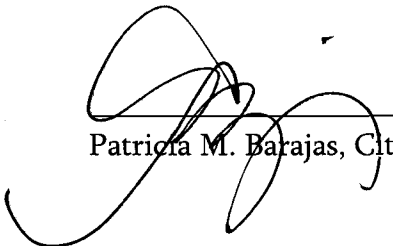
ABSENT: Councilmember Lutes

ABSTAIN: None




Joe Gunter, Mayor

ATTEST:

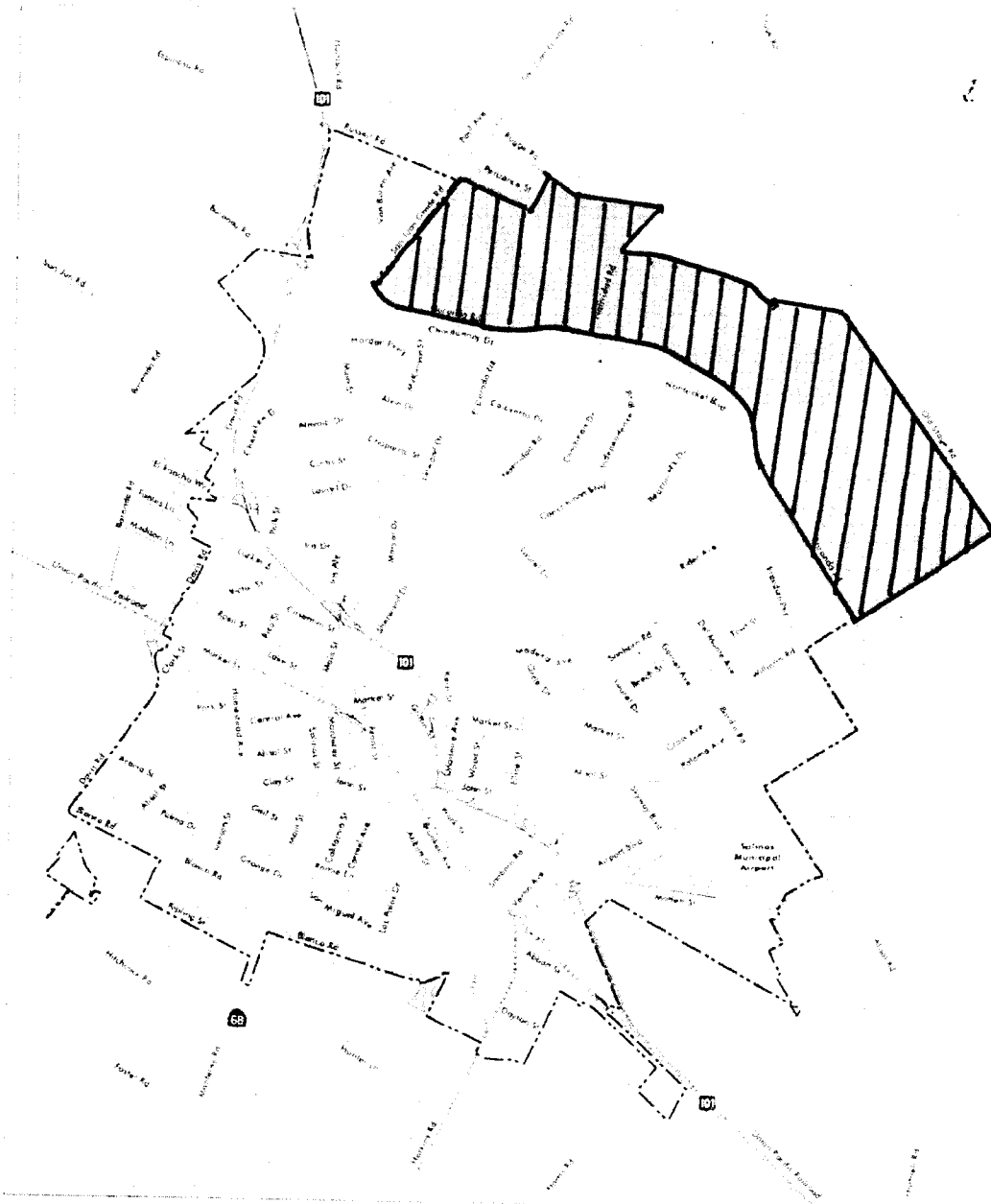


Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:



Christopher A. Callihan, City Attorney



Legend



FGA

EXHIBIT "A"

MONTEREY COUNTY ASSESSOR PARCELS IN FGA

153-101-08, 211-231-12, 153-111-07, 153-091-01, 153-111-03,
153-071-35, 153-071-34, 153-111-06, 211-011-10, 211-231-12, 211-231-13,
153-111-04, 153-091-05, 153-091-03, 153-071-36, 153-071-11, 153-111-05,
211-231-16, 211-011-03, 211-011-09, 153-091-09, 153-091-08, 153-091-10,
153-091-07, 211-011-08, 211-011-02, 153-091-06, 211-231-59, 211-231-60,
211-231-61, 153-101-05, 211-013-04, 211-011-11, 211-011-01, 153-101-06,
153-101-07, 153-111-08, 153-111-09, 153-111-02, 153-111-01, 153-210-24,
153-210-12, 153-011-062, 153-011-064, 153-011-006, 153-011-005, 153-021-
011, 153-021-026, 153-021-019, 153-011-043, 153-021-017, 153-021-090,
153-021-016, 153-011-008, 153-011-009, 153-011-042

EXHIBIT 'B'

ORDINANCE NO. 2590 (N.C.S.)

AN ORDINANCE AMENDING ORDINANCE NO. 2549 REGARDING THE ESTABLISHMENT OF A ZONE OF BENEFIT AND REIMBURSEMENT OF COSTS INCURRED IN CONNECTION WITH THE ANNEXATION AND THE ENTITLEMENT OF LANDS IN THE NORTH OF BORONDA FUTURE GROWTH AREA

WHEREAS, on June 3, 2014, the Salinas City Council adopted an ordinance (Ordinance No. 2549) that establishes the method to reimburse a person or the City for financing certain costs and expenses related to the annexation and the entitlement of lands in the North of Boronda Future Growth Area (“FGA”); and

WHEREAS, the FGA consists of four planning areas for the purposes of preparing and processing specific plans and environmental review, namely (1) the West Area, being portions of the FGA lying between San Juan Grade Road and Natividad Road; (2) the Central Area, being portions of the FGA lying between Natividad Road and the extension of Constitution Boulevard; (3) the East Area, consisting of the portions of the FGA lying between the extension of Constitution Boulevard and Williams Road; and (4) the portions of the West Area included within the adopted Gateway Center Specific Plan; and

WHEREAS, each of the three of the planning areas (the West, the Central, and the East) includes areas which were either not annexed into the City when the FGA was annexed to the City in 2007 or which have no feasible development opportunities given their shape, size, topography, designation for use as a school site, or location within the planning area relative to the uses planned within the planning areas (“undevelopable areas”); and

WHEREAS, the undevelopable areas will not participate in sharing on a proportionate basis their fair share of the Annexation Costs and the City Costs, as those terms are defined in Ordinance No. 2549; and

WHEREAS, the Salinas City Council finds that given the undevelopable areas will not share in the Annexation Costs and the City Costs, the undevelopable areas should not be included when calculating the fair share of the Annexation Costs and the City Costs to be borne on a proportionate basis by each Sponsor, as that term is defined in Ordinance No. 2549; and

WHEREAS, in order to exclude the undevelopable areas from the calculation of the fair share costs, Ordinance No. 2549 must be amended; and

WHEREAS, the Salinas City Council finds and declares that the adoption of this Ordinance and the implementation of this Ordinance are exempt from the provisions of the California Environmental Quality Act in that it can be seen with certainty that there is no possibility that the adoption and the implementation of this Ordinance may have a significant effect on the environment. [CEQA Guidelines Section 15061(b)(3)].

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS that Ordinance No. 2549 shall be amended as follows:

SECTION 1. Subdivision (8) of Section 3 shall be amended in its entirety to read as follows:

“(8) Proportionate Share. A percentage derived from a fraction in which the denominator shall be the total number of Developable Acres in the Zone of Benefit and the numerator shall be the number acres within the Zone of Benefit owned by an Owner.”

SECTION 2. Subdivision (15) shall be added to Section 3 and shall read as follows:

“(15) Developable Acres. Land which was annexed to the City in 2007 as a part of the North of Boronda Future Growth Area which may be feasibly developed and which is not otherwise restricted from development because of its shape, size, topography, designation for use as a school site, or location within the planning area relative to the uses planned within the planning areas.”

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The Salinas City Council hereby declares that it would have passed this Ordinance, and each and every section, subsection, clause, and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

PASSED AND ADOPTED this 21st day of February, 2017, by the following vote:

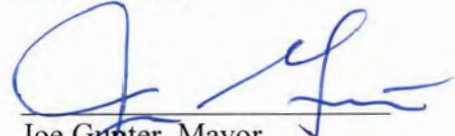
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSENT: None


ABSTAIN: None

APPROVED:



Joe Gunter, Mayor

ATTEST:



Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:



Christopher A. Callihan, City Attorney

Appendix N: Master Landscaping Plan

Appendix O: Street Furnishings



*Model Fair Weather F-8 table or approved equal
(black only)*



*Model Ironsmith M6 Tree Guard or approved equal
(black only)*



*Model Fair Weather LPT-36 Tree Grate or
approved equal (black only)*



*Model Fair Weather Plaza Series PL-5 Bench
or approved equal (black only)*



*Model DuMor #125-20 Bike Rack or approved
equal (black only)*



*Model Fair Weather Plaza Series PTR-3.2 Planter
or approved equal (black only)*

Appendix P: Master Fence and Wall Plan

Appendix Q:

Conditions of Approval (Traffic Mitigations)

Appendix Q

Traffic Conditions of Approval

(Also refer to the Final Mitigation Monitoring and Reporting Program)

Condition of Approval 3.10-1: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Condition of Approval 3.10-2: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). This improvement is part of the City's Traffic Improvement Program. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-3: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a roundabout at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-4: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This condition includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Condition of Approval 3.10-5: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by

such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Condition of Approval 3.10-6: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by such project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Boronda Road Off-Ramp and Northbound West Laurel Drive Off-Ramp).

Condition of Approval 3.10-7: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-8: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-9: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-10: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right

turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-11: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a roundabout at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Condition of Approval 3.10-12: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Condition of Approval 3.10-13: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to add a southbound left turn pocket and optimize traffic signal timings at the traffic signal at Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-14: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee to provide improvements addressing this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-15: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide improvements

addressing this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to final improvement plans for each tentative map.

Condition of Approval 3.10-16: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-17: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-18: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-19: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-20: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound right turn overlap phase at the intersection of North Main Street/West Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential

development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-21: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-22: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Condition of Approval 3.10-23: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement.

Condition of Approval 3.10-24: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-26: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-27: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of Main Street/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-28: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This condition shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Condition of Approval 3.10-29: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of an eastbound left turn lane at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-30: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of an appropriately sized roundabout at North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-31: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a southbound left turn lane at East Front Street/Sherwood Drive/Market Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-32: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of an eastbound through lane at Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

Condition of Approval 3.10-33: Implement previously identified Recommended Condition of Approval 3.10-14, which identifies the need to install a traffic signal at the intersection at U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road.

Condition of Approval 3.10-34: Implement previously identified Recommended Condition of Approval 3.10-15, which identifies the need to install a traffic signal at the intersection at U.S. 101 Northbound Ramps/Crazy Horse Canyon Road.

Condition of Approval 3.10-35: Implement previously identified Recommended Condition of Approval 3.10-16, which identifies the need to install a traffic signal at the intersection at Crazy Horse Canyon Road/San Juan Grade Road.

Condition of Approval 3.10-36: Implement previously identified Recommended Condition of Approval 3.10-28, which identifies the need to install a traffic signal at the intersection at Old Stage Road/Hebert Road.

Condition of Approval 3.10-37: Implement previously identified Recommended Condition of Approval 3.10-17, which identifies the need to install a traffic signal at the intersection at Natividad Road/Rogge Road.

Condition of Approval 3.10-38: Implement previously identified Recommended Condition of Approval 3.10-18, which identifies the need to install a traffic signal at the intersection at Natividad Road/Russell Road.

Condition of Approval 3.10-39: Implement previously identified Recommended Condition of Approval 3.10-7, which identifies the need to install a traffic signal at the intersection at San Juan Grade Road/Van Buren Avenue.

Condition of Approval 3.10-40: Implement previously identified Recommended Condition of Approval 3.10-8 and 3.10-19, which identifies the need to install southbound and westbound left turn lanes, and to optimize signal timing, at North Main Street/East Boronda Road.

Condition of Approval 3.10-41: Implement previously identified Recommended Condition of Approval 3.10-2, which identifies the need to install northbound and southbound through lanes at Natividad Road/East Laurel Drive.

Condition of Approval 3.10-42: Implement previously identified Recommended Condition of Approval 3.10-21 and 3.10-29, which identify the need to Install southbound left turn lane and an eastbound left turn lane at Constitution Boulevard/East Laurel Drive.

Condition of Approval 3.10-43: Implement previously identified Recommended Condition of Approval 3.10-3, which identifies the need to install a roundabout at the intersection at North Sanborn Road/Boronda Road.

Condition of Approval 3.10-44: Implement previously identified Recommended Condition of Approval 3.10-22, which identifies the need to install a traffic signal at the intersection at Old Stage Road/Williams Road/Private Road.

Condition of Approval 3.10-45: Implement previously identified Recommended Condition of Approval 3.10-23, which identifies the need to install a northbound through lane, add in a northbound right turn overlap phase, and convert the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive.

Condition of Approval 3.10-46: Implement previously identified Recommended Condition of Approvals 3.10-4 and 3.10-24, which identify the need to install northbound and southbound through lanes, optimize existing signal timings, and add an eastbound left turn pocket, at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way.

Condition of Approval 3.10-47: Implement previously identified Recommended Conditions of Approval 3.10-12 and 3.10-25, which identify the need to traffic signal or roundabout, to improve the intersection's LOS to A during the evening peak hour, and to install an eastbound left turn lane, at the intersection of Williams Road/East Boronda Road.

Condition of Approval 3.10-48: Implement previously identified Recommended Condition of Approval 3.10-31, which identifies the need install a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Drive.

Condition of Approval 3.10-49: Implement previously identified Recommended Condition of Approval 3.10-26, which identifies the need install a westbound left turn lane at the intersection of South Davis Road/Blanco Road.

Condition of Approval 3.10-50: Implement previously identified Recommended Conditions of Approval 3.10-13 and 3.10-32, which identify the need to install a southbound left turn lane and optimize signal timings, and to install an eastbound through lane, at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street.

Condition of Approval 3.10-51: Implement previously identified Recommended Condition of Approval 3.10-27, which identifies the need to install a northbound left turn lane at the intersection at South Main Street/Blanco Road.

Condition of Approval 3.10-52: Implement previously identified Recommended Condition of Approval 3.10-6, which identifies the need to contribute to the TAMC RDIF Program and payment of the City of Salinas's Traffic Impact Fees for the U.S. 101 Mainline Segments.

Appendix R:

Pacific Advanced Civil Engineering, Inc. (PACE), hydrologic mitigation analysis, Technical Memorandum

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PACIFIC ADVANCED CIVIL ENGINEERING, INC.

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TECHNICAL MEMORANDUM

Hydrologic Mitigation Requirements and Design Procedures Salinas Future Growth Area – East and Central Areas

GENERAL BACKGROUND & STORMWATER FACILITY OBJECTIVE

The proposed mixed used development will modify the surface runoff generated from the project local watershed that is tributary to the receiving waters or adjacent creek systems compared to the natural runoff conditions. Specialized hydrologic mitigation facilities proposed with the development will satisfy the different requirements from various agencies that require implementation of mitigation features for impacts to the surface hydrology. The intent of this technical discussion is to demonstrate that the proposed specialized stormwater facilities within different portions of the Future Growth Area (FGA) will meet the objectives of the various agency requirements and illustrate the different engineering analyses that support this conclusion as well as the design of those facilities. The different hydrologic requirements evaluated as part of this technical assessment included: (1) the City of Salinas, (2) RWQCB stormwater quality requirements, (3) Monterey County Water Resources Agency focusing on the operational requirements of the downstream Reclamation Ditch, and (4) Carr Lake impacts.

In general, urbanization will result in direct modifications to surface hydrology through several areas that include (1) increasing the development watershed response time associated with a more hydraulically efficient drainage conveyance system of streets and pipes, (2) increasing runoff volume, (3) reduction of infiltration through increased impervious areas, and (4) increases in peak runoff rates. In addition, urban runoff can result in increased concentrations of different constituent pollutants that can result in impacts to water quality. The quantity of runoff can potentially influence the stability of the river process in alluvial stream systems directly related to sediment transport and effect the downstream hydrologic operation of Carr Lake.

Mitigation of the peak flowrate is commonly provided through peak flow attenuation utilizing temporary storage in detention basin facilities. However, providing mitigation facilities for the impacts from hydromodification or the effects of increased runoff volume from urbanization had not been previously required which involves a more unique facility and analysis. It is recommended that the hydromodification facility sizing procedures and analyses follow a similar methodology as that outlined in the *Santa Clara Valley Hydromodification Management Plan* since these procedures are being adopted by most of the other Regional Water Quality Control Boards throughout the State. The flow duration basin design process is essentially an iterative process where the designer selects basin storage volumes and outlet configurations and compares the resulting discharge flow duration curve to pre-project results. The approach involves: (1) simulating the runoff from the project site, pre-and post-project using a continuous record (ie 50-years of record); (2) generating flow duration curves from the results; and (3) designing a flow control facility such that when the post-project time series of runoff is routed through the facility, the discharge pattern matches the pre-project flow-duration curve.

HYDROLOGIC MITIGATION REQUIREMENTS / CRITERIA

1. **City of Salinas** – The City *Design Standards* have specific requirements under hydrology and surface runoff related to hydrologic mitigation for proposed development. The specific requirements from the standards include:

A twenty-four (24) hour design storm rainfall shall be used for sizing detention/retention basin improvements. Detention/retention basins shall be sized to accommodate the condition to limit the discharge to the ten (10) year predevelopment rate, and the (100) year post-development runoff..... The City Engineer will require mitigation for retention/detention basin difference between the one hundred (100) year post development and the ten (10) year pre-development discharges.

The City criteria require providing a stormwater storage facility that utilizes either detention, retention, or combination of both detention/retention to attenuate the 100-year post-development discharges to the 10-year predevelopment discharge magnitude. This requirement focuses on attenuation of the “peak discharge” from the runoff hydrograph and does not address increased runoff volume and adjustments to increased flow duration of the runoff hydrograph associated with development.

2. **Monterey County WRA** – Mitigation associated with the 100-year 72-hour storm events based on the agency’s ditch watershed study that had evaluated the capacity of the existing reclamation ditches and the corresponding baseline hydrology tributary to those facilities. This is directly related to the release from Carr Lake and ensuring that the volume to the lake is not changed with development.
3. **Regional Water Quality Control Board** – Provisions of the municipal stormwater NPDES permits require that the permittees manage increased runoff from urban development projects. This condition applies where the increased runoff from the project will result in increased potential for erosion or other adverse impacts to beneficial uses that are attributable to change in the amount and timing of runoff.

HYDROLOGY ANALYSIS METHODS

Synthetic Storm Unit Hydrographs – Hypothetical storm hydrographs representing a single rainfall event are commonly utilized to estimate the hydrologic response of a watershed through the transformation of precipitation into runoff. The unit hydrograph approach is used to estimate the time distribution of watershed runoff in the drainage basin based on the integrated effect of size, slope, shape, and storage characteristics of the watershed basin. The Soil Conservation Service (SCS) unit hydrograph procedure was applied which is based on a dimensionless hydrograph relating the variables of lag time and peak flowrate. The synthetic unit hydrograph approach was utilized to develop hypothetical runoff hydrographs in order to evaluate the City and County hydrologic mitigation requirements.

Basin Hydrologic Routing Analysis – Hydrologic routing of the runoff hydrographs through the flow control facilities will determine the required size of the storage facility and outlet structure configuration. Multiple configurations are possible that will satisfy the design objective and a basin optimizing software program PONDOPT was utilized to assist in determining the optimum detention basin size. The intent is to minimize the size or footprint of the facility based on specific restrictions should as maximum depth of ponding. The hydrologic routing utilized modified puls routing was applied to split a portion of the flow downstream to the receiving stream and a portion to the adjacent “retention basin” facility for capture of the delta volume.

Water Balance - The “water balance” assessment is an evaluation of all the hydrologic components of the water cycle. The water balance concept provides a useful accounting tool for evaluating and controlling the effects of land use changes on hydrology. A water balance, like a checkbook balance, is intended to show the balance between the “deposits” direct precipitation and runoff, and “withdrawals” which include (1) infiltration into the soils, (2) evapotranspiration, and (3) runoff continuing off the project. The water balance is a monthly accounting of how precipitation water becomes distributed among (1) surface runoff, (2) groundwater infiltration, and (3) evaporation. The objective is to ensure that the water balance does not increase the release of runoff volume downstream which is consistent with the hydromodification and hydrologic mitigation objectives. A key element in the evaluation of impacts for the proposed development is modeling changes to the water balance caused from urbanization and the extent to which the existing water balance can be maintained using onsite hydrologic mitigation BMPs.

Infiltration / Percolation Analysis – The outflow rate from the retention basin facility through infiltration losses in the basin floor and side slopes can be estimated using Darcy’s Law. The water depth will vary within the basin during the filling and emptying process. In order to approximate the “average” release rate, the water depth can be arbitrarily set at one-half of the maximum depth. This means that the effective percolation rate will be equal to one-half the area of the sides of the basin. With a hydraulic gradient equal to 1.0, Darcy’s Law gives the following expression for the outflow from the basin:

$$V_{out}(t) = k \cdot 1.0 \cdot A_{perc} \cdot t$$

Where: $V(t)$ = Volume of water percolated into ground during time period
 K = Hydraulic conductivity, feet/day
 A_{perc} = Total area available for percolation, in square feet
 t = Percolation time, in days

The retention basin is sized for the maximum volume for the design period ignoring the infiltration losses within the basin. The infiltration capabilities are strictly used to evaluate the evacuation of the basin with the rainfall season.

Evaporation and Evapotranspiration- . Quantifying the estimated water useage was based upon commonly accepted principles for irrigation design that can be found in numerous publications on this subject including: *Landscape Water Management Handbook* (prepared for the Office of Water Conservation, California Department of Water Resources) and *Estimating Irrigation Water Needs of Landscape Plantings in California* (California Department of Water Resources). Water requirements for various vegetation types have been established in the laboratory and field studies plant-water loss (evapotranspiration). The total amount of water lost in any period gives an estimate of the amount of water that must be replaced by irrigation. One of the most common simplified procedures is using evapotranspiration data (ET) with the “landscape coefficient method” which is applied in this analysis. The water supply estimate associated with the dry weather flows is based upon field measurements from several mixed land-use watersheds in Southern California.

The basic water usage equation is $EWU = ET \times PF \times LA \times 0.62 / 7.48$

(Reference: *Landscape Water Management Handbook*, prepared for California Department of Water Resources)

Where EWU = Estimated water useage (cubic feet)

ET = Evapotranspiration amount for one year, varying each month (inches)

A comparison of the CMIS monthly averaged evapotranspiration data for the North Salinas gage and the data contained in the California *Landscape Water Management Handbook* for the Salinas area is outlined below.

Table No. 1 – Evapotranspiration Data – Salinas Area

Data Source	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
LWMH	1.6	1.9	2.7	3.8	4.8	4.7	5.0	4.5	4.0	2.9	1.9	1.3
CMIS	1.21	1.54	2.88	4.08	4.56	5.16	4.47	4.3	3.2	2.75	1.5	1.23

Flow Duration Analysis – The impacts of urbanization on hydrology include increased runoff volume, peak flow rates, and duration of flows. A flow duration curve relates streamflow and the total duration of time in which the flow rate is exceeded. The flow duration curves are a measure of the range of geomorphically significant flows that could potentially impact beneficial uses. The more frequent and modest flows less than the ten year events can have the most effect on long term channel morphology. The effect of changes in flow on stream geomorphology is a cumulative one, therefore the magnitude (volume and flow rate), how often the flows occur (frequency), and for how long (duration) are all important. The USEPA Storm Water Management Model (SWMM) was used for this hydrologic assessment based on modeling rainfall-runoff processes over a long term and continuous period. Hydromodification studies with SWMM require, at a minimum, the use of hourly rainfall records to quantify storm intensities. Managing the frequency and duration of flows is referred to as **flow duration matching** and refers to matching the post-development flow duration conditions with pre-development conditions. This matching is achieved through appropriate sizing of a flow duration basin and design of the outlet structure. In order to achieve flow duration matching, **excess flow**, defined as the difference in runoff volume between post-development without controls conditions and the pre-development condition, must be captured and either infiltrated or stored.

Water Quality Treatment Volume – Municipal stormwater discharge permits require that new developments capture and treat runoff from the project prior to discharging downstream. These provisions include minimum standards for sizing these treatment control BMPs for either volume-based and/or flow-based facilities. Volume based BMP design standards apply to BMPs whose primary mode of pollutant removal depends on the volumetric capacity of the BMP which include detention, retention, infiltration, and constructed wetlands. Typically a volume based BMP design criteria calls for the capture and treatment of a certain percentage of the runoff from the project site, usually in the range of the 75th to 85th percentile average annual runoff volume. Sizing treatment control BMPs for stormwater quality enhancement are most economical and efficient when they target small, frequent storm events that over time produce more total runoff than the larger, infrequent storms targeted for design of flood control facilities. Volume-based “Water Quality Volume” (WQV) information for sizing storage-type storm water BMPs, , using the following method: “Maximized Volume Method.” The 85th percentile storm runoff capture ratio determined using the methods provided in Chapter 5 of the Urban Runoff Quality

Management WEF Manual of Practice No 23, 1998, published jointly by the Water Environment Federation and the American Society of Civil Engineers. 85th percentile 24-hr storm is the water quality event depth required by some jurisdictions and agencies for dischargers within a specific area. Using historical data, it is calculated to capture up to the 85th percentile 24-hour storm. This approach for volume-based BMP sizing is similar to the *California Stormwater BMP Handbook* approach in that it is based on the translation of rainfall to runoff.

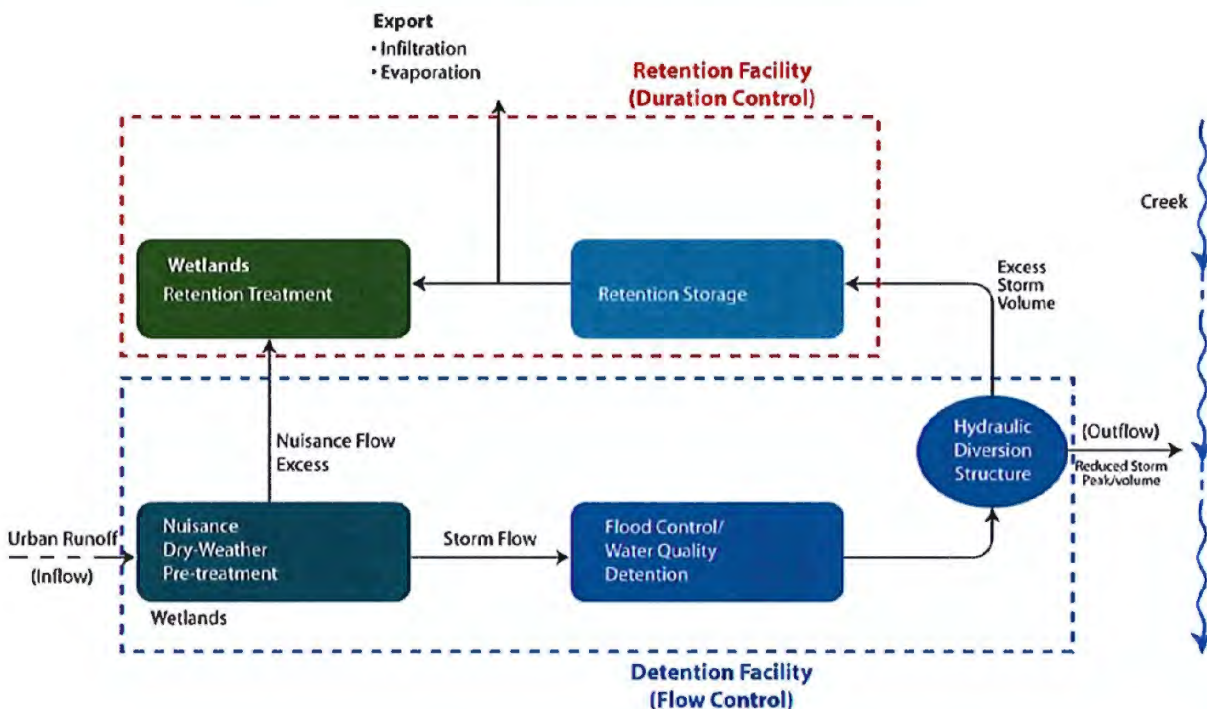
DETENTION/RETENTION FACILITY ELEMENTS

The stormwater flow control facility can be composed of a single basin with multi-level pools that provide different hydrologic functions of a dual basin system illustrated in the *Schematic Flow Diagram* for the hydrologic control facility.

Schematic Flow Diagram

- Combined Runoff Control System -

(Hydromod / Peak Attenuation / Water Quality)



A combined flow control systems will be utilized in order to achieve the hydrologic mitigation and water quality requirements that follows similar hydromodification recommendations. The proposed flow control system will include one or more of the following components which are illustrated in the schematic above and include: (1) Duration control / water quality treatment basin, (2) pretreatment wetlands, (3) retention/infiltration basin, and (4) diversion outlet to either the retention basin or the downstream receiving waters.

Flow Duration Control – The initial basin is the smaller basin and will provide hydraulic control to distribute flows, water quality treatment, and peak attenuation through flow control. Detention basins are the most common means of meeting flow control requirements. The reduced release rate requires temporary storage of the excess amounts in a basin. The flow control basin will incorporate extended detention to provide water quality treatment for storm flows. Extended detention are designed with outlets that detain the runoff volume from the water quality design storm (e.g. 85th percentile 24-hour events) for some minimum time (e.g. 48-hours) to allow particles to settle. The flow control basin will also incorporate wetland vegetation in a presettling area in order to provide additional treatment and mitigate nuisance / dry-weather flow.

Retention/Infiltration Basin – The second element of the combined control system is a separate and hydraulically independent basin to store the delta volume between pre-and post-development.

DATA REQUIREMENTS

The different hydrologic data utilized for the analyses is outlined below which includes the data sources and the corresponding assumption related to the required watershed parameters needed for the hydrologic modeling.

Watershed Soil Loss Rates - Watershed soil loss rates were based upon the NRCS (SCS) hydrologic soils mapping for the Salinas area. The hydrologic soil grouping and with the impervious covers were utilized to develop runoff Curve Numbers (CN) which define the runoff potential and can assist in defining the hydrologic effects within a watershed from urbanization. Composite runoff curve numbers were generated to reflect the proposed development based on the landuse and the assigned amount of percent impervious cover. This analysis did not evaluate adjustments to the curve number because of incorporating LID elements to improve infiltration. The SCS Curve Numbers were utilized in the development of the hypothetical single event storm hydrographs. The continuous simulation model with the application of SWMM utilized another loss rate function which was calibrated to the SCS and field percolation tests.

Infiltration Basin Sites Percolation Rates – A recent project specific detailed geotechnical field exploration was performed by Earth Systems between September and November, 2006 which included soil hydraulic conductivity. A total of 31 different samples were obtained at different locations throughout the project area. These sampling locations were variable and were not at a specific potential basin site location. The **average permeability of these samples was 0.1788 feet/day** which will be used for the infiltration capacity at any of the retention basin locations. The hydraulic conductivity varied from a maximum of **2.8346 feet/day** to a minimum of **0.0001 feet/day**. The variability in the infiltration rates illustrates that selection of the retention basin locations should correlate to those area of alluvium with higher hydraulic conductivity.

Rainfall - In addition to the continuous simulation of the 1997-98 storm season, three different storm events were simulated as part of this study which includes (1) the 100-year 72-hour storm, (2) the 100-year 24-hour storm, and (3) the 10-year 24-hour storm. NOAA Atlas 2 GIS data were downloaded from the NOAA website (<http://www.nws.noaa.gov/oh/hdsc/noaaatlas2.htm>) for both 24-hour storm events. Area-weighting techniques in GIS calculated individual rainfall depths for each sub-basin from the downloaded rainfall grids. For both the 10-year and 100-year 24-hour storms standard NRCS (SCS) Type I synthetic rainfall distribution curve were used.

For the 100-year 72-hour storm event, both rainfall totals and rainfall distributions were taken from the Schaaf & Wheeler report *Zone 9 and Reclamation Ditch Drainage System Operations Study*. Rainfall totals were broken into three different watershed basins, Upper Gabilan (7.0 inches), Lower Gabilan (6.4 inches) and Natividad (6.5 inches), taken from Appendix B-3 of Schaaf & Wheeler’s report. The rainfall distribution used was based on the USACE’s December 1955 distribution with a 30-minute time interval. This distribution is listed as Table B-2.1 in Appendix B-2 of the Schaaf & Wheeler report. Table 1 shows average basin precipitation values used for the FGA.

Table 1- Average Total Precipitation Values Used in Hydrology Studies

Natividad Creek		Rainfall Total
10-year 24-hour		2.54"
100-year 24-hour		4.28"
100-year 72-hour		6.50"
Gabilan Creek		Rainfall Total
10-year 24-hour		2.85"
100-year 24-hour		5.07"
100-year 72-hour		7.0"/6.4"

The continuous rainfall simulation model and the water balance required long term historical rainfall records in order to analyze and entire rainfall season. Although the Salinas rainfall gage has over 100-years of recorded information, the worst or maximum rainfall season of record was analyzed since if a flow control facility was sized for the maximum rainfall season then it would be sufficient for any other smaller amount. The average annual precipitation is approximately 13.20 inches based on the Salinas FAA rainfall gage data which is published by CDEC.

Table 2 – 1997 / 1998 Rainfall Season Monthly Total Precipitation (inches) – Maximum Season

Data Source	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
CDEC	0	0	0	0.13	4.72	2.66	7.1	11.26	2.99	2.15	2.32	0.09	33.42
CMIS	0	0.63	0.05	0.39	4.96	2.85	6.41	10.96	2.67	1.74	1.35	0.23	32.24

Rainfall Distribution Patterns

The distribution of the rainfall for the synthetic single event storm hydrographs was based on the design rainfall parameters associated with the specific agency, either the City of Salinas or MCWRA. The City of Salinas has provided the rainfall distribution pattern for both the 10-year 24-hour and the 100-year 24-hour rainfall event in the *City Design Standard* (Salinas, 2004). Hourly cumulative rainfall amounts are provided for both return periods for the entire 24-hours.

Table 3 – City of Salinas 24-hour Design Rainfall Patterns

Return Period	1	2	3	4	5	6	7	8	9	10	11	12
10-yr	0.08	0.15	0.23	0.30	0.38	0.50	0.65	1.00	1.28	1.43	1.55	1.68
100-yr	0.11	0.22	0.33	0.44	0.56	0.74	0.96	1.48	1.89	2.11	2.29	2.48

Table 3 – City of Salinas 24-hour Design Rainfall Patterns (continued)

Return Period	13	14	15	16	17	18	19	20	21	22	23	24
10-yr	1.75	1.83	1.90	1.98	2.05	2.13	2.20	2.28	2.35	2.40	2.45	2.50
100-yr	2.59	2.70	2.81	2.92	3.03	3.15	3.26	3.37	3.48	3.55	3.63	3.70

HYDROLOGIC BASIN DESIGN PROCEDURES

Hydrologic analysis was performed to evaluate the different criteria of the various agencies to ensure that any mitigation feature such as a retention/detention basin facility satisfies all the requirements. The analyses were utilized to size the require feature assuming a single criteria and then determining the largest facility based on the governing criteria. The analysis included: (1) annual water balance for the maximum seasonal rainfall, (2) continuous flow duration analysis, (3) peak storm flow attenuation, and (4) hypothetical storm runoff volume mitigation. The single event hypothetical storm events were modeled with the use of the ACOE Hydrologic Modeling System software HEC-HMS. The long term continuous rainfall simulation was performed utilizing the EPA Storm Water Management Model (XP-SWMM). The monthly water balance assessment was developed utilizing spreadsheet analysis.

1. Annual Water Mass Balance Analysis – The function of the retention basin portion of the hydromodification facility will be to mitigate the increase in runoff volume associated with the change or increase in impervious surfaces from the urban development compared to the natural condition. The difference in the runoff volume varies depending on the magnitude of the storms and number of storm that occur during the rainfall period for the year. The differential in the runoff volume must be completely retained onsite and not released in order to prevent increase volume ultimately discharging to Carr Lake. A method to approximate the required maximum retention storage volume during the rainfall season can be accomplished through a simplified water mass balance analysis. This analysis will evaluate the maximum rainfall season of record over a 12 month period and accumulate the differential runoff volume, but total volume reduced by the loss from evaporation. This analysis approximates the continuous rainfall analysis (30 or 50-years of record) by evaluating the maximum year. The Salinas rainfall gage is useful since it has just over 100-years of record. The runoff volume can be determined by application of the SCS runoff equation:

$$Q = \frac{(P - 0.2S)^2}{P + 0.8S}$$

$$S = \frac{1000}{CN} - 10$$

The basic procedures for determining the maximum required annual retention storage volume for hydromodification include:

1. Determine the maximum rainfall season from historical rainfall record of the area and then determine the monthly amounts for that rainfall season. Assume the rainfall season is from July

to June of the proceeding year. Using the Salinas rain gage (SAP) from the California Data Exchange Center the maximum year of record occurred during the 1997-1998 rainfall season with a total of **33.42 inches** over the record period beginning in 1904. However, the **average annual rainfall** in Salinas is **13.68 inches**.

1997						1998					
Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
0	0	0	0.13	4.72	2.66	7.1	11.26	2.99	2.15	2.32	0.09

2. Determine the average pan evaporation amounts for each month in Salinas (see *California Landscape Water Management Handbook*)
3. Determine the SCS curve number for the onsite watershed for the (1) existing natural conditions, and (2) the proposed urbanized conditions.
4. Calculate the runoff volume each month using the monthly rainfall for the existing and proposed conditions.
5. Determine the difference between the runoff volumes for the two different landuse conditions for each month.
6. Total the differences for each month to determine the maximum volume for the year without evaporation and then divide by 4 (assumed maximum storage depth of the retention pond) in order to approximate the surface area of the pond
7. Calculate the runoff volume from direct precipitation on the pond and also recalculate the development watershed runoff volume using a reduced drainage area by subtracting out the approximate area of the pond.
8. Calculate the amount of evaporation loss each month from the pond.
9. Calculate the amount of water loss in the basin through infiltration for the month period
10. Calculate to the total input to the retention pond as the differential runoff volume between pre- and post-development while adding the direct precipitation to the pond. Determine the output or loss which is the evaporation and infiltration. Excess retained water in the basin that is not lost from evaporation or infiltration will be used as the starting volume for the next month.
11. If there is water in the basin then calculate the volume lost due to infiltration. Use a safety factor of 2 and 4 which are common values applied.
12. Determine if the retained mitigation volume stored in the retention basin for the entire year will be evacuated during the rainfall year through evaporation and infiltration.

This procedure will provide a conservative estimate of the maximum stored runoff volume for the entire annual rainfall period. The next step is to determine the area/geometry of the “retention basin” portion of hydromodification facility. The assumptions used in the sizing of the basin geometry relied on the calculated differential runoff volume as the basis in the calculations. The additional assumptions included:

- Retention storage occurs below the minimum elevation of the “detention basin.” This detention basin depth must be added to the retention storage depth in order to determine the total depth of the retention basin.
- Initial basin geometry was based on the 100-year 72-hour delta volume between pre- and post-project runoff and dividing that volume by a maximum depth of 4 feet to determine the bottom surface area.

2. Continuous Flow Duration / Volume Analysis – The hydrologic sizing for flow duration control are based on maintaining to the maximum extent possible, the pre-development runoff volume and duration over the total range of flows predicted by the hydrologic model for the historical rainfall record. The Salinas rainfall gage operated by the FAA has daily rainfall records that extend from 1904, or over 100-years. The maximum rainfall year of record will be the controlling year and the analysis can be performed for that single year. Maintaining the pre-development duration of flows serves to control increases in downstream channel erosion that may otherwise occur due to development. The simplest way to visualize this strategy is a histogram of pre- and post-development flows which shows the duration of flows within various “flow bins”, where a flow bin is defined as a specific range of flows. For example, a sequence of flow bins could contain all flow between 10 to 20 cfs. Maintaining flow duration requires that the control system modify the post-development flow frequency (counts) such that the post-development-with-controls flow frequency matches the pre-development flow frequency for each flow bin. The flow duration basins are sized using an iterative process of adjusting basin storage while selecting and adjusting the outlet structure hydraulic openings through:

- The low flow volume within the basin was initially sized to capture the increase in runoff volume generated from the impervious surfaces. This capture volume is dependent on the development characteristics, soil types, and magnitude of changes in runoff created by the proposed development.
- Once the lower volume was sized to capture the correct runoff volume, the upper volume of the basin was sized to detain and discharge larger flow through a specific set of orifices of the outlet structure to reproduce the pre-development flow duration curve. The outlet structure is sized through a trial and error approach to determine a hydraulic structure that would provide the correct performance. Experience indicates that sizing the lower portion of the basin to capture the correct volume of runoff and designing the outlet structure to detain and discharge the high flows from the upper portion of the basin allows the ability to match the pre-development flow duration curve.

Results Hydrologic Mitigation – Salinas East / Central Future Growth Area

The following summarizes the different hydrologic analyses that were performed for East and Central portions of the FGA based upon the methodologies previously discussed to mitigate peak flowrates, runoff volume, and duration. The analyses provide the estimate of pre-development and post-development project watershed hydrology for both hypothetical single event rainfall and continuous rainfall for the maximum water year. The intent of these analyses is to determine the governing criteria and demonstrate the project stormwater facilities are adequately sized to address each of the different requirements.

The central and east areas of the FGA were subdivided into six subwatersheds which correspond to the major discharge points of the development to the adjacent creek system. The analyses calculated the lumped hydrologic effect from each of these watersheds for both the existing and proposed conditions. The analyses also provided the appropriate size of facility based on each of the different criteria evaluated into order to understand the most stringent requirements in determining the basin dimensions. The size of the facility illustrated in the analyses can be distributed into multiple facilities in order to match the physical constraints and provide the best compatibility with the landuse plan.

Onsite Development Hydrologic Characteristics

ID	Basin	Area (sq. mi.)	Area (acres)	L (ft)	Lca (ft)	S (ft/ft)	CN	Est. Q (cfs)	Valley V (ft/sec)	Tc (min)	Lag (min)
I	1B	0.196	125.6	4480.0	2369.3	0.0069	70.5	42.82	3.08	24.3	19.4
II	2B	0.213	136.0	5248.0	2108.4	0.0067	68.6	46.38	3.10	28.2	22.6
III	3B	0.433	277.4	7724.0	3602.1	0.0064	68.8	94.59	3.73	34.5	27.6
IV	5B	0.128	81.9	4008.6	1956.2	0.0100	75.3	27.93	3.28	20.4	16.3
V	8B	0.023	14.7	1783.5	1002.2	0.0179	42.0	5.00	2.82	10.5	8.4
VI	4B	0.020	13.1	1588.5	734.2	0.0116	43.9	4.45	2.21	12.0	9.6

ID	Basin	Area (sq. mi.)	Area (acres)	L (ft)	Lca (ft)	S (ft/ft)	Assume V (ft/sec)	Tc (min)	Lag (min)	CN
I	1B	0.196	125.6	4480.0	2369.3	0.0069	7	10.7	8.5	81
II	2B	0.213	136.0	5248.0	2108.4	0.0067	7	12.5	10.0	79
III	3B	0.433	277.4	7724.0	3602.1	0.0064	7	18.4	14.7	82
IV	5B	0.128	81.9	4008.6	1956.2	0.0100	7	9.5	7.6	79
V	8B	0.023	14.7	1783.5	1002.2	0.0179	7	4.2	3.4	75
VI	4B	0.020	13.1	1588.5	734.2	0.0116	7	3.8	3.0	75

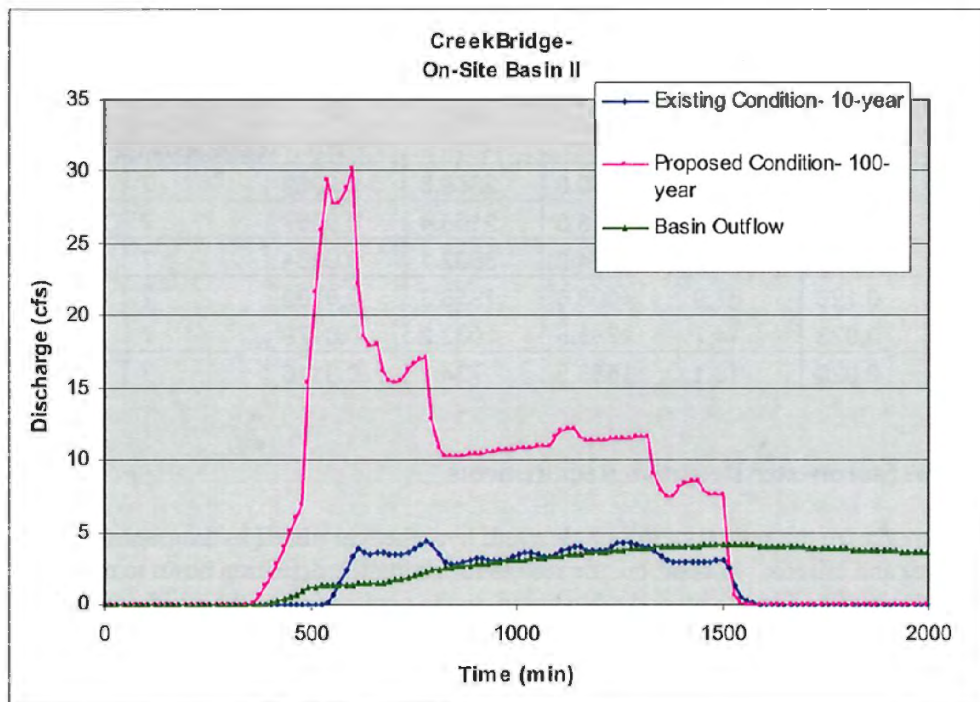
1. City of Salinas Stormwater Detention Requirements

The following summarize the results of the single event hypothetical runoff hydrographs using the City of Salinas procedures and criteria. In addition, the results for sizing the detention basin to mitigate these requirements is also outlined in the second table based on the application of the pond optimizing program.

Basin / Subwatershed No.	10-year, 24-hour, Existing				100-year, 24-hour, Proposed				Difference
	Peak Q (cfs)	Volume (acre- feet)	Time to Peak (min.)	Curve No.	Peak Q (cfs)	Volume (acre- feet)	Time to Peak (min.)	Curve No.	Volume (acre-feet)
Basin 1	5	5	10.25	70.5	31	20	9	81	15
Basin 2	4	5	13	68.5	30	19	10	79	14
Basin 3	9	10	13	68.8	70	45	10	82	35
Basin 4	6	5	10	75.3	18	12	10	79	7
Basin 5	1	1	10	68.5	3	2	10	75	1
Basin 6	1	1	10	69.5	2	2	10	75	1

Table – Detention Basin Characteristics and Parameters for 100-year 24-hour Storm Routing to 10-year Outflow Rates

Basin	Area (acres)	Peak Inflow (cfs)	Peak Outflow (cfs)	Storage Volume (acre- feet)	Peak Basin Depth (ft)	Low Flow Pipe Diam. (ft)
1	3.3	31.2	4.6	14.4	4.6	0.7
2	3.7	30.2	4.3	14.7	4.3	0.7
3	8.2	69.7	8.9	35.2	4.4	1.0
4	2.1	18.4	4.6	6.4	3.1	0.8
5	0.3	2.7	1.0	0.6	2.2	0.4
6	0.3	2.4	0.7	0.8	2.8	0.3

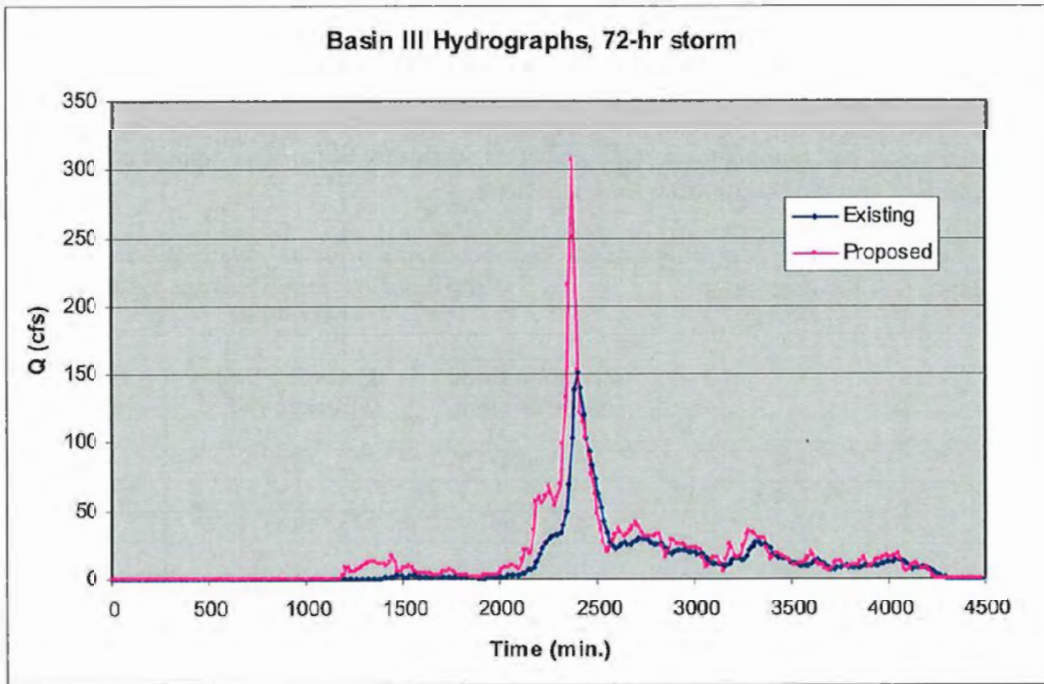


2. Monterey County Water Resources Agency

The following table summarizes the results of the hypothetical runoff hydrograph from the project and the change or delta increase in runoff volume which would be incorporated into the retention basin facility sizing requirements.

Table – Comparison 100-yr 72 hour Existing and Development Condition Hydrographs

Basin / Subwatershed No.	100-year, 72-hour, Existing Condition				100-year, 72-hour, Proposed Condition				Difference
	Peak Q (cfs)	Volume (acre-feet)	Time to Peak (min.)	SCS Curve No.	Peak Q (cfs)	Volume (acre-feet)	Time to Peak (hr.)	SCS Curve No.	Volume (acre-feet)
Basin 1	90	33	39.5	70.5	150	44	39.5	81	11
Basin 2	89	34	39.75	68.5	152	46	39.5	79	12
Basin 3	176	70	39.75	68.8	306	101	39.5	82	31
Basin 4	74	25	39.5	75.3	95	28	39.5	79	3
Basin 5	2	1	39.5	68.5	15	4	39.5	75	4
Basin 6	2	1	39.5	69.5	13	3	39.4	75	2



3. Water Quality Treatment Volumes

The following table represents the calculated minimum water quality treatment volumes which will be distributed within the detention and retention facilities utilizing the dedicated permanent storage or the pre-treatment wetlands in each facility.

Water Quality Basin Storage		
CN	85th Percentile Rain (in)	Rnet (in)
0.6	0.58	0.33
Area (acres)		Acre-feet
Basin I	128.5	3.53
Basin II	139.5	3.83
Basin III	284.7	7.83
Basin IV	84.1	2.31

4. Annual Water Balance

An annual water balance was prepared on a monthly basis in order to evaluate the mitigation requirements for increased runoff volume. A more detailed analysis was prepared in the continuous simulation using the hourly data illustrated below. The annual water balance involved the application of a spreadsheet accounting of the inputs and outputs for surface runoff on a monthly basis. The outputs are evaporation from the pond surface and infiltration from the basin floor.

Watershed / Basin No.	Drainage Area (acres)	Maximum Retention Storage Volume (Acre-feet)		
		Retention Basin No Infiltration	Retention Basin Infiltration SF=2	Retention Basin Infiltration SF=4
1	128.7	42.6	2.0	19.3
2	139.5	46.2	3.5	22.9
3	285	113.6	9.4	59.1
4	84.1	19.8	0	5.2
5	15	3.1	0	0.4
6	13	2.6	0	0.2

5. Continuous Flow Duration / Volume Analysis

A continuous rainfall simulation was performed utilizing the hourly rainfall data for the maximum rainfall year which occurred between 1997-1998. SWMM was applied to evaluate the continuous rainfall analysis and verified through a similar daily mass balance spreadsheet program over a 365 day period. The retained or captured runoff volume in the basin represents the differential in runoff volume between the pre- and post-project conditions in order to maintain the existing volume release from the project. The continuous simulation also evaluated the operation of the retention volume assuming evaporation and infiltration are the only release or outputs from the pond. The analysis indicated that even with the safety

factor (SF) applied to the infiltration rates, the basin would be dry by the end of the rainfall year assuming the maximum rainfall year.

Table - Summary Maximum Day Retention Storage Volume – Continuous Simulation

Watershed / Basin No.	Drainage Area (acres)	Maximum Day Retention Storage Volume (Acre-feet)		
		Retention Basin No Infiltration	Retention Basin Infiltration SF=2	Retention Basin Infiltration SF=4
1	128.7	30.2	7.7	14.5
2	139.5	28.8	7.2	13.4
3	285	79.1	21.9	41.2
4	84.1	14.6	3.1	5.7
5	15	3.9	0.8	1.5
6	13	2.0	0.3	0.5

Additional Design Considerations

The following are some issues which should be incorporated into the design of the stormwater hydrologic control measures that would address maintenance, optimizing effectiveness, public safety, environmental regulatory permitting, and long term operation.

Siting and Locating Basin- The locating of the combined detention/retention basins will be partly controlled by the drainage patterns and downstream outlet points. However, the design of these basins and their operation lend themselves to being integrated as a buffer along the fringe of the existing natural riparian corridors. These offer numerous potential advantages from a hydrologic perspective since the existing stream corridors are a geologic features that have typically generated deposits of alluvium so would provide the greatest infiltration potential. In addition, if the basins are located within the fringe of the existing floodplain then portions of the basin storage volume can be utilized to store flows occurring in larger storm events from the creek, not just the development.

Dual Facility or Single Facility – The flow control facility can be designed either as a two interconnected basins with a detention basin and retention basin, or it can be a single facility with combined retention and detention capabilities. The single basin would have a low-flow pool that will provide the retention storage volume requirements and the upper portion of the pool would have the outlet structure sized for the peak flow attenuation. The primary issue with this facility is that there would more than likely be a permanent pool in the basin year round.

Mosquito / Vector Control- Portions of the flow control facility such as the constructed wetland / bioretention pre-treatment facility and the ponds with longer periods of retained flows may require routine inspections and treatments by local mosquito and vector control agencies to suppress vector production. Mosquitoes can breed in standing water almost immediately and may persist at unnaturally high levels and longer for seasonal periods in created habitat. The vegetation within the basin should be trimmed at the beginning and end of the wet season to prevent establishment of woody vegetation for vector control reason.

Portions of the pond are designed to prevent mosquito reproduction include lake edges, shallow vegetated areas, and storm drain inlets. The maintenance of excellent water quality and a fixed water level also help control mosquitoes throughout the pond. Pretreatment wetlands provide treatment for stormwater and dry weather discharges before the flows can enter the main water body of the retention pond or outlet detention facility. Pretreatment wetlands are planted with emergent vegetation that enhances water treatment. These pretreatment wetlands are typically retain small flows usually with 6 inches or deeper, allowing the pretreatment wetland to support fish. The mosquito fish living in the pretreatment wetland effectively prevents the survival of mosquito larvae.

Water quality enhancement features in stormwater facility will include pretreatment wetlands, aeration, and wetland vegetation. Each of these features play a role in maintaining the excellent water quality observed. It is important to note that emergent wetland vegetation in the lakes plays an important role in improving water quality by providing a substrate for attached algae, which absorb nutrients. The plants themselves both capture nutrients and provide a carbon source for microbes vital to nutrient cycling in the lake. The wetland soils under the vegetation are a site of denitrification, which helps remove nitrogen from the lake. Although emergent wetland vegetation can harbor mosquitoes under certain circumstances, its presence is important for water quality and helps control mosquitoes by improving water quality.

Vegetation Selection for Basin- Vegetation type can enhance the performance of a basin from both water quality treatment and hydrologic mitigation by increasing evapotranspiration losses. Deep rooted vegetation can enhance infiltration. The water balance will determine if the development runoff volumes can support the vegetation during dry periods. Vegetation must also be able to tolerate periods of inundation.

Safety Considerations- Basin depths and side slopes can be a concern for public safety. Moderate side slopes and safety benches also can be employed to avoid fencing.

Outlet Operation and Clogging- Small orifices will be required as part of the basin outlet structure design in order to discharge at the flow rates necessary to match the flow duration curves. These opening will be subject to clogging if not properly protected. Basin designs should include features to help prevent clogging, such as permeable barriers. A secondary overflow outlet should be provided for all basins.

Basin Erosion - The basin slopes should be stabilized with vegetation to prevent surface and rill erosion from occurring. The initial establishment of the basin may require the use of erosion control mulch or mat until vegetation matures. Surface runoff at the top of the basin should be directed away from the basin so only direct rainfall on the slope is the only runoff on the basin slopes.

Maintenance Access- Vehicular access to the entire perimeter of basin should be provided with all weather access road and access ramps into the basin floor. In addition, access must be provided to the basin outlet structure assuming that the basin is full in order remove debris.

Sediment Removal and Infiltration Capacity- Establishment of vegetation on the basin floor can help reduce the potential for clogging. A forebay should be provided for the outlet pipe into the basin in order to centralize sediment deposition at a single location that will facilitate maintenance. Remove

accumulated sediment on the basin floor in order to prevent a “filter cake” from building up and reducing the infiltration capacity.

Summary / Conclusion

Multiple hydrologic analyses were performed in order to evaluate different hydrologic impacts from the FGA proposed development based on various criteria from different agencies and size the appropriate hydrologic control facility. The hydrologic impacts investigated included: (1) increase in peak flows from hypothetical storm events, (2) increase in runoff volume from hypothetical storm events, (3) water quality treatment volumes, and (4) long term continuous adjustments in runoff volume and flow duration. The intent of the analyses was to determine the required stormwater flow control facility that would adequately mitigate all the hydrologic impacts for the different criteria. The hydrologic analyses assumed a two basin facility which provided independent retention and detention capabilities to achieve the desired objectives. However, these results can be used to size a single facility with a dual function using an upper and lower pool to meet these same objectives as discussed in this technical memo. A comparison of the results of the continuous rainfall simulation for the maximum rainfall year to the single hypothetical storm event illustrates that **mitigating the difference between the 72-hour 100-year storm event volumes will provide the maximum retention volume** if infiltration is assumed in the continuous model. A comparison of the difference storage volume requirements for facility sizing is illustrated in the following table.

Basin / Subwatershed	Drainage Area (acres)	City of Salinas Detention (acre-ft)	Difference 100-year 72-hour Retention (acre-feet)	Water Quality Volume (acre-feet)	Maximum Day Retention SF = 2 (acre-feet)	Maximum Day Retention SF = 4 (acre-feet)
1	128.7	14.4	11	3.53	7.7	14.5
2	139.5	14.7	12	3.83	7.2	13.4
3	285	35.2	31	7.83	21.9	41.2
4	84.1	6.4	3	2.31	3.1	5.7
5	15	0.6	4		0.8	1.5
6	13	0.8	2		0.3	0.5

The proposed control facility would be a dual basin facility that will have the (1) detention storage requirements outlined in the City of Salinas detention requirements, (2) water quality treatment volume in constructed wetlands distributed in both the detention and retention basin based on percentage of the capture volume for each facility, and (3) adjacent retention pond based on the 100-year 72-hour differential between pre- and post project conditions. The water quality treatment volume can be reduced based on the use of Low Impact Development (LID) features within the project and this can also reduce the retention volume requirements because of change in the project impervious / infiltration values. In addition, the operation of the retention basins in both the water balance analysis and continuous simulation assumes infiltration capabilities in the basin floor to release/evacuate the stored volume over time. The infiltration rates represent an average of the sampled values within the site so the aggregate value is conservative because the basins will be located within high infiltration/percolation zones. A safety factor was also applied as typically recommended for infiltration basin design of both a factor of 2

and 4 to represent the potential for clogging. The continuous rainfall model, even with the infiltration safety factor, indicates that for the maximum rainfall year that the basins would be dry at the end of the season for both safety factors.

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Wood Rodgers, Hydrologic Study- City of Salinas East Area, Monterey County, California, Bardin Ranch, August 2006

Wood Rodgers, Preliminary - Regional Stormwater Analysis-Salinas West Future Growth Area, May 2007.

Appendix S: 2006 Salinas Zoning Code

Appendix S

City of Salinas Zoning Code as of adoption of this Specific Plan (available online)

https://library.municode.com/ca/salinas/codes/code_of_ordinances

Appendix T: Interpretation Guide

Appendix U: FGA Acreage City Finance Table

**CITY OF SALINAS
FUTURE GROWTH AREA
ACCOUNTS RECEIVABLE
June 30, 2017-Matsui's Acreage updated**

	APN Verified	Owner Verified	New Acreage (gross based on APN)	Acreage	% Total Acres	% Participating	Expenditures thru 06/30/12	Payments thru 06/30/12	Payments from 2008 Trust Acct	Interests/ Adjustments	FY 21-22 Payment Deposits	Amount Due 01/21/22	Notes
Participating:													
East													
Global as Investments								(31,810.83)				(31,810.83)	
Wayland/Hardy			461.52	18.78%	21.04%	585,105.68	(533,509.78)	(16,401.00)	(18,769.95)			16,424.95	
Andrus			302.72	12.32%	13.80%	383,782.27	(123,073.28)	(10,754.70)	29,065.93			279,020.22	
			<u>764.24</u>			<u>968,887.95</u>	<u>(688,393.89)</u>	<u>(27,155.70)</u>	<u>10,295.98</u>		-	<u>263,634.34</u>	
West													
Glover/Barbara Emlay							(296.11)		(952.79)			(1,248.90)	
Rexford			158.59	6.45%	7.23%	201,057.18	(184,455.43)	(6,399.00)	(6,747.68)			3,455.07	
Sabrana-Nucci Ranch			117.95	4.80%	5.38%	149,534.61	(128,815.27)	(4,759.00)	(2,467.10)			13,493.24	
Kantro			154.04	6.27%	7.02%	195,288.78	(182,298.20)	(6,214.00)	(3,419.23)			3,357.35	
Bondesen			99.55	4.05%	4.54%	126,207.47	(120,664.58)	(4,016.00)	(2,022.73)			(495.84)	
Harden Foundation (Harrod)			72.58	2.95%	3.31%	92,015.45	(74,366.43)	(2,927.00)	(2,951.00)			11,771.02	
Madalora			108.32	4.41%	4.94%	137,325.90	(140,779.90)	(4,369.00)	9,598.66	(1,775.66)		(0.00)	Chk#1115, Ray M Farrod Jr./Craig M Snith
Mortensen			53.94	2.20%	2.46%	68,384.04	(69,513.66)	(2,174.70)	1,600.74			(1,703.58)	
			<u>764.97</u>			<u>969,813.43</u>	<u>(901,189.58)</u>	<u>(30,858.70)</u>	<u>(7,361.13)</u>		<u>(1,775.66)</u>	<u>28,628.36</u>	
Central													
Christensen			151.39	6.16%	6.90%	191,929.17	(118,670.89)	(6,817.67)	14,543.24			80,983.85	
Creekbridge			297.54	12.11%	13.56%	377,215.17	(294,294.77)		(18,614.19)			64,306.21	
Matsui			215.33	8.76%	9.82%	272,991.00						272,991.00	
			<u>664.26</u>			<u>842,135.34</u>	<u>(412,965.66)</u>	<u>(6,817.67)</u>	<u>(4,070.95)</u>		-	<u>418,281.06</u>	
Subtotal Participating			2,193.47		100.00%	2,780,836.72	(2,002,549.13)	(64,832.07)	(1,136.10)		(1,775.66)	710,543.76	
Non-Participating:													
East													
Matsui			53.25	2.17%									
Shibata			53.25	2.17%									
Gabilan Knights			16.98	0.69%									
Carlton			11.46	0.47%									
Clark			13.44	0.55%									
Calleros			5.61	0.23%									
First Free Will Baptist			10.43	0.42%									
			<u>164.42</u>										
West													
SUHSD			37.91	1.54%									
Piffero			0.78	0.03%									
Santa Rita Union School D			11.46	0.47%									
Glover			1.71	0.07%									
			<u>51.86</u>										
Central													
Avila			0.51	0.02%									
Settrini			46.74	1.90%									
			<u>47.25</u>										
Subtotal Non Participating			263.53										
Total			2,457.00	100.00%									

Note:
 Total Expenditures \$ 2,780,836.72
 Total Revenues \$ 2,068,517.30

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City of Salinas

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Salinas, CA 93901