DRAFT

THE GATEWAY CENTER SPECIFIC PLAN

Salinas, California

July 2011

Prepared for:
City of Salinas
Community and Economic
Development Department
65 West Alisal Street
Salinas, California 93901

Submitted by the Applicant:
Cloverfield Management, LLC.
2716 Ocean Park Boulevard,
Suite 3006 Santa Monica,
California 90405

DRAFT
THE GATEWAY CENTER SPECIFIC PLAN
SALINAS, CALIFORNIA

Prepared for:

City of Salinas
Community and Economic Development Department
65 West Alisal Street
Salinas, California 93901

Submitted by the Applicant:

Cloverfield Management, LLC
2716 Ocean Park Boulevard, Suite 3006
Santa Monica, California 90405

Prepared by:

AECOM
1420 Kettner Boulevard, Suite 500
San Diego, California 92101
Phone: (619) 233-1454
Fax: (619) 233-0952

July 2011

TABLE OF CONTENTS

Section **Page**

Section **Page**

Section **Page**

Section **Page**

LIST OF FIGURES

LIST OF TABLES

SECTION 1
INTRODUCTION

1.1 PURPOSE AND SCOPE OF THE SPECIFIC PLAN

1.1.1 Function of a Specific Plan

The Gateway Center Specific Plan (herein referred to as the "Gateway Specific Plan" or "Specific Plan") establishes the land use and zoning designations, development regulations, and design standards for the Specific Plan Area. The Specific Plan provides a bridge between the Salinas General Plan and applications for individual development permits within the Specific Plan Area, applying greater specificity to the policies and concepts for retail development in the Salinas General Plan. The plan provides a complete description for development of the Specific Plan Area, including the following:

- A description of the proposed retail and open space areas
- Design policies and standards
- Infrastructure needs
- Implementation and administrative processes

The Specific Plan has been prepared to be consistent with the overall community goals expressed in the General Plan. The project site is located within the designated Future Growth Area (FGA) of the City of Salinas (City), and that designation requires all future projects within that area be approved through a Specific Plan process. The contents of the Specific Plan provide the necessary information to process a rezone of the property from its interim zoning of New Urbanism Interim (NI) to Commercial Retail (CR) and Open Space (OS) with a Specific Plan Overlay. The entire Salinas Future Growth Area was zoned NI as a "holding" zoning with the expectation that several Specific Plans would ultimately be filed encompassing the entire Future Growth Area prior to development. For the 17.49-acre retail portion of the site, this Specific Plan is used in conjunction with the related General Plan policies for the "Retail" General Plan designation and Zoning Code standards for the Commercial Retail (CR) Zoning District Regulations, as well as City of Salinas design standards for commercial development. For the 2.74-acre detention/retention basin portion of the site, this Specific Plan is used in conjunction with the related General Plan policies for the "Open Space" General Plan designation and the Zoning Code standards for the Open Space (OS) Zoning District Regulations.

The Specific Plan contains development regulations and design standards that address many of the development requirements for the Specific Plan Area. As to those matters that are not addressed in this Specific Plan, the existing requirements for Commercial Retail (CR) and Open Space (OS) zones shall apply. The Specific Plan is supported by several technical analyses, which are referenced in the Specific Plan and included in the appendices or the environmental document prepared for the project.

1.1.2 Topics Addressed by the Specific Plan

The Specific Plan establishes the overall site plan concept and development plan for the 20.23-acre area of The Gateway Project, which includes a 17.49-acre commercial retail site together with a 2.74-acre on-site detention/retention basin. The planning process involves environmental, transportation, financial, and engineering analysis; public comment and contribution; developing a document that will effectively guide future development of the Specific Plan Area; and subsequent implementation measures recommended by the Specific Plan. The various sections of the Specific Plan address the following topics.

Section 1 – Introduction

This section addresses the purpose and scope of the Specific Plan, an overview of the project site and key physical characteristics, identifies the regulatory authority and compliance with other policy and regulatory requirements, and describes the range of components that compose the project application.

Section 2 – Land Use and Development Regulations

This section describes the land use plan for the site and the project use classifications. It also describes specific project development regulations and a temporary use of land and outdoor/non-public right-of-way sidewalk display plan that varies from the Zoning Code.

Section 3 – Design Standards

This section identifies standards and concepts for architecture, project landscaping, and entry features, architectural standards, and a range of special design issues such as lighting, site furnishings, and bicycle racks.

Section 4 – Circulation

This section provides an overview of the regional and local circulation system that provides access to the site and the proposed access points and circulation system within the site. It also describes the pedestrian and bicycle circulation system and the circulation improvements that will be built as part of the project. Subsections also address public transit and trip reduction measures incorporated into the project design.

Section 5 – Infrastructure

Section 5 describes the proposed grading and drainage system including a preliminary low impact development (LID) plan and provisions for detention/retention and water quality. The water supply and distribution system and the sewer collection, conveyance and treatment system is described and illustrated.

Section 6 – Community Services

This section addresses the provision of fire and police services for the project and the collection and disposal of solid waste. It also describes the electricity and natural gas service to the project.

Section 7 – Implementation

The Implementation Section describes the process by which this Specific Plan would be adopted by the City and the subsequent review procedures that would be part of plan implementation. It also describes a process for future revisions or amendments to the adopted Specific Plan.

1.1.3 Project Objectives

Defining the objectives of the Specific Plan is the key reference point for understanding how the project will help the City meet its overall goals and vision for the future that is described in the General Plan. Clear objectives also assist in the environmental clearance process that is required by the California Environmental Quality Act (CEQA).

The public and private project objectives are as follows:

- Provide a shopping center in proximity to other regional retail centers expanding and diversifying the retail and services available at this central location and, due

to its proximity to the other retail centers, generally reducing overall vehicle miles traveled.

- Provide for expanded retail growth and increased local retail expenditures that will generate additional sales tax revenues for the City.
- Create an economically viable and sound plan that will facilitate the development of this new retail center.
- Promote the type of commercial development that creates additional employment opportunities within the local community.
- Provide a commercial area that encourages pedestrian activity and maximizes visibility and natural surveillance to the extent feasible through appropriate building orientation, design, scale, and landscaping, and connections to bus stops, the Citywide system of bicycle lanes, and planned connections to the adjacent, future development of the West Area Specific Plan project area. These characteristics will make the project consistent with principles of Crime Prevention through Environmental Design and New Urbanism, as described in the General Plan and the New Urbanism District Regulations of the Zoning Code.
- Design a project that meets the quality design standards envisioned for projects in the FGA of the City.
- Incorporate design elements related to lighting, screen walls, landscape buffers, access and circulation, etc. that mitigate impacts on existing and future surrounding uses.
- Provide Low Impact Development (LID) features within the developed area and an on-site detention/retention basin to provide water quality treatment and mitigate increases in runoff to pre-development levels.
- Provide a shopping center that incorporates sustainable development and energy efficient principles to the extent reasonably practicable.
- Protect the opportunity for continuing interim use of the adjacent land for agricultural cultivation.
- Provide a site plan that efficiently utilizes the land area creating a compact development that minimizes the overall footprint of the project.
- Coordinate with local service providers to assure the project will have adequate, properly sized infrastructure and public services.

1.2 PROJECT DESCRIPTION

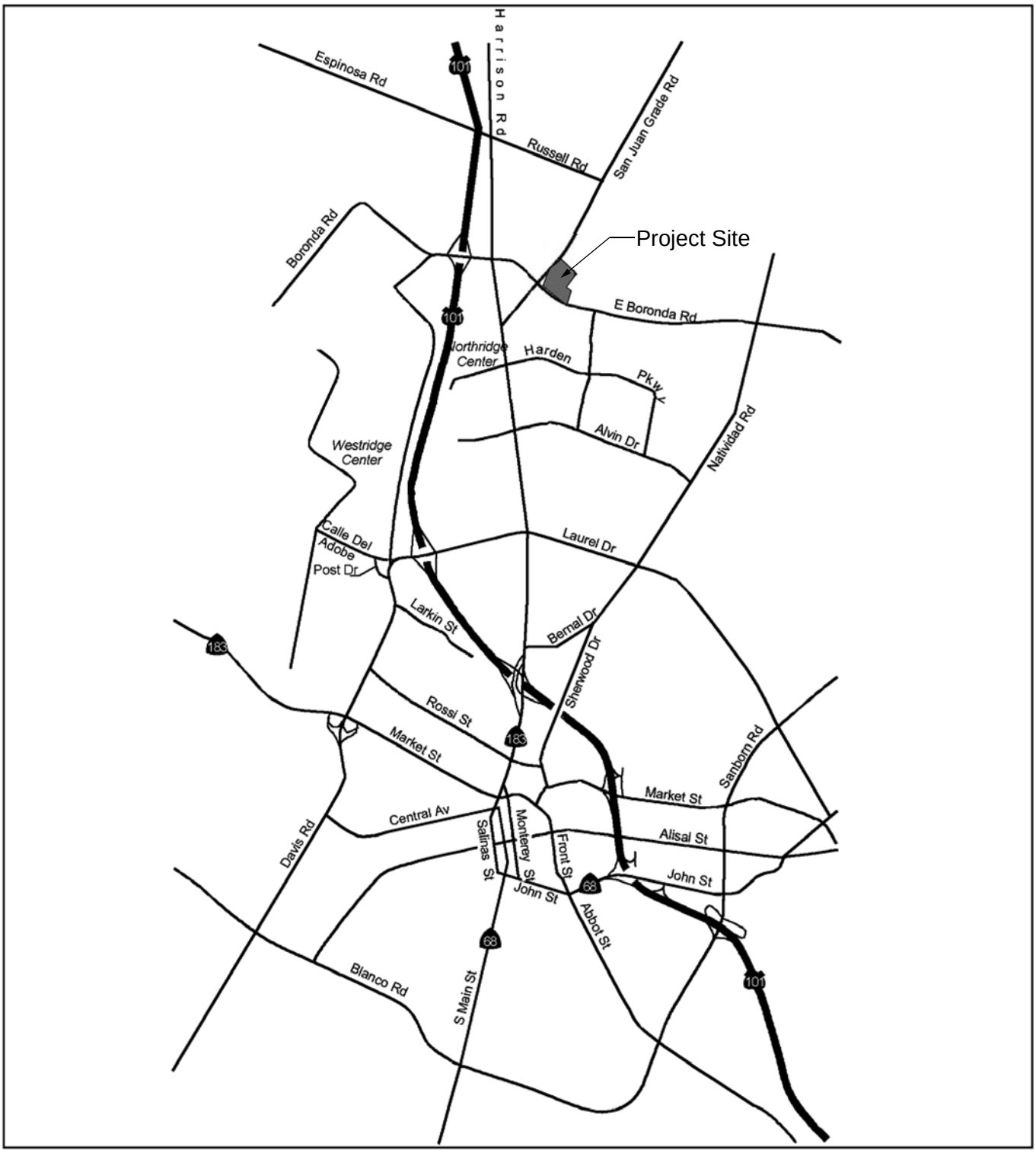
1.2.1 Project Location and Existing Conditions

This section describes the project location and a brief discussion of the context of the proposed project, and summarizes the primary project characteristics. More detailed project characteristics and illustrations are provided in Sections 2 through 6 of this Specific Plan.

The project site is located in the northern area of the City of Salinas in Monterey County. Figure 1.1 shows the vicinity of the site and Figure 1.2 shows the specific location. The site location is within the FGA of the City of Salinas, an approximately 2,498-acre area located north of E. Boronda Road. The project site is at the northeast corner of the intersection of E. Boronda Road and San Juan Grade Road. It is immediately north, across E. Boronda Road, of the Harden Ranch Plaza shopping center. Surrounding land uses include residential uses to the west and agricultural uses (row crop farming) to the north and east. The 20.23-acre site is part of a larger existing ownership within the FGA totaling 158.59 acres. The site is currently located on portions of Assessor Parcel Numbers (APNs) 211-231-060 and 211-231-061.

The site is currently used for agriculture. The only existing vegetation is the row crops that are periodically harvested and replanted. The site has very little topographic change. It slopes at a very shallow gradient from north to south. A Phase I Site Assessment has been completed for the property and the assessment found no evidence of hazardous materials on the project site. A cultural resources study has been completed for an area that includes the project site and it did not identify any cultural resources (Cultural Resources Reconnaissance for the City of Salinas, Future Growth Area North and East of Salinas, Monterey County, California, January 20, 2006, by Archaeological Consulting, Salinas, California). The project site is not within any area subject to flooding based on Federal Emergency Management Agency (FEMA) information and the Flood Insurance Rate Maps (FIRM).

There are no existing easements on the 20.23-acre project area. There will be various easements created in the final project design, as appropriate, to deal with access and utility issues; these will be created via a parcel map. This will include the easement for the on-site detention/retention basin.



Source: SGPA Architecture & Planning, 2003

N

NOT TO SCALE

FIGURE 1.1

Vicinity Map

IMAGERY DATE: SEPTEMBER 30, 2009
SOURCE: GOOGLE

NOT TO SCALE

FIGURE 1.2

Location Map

1.2.2 Project Characteristics

Land Use

As shown in Table 1 and Figure 1.3, the project proposes a retail shopping center totaling approximately 207,500 square feet (176,000 square feet of building and 31,500 square feet of garden center). It would be composed of a single anchor retail site in the north portion of the property and retail/services sites along E. Boronda Road and San Juan Grade Road. In addition, a storm water detention/retention basin is proposed east of the retail portion of the development adjacent to E. Boronda Road. The total building coverage of the retail portion of the site is 27.24 percent (or a floor-to-area ratio [FAR] of approximately 0.273), which includes, within the building designated A1, the Garden Center floor area. The maximum FAR of 0.273 applies to the entire retail portion of the site and not to any subarea of the site.

Table 1
The Gateway Specific Plan Development and Parking Program

Development Program		
Land Use Designation	**Approximate Size (acres)**	**Commercial/Retail (square feet)**
Shopping Center Area 1	11.85	
A1		121,000
Garden Center for A1		31,500
Subtotal		**152,500**
Shopping Center Area 2	5.64	**55,000**
Total Maximum Areas 1–2	**17.49**	**207,50**
Detention/Retention Basin On-Site Easement	2.74	**—**
Total Specific Plan	**20.23**	**—**
Parking Program		
Commercial/Retail (maximum square feet)	**Off-Street Parking Space Requirement**	
207,500	1 space per 292 square feet of gross floor area	
Bicycle Parking		
A total of 50 spaces shall be required (dispersed throughout the development)		
Site Landscaping		
On-Site Commercial/Retail Portion of Site (excluding right-of-way)	Minimum 10% of the site	
Parking Lot Landscaping	Minimum 5% of the parking lot	

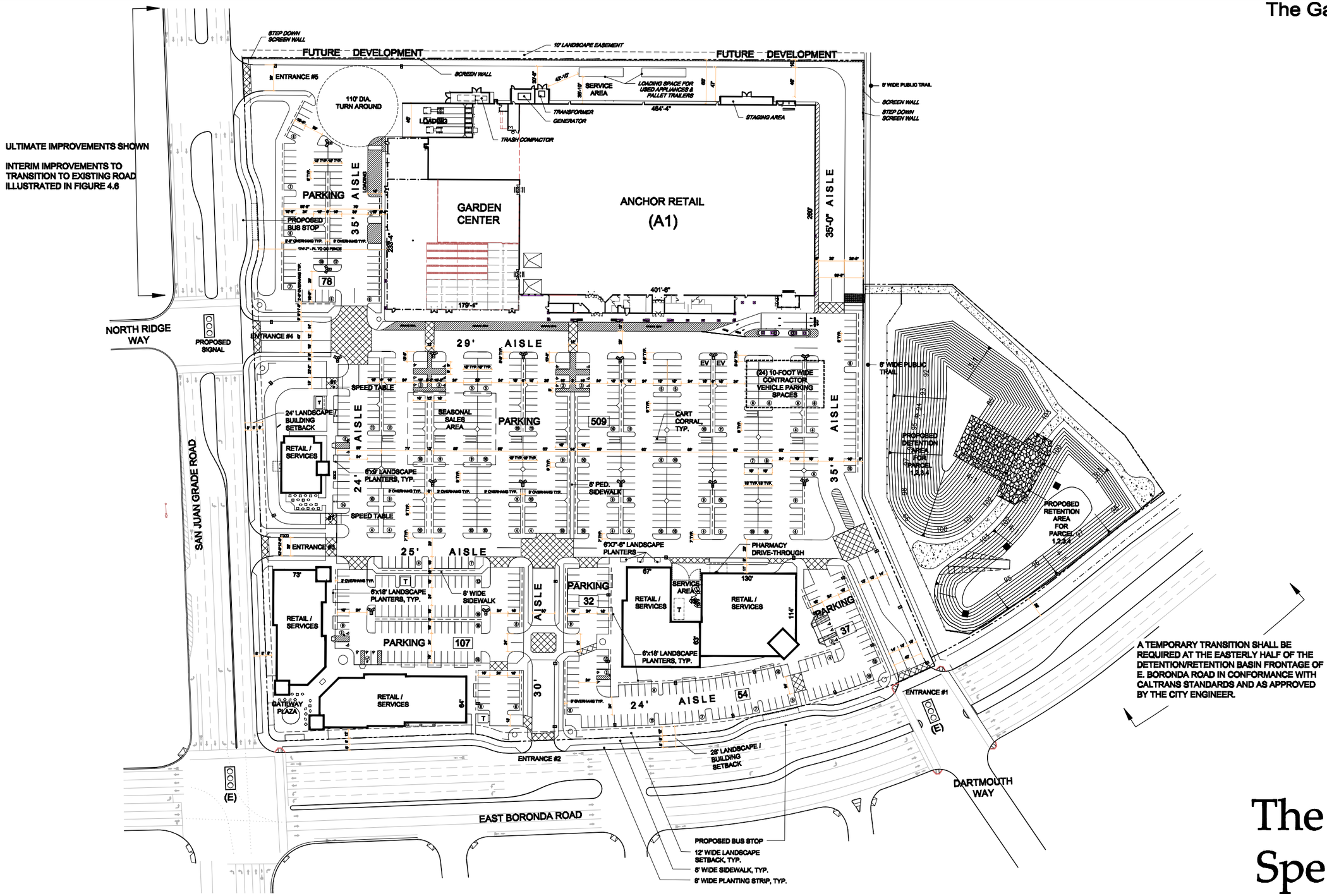


FIGURE 1.3

The Gateway Specific Plan Map

This page intentionally left blank.

The minimum number of parking spaces shown in Table 1 shall be the number of spaces required, regardless of the ultimate mix of uses within the retail/services buildings and the collective individual parking requirements for that mix of individual uses.

Primary Project Components

The following describes the land use, access, and parking characteristics of the three project components: (1) Anchor Retail, (2) Retail/Services, and (3) Storm Water Detention/Retention Basin. Details regarding the project architecture, design, and landscaping are provided in Section 3.

Anchor Retail

The Gateway Project will include one anchor retail use. It will be one structure, designated A1, located near the north edge of the site, and will include up to 121,000 square feet plus a separate Garden Center of approximately 31,500 square feet. This anchor retail area will serve as the primary retailer for the shopping center with the intent of drawing local and regional shoppers.

Primary access to the anchor retail area will be from a signalized intersection at E. Boronda Road and Dartmouth Way, and a signalized intersection at San Juan Grade Road and Northridge Way. Secondary access will be from two right-in/right-out intersections: one each on E. Boronda and San Juan Grade Roads. Delivery access for the anchor retail structure will be located in the rear (north side) of the building with access from movements at the intersection located at the northwest corner of the site (Figure 4.2). Access will be restricted to right-turn in/right-turn out and left-turn out movements until such time that the transition is removed on San Juan Grade Road as shown on Figure 4.6.

Parking for the anchor retail use will be on the south and west sides of the structure; this parking field will connect directly to the two access points on E. Boronda Road and two of the access points on San Juan Grade Road (Figure 4.2).

Retail/Services

The Gateway Project will include approximately five retail/services structures sited along the E. Boronda Road and San Juan Grade Road frontages. These structures are

expected to range in size from approximately 3,500 square feet to approximately 15,000 square feet. The size and number of buildings may vary depending on the ultimate tenants and their specific space requirements. These retail/services uses are expected to serve both local and regional shoppers.

Primary access to the retail/services uses will be from the two signalized intersections and the two right-in/right-out access points on E. Boronda Road and San Juan Grade Road. These four access points will lead directly to parking areas conveniently located near these retail/services structures. The delivery area may be located in a designated service area incorporated into the building structure or from the parking areas near the structures.

Project Access, Circulation, and Parking

The following summarizes the primary components of the project's circulation system. Additional detail regarding the project's vehicular and pedestrian circulation system is provided in Section 4, "Circulation."

Circulation

The project proposes a safe and convenient vehicular and pedestrian circulation system consisting of adjacent public streets and internal private drives. As shown in Figure 1.2, the project proposes full movement signalized access on E. Boronda Road at the existing Dartmouth Way signalized intersection. The project also proposes full movement signalized access on San Juan Grade Road at the existing unsignalized Northridge Way intersection. These two major access points will be connected by a private drive within the project. This primary access is enhanced by two right-in/right-out access points, one each on E. Boronda Road and San Juan Grade Road. Although secondary access points, they are crucial parts of the circulation system, providing access to the anchor retail and retail/services sites and important circulation flexibility for customers ingressing and egressing the site. The four access points noted above will be further augmented by an access point at the northwest corner of the site. This access point will be created primarily for service vehicles, but will also be available for customers, particularly customers for the garden center on the west side of the anchor retail structure.

Parking

The proposed project will provide one parking space per 292 square feet of gross floor area regardless of the mix of uses. A majority of the parking is intended to serve the anchor retail use and will be located in the central portion of the site. However, additional parking will be conveniently located adjacent to the retail/services structures to ensure the provision of adequate spaces to serve these uses as well. The number, location, and routes to Americans with Disabilities Act (ADA)-accessible spaces will meet local, state, and federal requirements.

Bicycle parking will be provided per the City of Salinas standards (a maximum of 50 parking spaces will be required) and will be distributed throughout the development and be located near building entrances to the extent feasible.

Bus Stops

Two new bus stops will be provided to encourage the use of transit for customers and employees of The Gateway Project. One bus stop will be provided on the north side of E. Boronda Road west of the intersection of Dartmouth Way. The second bus stop will be provided on the east side of San Juan Grade Road north of the intersection of Northridge Way. These bus stops will be designed to be consistent with the requirements of Monterey–Salinas Transit (see Figure 4.12).

1.3 REGULATORY AUTHORITY AND COMPLIANCE (LEGAL CONTEXT)

1.3.1 Specific Plan Authority

The adoption of the Specific Plan by the City of Salinas is authorized by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

The Specific Plan serves both a planning and regulatory function, and implements the Salinas General Plan for the property addressed by the Specific Plan. Any matter or issue not specifically covered by this Specific Plan shall be subject to the regulations and procedures of the Salinas Zoning Code. All terms used in the Specific Plan shall be defined in accordance with definitions contained in Article 3, Division 2, Definitions of the Zoning Code, unless otherwise defined herein. In the case of a conflict between this

Specific Plan and the Zoning Code, the Specific Plan shall apply. The Specific Plan has been developed based on recommendations in the General Plan for development of the Future Growth Area, which includes the Specific Plan Area. An overview of the relationship to the Salinas Municipal Code is discussed in Section 1.3.3.

1.3.2 Relationship to the Salinas General Plan

General Plan – Future Growth Area

The Salinas General Plan was adopted by the City Council in September 2002. The General Plan provides the framework for future growth, development, and conservation in the incorporated Salinas city limits and in the surrounding planning area.

The General Plan establishes policies intended to reflect the values of the community and move toward achieving those aspirations.

Salinas has areas within the community that have been developed (or are under development as of the writing of this document) using the specific plan or precise plan process, including Harden Ranch, Williams Ranch, Westridge, Boronda Crossing, The Salinas Auto Center, Mountain Valley (now known as Montebella), and Salinas Ag-Industrial Center (Uni-Kool). These previous specific plans and precise plans are incorporated by reference into the General Plan. According to the General Plan, prior to approving development proposals within identified new growth areas, the City requires preparation and adoption of a specific plan to provide a “a comprehensive planning approach.” The General Plan also has identified portions of Salinas where future urban development will be directed. These Future Growth Areas are established as a part of the General Plan maps, and include the Specific Plan Area, as well as other nearby areas.

The Future Growth Areas are subject to the adoption of Specific Plans by the City Council prior to the development of land located in these areas. The Specific Plans will specify the ultimate distribution, location, and intensity of land uses in the Future Growth Area in accordance with the total development capacities provided under the General Plan for these areas. Development in the Future Growth Area will be in accordance with the land use goals and policies applicable to those areas. The General Plan land use designations shown for land located within the Future Growth Area boundaries are

provided for generally illustrative purposes, provide no land use entitlements, and are subject to adjustment and refinement as part of the Specific Plan approval process.

General Plan land use designations for the Specific Plan are shown in Figure 2.1. Approximately 17.49 acres of the site will be designated as Retail and the remaining 2.74 acres will be designated as Open Space to accommodate a detention/retention basin. These land use designations are consistent with the proposed land uses envisioned for the subject site as part of the future West Area Specific Plan, which is being prepared for the western portion of the FGA. The subject site was originally included as part of that planning effort until it became apparent that The Gateway Project was ready to move forward in advance of that proposal. The Gateway Project has taken into account those preliminary planning efforts and has incorporated features to ensure consistency with the future specific plan to the extent possible.

General Plan Consistency

The Gateway Specific Plan is also consistent with the requirement of the General Plan that Future Growth Area development be consistent with the basic principles of the new urbanism in as much as those principles are applicable to commercial sites with single anchor retail use. The following specific elements of the Specific Plan respond to those principles:

- The varied building placement and massing provides visual interest and architectural variety, and also relate to the design themes of the anchor retail user.
- The commercial structures and landscape planters screen and minimize views to the parking field for the anchor retail use while preserving views to that structure from the entrances.
- Internal pedestrian pathways connect retail structures and provide access to the bus stops.
- Decorative and pedestrian-scaled planters, seating areas, bicycle racks, and other site furnishings will be provided.
- Pathways and sidewalks provide connections to a future off-site pedestrian circulation system, which will extend throughout the West Area Specific Plan and the FGA.

The Specific Plan also incorporates principles of Crime Prevention through Environmental Design (CPTED) by ensuring that the design and placement of buildings and other physical features maximize visibility and facilitate natural surveillance by shoppers and employers. This will be accomplished through the use of building orientation; building and site entrances; and placement of parking, lighting, and landscape materials that discourage the potential for criminal activity.

A more detailed discussion of the project's compliance with the goals and policies of the General Plan is contained in Appendix E.

1.3.3 Relationship to the Salinas Municipal Code

The Zoning Code is a component of the Salinas Municipal Code and is one of the tools for implementing the General Plan, identifying allowable land uses, allowable intensity of uses, and development and performance standards applicable to specific areas of the City. The Gateway Specific Plan is subject to the provisions of the Salinas Municipal Code except as modified by the Specific Plan.

The Salinas Zoning Code regulates the development and redevelopment of properties in the City. The Gateway Specific Plan contains development standards that are consistent with goals and policies of the General Plan. The Gateway Specific Plan will be in substantial conformance with the applicable goals and policies of the Commercial Retail (CR) District Regulations and the City's New Urbanism (NU) District and Open Space District (OS) Regulations, as contained in the Zoning Code.

This project is located across the street from the Harden Ranch Plaza, a regional retail facility. The NU regulations state that regional retail-sized facilities (greater than 120,000 square feet) are not appropriate for a village center. They also state that regional retail facilities like those contained in the Specific Plan be located adjacent to an existing regional retail facility. Gateway Specific Plan facilities have been located so as to conform to these policies and goals.

The Specific Plan identifies development regulations that are different from current Zoning Code requirements where it is necessary to achieve General Plan, and by extension, Specific Plan, goals for the project area. If Specific Plan regulations, development regulations, use classifications, or design standards do not address a particular issue, the Zoning Code and other existing City land use regulations shall

apply as determined appropriate by the City Planner in reviewing future development proposals within the Specific Plan Area.

1.3.4 Compliance with the California Environmental Quality Act

The Specific Plan is a project as defined by the California Environmental Quality Act (CEQA), and is subject to environmental review and documentation as specified by CEQA. CEQA requires that lead agencies disclose and consider the environmental consequences of projects for which they have discretionary authority prior to taking action on approval. CEQA also requires that lead agencies (either local or state government agencies) avoid significant environmental impacts wherever feasible, and mitigate impacts to less-than-significant levels wherever feasible. The City directed that an environmental document be prepared, which is intended to serve as the environmental review for all future development and use of the site. The certification of this document is required prior to approval of the Specific Plan.

Although environmental issues are addressed in certain sections of this Specific Plan, see the project's environmental document and supporting technical studies for a more thorough evaluation of environmental impacts of Specific Plan implementation.

1.4 PROJECT APPLICATIONS

Project applications include a Specific Plan, Rezoning, Development Agreement, and Parcel Map. An environmental document must also be prepared and certified by the City Council prior to the approval of any development or construction activities on the site. The following is a brief discussion of each application.

1.4.1 Specific Plan

Because the area is part of the City's Future Growth Area, the City's General Plan requires that a specific plan for the property be adopted prior to allowing any development of the site as proposed.

1.4.2 Rezone

In conjunction with the adoption of the Specific Plan a rezoning is necessary. The application is for a rezone from New Urbanism Interim (NI) to Commercial Retail (CR) and Open Space (OS) with a Specific Plan overlay.

1.4.3 Development Agreement

The Gateway Project applicant and the City of Salinas shall enter into a development agreement prior to any construction occurring within the Plan Area. The agreement will provide a roadmap to all parties to guide the Specific Plan through the implementation process.

1.4.4 Parcel Map/Resubdivision

Given that the subject site is currently part of two larger parcels, a parcel map will be required to create the subject site. This initial parcel map will create one parcel that is 20.23 acres. A 2.74-acre on-site easement will be provided for the detention/retention basin. The parcel map will contain necessary reciprocal parking, and access and utility easements for shared elements of the Specific Plan.

1.4.5 Environmental Document

In conjunction with the adoption of the Specific Plan, CEQA Guidelines require that an environmental document be prepared to analyze the potentially significant impacts of the proposed project. The environmental document prepared for this Specific Plan must be certified prior to implementation of the Specific Plan.

SECTION 2
LAND USE AND DEVELOPMENT REGULATIONS

2.1 INTRODUCTION

As described in Section 1, "Introduction," and illustrated in Figure 1.3 in that section, the project proposes a single anchor retail use and a mixture of retail/services uses. These two types of uses are combined on-site in a manner that creates a cohesive shopping center for both local and regional shoppers. With the application of the Development Regulations contained in this section of the Specific Plan and the Design Standards contained in Section 3, this shopping center will be an attractive addition to the existing retail uses in the area and a quality initial development in the City's Future Growth Area.

2.2 PROJECT LAND USES

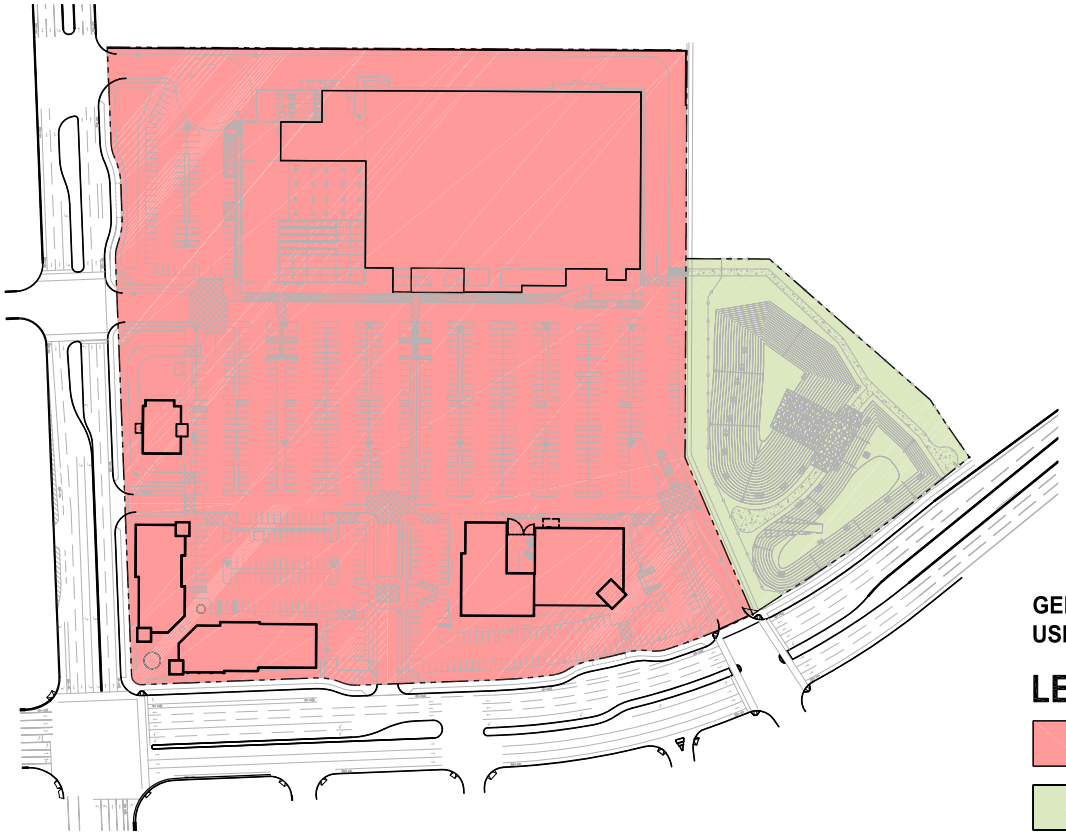
2.2.1 Anchor Retail

An approximately 153,000 square foot building will be located in the anchor retail area. The anchor retail area is illustrated in Figure 2.1.

The primary uses are expected to be, but are not limited to, the following:

- Home improvement and building materials
- Home furnishings and appliances
- Hardware
- Electronics
- Nursery and garden supplies
- Office supplies
- Sporting goods

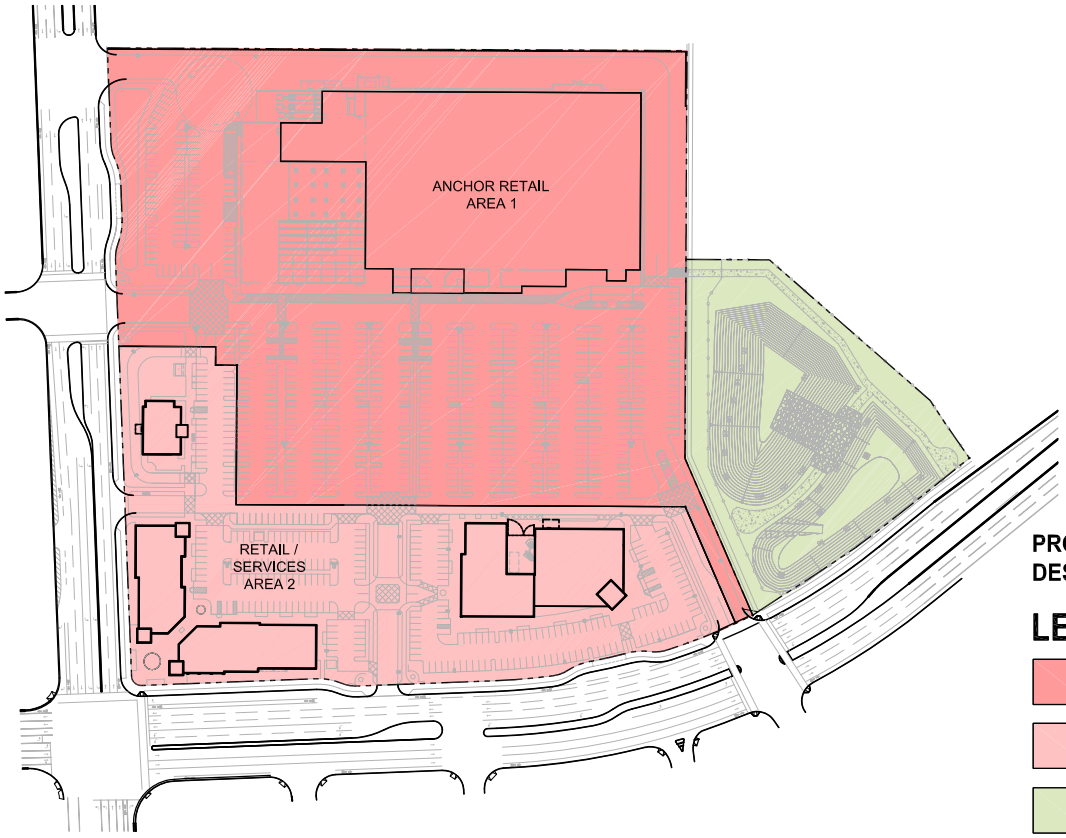
Table 2 in Section 2.2.3 identifies the Use Classifications for the anchor retail area. The outdoor display and/or sale of merchandise associated with the anchor retail use will be permitted in accordance with the provisions contained in Section 2.3. The outdoor display and/or sale of merchandise that does not conform with Section 2.3 may be permitted under a Temporary Use of Land Permit obtained in accordance with the City's Zoning Code regulations.



GENERAL PLAN LAND USE DESIGNATIONS

LEGEND

- RETAIL
- OPEN SPACE



PROJECT LAND USE DESCRIPTIONS

LEGEND

- ANCHOR RETAIL
- RETAIL / SERVICES
- STORM WATER DETENTION AND RETENTION

FIGURE 2.1

AECOM

0 100' 200' 300'

Project Land Use Areas

2.2.2 Retail/Services

A maximum of 55,520 square feet of retail uses will be located in the retail/services area. The retail/services area is illustrated in Figure 2.1. The locations of the retail/service buildings shown in Figure 2.1 are only intended to be an illustrative potential layout. Table 2 identifies the Use Classifications for the retail/services area.

2.2.3 Use Classifications

The range of uses permitted for the anchor retail area and the retail/services area include, but are not limited to, those shown in Table 2. This table replaces Salinas Municipal Code (SMC) Table 37-30.90 for the Commercial Retail (CR) use. If a proposed use is not listed in Table 2, the City Planner may determine that it is similar to other uses listed in accordance with Section 37-10-210 (c) of the Zoning Code and may allow it in accordance with the applicable development review application process.

Table 2
The Gateway Project Use Classifications – Anchor Retail and Retail/Services

Land Use	NP	P	SPR	CUP	Additional Use Regulations
Residential Uses					
Day Care Homes, Family-Large	X				
Day Care Homes, Family-Small	X				
Duplex Dwellings	X				
Home Occupations	X				
Interim Housing	X				
Manufactured Housing	X				
Multiple Detached Dwellings	X				
Multifamily Dwellings	X				
Residential Care Facilities, Large	X				
Residential Care Facilities, Small	X				
Residential Service Facilities	X				

Land Use	NP	P	SPR	CUP	Additional Use Regulations
Second Dwelling Units	X				
Single-Family Dwellings, Attached	X				
Single-Family Dwellings, Detached	X				
Single-Room-Occupancy Housing	X				
Public and Semipublic Uses					
Clubs and Lodges				X	9
Convalescent Hospitals/Nursing Homes	X				
Cultural Institutions			X		
Day Care Centers			X		
Government Offices			X		
Hospitals	X				
Mural Exhibits			X		8
Park and Recreation Facilities			X		
Parking Lots		X			11
Public Safety Facilities			X		
Public Utility Service Yards	X				
Religious Assembly				X	`
Schools, Public/Private	X				
Schools, Trade	X				
Telecommunications Facilities:					
Major				X	10
Minor		X			10
Utilities, Major			X		12
Commercial Uses					
Adult Entertainment Facilities	X				
Ambulance Services	X				
Animal Sales and Services:					

Land Use	NP	P	SPR	CUP	Additional Use Regulations
Animal Boarding				X	2
Animal Grooming		X			2
Animal Hospitals				X	2
Animal Retail Sales		X			2
Antique and Collectible Shops		X			
Artists' Studios		X			
Automated Teller Machines (ATMs)		X			13
Bakeries:					
Retail		X			
Wholesale	X				
Bars				X	9
Bed and Breakfast Inns	X				
Building Materials and Services		X			2, 3
Catering Services		X			
Commercial Filming		X			
Commercial Recreation and Entertainment (if more than 2,000 square feet)				X	1, 9
Commercial Recreation and Entertainment (if less than 2,000 square feet)		X			1, 9
Convenience Stores:		X			9
With Gas Pumps			X		2, 9
Crematoria (animal and human)	X				
Entertainment, Live (excluding adult entertainment)				X	7, 9
Equipment Sales, Services, and Rentals (only accessory to a retail use)		X			2
Financial Services		X			
Food and Beverage Sales		X			9
Fortunetelling				X	

Land Use	NP	P	SPR	CUP	Additional Use Regulations
Funeral Services (no crematory use allowed)				X	
Hotels and Motels:	X				
Extended Stay	X				
Kiosks:					
Permanent			X		16
Temporary or Semi-Permanent			X		16
Laboratories		X			
Laundries:					
Limited		X			
Unlimited	X				
Live/Work Units	X				
Maintenance and Repair Services:					
Major	X				
Minor		X			2
Marine Sales and Services (supplies and equipment)		X			2
Marine Sales and Services (boats)				X	2
Nurseries		X			2
Offices:					
Business and Professional		X			
Medical and Dental		X			
Outdoor Storage and Display (only as an accessory use to a retail use)			X		2
Pawn Shops	X				
Personal Improvements Services		X			
Personal Services		X			
Printing and Publishing:					
Limited		X			

Land Use	NP	P	SPR	CUP	Additional Use Regulations
Unlimited	X				
Recreational Vehicle Parks	X				
Recycling Facilities			X		17
Research and Development Services				X	
Restaurants:		X			9
With Drive-through or Drive-in Facilities			X		9
Retail Sales		X			9
Secondhand or Consignment Stores		X			14
Service Stations			X		2, 9
Shopping Centers (see Section 2.2.2)		X			
Speculative Buildings			X		4
Tattoo and/or Body Piercing Parlors				X	
Vehicle-Related Retail Sales and Services		X			2
Vehicle Repair Facilities:					
Major	X				
Minor				X	2
Vehicle Rental and Display (only as an accessory use to a retail use)		X			
Vehicle Sales and Services	X				
Vehicle Storage	X				
Vehicle Washing (only as an accessory to a convenience store)				X	2
Warehousing and Storage:					
Limited	X				
Wholesale Distribution	X				
Industrial Uses					
Industrial Complexes	X				
Industry, Limited	X				

Land Use	NP	P	SPR	CUP	Additional Use Regulations
Salvage and Wrecking Operations:					
Nonvehicular	X				
Vehicular	X				
Accessory Uses and Structures					5
Animals, Domestic	X				
Utilities, Minor		X			
Temporary Uses					6
Nonconforming Uses and Structures					

Notes:

NP = Not Permitted Use

P = Permitted Use if the use classification will be located in an existing structure. A Site Plan Review shall be required for new buildings or if floor area (an addition) in excess of 500 square feet will be added to an existing building to accommodate the use classification.

SPR = Site Plan Review Required

CUP = Conditional Use Permit required

[1] Commercial, recreational, and entertainment uses less than 2,000 square feet in floor area are permitted. Larger facilities are allowed with a CUP. Fitness center shall be allowed subject to Site Plan Review approval, regardless of the proposed square footage of the facility.

[2] See Salinas Municipal Code (SMC) Section 37-50.170 Outdoor storage and display for any outdoor activity or use. Any vehicle and equipment servicing, maintenance and repair, and lumber yards and storage shall be conducted wholly within an enclosed structure.

[3] Building materials and service uses can abut an existing or planned residential use if fencing and screening is provided, per the details contained within the Specific Plan.

[4] See Section 2.2.5 of the Specific Plan.

[5] See SMC Section 37-50.010 Accessory Uses and Structures. Accessory uses and structures will require an SRP or a CUP if required for the principal use and are not shown on the Specific Plan site plan.

[6] Temporary uses are permitted per Specific Plan Section 2.5. Temporary Uses not in conformance with the Specific Plan are subject to SMC Section 37-50.300.

[7] A live entertainment permit shall be issued for live entertainment uses in accordance with SMC Section 37-50.500 Administrative conditional use permits.

[8] See SMC Section 37-50.150 Mural exhibits.

[9] See SMC Section 37-50.030 Alcohol license review.

[10] See SMC Section 37.50-290 Telecommunications facilities.

[11] Applies to the parking required to serve the uses per this Specific Plan.

[12] Applies to drainage and flood control facilities required to serve the uses per this Specific Plan.

[13] ATM facilities that are located entirely within a building are a permitted use. ATM facilities that are external to a building structure are subject to the approval if an SPR.

[14] No firearm or weapons sales shall be permitted.

[15] No pawn shop shall be located closer than 700 feet from another pawn shop.

[16] Permanent or temporary kiosks shall be subject to the same development review process as required for that use classification.

[17] See SMC Section 37-50.210 Recycling Facilities.

2.2.4 Open Space

Except as otherwise provided in the Specific Plan, the use classifications and development regulations for the Open Space (OS) District shall be in accordance with Article 3, Division 6 of the Zoning Code, except that Major Utilities (flood control facilities only) shall be allowed subject to the issuance of a Site Plan Review.

Building/development regulations for The Gateway Project are listed in Table 3. Where the regulations are at variance from SMC Table 37-30.100, the regulations in Table 3 will govern.

Table 3
The Gateway Project Development Regulations

Development Regulation	The Gateway Project	Additional Regulations
Lot Size Minimum	7,500 square feet	C
Lot Width Minimum	75 feet	
Lot Depth Minimum	100 feet	
Lot Frontage Minimum	50 feet	
Yard/Setback from E. Boronda Road for Buildings and Parking (excluding portion of abutting Detention/Retention Basin)	28 feet minimum setback (measures from the curb line) and 12 feet from the right-of-way (property line); however, no building shall be located within the area necessary to maintain driveway and corner visibility.	
Yard/Setback from E. Boronda Road for Detention/Retention Basin	28 feet minimum setback (measures from the curb line of the typical three-lane westbound road section and bicycle lane (20-foot landscaping planter measured from curb line to back of sidewalk plus 8 foot sidewalk). If a 12-foot right-turn lane is added to the street improvements, the setback will be reduced to 16 feet measured from relocated curb line (8-foot landscaping planter measured from curb line to back of walk plus 8-foot sidewalk).	E
Yard/Setback from San Juan Grade Road for Buildings and	24-foot minimum setback (measured from the curb line) and	

Development Regulation	The Gateway Project	Additional Regulations
Parking	8 feet from the right-of-way. However, no building shall be located within the area necessary to maintain driveway and corner visibility.	
Yards Minimum:		
Front	0 feet	A, B
Side	0 feet	
Interior	0 feet	A
Corner	0 feet	A, B
Rear	0 feet	A
Structure Height Maximum	35 feet maximum	
Architectural Features Height Maximum	50 feet maximum	D
Parking Lot Lighting	25 feet	
Floor-to-Area Ratio (FAR) Maximum	0.4	F
Landscaping Minimum (Percent of Lot Area)	10 percent of the 17.49-acre area designated for retail use will be landscaped; 5 percent of the parking lot area will be landscaped. The vegetated bio-swales are counted toward the total landscaped area. Otherwise, Zoning Code standards shall apply.	
Landscaping	See SMC Article V, Division 4: Landscaping and Irrigation.	
Fences, Walls, and Hedges	As illustrated in Figure 3.3, other walls and fences will be per Zoning Code standards, SMC Section 37-50.090.	
Off-Street Parking, Loading, and Outdoor Lighting	One parking space shall be required for every 292 square feet of gross floor area. For other regulations, see SMC Article V. Division 2: Parking, Loading, and Outdoor Lighting.	
Driveway and Corner Visibility	Driveways shall be limited to those shown in Figure 1.3 and shall be a minimum of 24 feet wide with aprons that conform to City standards. See SMC Section 37-50.460: Driveway and Corner Visibility.	
Signs	See Section 3.4.1 and separate Master Sign Program.	
Outdoor Facilities	See Section 2.3 and SMC Section 37-50.170: Outdoor Storage and Display.	
Accessory Uses and Structures	See SMC Section 37-50.010: Accessory Uses and Structures.	

Development Regulation	The Gateway Project	Additional Regulations
Screening of Mechanical Equipment	See Figure 3.7 and SMC Section 37-50.240: Screening of Mechanical Equipment.	
Recycling and Solid Waste Disposal	See SMC Figure 3.13 and Section 37-50.200: Recycling and Solid Waste Disposal Regulations.	
Performance Standards	See SMC Section 37-50.180: Performance Standards.	
Nonconforming Uses and Structures	See SMC Section 37-50.160: Nonconforming Uses and Structures.	
Recreational Vehicles, Prohibited, Vehicles, and Equipment	See SMC Section 37-50.190: Recreational Vehicles, Prohibited Vehicles, and Equipment Parking and Storage.	
Alcohol License Review	See SMC Section 37-50.030: Alcohol License Review.	

Notes:

SMC= Salinas Municipal Code

[A] See SMC Section 37-50.040: Building Projections into Yards.

[B] Any area between the front and corner side property line and the building, exclusive of driveways, shall be landscaped. No portion of a building may encroach into the frontage landscape easements.

[C] Minimum lot sizes may be reduced for shopping centers where two or more separate lots would be created and subject to a reciprocal agreement using shared parking, landscaping, and related facilities where it can be demonstrated that the proposed project can be achieved and that the public health, safety, and general welfare will be maintained.

[D] See SMC Section 37-50.080: Exceptions to Height Limits.

[E] A minimum distance of 4 feet shall be maintained behind the back of the sidewalk and any fencing for the detention/retention basin.

[F] The maximum FAR on any parcel shall not exceed 0.40; however, the maximum square footage of all buildings on the site shall not exceed 207,500 square feet of gross floor area.

2.2.5 Speculative Buildings

For purposes of this Specific Plan, Section 37-50.280 of the Salinas Zoning Code is replaced with the following:

Speculative Buildings

Speculative Buildings are buildings for retail/services users, located in the Retail/Services Area, that are erected in accordance with the development program and site development standards of this Specific Plan but without a specific use or tenant for all or a portion of the building. Such buildings shall comply with the following:

(a) Parking and Loading. Parking will not be less than one parking space per 292 square feet of gross floor area, regardless of the ultimate mix of uses within the

Retail/Services buildings and the collective individual parking requirements for those individual uses.

Loading for the up to 55,520 square feet of Retail/Services uses will be through the individual tenants entrances facing the parking areas, the sides of buildings, or from small service areas similar to what is shown in Figure 1.3.

(b) Site Development Regulations. The site development regulations will be those required by this Specific Plan. If the Specific Plan does not contain a regulation on a particular subject, the Zoning Code for CR shall apply.

2.3 TEMPORARY USE OF LAND (SEASONAL SALES) AND YEAR-ROUND OUTDOOR/SIDEWALK/PARKING LOT DISPLAY PLAN

2.3.1 Temporary Use of Land Plan (Season Sales)

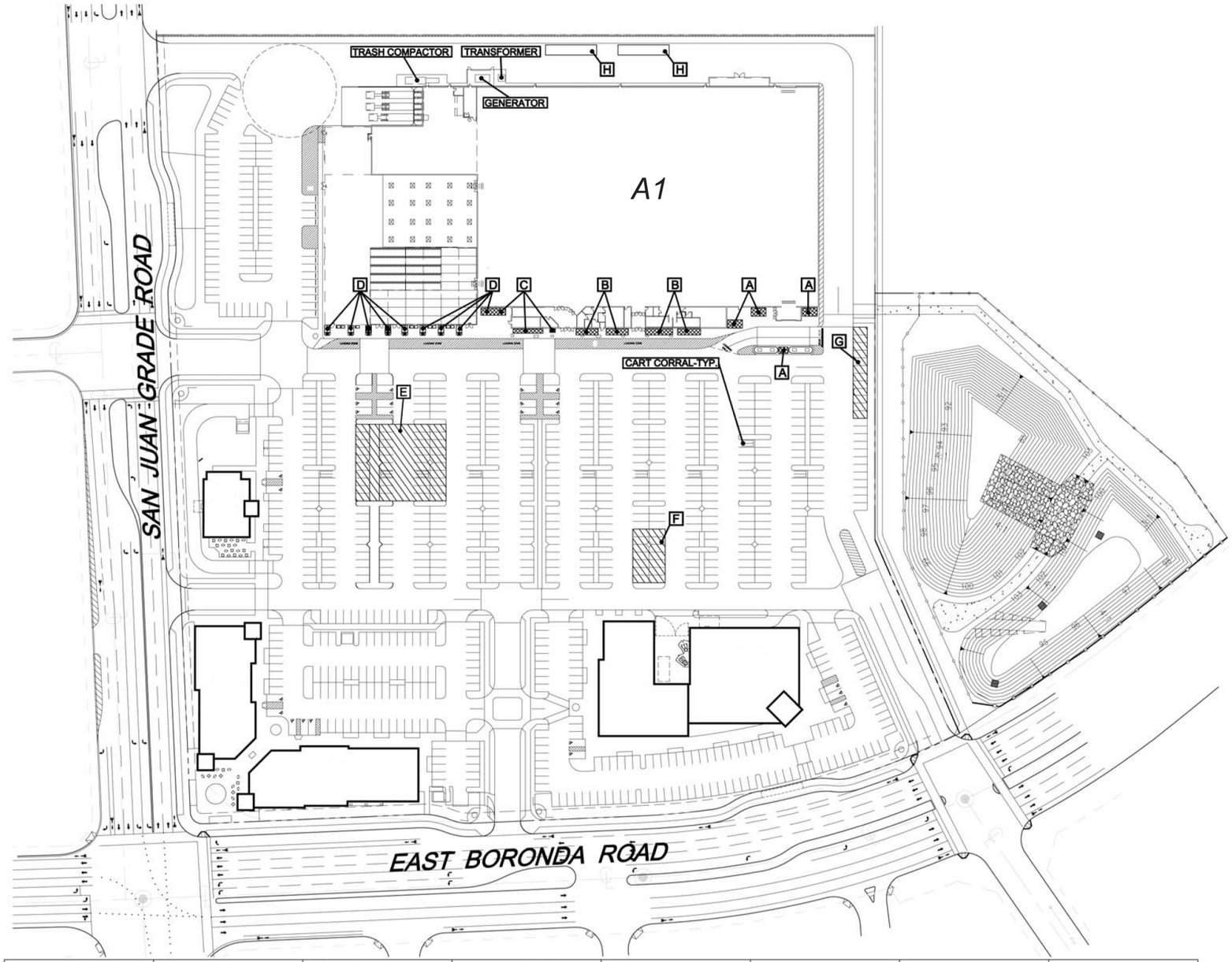
Temporary uses of land (seasonal sales) within the parking lot area of the Specific Plan are permitted as follows and illustrated in Figure 2.2. This temporary use of land area is designated in Figure 2.2 as the seasonal sales area (designated as Area E). This area in the parking lot can be used (by the anchor tenant only) for up to four such seasonal events per year, with each event lasting up to 30 calendar days. A Temporary Use of Land Permit shall not be required for seasonal sales except for the sale of Christmas trees, which shall be in accordance with the requirements of Section 37-50.300 of the SMC. Any change in the location of the seasonal sales area within the parking lot shall be subject to the approval of the City Planner.

2.3.2 Other Temporary Uses of Land

Temporary uses of land, other than described in Sections 2.3.1, shall be in accordance with the requirements of Section 37-50.300 of the SMC.

2.3.3 Year-Round Outdoor/Sidewalk/Parking Lot Display and Storage Plan

Year-round uses of land on the sidewalk areas, service areas, and within the parking lot area of the Specific Plan is permitted as described below and illustrated in Figure 2.2 (designated as Areas A, B, C, D, F, G, and H). The year-round use of land areas designated in Figure 2.2 are the sidewalk display area (Areas A through D), cart corral areas, utility trailer display area (Area F), utility building/shed display area (Area G), and



A. BUILDING MATERIALS	B. OUTDOOR EQUIPMENT	C. OUTDOOR FURNITURE & STORAGE UNITS	D. LIVE GOODS & LANDSCAPE SUPPLIES	E. SEASONAL SALES	F. UTILITY TRAILER DISPLAY	G. SHED DISPLAY	H. TRAILERS
-PLYWOOD DISPLAY -FENCE PANEL DISPLAY -LANDSCAPE TIMBER DISPLAY -SHEETROCK DISPLAY -MASONRY PRODUCT DISPLAY -ROOFING DISPLAY -SOME BULK LUMBER	-GRILL DISPLAY -LAWN TRACTOR DISPLAY -POWER MOWER DISPLAY -WHEELBARROW DISPLAY	-PICNIC TABLE DISPLAY -OUTDOOR TABLE & BENCH DISPLAY -HAMMOCK, GLIDER & PORCH SWING DISPLAY -SWING SET DISPLAY -STORAGE BUILDING DISPLAY	-SEASONAL FLOWERS -SEASONAL VEGETABLES -SMALL TREES -BAG ITEMS	-LIVE NURSERY PRODUCTS MARCH 15TH THROUGH JULY 4TH -FULL PROMOTIONS & CHRISTMAS TREE SALES SEPTEMBER 1 THROUGH DECEMBER 24 -OCCASIONAL VENDOR DISPLAY **SEASONAL DISPLAY TO COMPLY WITH ALL CITY CODES, ORDINANCES AND REGULATIONS**	-FLAT BED TRAILER DISPLAY -ENCLOSED TRAILER DISPLAY	- PREASSEMBLED STORAGE SHEDS	- APPLIANCES & PALLET RECYCLING STORAGE UNITS

NOTE:

1. THE SHOPPING CARTS ARE STORED WITHIN THE ANCHOR RETAIL BUILDING DURING NON-BUSINESS HOURS.

2. THE SHOPPING CART CORRALS ARE MOVEABLE AND MAY BE RELOCATED BASED ON NEED.

0 100' 200' 300'

FIGURE 2.2

Temporary Use of Land and Year Round Outdoor / Sidewalk / Parking Lot Display Area

This page intentionally left blank.

mobile containers for used appliances and pallet recycling (Area H). These areas can be used year-round (by the anchor tenant only) for the purposes identified. Any change in the location of the year-round outdoor storage areas from that shown in Figure 2.2 shall be subject to the approval of the City Planner.

This page intentionally left blank.

SECTION 3
DESIGN STANDARDS

The following design standards apply to site improvements, landscape design, architecture, building design and orientation, signage, parking, and lighting within The Gateway Center Specific Plan Area (Plan Area).

3.1 COMPLIANCE

As part of the applicable development review process, the City shall ensure that all buildings, structures, and site improvements adhere to the design standards contained in Section 3. The design standards contained in this section are in addition to the design standards contained in the City's Zoning Code and Standard Specifications.

In the event that a conflict exists between a design standard contained in Section 3 and a design standard contained in the Salinas Zoning Code or Standard Specifications, the design standards contained in Section 3 shall prevail.

3.2 LANDSCAPE STANDARDS

To provide visual continuity, the landscape areas within the Plan Area shall reflect a consistent theme and plant palette throughout. The Landscape Plan is based on several design concepts that contribute to the quality and visual character of the Plan Area. These are manifested in key elements of the Landscape Plan, as illustrated in Figure 3.1, Conceptual Landscape Plan. Important features include the following:

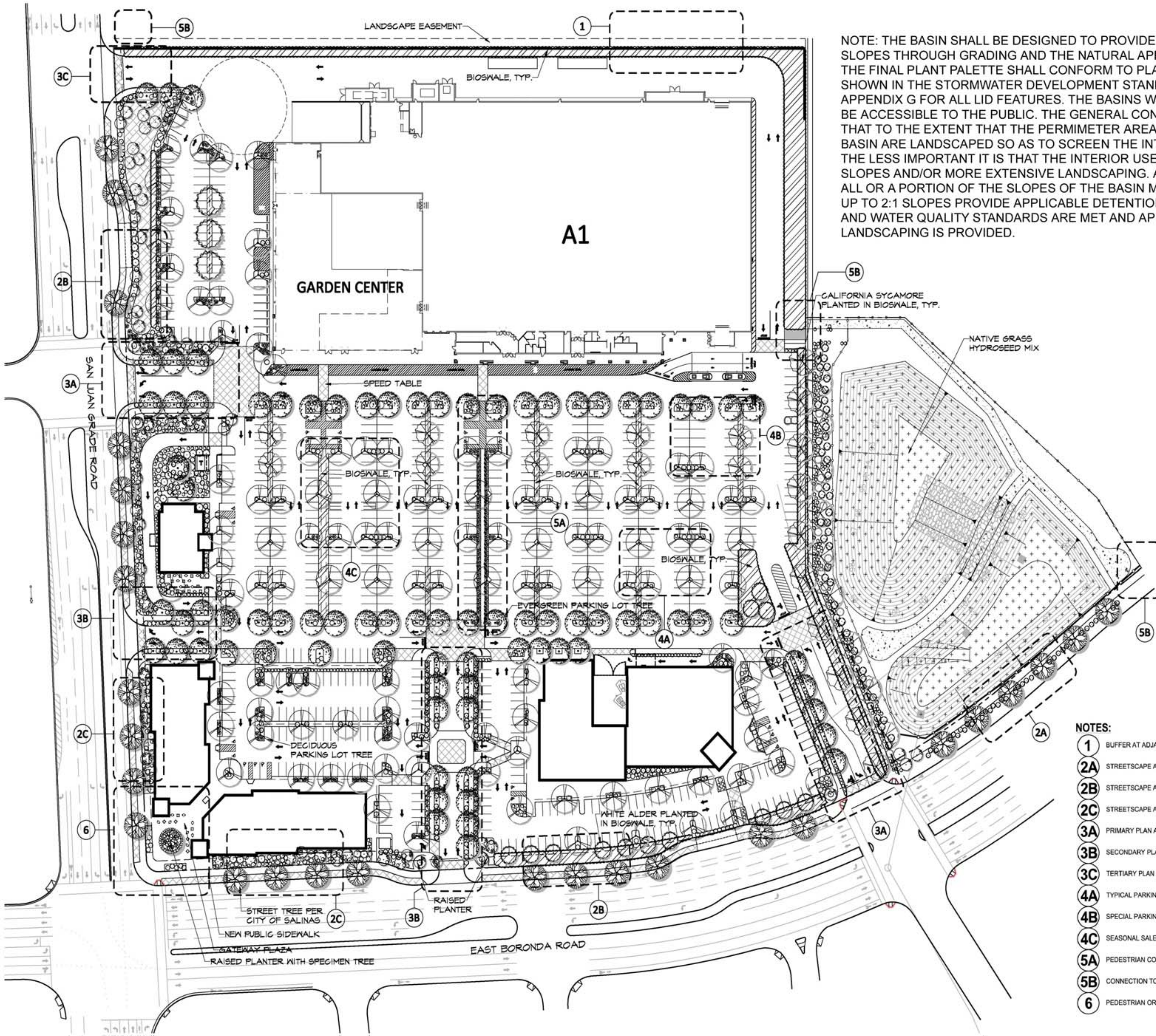
- The frontage along E. Boronda Road and San Juan Grade Road will include a Class II bicycle lane (within the right-of-way). The parkways will be landscaped with trees, shrubs, and ground cover that will be along both sides of an 8-foot-wide paved (concrete sidewalk) trail.
- Primary vehicular entries to the Plan Area will consistently communicate the project theme through the use of enhanced arrangements of plant material, special paving details, lighting, project monument signage, and/or other architectural treatments.

- Parking areas will be softened with planting areas to serve aesthetic purposes and provide opportunities for bio-swale drainage. Trees will be located within divider medians, islands, and diamonds to provide a shade canopy for pedestrian comfort and reduce the urban heat island effect.
- A main pedestrian connector path will be located within a parking lot divider median landscaped with trees and shrubs to enhance the safety and comfort of pedestrians.
- Portions of open spaces adjacent to buildings will be planted with trees and shrubs to soften building architecture. Paved pedestrian-oriented plazas will be provided.
- The Landscaping Plan will conform to the State of California's "Model Water Efficient Landscaping Ordinance" (AB 1881, State Department of Water Resources Board) referenced in the City's Water Conservation Ordinance (Municipal Code Chapter 36A, Article Ill), which may be amended from time-to-time or repealed.

Modifications to the Conceptual Landscaping Plan shall be permitted during the final design process as long as the final landscaping plans are in substantial conformance with the Conceptual Landscaping Plan or the modifications are otherwise approved by the City Planner. All tree and plant materials shall conform with City standards, including those in Appendix G of the City's Stormwater Development Standards, which may be amended from time-to-time or repealed.

3.2.1 Adjacent Land Use at Plan Area Boundary

A screen wall will provide separation between the anchor retail building service areas and future residential land use to be developed north and east of the Plan Area. The screen wall will be 8 feet high and extend the entire length of the north property line. It will step down as it nears the San Juan Grade Road right-of-way. The screen wall will extend along the east property line for a distance of approximately 60 feet south of the north property line (to screen views of the anchor retail building service areas) and then step down. A 10-foot-wide landscape buffer easement will be provided north of the screen wall to reduce the potential for graffiti impacts and to provide a buffer between the two uses. Figure 3.2, Screen Wall Details, and Figure 3.3, Fence and Wall Elevations, delineates the elements required for effective screening. Vines will be provided on the wall to reduce opportunities for graffiti defacement. Trees will also be



NOTE: THE BASIN SHALL BE DESIGNED TO PROVIDE VARIED SLOPES THROUGH GRADING AND THE NATURAL APPEARANCE. THE FINAL PLANT PALETTE SHALL CONFORM TO PLANTINGS SHOWN IN THE STORMWATER DEVELOPMENT STANDARDS IN APPENDIX G FOR ALL LID FEATURES. THE BASINS WILL NOT BE ACCESSIBLE TO THE PUBLIC. THE GENERAL CONCEPT IS THAT TO THE EXTENT THAT THE PERMIMETER AREAS OF THE BASIN ARE LANDSCAPED SO AS TO SCREEN THE INTERIOR, THE LESS IMPORTANT IT IS THAT THE INTERIOR USE VARYING SLOPES AND/OR MORE EXTENSIVE LANDSCAPING. ADDITIONALLY, ALL OR A PORTION OF THE SLOPES OF THE BASIN MAY UTILIZE UP TO 2:1 SLOPES PROVIDE APPLICABLE DETENTION, RETENTION AND WATER QUALITY STANDARDS ARE MET AND APPROPRIATE LANDSCAPING IS PROVIDED.

PLANT PALETTE

SYMBOL	DESCRIPTION	BOTANIC NAME	COMMON NAME
	TREES		
	LARGE DECIDUOUS STREET TREE:	PLATANUS ACERIFOLIA 'YARWOOD'	LONDON PLANE TREE VAR. 'YARWOOD'
	DECIDUOUS PARKING LOT TREE:	PRUNUS CERASIFOLIA VAR. 'KRAUTER VESUVIUS'	FLOWERING CHERRY VAR. 'KRAUTER VESUVIUS'
		LIQUIDAMBAR STYRICIFLUA VAR. 'PALO ALTO'	SWEET GUM VAR. 'PALO ALTO'
		PYRUS 'REDSPIRE'	FLOWERNG PEAR
	BROADLEAF EVERGREEN TREE:	ARBUTUS 'MARINA'	N.C.N.
		TRISTANIA CONFERTA	BRISBANE BOX
		LAURUS NOBILIS	GRECIAN LAUREL
		PYRUS KAWAKAMII	EVERGREEN PEAR
	SMALL SCALE FLOWERING TREE:	PRUNUS YEDOENSIS 'AKEBONO'	FLOWERING CHERRY VAR. 'AKEBONO'
		CORNUS KOUSA	KOUSA DOGWOOD
		LAGERSTROEMIA INDICA VAR. 'TUSCARORA'	CRAPE MYRTLE VAR. 'TUSCARORA'
		CERCIS CANADENSIS VAR. 'FOREST PANSY'	EASTERN REDBUD VAR. 'FOREST PANSY'
	BIOSWALE TREE:	ALNUS RHOMBIFOLIA	WHITE ALDER
		PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
	SHRUBS		
	LARGE EVERGREEN SCREEN SHRUBS:	ESCALLONIA EXON. 'FRADES' PHOTINIA FRASERI PITTOSPORUM EUGENIOIDES XYLOSMA CONGESTUM	ESCALLONIA VAR. 'FRADES' RED LEAFED PHOTINIA TARATA XYLOSMA
	FLOWERING SHRUBS/ PERENNIALS/ GRASSES	SUN TOLERANT:	
		AGAPANTHUS 'QUEEN ANNE BLUE' HEMEROCALLIS SPP. ESCALLONIA 'TERRI' RAPHIOLEPIS SPP. PEROVSKIA ATRIPLICIFOLIA SALVIA CLEVELANDII BERBERIS THUNBERGII 'ROSE GLOW' MISCANTHUS SINSENSIS 'VARIEGATA' FESTUCA GLAUCA HELICTROTRICHON SEMPERVIRENS PHORMIUM VAR. 'DUSKY CHIEF' PHORMIUM VAR. 'YELLOW WAVE' WESTRINGIA FRUTICOSA	DWARF LILY OF NILE DAYLILY ESCALLONIA VAR. 'TERRI' INDIA HAWTHORN RUSSIAN SAGE CLEVELAND SAGE JAPANESE BARBERRY 'ROSE GLOW' VARIEGATED EULALIA GRASS BLUE FESCUE BLUE OAT GRASS 'DUSKY CHIEF' FLAX 'YELLOW WAVE' FLAX AUSTRALIAN ROSEMARY
		SHADE TOLERANT:	
		CAMELLIA JAPONICA RIBES VIBURNIFOLIUM PITTOSPORUM TOBIRA POLYSTICHUM MUNITUM NANDINA DOMESTICA LOROPETALUM CHINENSE 'SIZZLIN PINK' AZALEA BELGIN INDICA	CAMELLIA EVERGREEN CURRANT MOCK ORANGE WESTERN SWORD FERN HEAVENLY BAMBOO CHINESE GRINGE FLOWER 'SIZZLIN PINK' SHADE AZALEA
	VINES:	PARTHENOCISSUS TRICUPIDATA	BOSTON IVY
	GROUNDCOVER:	ANNUAL COLOR MYOPORUM PARVIFOLIUM 'PINK' ROSA VAR. 'BABY BLANKET'	 MYOPORUM BABY BLANKET ROSE
	BIOSWALE PLANTINGS	CAREX BARBERBAE CAREX TUMICOLA CORNUS STOLONIFERA EQUISETUM HYEMALE JUNCUS 'CARMAN'S JAPANESE' JUNCUS PATENS	SANTA BARBERA SEDGE BERKELEY SEDGE REDTWIG DOGWOOD HORSETAIL CARMAN'S JAPANESE RUSH CALIFORNIA GRAY SEDGE
	DETENTION BASIN: PLANTINGS	NATIVE GRASS HYDROSEED MIX	

NOTES:

1. BUFFER AT ADJACENT LAND USE
2A. STREETSCAPE AT STORM WATER BASIN
2B. STREETSCAPE AT ADJACENT PARKING
2C. STREETSCAPE AT ADJACENT BUILDING
3A. PRIMARY PLAN AREA ENTRY
3B. SECONDARY PLAN AREA ENTRY
3C. TERTIARY PLAN AREA ENTRY
4A. TYPICAL PARKING AREA
4B. SPECIAL PARKING ZONE
4C. SEASONAL SALES AREA
5A. PEDESTRIAN CONNECTOR
5B. CONNECTION TO OFF-SITE TRAIL SYSTEM
6. PEDESTRIAN ORIENTED OPEN SPACE

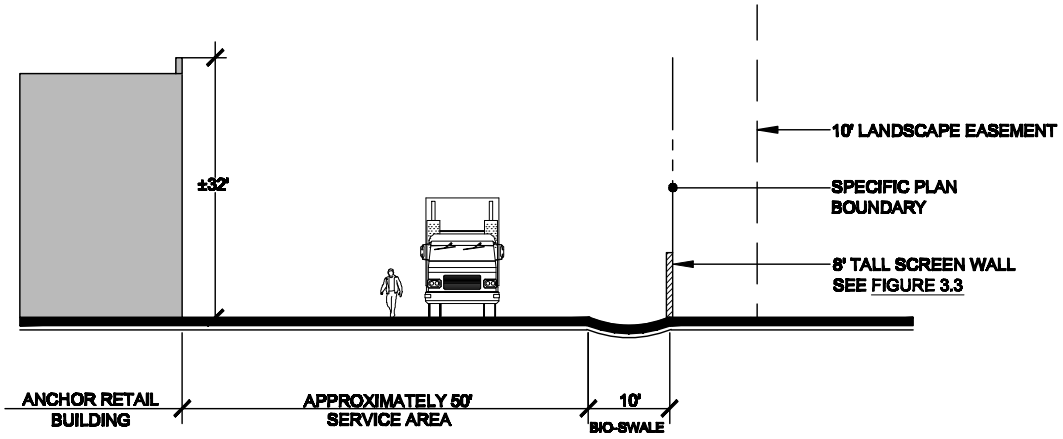
FIGURE 3.1

AECOM

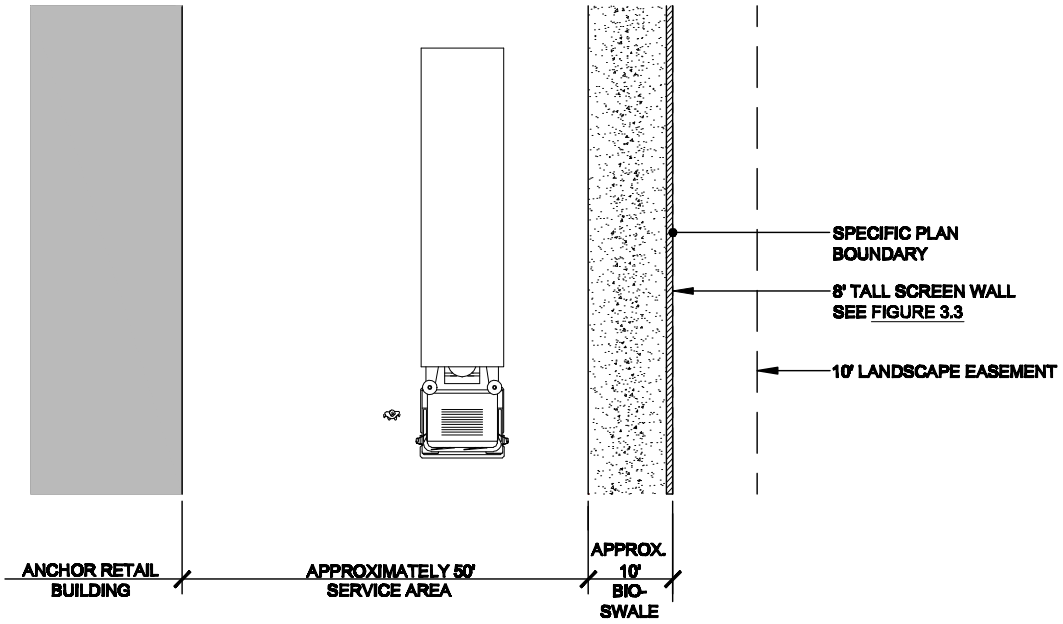
HILL ASSOCIATES
Landscape Architecture/Planning

Conceptual Landscape Plan

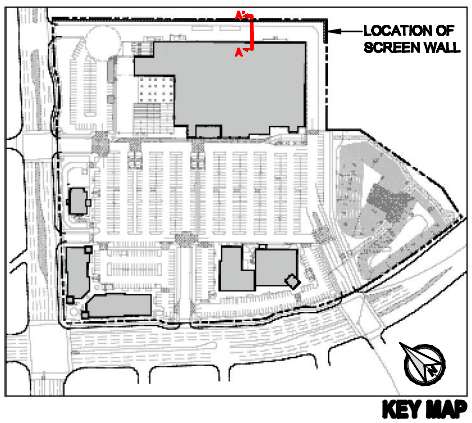
This page intentionally left blank.



SECTION A-A'



PLAN VIEW

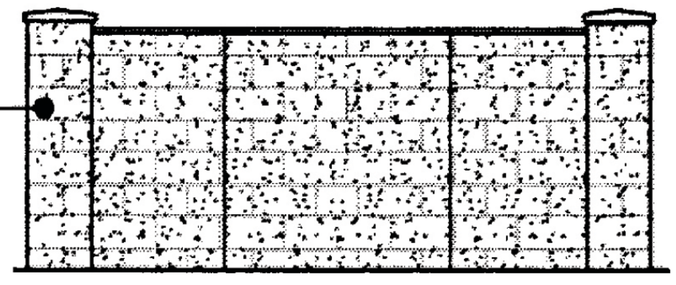


KEY MAP

FIGURE 3.2

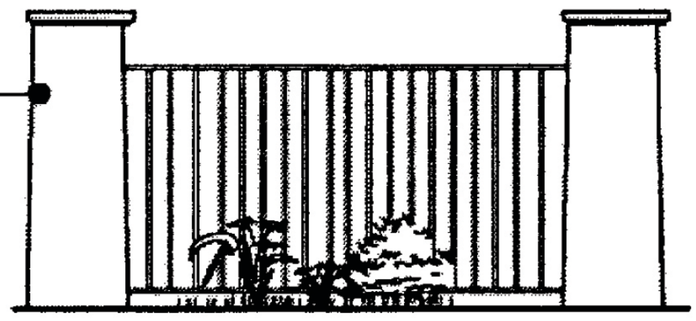
Type 1 Opaque
Typical Screen Wall

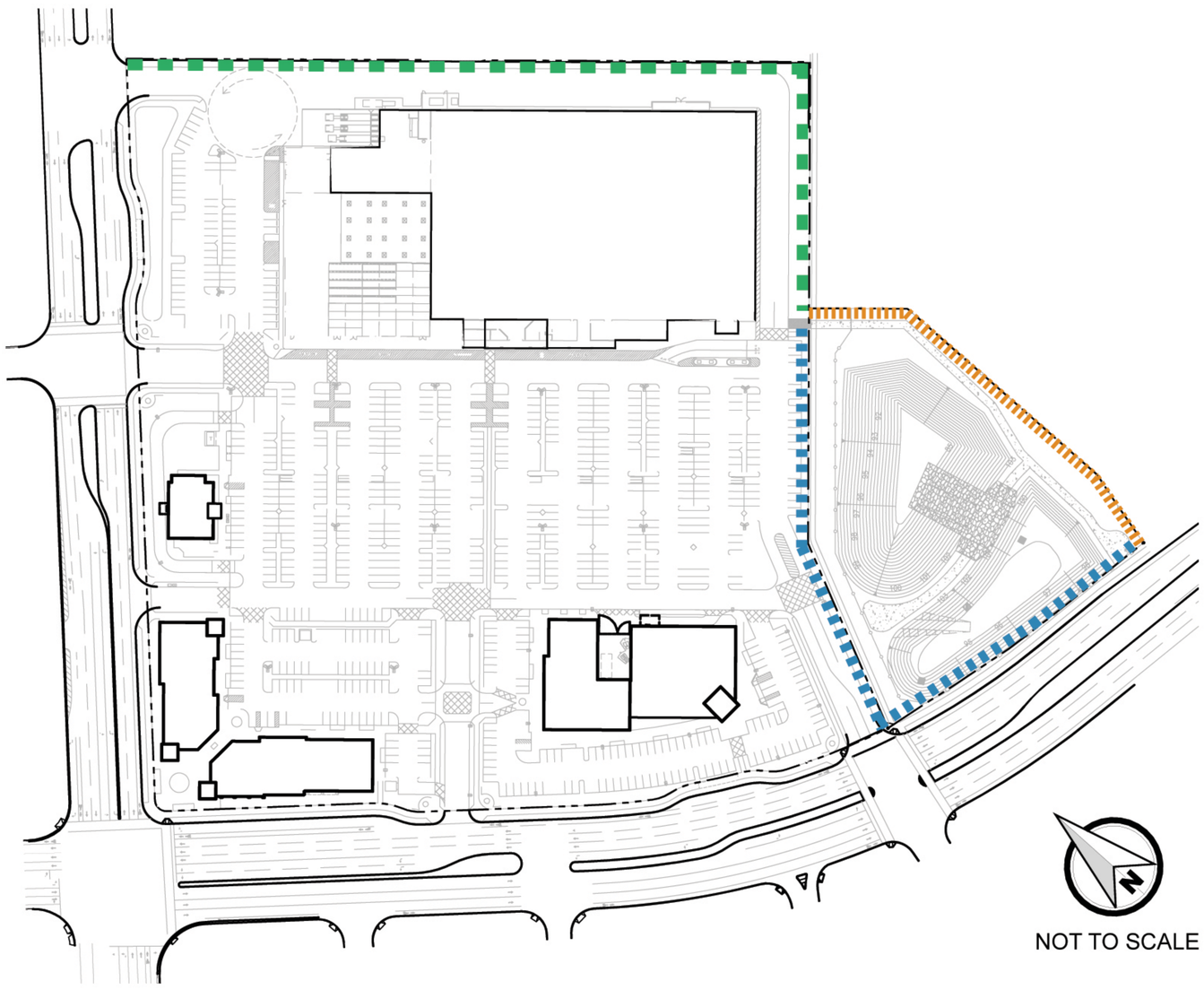
Capped Pilaster & Block Wall
With Textured Finish Paint



Type 2 Open

Capped Pilaster & Tube Metal





LEGEND

- Type 1
- Wrought Iron
- Temporary Chain Link Fence

FIGURE 3.3

Conceptual Fence and Wall Elevations

provided within the bioswale planter area to screen the back of the building and provide further separation between the two areas.

3.2.2 Storm Water Management Basins at Plan Area Boundary

In the eastern portion of the Plan Area where storm water management basins abut a future expansion location for the same basins outside the Plan Area, no landscape buffer, fence, or wall for screening purposes is required except for temporary fencing (black chain link) and erosion control until the final basin improvements are installed. However, landscape buffering and permanent wrought-iron-style fencing will be installed along the western edge of the basins and along E. Boronda Road. This landscape buffer and fencing will provide an adequate visual transition to the basins and lessen the visual presence of safety fencing as seen from the western portion of the Plan Area. Full frontage improvements (including the full half-street-width improvement, medians, parkway, and median landscaping and sidewalk) will be installed along the entire length of the project, including the detention/retention basin. Wherever referenced in the Specific Plan, frontage improvements eligible for fee credit shall be subject to the provisions of the Development Agreement.

Along E. Boronda Road, the landscaping in the parkway will further screen views of the basins.

3.2.3 Streetscape at Adjacent Right-Of-Way

A streetscape will be established for both E. Boronda Road and San Juan Grade Road as part of the Landscape Plan. These streetscape themes are anticipated to be continued east along E. Boronda Road and north along San Juan Grade Road with the implementation of future projects not part of the Specific Plan. All landscaping materials (including type, size, and spacing) in the right-of-way shall be subject to the approval of the City Engineer and City Planner as part of the improvement/final landscaping plans for the street.

3.2.4 Project Entry Features

The intent of landscaping at the project entries is to communicate a sense of arrival to the Plan Area while complementing the streetscape along E. Boronda Road and San Juan Grade Road. Project entries will be hierarchical in scale, while maintaining a

consistent theme through the use of harmonious plant materials; colored, textured paving; lighting; and monument signage.

As seen in Figure 3.1, there are five vehicular entries into the Plan Area. There are two primary entries, which are signal controlled: one on E. Boronda Road at Dartmouth Way and one on San Juan Grade Road at Northridge Way. The Plan Area has two secondary entries that provide right-in/right-out vehicular movement only, each located between the primary entries and the intersection of E. Boronda Road and San Juan Grade Road. An additional tertiary entry is located at the northwest corner of the Plan Area with full vehicular movement but no signal (see Figure 4.6). This entry feeds directly into the service area of the anchor retail building.

Landscape Plan enlargements of the entries are shown in the intersection diagrams in Section 4 (see Figure 4.7 through Figure 4.11). The details of the entry monument signage will be contained in the separate Master Sign Plan approved for the site.

The conceptual landscape theme depicted at Plan Area entries and along the Plan Area perimeter will be extended along the internal circulation drives to continue the landscape theme throughout.

3.2.5 Parking and Circulation

The commercial land use in the Plan Area requires a significant amount of parking. Furthermore, it is important that the parking layout accommodates efficient pedestrian and vehicular circulation and is interspersed with landscape areas.

Landscape areas within and adjacent to the parking lots shall include trees located within divider medians, islands, and diamonds that are also planted with shrubs or groundcovers.

Landscape areas within or adjacent to parking lots will meet the requirements in Section 4 (see Figure 4.3, Parking Details) and also meet the following requirements:

- *Parking areas adjacent to public rights-of-way*. Along E. Boronda Road and San Juan Grade Road, landscape features shall be provided to reduce views of parked cars from the street and shall be permanently maintained by the property owner, a business association, or an assessment district. Where parking spaces

may be seen from the street, the landscape edge shall include a screening feature with a minimum height of 18 inches and maximum height of 42 inches, such as a short wall (with landscaping to deter graffiti), fence, hedge, berm, or equivalent feature. The minimum dimensions of the landscape areas located adjacent to the parking areas shall be in substantial conformance with Figure 4.3. Perimeter landscape areas shall be in substantial conformance with the Landscape Plan (Figure 3.1).

- *Vehicle overhang.* Vehicle overhang may encroach 3 feet into a landscape planter fronting the street or be consistent with Figure 4.3; however, vehicle overhang may not encroach into the parkway landscape easement located along Boronda Road and San Juan Grade Road.

- *Planting islands.* Landscaped areas within parking areas shall equal at least 5 percent of the total parking area, and be located so as to interrupt long rows of parking. Some of these landscaped areas will provide bio-retention/filtering of storm water runoff prior to the runoff entering the storm drains leading to the detention/retention basin.

- *Parking bay end caps.* The end of each row of parking stalls shall be separated from driveways or aisles by a landscape area, sidewalk, or other means.

- *Tree spacing within parking field.* A minimum of one tree for every five parking spaces shall be provided in landscaped islands within the parking area.

- *Driveway and corner visibility.* Landscaping located at street corners and at driveways connecting to a public right-of-way shall be maintained as an area of unrestricted visibility as follows:

    - *Street corners.* The area between 3 and 10 feet above the street grade that lies within 25 feet of the intersection of the street rights-of-way measured along both the right-of-way lines.

    - *Driveways.* The area between 3 and 10 feet above the driveway grade that lies within 15 feet of the intersection of the driveway edge and the right-of-way, measured along both the driveway edge and the right-of-way.

    - *Exceptions.* The City may allow exceptions to the unrestricted visibility for street corners and driveways following a determination by the City Engineer that such exceptions will not adversely affect sight distance or pose a hazard to motorists and pedestrians.

- *Street corners and driveways*. The minimum site distance required will be determined through review of City requirements.

Plans showing conformance with these standards shall be submitted to the City and approved prior to issuance of a building permit for the property.

3.2.6 Pedestrian Orientation

An important aspect of the landscape design is to ensure that clear and pleasant pedestrian access connecting the anchor retail building and the commercial buildings is provided (see Figure 4.4, Pedestrian Circulation Plan). The main pedestrian connector path will provide safe pedestrian circulation to the entry of the anchor retail building. It will consist of a colored, textured paved path within a landscape strip on each side. Colored, textured paving (minimum 10 feet in depth at entry) will also be provided at project entrances and other key areas to further define pedestrian crossings.

In addition, landscaped open spaces, as shown in Figure 3.1, will help achieve this pedestrian orientation. These pedestrian spaces adjacent to buildings will include trees and shrubs to soften the building mass while providing more areas for people to sit and rest.

To ensure a pleasant pedestrian environment walls and/or landscape areas with appropriate plant material will be used to screen on-site service areas; loading areas (except customer pick-up areas); and other potential unsightly areas such as recycling and solid waste enclosures, storage areas, and utility and mechanical equipment. Trees, hedges, and vines on walls or trellises are the typical landscaping solutions for these conditions. The architectural design features used to screen these areas are discussed in further detail in the subsection 3.3, Architectural Standards, below.

3.2.7 Landscape Planting and Maintenance

The following standards shall apply to the landscape planting areas of the Plan Area and be confirmed during the City's processing of the Final Landscape Plan through the Community Development and Economic Department. The landscaping requirements of Division 4 Landscaping and Irrigation of the Zoning Code shall also apply.

Plant Material

Plant species selected shall be appropriate to site-specific characteristics such as soil type, topography, climate amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency, and plant interactions to ensure successful establishment. The plant species will be appropriate for the location and climate. All trees will be a minimum 15 gallons at planting and all shrubs and perennials will be long blooming species. The landscape planting shall be designed and maintained to treat storm water runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that tolerate saturated soil conditions and prolonged exposure to water shall be specified. Pest resistant landscape plants shall be used throughout the landscaped areas wherever possible or practical. All planted areas except those areas planted in annual color shall receive a 2-inch layer of fir or redwood bark chips applied after the completion of planting operations where appropriate. All shrubs shall be planted 1 inch above finish grade to allow for settlement. All plant materials are subject to approval as part of the Final Landscape Plan/improvement plans and shall comply with the City's Water Conservation Ordinance, including the recently adopted Water Efficient Landscape Ordinance.

Installation

- The spacing of trees and shrubs shall be appropriate to the species used and shall be located such that, at maturity, they do not cause the following:
    - interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic;
    - conflict with overhead utility lines, emergency apparatus such as fire hydrants or alarm boxes, overhead lights, or walkway lights; or
    - block pedestrian and bicycle ways.
- Plant materials shall be spaced as required by the City's Street Tree Planting and Tree Well Standard Plans.
- The landscaping standard in the parking lots of approximately one tree/planter per five parking spaces will be met by the trees located within the parking area and the trees located on the edge of the parking rows facing buildings that provide shade to the parking.

Irrigation

All planted areas will be watered with a fully automatic, weather efficient irrigation system. The irrigation system shall be designed to reduce water pollution and runoff, and promote surface infiltration. Irrigation system shall be connected to electronic controller and controller will be connected to a rain sensor. The rain sensor will shut off the irrigation system during inclement weather, thus reducing the need for water.

Maintenance

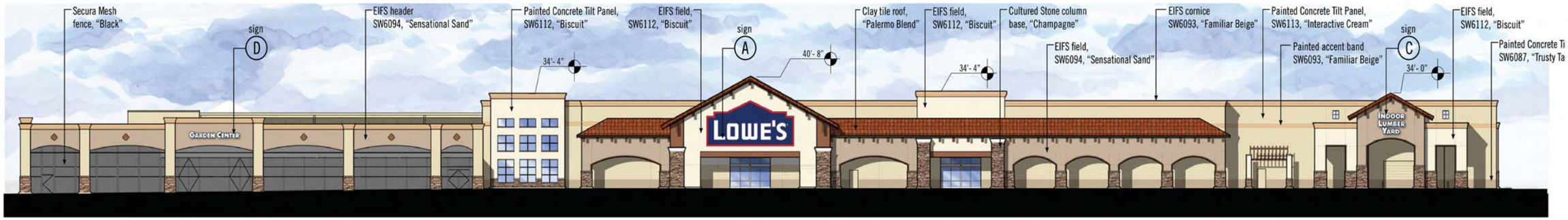
- All planting areas within the Plan Area shall be permanently maintained by the property owner, business association, or an assessment district. Permanent maintenance includes watering, weeding, pruning, and replacement of plant materials and irrigation equipment as reasonable and necessary to preserve the health, longevity, and appearance of the plant materials and visual aesthetics of the planting areas. At such time as the FGA begins to be developed, it is anticipated that an assessment district such as a Landscape and Lighting District (LLD) or a Community Facilities District (CFD) will assume responsibility for the maintenance of all landscaped and hardscaped areas within the public road right-of-way, as well as all portions of the detention/retention basin areas, including all related facilities.

3.3 ARCHITECTURAL STANDARDS

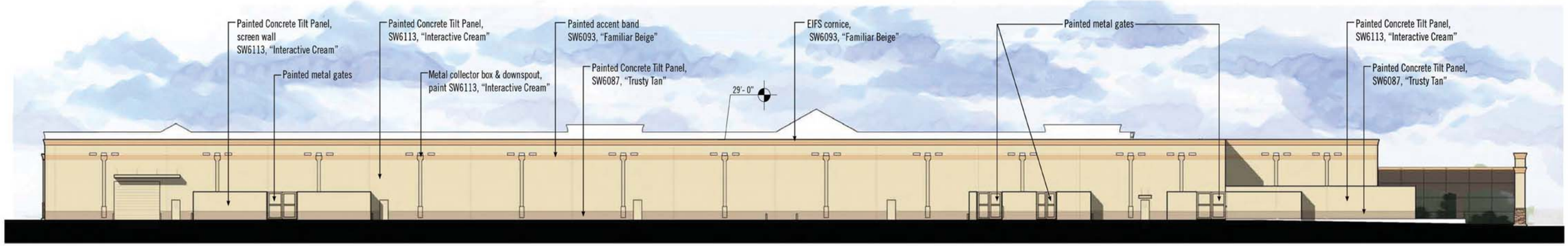
The conceptual architectural elevations and sections shown in Figure 3.4 through Figure 3.10 shall meet the design standards of the City. Proposed building materials are indicated on the conceptual and architectural elevations. Future building plans and buildings developed in the Plan Area must be substantially consistent in theme, massing, and style as that depicted on the conceptual elevations and sections shown in Figures 3.4 through 3.10.

Following are key concepts of the architectural design:

- An architectural theme composed of certain consistent features throughout the Plan Area
- Multi-planed roofs and varying overhangs where feasible on the retail/services buildings



FRONT ELEVATION



REAR ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

REAR ELEVATION

0 10 20 30 40 50 100 200

scale: 1" = 20'-0"

AECOM Scott&Goble Architects

FIGURE 3.4

Anchor Retail Building Elevations

This page intentionally left blank.

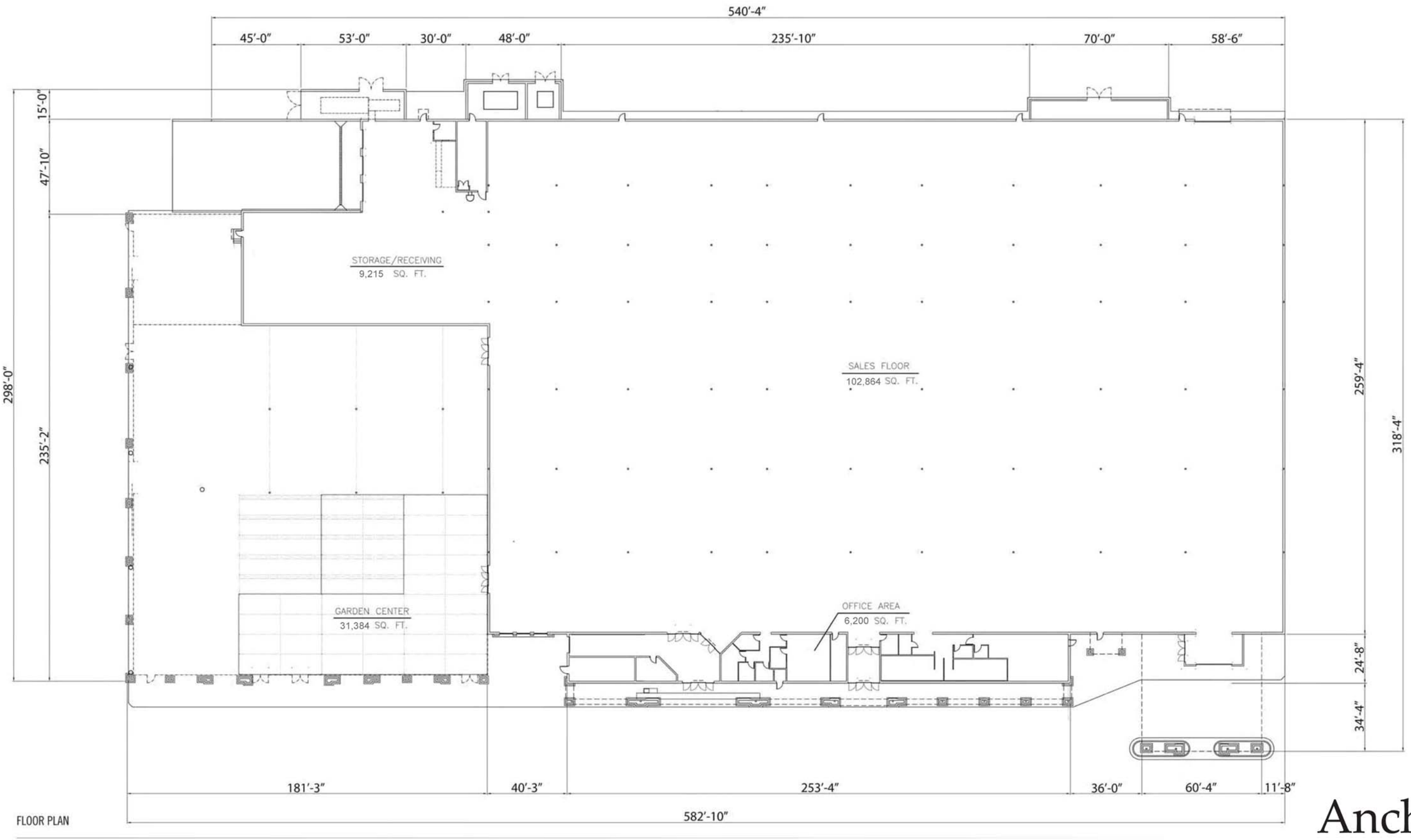
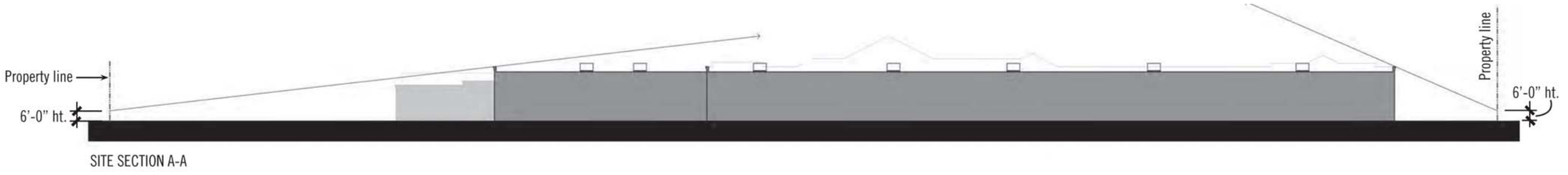


FIGURE 3.5

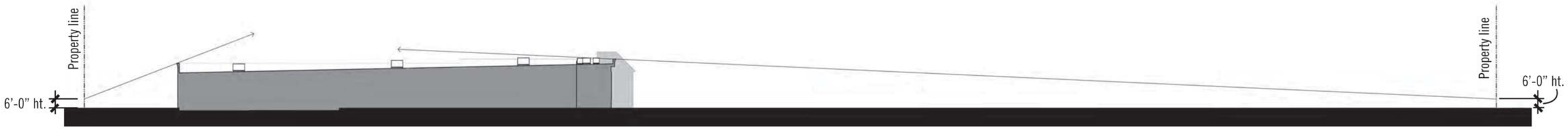
Anchor Retail Building Floor Plan

This page intentionally left blank.

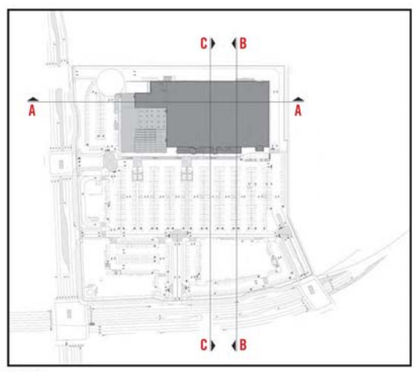


SITE SECTION A-A

SITE SECTION B-B



SITE SECTION C-C



KEYPLAN

0 10 20 30 40 50 100 200

FIGURE 3.6

Anchor Retail Building Sections

This page intentionally left blank.

NOT TO SCALE

R1 J1

R1 & J1 - SOUTH ELEVATION DESIGN CONCEPT

NOT TO SCALE

R1 - WEST ELEVATION DESIGN CONCEPT

KEY MAP NOT TO SCALE

FIGURE 3.7

Commercial Buildings R1 & J1 Conceptual Elevations

This page intentionally left blank.

R2 & R3 - NORTH ELEVATION DESIGN CONCEPT

R2 & R3 - SOUTH ELEVATION DESIGN CONCEPT

KEY MAP

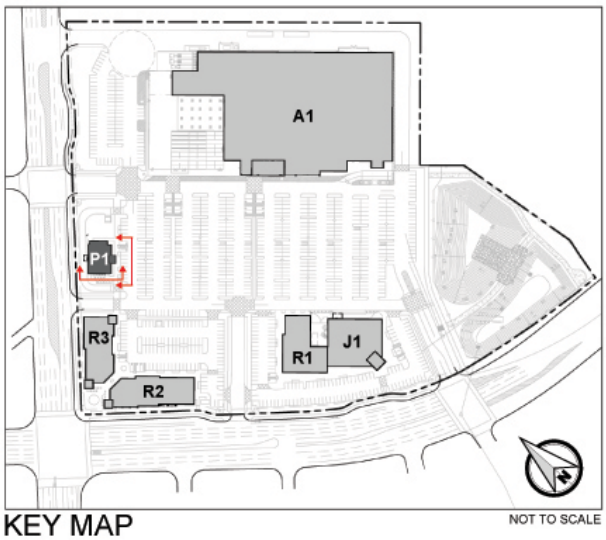
FIGURE 3.8

Commercial Buildings R2 & R3 Conceptual Elevations

This page intentionally left blank.

P1 - EAST ELEVATION DESIGN CONCEPT

P1 - SOUTH ELEVATION DESIGN CONCEPT



KEY MAP

FIGURE 3.9

Commercial Building P1 Conceptual Elevations

- Window spacing that provides rhythm and continuity
- Landscaping that complements the building size, type, and color

3.3.1 Architectural Themes

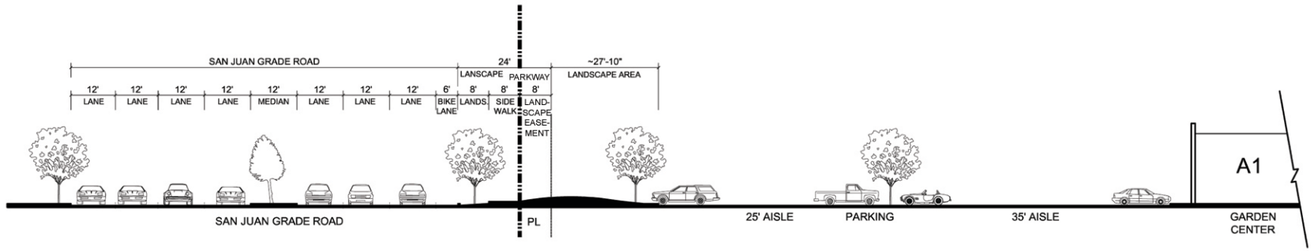
The buildings and materials used in the Plan Area will create an aesthetically pleasing theme. This will be achieved with the following:

- Combining materials, textures, and colors with appropriate motifs and detailing.
- Where possible, varying detail, form, and building orientation.
- Incorporating human-scale elements at entry points of the large retail commercial buildings to reduce the overall bulk and mass of the structures.
- Providing pedestrian-oriented features where appropriate.
- Where possible, providing recurring design themes to unify the project, such as consistent design of decorative lighting fixtures, building and roofing materials, and other features.

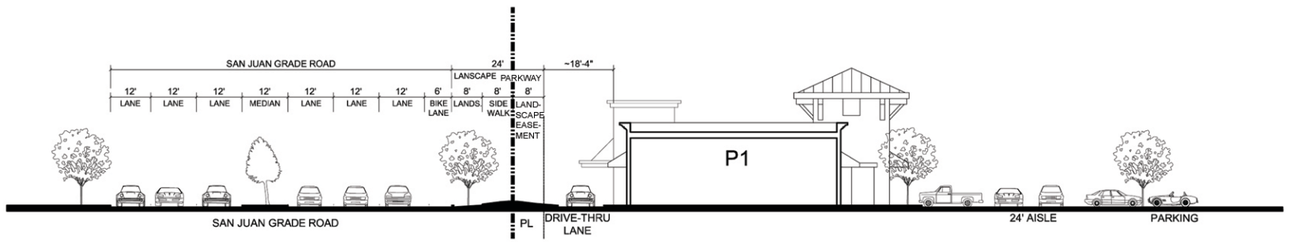
3.3.2 Buildings

The various buildings in the Plan Area should relate to one another and to the larger community. The following architectural devices will be used to provide transitions between the large and small buildings and the various uses (i.e., anchor retail and restaurant).

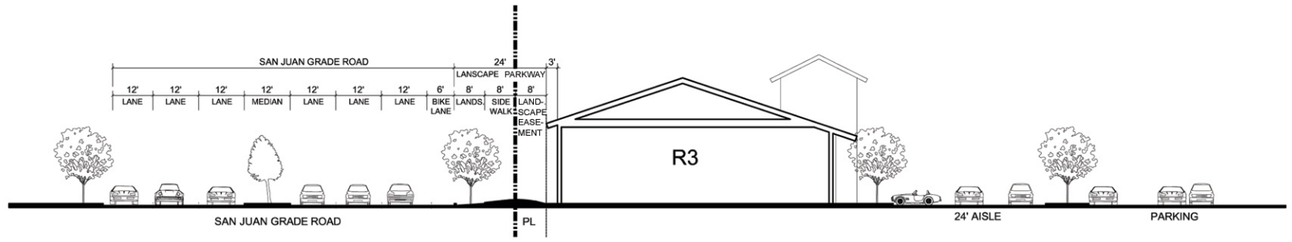
- Potential nuisance areas such as service areas, exterior storage areas, loading areas, trash enclosures, and utility and mechanical equipment will be screened by landscaping or an architectural element as reasonably practical.
- The setbacks of buildings that back-up to or side-on to public roadways or are in public view shall be fully landscaped and architectural enhancements shall be provided on the elevations facing the street, incorporating elements of the conceptual building elevations. The elevations on the retail/service buildings may be modified somewhat.
- Where possible, frontage-oriented facades of large dominating structures shall be broken up by doing the following:



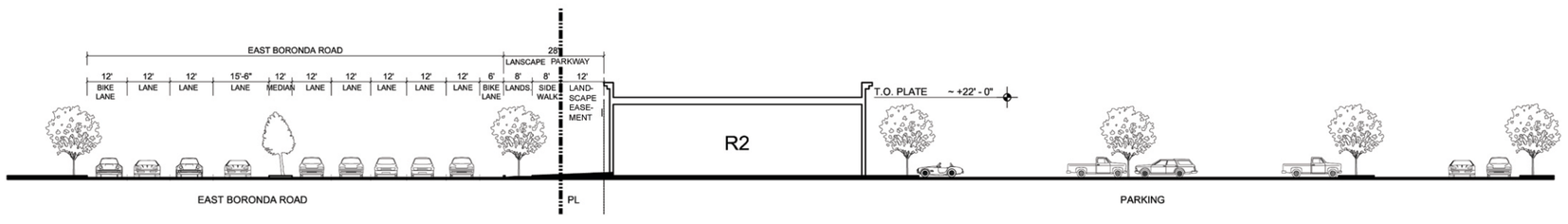
SECTION A-A'
NOT TO SCALE



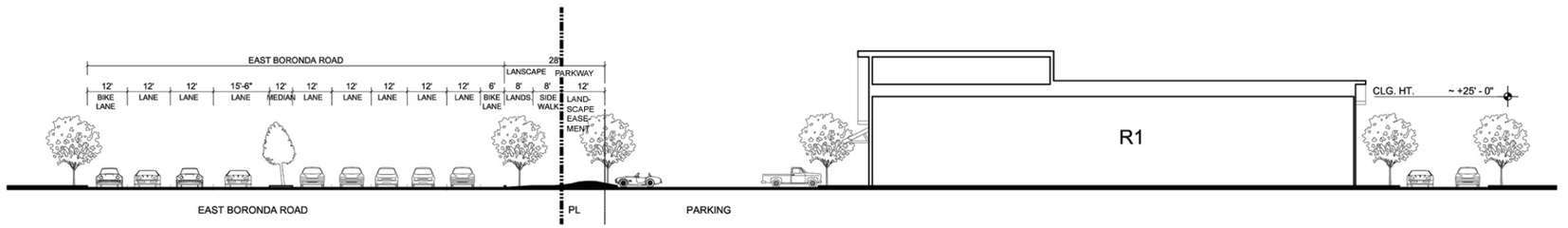
SECTION B-B'
NOT TO SCALE



SECTION C-C'
NOT TO SCALE

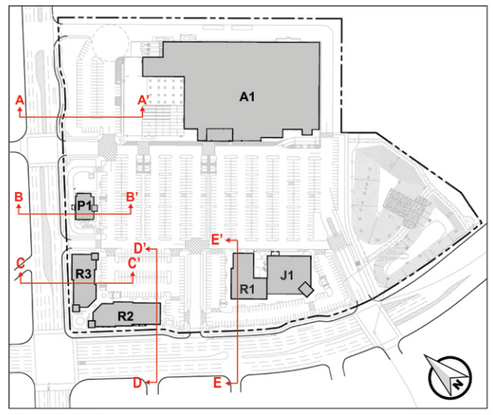


SECTION D-D'
NOT TO SCALE



SECTION E-E'
NOT TO SCALE

NOTE: MINOR MODIFICATIONS TO LANE WIDTHS MAY BE ALLOWED UPON REVIEW AND APPROVAL BY THE CITY OF FINAL DESIGN PLAN SUBMITTAL.



KEY MAP
NOT TO SCALE

FIGURE 3.10

Commercial Building Sections

This page intentionally left blank.

- Subdividing the appearance of the building volume
- Creating horizontal emphasis through the use of trim
- Adding awnings, eaves, windows, or architectural ornamentation
- Using combinations of complementary colors
- Using landscape materials

3.3.3 Roofs

The roofs of the buildings in the Plan Area shall conform to the following standards:

- All roof-top equipment shall be screened from public view by using screening materials of the same nature as the structure's basic materials. For an illustration of how the parapet on the anchor retail store screens the rooftop equipment, see Figure 3.6.

3.3.4 Color

A color and materials pallet (board) for the Plan Area shall be submitted to the City and approved by the Community Development Department prior to issuance of a building permit.

Instead of SMC Section 37-30.220(h), the following guidelines regarding color shall apply to development in the Plan Area:

- Building mass colors will be light in tone and of a traditional/historic nature.
- Accent colors will be bolder in tone and saturated.

3.4 SPECIAL DESIGN ISSUES

Several special design issues, including signage, lighting, driveway visibility, and potential nuisance areas, are addressed in this section.

3.4.1 Project Signage

Project monument signs may be placed at the four primary vehicular entrances and in the Gateway at San Juan Grade and E. Boronda Roads (street frontage). Within the project site, signs may be placed on the buildings so they are easily readable,

consistent with the architecture and color of the building and compatible in character with one another. A Master Sign Plan is required for the Plan Area and will be submitted to the City and approved by the City Planner.

SMC Division 3 Signs, Table 37-50.170 shall be modified as follows:

(1) The maximum building sign area will be 2.15 square feet per lineal feet of occupancy frontage. A maximum of one occupancy frontage shall be used to determine the total maximum sign area allowed for building signs except that two occupancy frontages may be counted for buildings that front both E. Boronda Road and San Juan Grade Road or front a street and the parking lot (if the main entrance is facing the parking lot).

(2) All monument and pylon signs referenced below will be double-sided and may have one or more tenants displayed.

  (a) A total of eight individual monument signs are permitted; or

  (b) A total of four monument signs and two large multi-tenant monument signs (with a maximum height of 12 feet 6 inches or a maximum height of 15 feet if no freestanding [pylon type] sign is built).

  One freestanding (pylon type) sign with a maximum height of 24.5 feet can replace two monument signs, as permitted in subsection (a), or one large multi-tenant monument sign as permitted in subsection (b).

(3) In addition to the monument and pylon signs above, a center identification monument sign at the corner of E. Boronda Road and San Juan Grade Road is permitted, but may not interfere with the corner line-of-line visibility triangle.

3.4.2 Lighting

The function of the lighting system is to provide safety and security while avoiding impacts to the public viewshed. The following lighting standards apply to the proposed project:

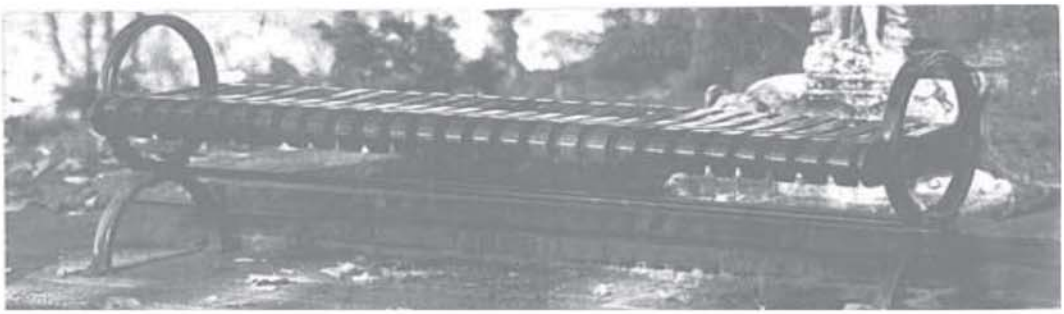
- All site, landscape, and building exterior lighting shall be of a configuration, style, and finish that complement the Plan Area's overall architectural theme. A lighting plan showing the locations and design of all free-standing lighting shall be

subject to review and approval of the City Planner prior to issuance of building permits.

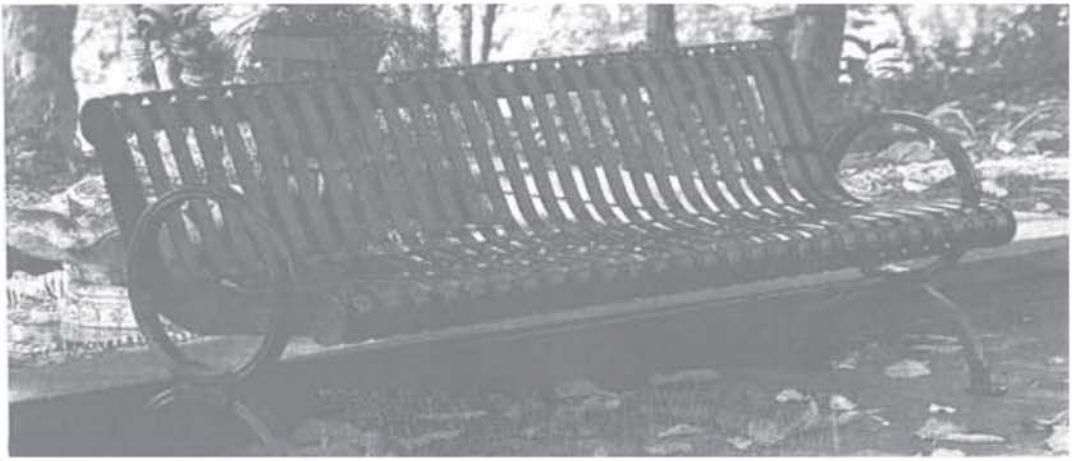
- To promote a dark night sky, all exterior lighting, unless exempt, shall be shielded (constructed such that no light rays are emitted at angles above a horizontal plane) and not directed onto adjacent property.
- Parking lot lighting may be up to 25 feet high (see Figure 3.11). Street and parking site lighting shall be oriented downward and shielded with cut-off fixtures.
- Lighting fixtures used to illuminate any sign shall comply with the shielding requirements herein.
- The following outdoor lighting uses are exempt from the Zoning Code regulations, except as noted:
    - Liquid fuel or gas lamps (no portable) that are UL listed for commercial use.
    - Non-flashing neon lighting or other architectural lighting not exceeding 40 watts used as a building accent (not as signage) as approved by the City Planner.
    - Lighting fixtures that are within 5 feet of a door or alcove, and do not exceed 8 feet in height, do not exceed 200 watts, and do not trespass on adjacent property.
    - Pedestrian lighting that is freestanding or attached to a building that does not exceed 40 watts.
    - Emergency lighting.
    - Vertical lighting for illuminating a properly displayed U.S. or State of California flag.
- High-intensity lighting may only be used in service areas or as otherwise reasonably necessary. Such lighting shall be shielded and directed only toward the surface and areas intended to be illuminated.
- Parking areas and pedestrian connector paths shall be adequately lit even after landscaping has matured.
- Except as set forth in this Specific Plan, lighting shall conform to all other applicable Zoning Code regulations.

Example Waste Receptacles

Typical Parking Lot Light
Up To 25' Feet High



Typical Bench Style # 1



Typical Bench Style # 2

Typical Pedestrian Light

Example Bike Racks

FIGURE 3.11

3.4.3 Site Furnishings

To enhance the pedestrian orientation of the Plan Area, site furniture such as benches, trash receptacles, and bicycle racks shall be provided in appropriate areas. Site furnishings shall be constructed of durable commercial-grade materials and shall complement the style and materials of the building architecture to the extent practical. A consistent design theme and style for site furnishings shall be used throughout the Plan Area. A representation of appropriate, typical site furnishings is illustrated in Figure 3.11, Site Furnishings. The furnishings shown in Figure 3.11 are intended merely to be examples of possible types of site furniture and lighting.

3.4.4 Loading and Storage Areas

Loading areas shall be provided as shown on the site plan. Alternative loading requirements may be allowed, subject to the approval of the City Planner, to meet the loading needs of future tenants. The number and size of loading spaces may supersede the requirements of Table 37-50.110 of the Zoning Code. Loading areas shall be located away from the public roadways or view, particularly E. Boronda Road and San Juan Grade Road, and shall be adequately screened from public view. Screening may be accomplished through the use of building orientation, landscaping, and/or other architectural features. Individual Retail/Services tenants in the project site shall load and unload during non-business hours near their individual space to minimize traffic congestion. Adequate drive aisles and turning radii are provided throughout the site to accommodate the small delivery trucks that will serve these businesses.

3.4.5 Recycling and Solid Waste Enclosures

The following standards apply to recycling and solid waste enclosures within the Plan Area:

- Recycling and solid waste enclosures will allow convenient access for each tenant and for disposal companies.
- Enclosure ground surfaces will be constructed of concrete pads designed to accommodate the weight of disposal company trucks.
- Waste receptacles and dumpsters shall be screened from public view by walls, landscaping, or architectural features compatible with the theme of the Plan Area

(see Figure 3.12, Solid Waste and Recycling Enclosure, for a conceptual illustration of a typical enclosure).

- All enclosures, gates, and recyclable storage shall substantially conform to Salinas Municipal Code requirements, City of Salinas Standard Plan 57A and 57B, and Republic Services.
- Pedestrian access to the enclosure shall be provided.
- Colors and materials of the enclosure shall be consistent with adjacent structures.

3.4.6 Utility Equipment

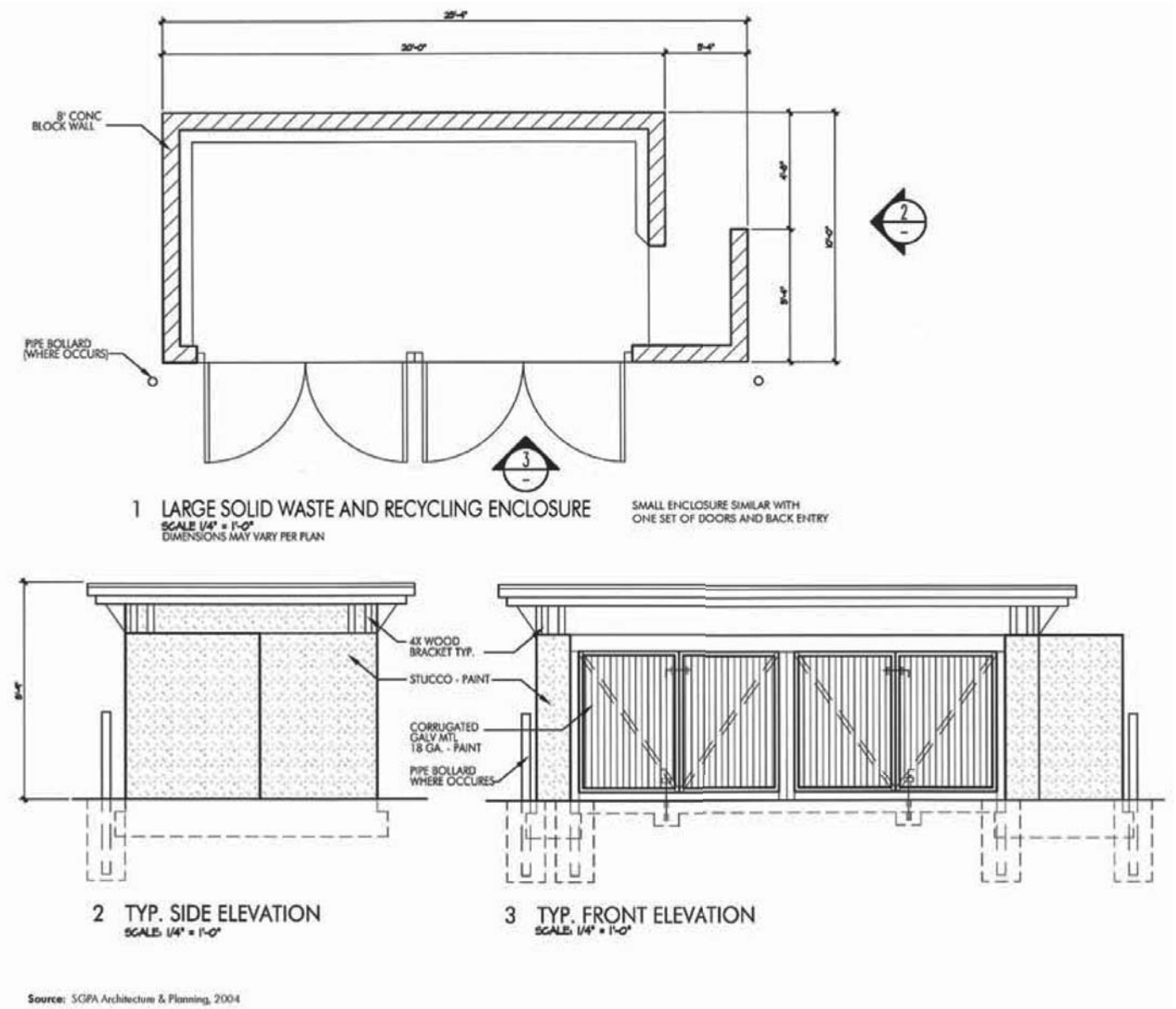
Utility equipment (e.g., electrical panels, electric meters conduit, exposed cables and wires, and junction boxes) shall be either situated in a utility room within a building or grouped in an exterior location screened from public view. If located on the exterior, equipment is to be painted to match the predominant color of the building exterior.

Transformers and backflow prevention devices shall be located outside of the driveway and corner visibility areas noted above and away from the Plan Area entries identified in Figure 3.1. All transformers shall be screened pursuant to Salinas Municipal Code regulations. Roof equipment shall be screened with parapets (see Figure 3.6). Building sections clearly showing roof equipment and parapets are required to be submitted to the City to verify adequate screening.

3.4.7 Adjacent Agricultural Use

The screen wall at the north (rear) and east side of the anchor retail building (see Figure 3.2) and the storm water basins (see Figure 3.1) will separate the Plan Area from the ongoing agricultural operations located to the north of the Plan Area. Landscaping and tree rows will be provided within this 10-foot area to buffer the site from agricultural uses and vice versa, and reduce the potential for graffiti.

In accordance with SMC Article V, Division 1, Section 37-50.220, a deed restriction notifying any purchaser, property owner, or tenants of the right to farm the adjacent property to the north and east of The Gateway Project shall be prepared. 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 project. The City agrees and shall



Source: SGPA Architecture & Planning, 2004

FIGURE 3.12

AECOM

Solid Waste and Recycling Enclosure

cooperate with the removal of the deed restriction promptly at such time as the adjacent property to the north and east are no longer being used for farming.

3.5 DEVELOPMENT SUSTAINABILITY DESIGN AND GREENHOUSE GAS EMISSIONS REDUCTION

It is recognized that development sustainability and climate change are important considerations in project design. This section identifies features of the proposed project that enhance its development sustainability and that address greenhouse gas emission reduction needs.

3.5.1 Sustainability Design

A range of measures identified in the Leadership in Energy and Environmental Design (LEED) *Green Building Rating System for New Construction & Major Renovations, Version 2009* are included in the project to enhance its development sustainability. Measures included in the Lowe's component and the retail outbuildings component, along with the LEED rating points for each measure, are listed in Appendix F.

3.5.2 Greenhouse Gas Reduction Measures

The project includes a number of design and infrastructure features that will be implemented to reduce greenhouse gas emissions that could contribute to global warming. Several are LEED measures included in Appendix F, as described in Section 3.5.1 above. The measures are as follows:

- Provide transit service facilities along the project site street frontage.
- Provide secure bike parking, information on alternative transportation, and preferred parking for low-emission vehicles.
- Provide bike and pedestrian connections along project street frontage and to the site.
- Design the parking area to include clearly marked pedestrian pathways between transit facilities and building entrances.
- Increase building energy efficiency by 22 percent relative to 2008 Title 24 requirements and 10 percent beyond current 2010 Title 24 requirements for the

Lowe's component of the project (about 75 percent of the total project building square footage) and increase energy efficiency for the retail/services buildings an incremental, but unquantified, amount beyond 2010 Title 24 requirements. For purposes of the emission reduction calculations, it is assumed that for the entire project, Title 24 energy efficiency requirements would be exceeded by 18 percent relative to 2008 Title 24 requirements.

- Use white roofing membrane ("cool roof") to reduce the heat island effect and reduce electricity demand for the Lowe's component and where technically feasible on retail/services with low roof pitches.
- Use skylights and dimmers connected to photo cells to reduce energy consumption by 33 percent for the Lowe's component.
- Reduce site irrigation water demand.
- Use low-flush-volume restroom fixtures to reduce domestic water use.
- Install water efficient landscaping to reduce landscaping water demand.
- Locate the project site within 0.5 mile of residential uses (a mix of land uses exists within this radius). Note that this is a site benefit for greenhouse gas reductions that is not explicitly part of the applicant's list of greenhouse gas reduction measures.

This page intentionally left blank.

SECTION 4
CIRCULATION

4.1 INTRODUCTION

This Specific Plan proposes a transportation, access, and circulation plan that will adequately serve The Gateway Project and is coordinated with the existing access to the surrounding development. Following are the primary components of this circulation plan:

- The existing regional and local area circulation system
- The proposed vehicular circulation system
- The pedestrian and bicycle circulation system
- The required circulation system improvements
- Public transit
- The methods of achieving trip reduction in the project area

4.2 REGIONAL AND LOCAL AREA CIRCULATION SYSTEM

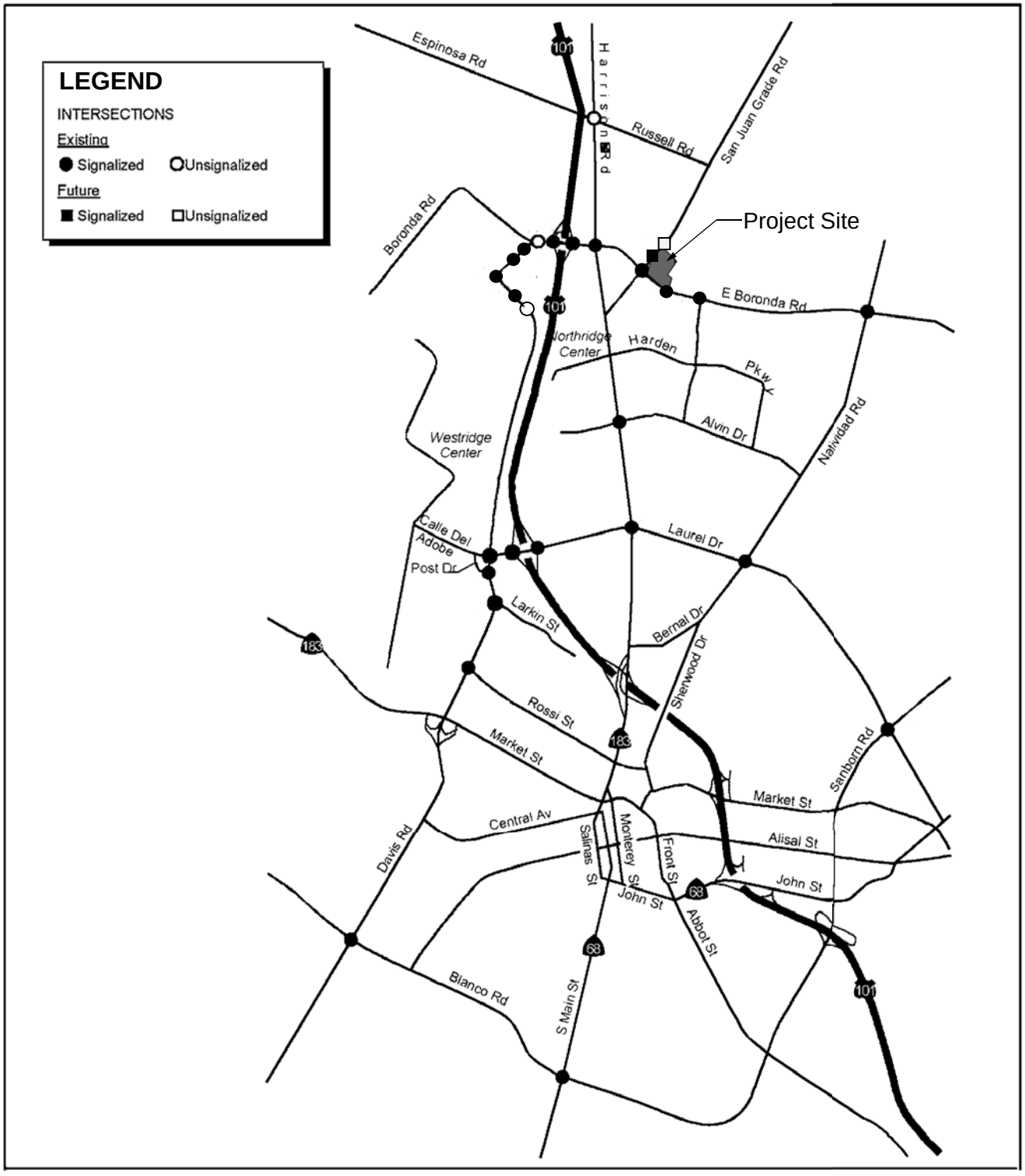
4.2.1 Regional Access

The Gateway Project is located in the northern part of Salinas, north of the existing Harden Ranch Plaza. Northridge Mall is located approximately 0.3 mile to the southwest near the intersection of San Juan Grade Road and North Main Street.

Regional roadways are shown in Figure 4.1.

U.S. Route 101 (U.S. 101) is a four-lane freeway that connects San Benito and Santa Clara counties to the north with Monterey County and the Salinas Valley to the south. This highway is the main transportation corridor through Salinas running in a northwest to southeast direction.

The Monterey–Salinas Highway (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 road with at-grade intersections from Toro Park to the Monterey Peninsula.



Source: SGPA Architecture & Planning, 2003

N

NOT TO SCALE

FIGURE 4.1

Regional Roadways

To the north, SR 156 runs between U.S. 101 and SR 1 near Prunedale, providing a connection between the Castroville area and the local vicinity. It is primarily a two-lane highway. Additional regional access is also provided by SR 183, which is a two-lane highway connecting Salinas and Castroville.

This regional highway network allows retail facilities in Salinas to serve a larger market than the City and immediate surrounding area.

4.2.2 Local Access

Local access to the project site is provided by E. Boronda Road and San Juan Grade Road. E. Boronda Road is immediately adjacent to the south boundary of the project site. E. Boronda Road extends west from the project site to an interchange with U.S. 101. E. Boronda Road extends east from the project site along the northern part of Salinas, forming the edge between the existing developed neighborhoods and the City's Future Growth Area. E. Boronda Road is a four- to six-lane arterial between U.S. 101 and Dartmouth Way. East of Dartmouth Way, E. Boronda Road is generally a two-lane arterial with turn lanes at major intersections. The City is currently designing a widening project east of Dartmouth Way to provide for three eastbound lanes and three westbound lanes.

San Juan Grade Road is immediately adjacent to the west boundary of the project site. San Juan Grade Road extends from the project site south to an intersection with North Main Street. It extends north from the project site to the City limits and beyond into the unincorporated portion of Monterey County. San Juan Grade Road is a four-lane arterial between North Main Street and E. Boronda Road. North of E. Boronda Road it is generally a two-lane road with some areas configured as a two-lane divided road.

North Main Street is a four-lane arterial that, via San Juan Grade Road, connects the project site south to U.S. 101 and to the central area of Salinas. Between the intersection of San Juan Grade Road and U.S. 101, North Main Street is a four-lane divided road. As part of this project San Juan Grade Road will be improved to a 4-lane arterial similar to its design south of E. Boronda Road for some or all of the portion that abuts the project site.

4.3 PROPOSED CIRCULATION SYSTEM

4.3.1 Vehicular Access and Internal Circulation

The project proposes a safe and convenient vehicular circulation system consisting of five private drive access points to the public streets and internal private drives (Figure 4.2). Access points designated #1 and #4 will be signalized. Access point #1, located at E. Boronda Road and Dartmouth Way, is an upgrade of an existing signalized intersection. The upgrade will convert the existing three-way or "T" intersection to a four-way intersection, thus providing full movement, signal controlled access into the site from E. Boronda Road. Directly to the east of access point #1, full-width street improvements (includes the full half-street width improvement, medians, parkway and median landscaping, and sidewalk) will be installed along the entire length of the project, including the detention/retention basin. In the future, the City may need to install an additional right-in turn pocket along this portion of the detention/retention basin to facilitate turning movements into the site. Access point #4, located at San Juan Grade Road and Northridge Way, is a new signalized intersection converting the existing three-way intersection (stop controlled on Northridge Way) to a four-way intersection, thus providing full-movement, signal-controlled access into the site from San Juan Grade Road.

The remaining three access points are unsignalized. Access point #2 is a right-in/right-out driveway on E. Boronda Road approximately halfway between Dartmouth Way and San Juan Grade Road. This point of access has been specifically located in coordination with design of E. Boronda Road, the configuration of the E. Boronda Road medians, and the location of the two right-in/right-out and one unsignalized full-movement access point into Harden Ranch Plaza to the south. This design coordination allows the existing access points into Harden Ranch Plaza to continue to function as they do currently while adding safe and efficient access into The Gateway Project.

Access point #3 is a right-in/right-out driveway on San Juan Grade Road approximately 350 feet north of the intersection of E. Boronda Road. Access point #5 is a right-in/right-out and left-out driveway on San Juan Grade Road approximately 350 feet north of the intersection of Northridge Way.

These five vehicular access points lead to an interconnected internal driveway network that allows a driver entering at any one of the five points to access any portion of the

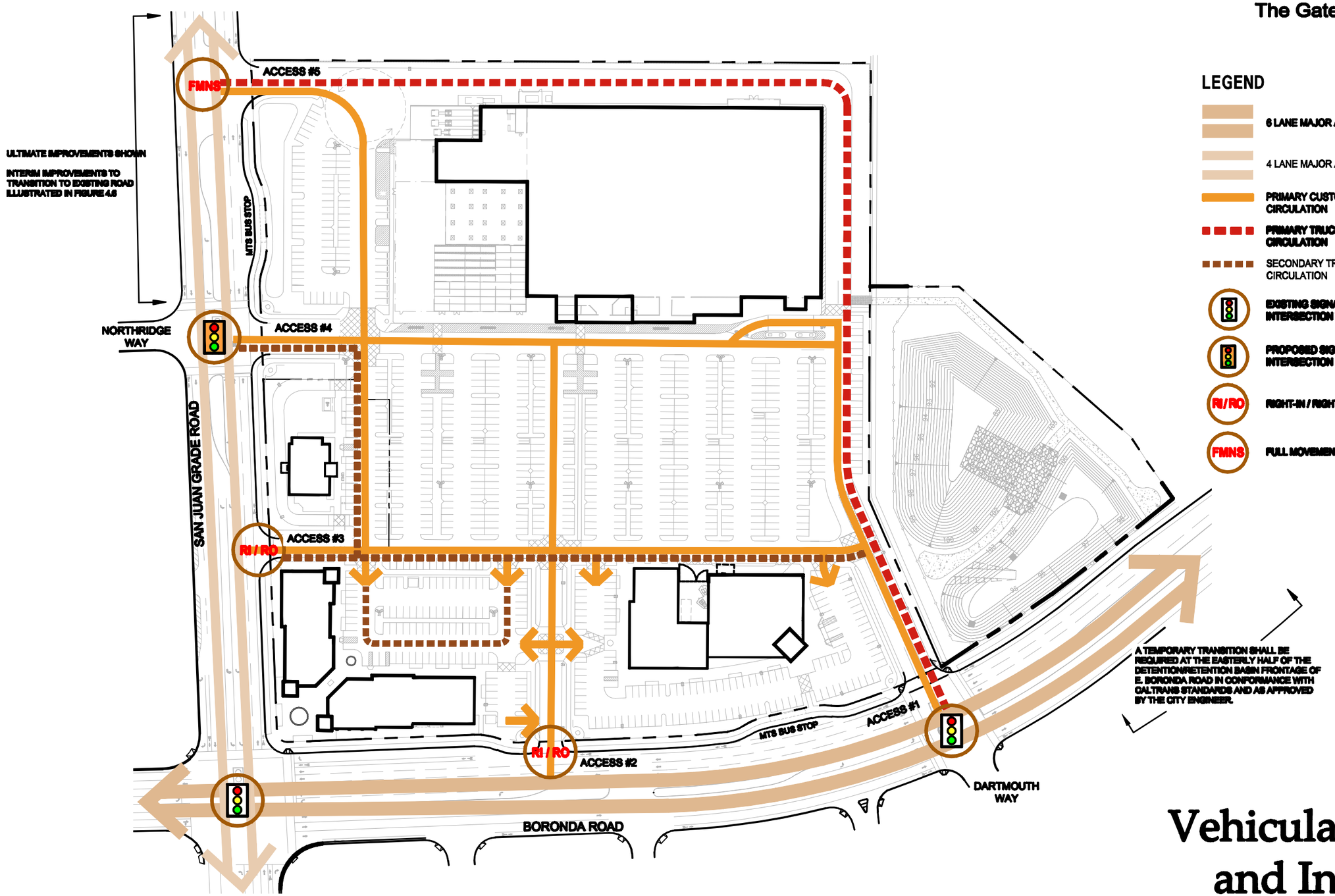


FIGURE 4.2

Vehicular Access and Internal Circulation

This page intentionally left blank.

site or retail business without re-entering the public road system. In particular, the orientation of the internal circulation system is equally balanced between the anchor retail store to the north and the retail/services stores sited along the arterial roadways to the south and west.

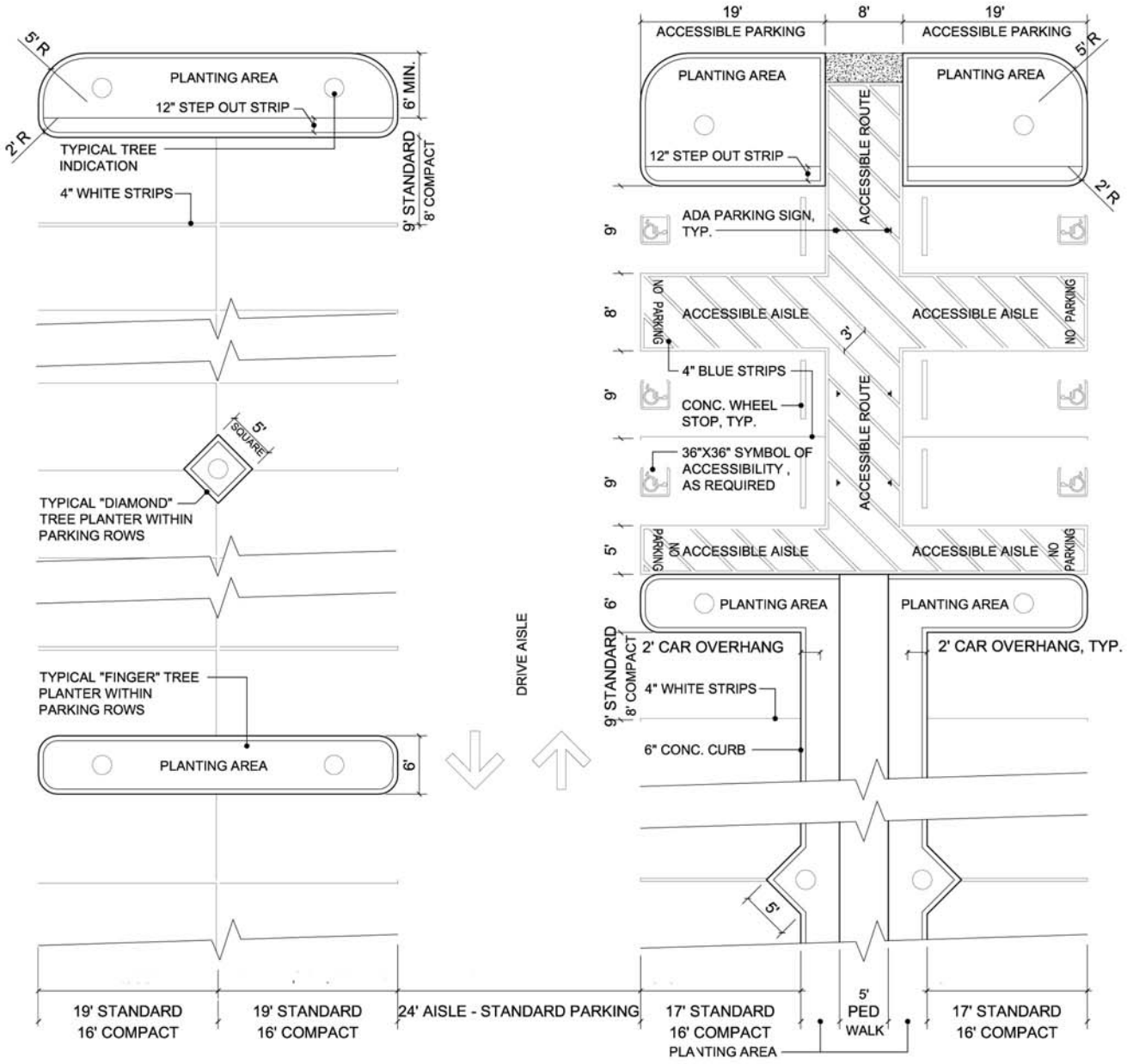
4.3.2 Driveway and Corner Visibility

Visibility at public street corners and at the points where private driveways connect with the public street shall be maintained as an area of unrestricted visibility consistent with zoning regulations (Salinas Municipal Code [SMC], Section 37-50.460). Plans showing conformance with these regulations shall be submitted to the City and approved prior to the issuance of a grading permit on the property.

4.3.3 Parking

Figure 4.3 illustrates typical parking facilities, including typical parking, and accessible parking. The overall parking plan is detailed in Figure 1.3 and Table 1. A majority of the parking is located in the central portion of the site south of the anchor retail structure and is configured to serve the anchor retail use. Additional parking is located adjacent to the retail/services structures. The parking plan for the retail/services area will be adjusted as necessary to accommodate modifications in the size and/or location of the retail/service buildings. The preliminary location of ADA-accessible spaces is illustrated in Figure 1.3, and the location, number, and configuration will meet local, state, and federal requirements. Also illustrated in Figure 1.3 is the preliminary location of priority parking for alternate fuel vehicles such as electric and hybrid vehicles. A charging facility will also be provided on-site to allow customers and employees to charge their vehicles during shopping trips or work shifts.

The proposed project will provide parking at a ratio of one space for every 292 square feet of gross building floor area. This parking ratio is slightly less than the standard City ratio of one space for every 250 square feet of gross building floor area. However, the peak-use hours for the anchor retail use are significantly different from the retail/services structures along E. Boronda and San Juan Grade Roads. As a result, there will be a significant amount of shared use of the parking area. This will allow the proposed parking ratio to provide adequate parking for the project.



TYPICAL PARKING
(IN FRONT OF TENANT A1)

ACCESSIBLE PARKING

FIGURE 4.3

Parking Details

4.4 BICYCLE AND PEDESTRIAN CIRCULATION

4.4.1 Bicycle Circulation

Bicycle lanes have been constructed on the portion of San Juan Grade Road south of E. Boronda Road to its intersection with North Main Street. Bicycle lanes have also been constructed on North Main Street from San Juan Grade Road south to the vicinity of Alvin Drive and on portions of E. Boronda Road near U.S. 101 where full-width improvements have been completed. Pursuant to the City General Plan, bike lanes will be included as part of the project's full-width improvements to San Juan Grade Road north of E. Boronda Road and to E. Boronda Road east of San Juan Grade Road. These improvements are part of a planned continuous bike lane system in the vicinity of the project that includes E. Boronda Road, North Main Street, San Juan Grade Road, and McKinnon Street. These bicycle facilities will be provided within the public right-of-way of those streets and shall be designed and maintained per Department of Transportation (Caltrans) Highway Design Manual requirements. The project-provided bike lanes in conjunction with the City-planned bike lanes will provide continuous east/west access to the site along E. Boronda Road and north/south access along North Main Street/San Juan Grade Road and McKinnon Street via E. Boronda Road.

Bike racks will be provided per the City of Salinas standards (SMC Section 37-50.400) and will be dispersed throughout the development and located near building entrances to the extent feasible. A total of 50 bicycle spaces shall be required for the site. These bike racks are intended to be used by patrons and employees of the shopping center. The type of bike rack provided for The Gateway Project may be the design illustrated in Figure 3.11.

4.4.2 Pedestrian Circulation

While it is understood that many customers will travel to the site by automobile, The Gateway Project intends to also convey a pedestrian orientation and provide facilities that encourage walking to the project from adjacent areas and within the project between the different retail uses. Figure 4.4 illustrates the pedestrian circulation plan. Community trails are designed along both E. Boronda Road and San Juan Grade Road. These 8-foot-wide trails are located within the 28-foot-wide landscaped parkway on E. Boronda Road and the 24-foot-wide parkway on San Juan Grade Road.

The 8-foot-wide community trails are expected to be extended east on E. Boronda Road and north on San Juan Grade Road as part of the development of the City's Future Growth Area. The principles established to guide the Future Growth Area calls for internal pedestrian pathways to connect frequently to the periphery trails along the major arterials. Therefore, these community trails along E. Boronda Road and San Juan Grade Road will increasingly be, as the area develops, an effective way for pedestrians to access the site from the surrounding neighborhoods.

The trails along these two arterial roads will be augmented by a planned community trail along the east and north boundary of the retail area that will connect future residential neighborhoods to the east and north with the trails along the arterial roadways. The community trail on the north is referenced in this Specific Plan but is not part of this project area and will be implemented as part of a separate subsequent specific plan covering the area to the north. The community trail on the east will be partially implemented as part of this Specific Plan and will be a joint-use service road and community trail. The remaining portions of this trail will be implemented as part of a separate, subsequent specific plan covering the area to the east. A trail is intended to ultimately surround the detention/retention basin. However, the proposed basin is a portion of a potential expanded detention/retention basin (Figure 5.1). As a result the balance of the circumferential trail will be built as part of a future project. The community trails, although shown as not part of this Specific Plan, are included to provide guidance to that future planning effort and assure that those adjacent neighborhoods have a strong pedestrian connection to The Gateway Project.

Internally, The Gateway Project provides a sidewalk system that connects to periphery community trails and provides pedestrian access to the anchor retail and retail/services structures. This sidewalk system provides a well-defined way for pedestrians to move throughout the site.

Pedestrian movement will also be encouraged with direct access into the commercial portion of the project from the bus pullout on E. Boronda Road and to the anchor retail user from the bus pullout on San Juan Grade Road. A landscape strip separating traffic on E. Boronda Road and San Juan Grade Road will provide a buffer to pedestrians from motor vehicles on the public streets. Pedestrian access ramps will be provided at all intersections and ADA push buttons and ADA "Walk/Don't Walk" international signal heads will be provided at all signalized intersections.

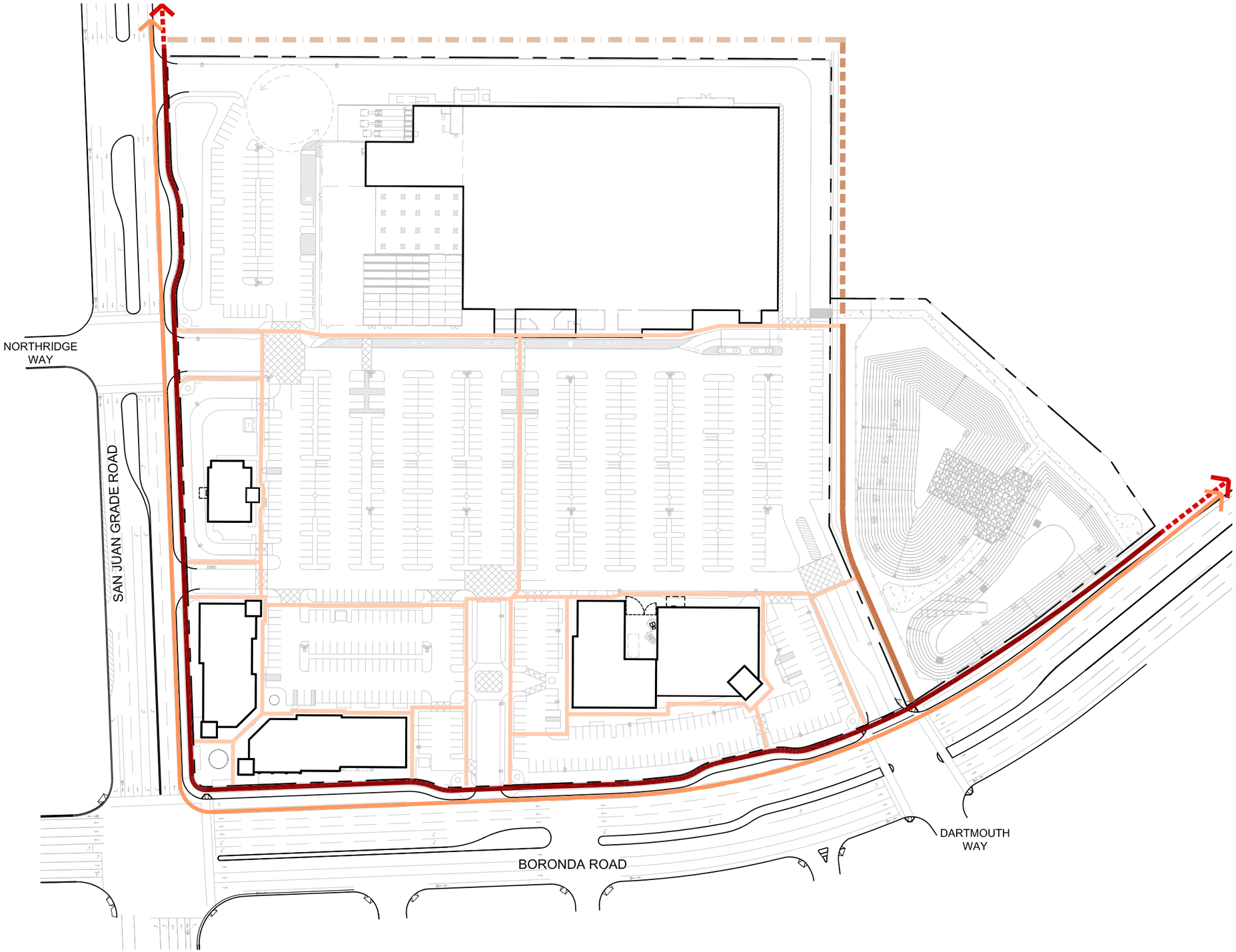


FIGURE 4.4

Pedestrian Circulation Plan

This page intentionally left blank.

All street frontage sidewalks shall be concrete. All other "trails" not located along street frontages shall be a pervious surface that will conform to ADA standards or shall otherwise be designed (such as asphalt with appurtenant bio-swales/bio-retention) to mitigate the impervious surface impacts. All trail and sidewalk materials are subject to review and approval by the City Engineer prior to installation. All trails and sidewalks that also serve as maintenance access shall be designed in accordance with the anticipated maintenance and emergency vehicle loads. All publically accessible pedestrian facilities shall be ADA compliant.

4.5 PROPOSED/REQUIRED CIRCULATION IMPROVEMENTS

4.5.1 E. Boronda Road and San Juan Grade Road

The ultimate design of E. Boronda Road and San Juan Grade Road are illustrated in Figure 1.3. In addition, the road improvements necessary to make the transition from the initial project frontage improvements to the existing improvements to San Juan Grade Road to the north are referenced in Figure 4.5 and illustrated in Figure 4.6.

4.5.2 E. Boronda Road Intersections

Two project entrance intersections on E. Boronda Road will be improved and upgraded, as described below and illustrated in Figures 4.7 and 4.8. Although not shown on these figures, colored textured paving shall be provided to a minimum depth of 10 feet at all driveway entrances on East Boronda Road.

E. Boronda Road/Dartmouth Way Intersection – Access Driveway #1

The existing intersection of E. Boronda Road and Dartmouth Way will be improved from the existing three-way or "T" intersection to a full movement four-way intersection. This will allow signal controlled access into the project near the southeast corner of the retail center. The existing signal system will be upgraded or replaced to provide for all the current vehicular movements at the intersection plus the new movements associated with the retail center.

E. Boronda Road/Access Driveway #2

Access Driveway #2 is located approximately 425 feet east of the E. Boronda Road/San Juan Grade Road intersection. It will be improved as a right-in/right-out unsignalized driveway.

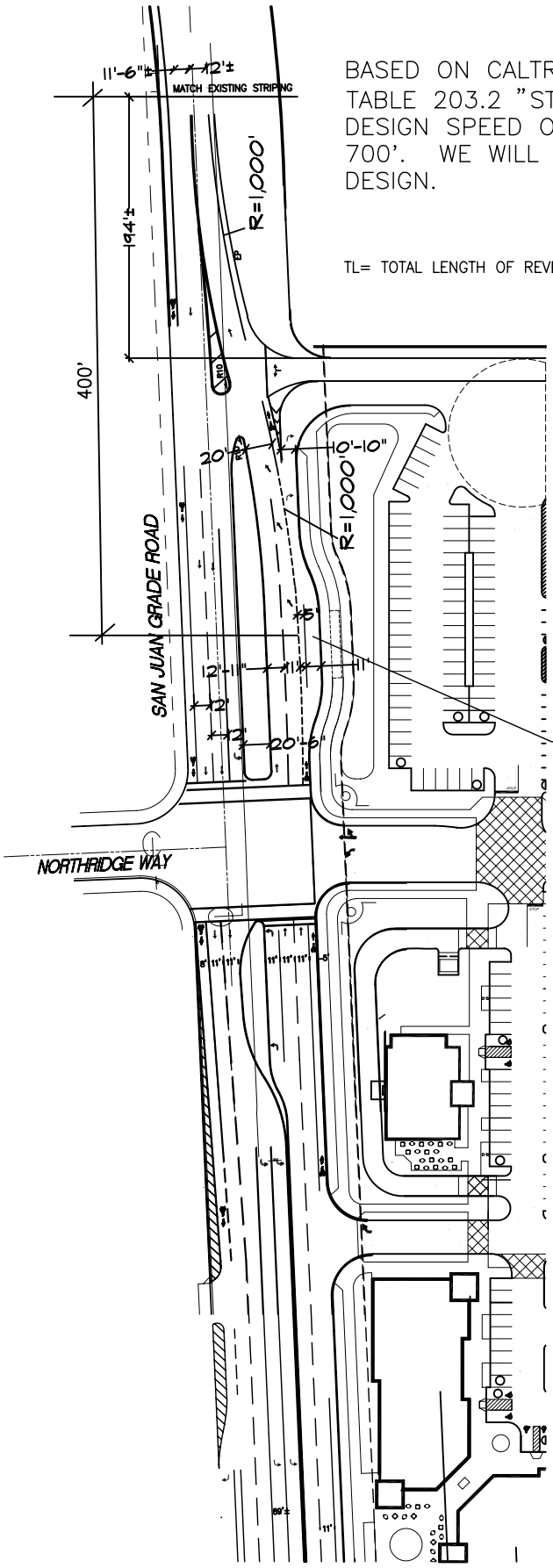
A TEMPORARY TRANSITION SHALL BE REQUIRED AT THE EASTERLY HALF OF THE DETENTION / RETENTION BASIN FRONTAGE OF EAST BORONDA ROAD IN CONFORMANCE WITH CALTRANS STANDARDS AND APPROVED BY THE CITY ENGINEER.

NOT TO SCALE

FIGURE 4.5

AECOM

Boronda Road Transition



BASED ON CALTRANS HIGHWAY DESIGN MANUAL TABLE 203.2 "STANDARDS FOR CURVE RADUIS" FOR DESIGN SPEED OF 45 MPH THE MINIMUM RADUIS IS 700'. WE WILL USE 1000' RADUIS FOR THIS DESIGN.

TL= TOTAL LENGTH OF REVERSE CURVE= $\sqrt{(R1+R2)^2-(R1+R2-d)^2}$

R1 AND R2= 1,000'

d=45'

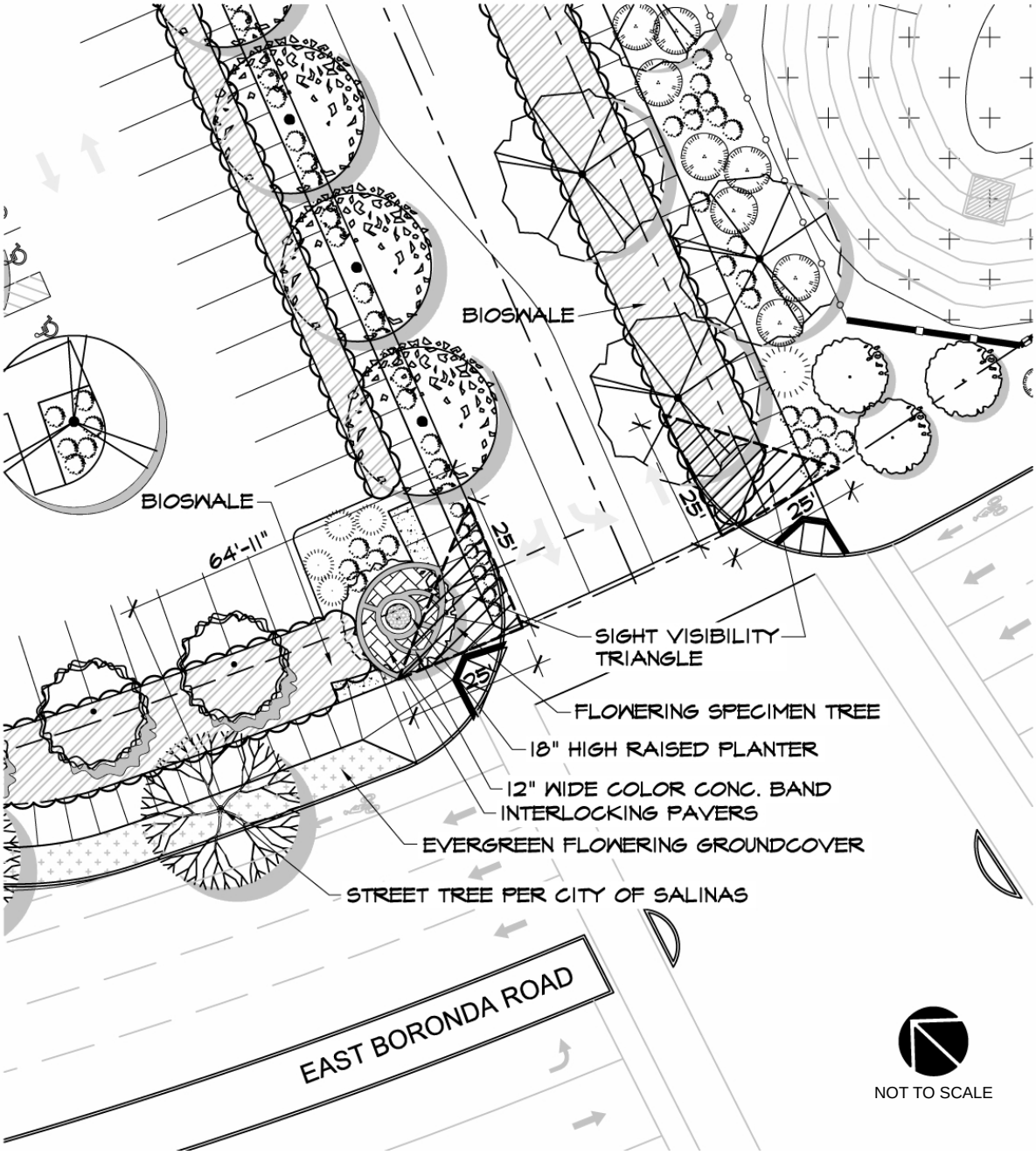
$TL=\sqrt{(1000+1000)^2-(1000+1000-45)^2}$

TL=422' USE TL OF 400'

NOTE:
BIKE LANE SHALL BE CONTINUOUS ALONG THE EAST SIDE OF SAN JUAN GRADE ROAD TO NORTHERLY LIMIT OF IMPROVEMENTS.

FIGURE 4.6

SAN JUAN GRADE ROAD TRANSITION



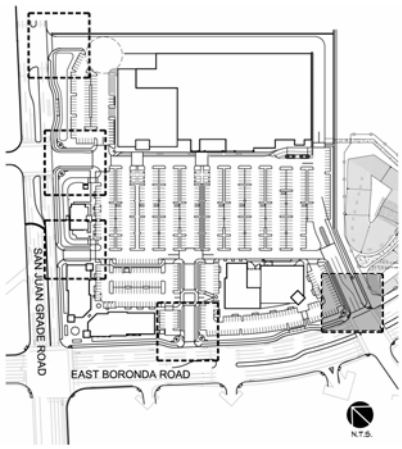
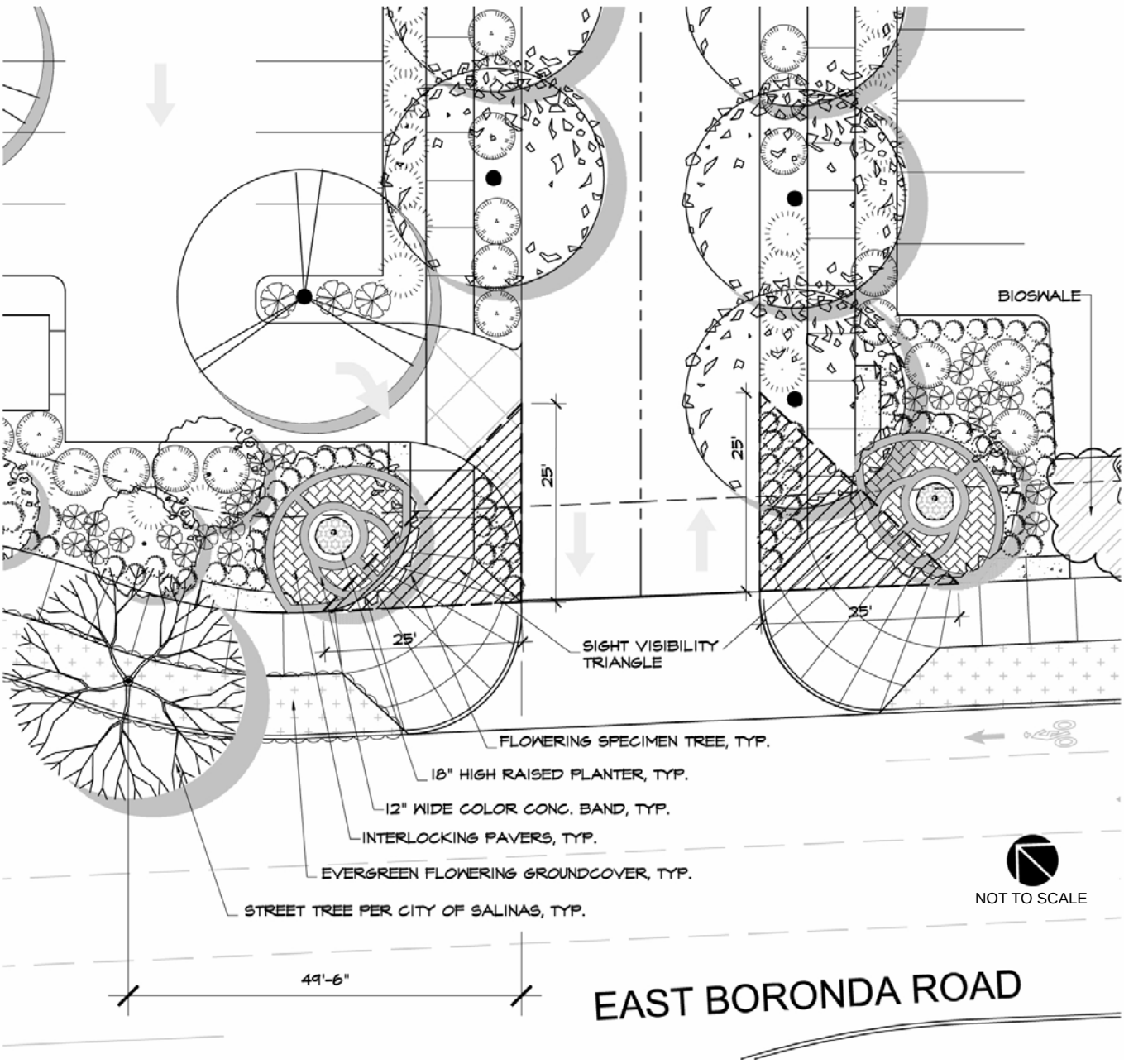


FIGURE 4.7

E. Boronda Road Intersection #1 and Landscape Detail



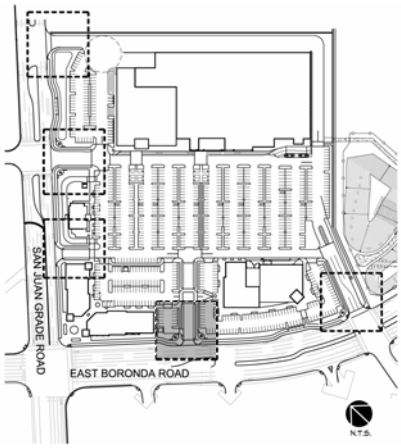


FIGURE 4.8

E. Boronda Road Intersection #2 and Landscape Detail

This driveway location is coordinated with the design of the through and turn lanes on E. Boronda Road and the Harden Ranch Plaza access points on the south side of E. Boronda Road to facilitate safe and convenient access into The Gateway Project. Driveway #2 will provide access to the retail/services areas sited along E. Boronda Road and the anchor retail parking area. Improvements to the E. Boronda Road median at this point will not allow left-in or left-out movement from this driveway.

4.5.3 San Juan Grade Intersections

Three project entrances on San Juan Grade Road will be improved as described below and illustrated in Figures 4.9 through 4.11. Although not shown on these figures, colored textured paving shall be provided to a minimum depth of 10 feet at all driveway entrances on San Juan Grade Road.

San Juan Grade Road/Access Driveway #3

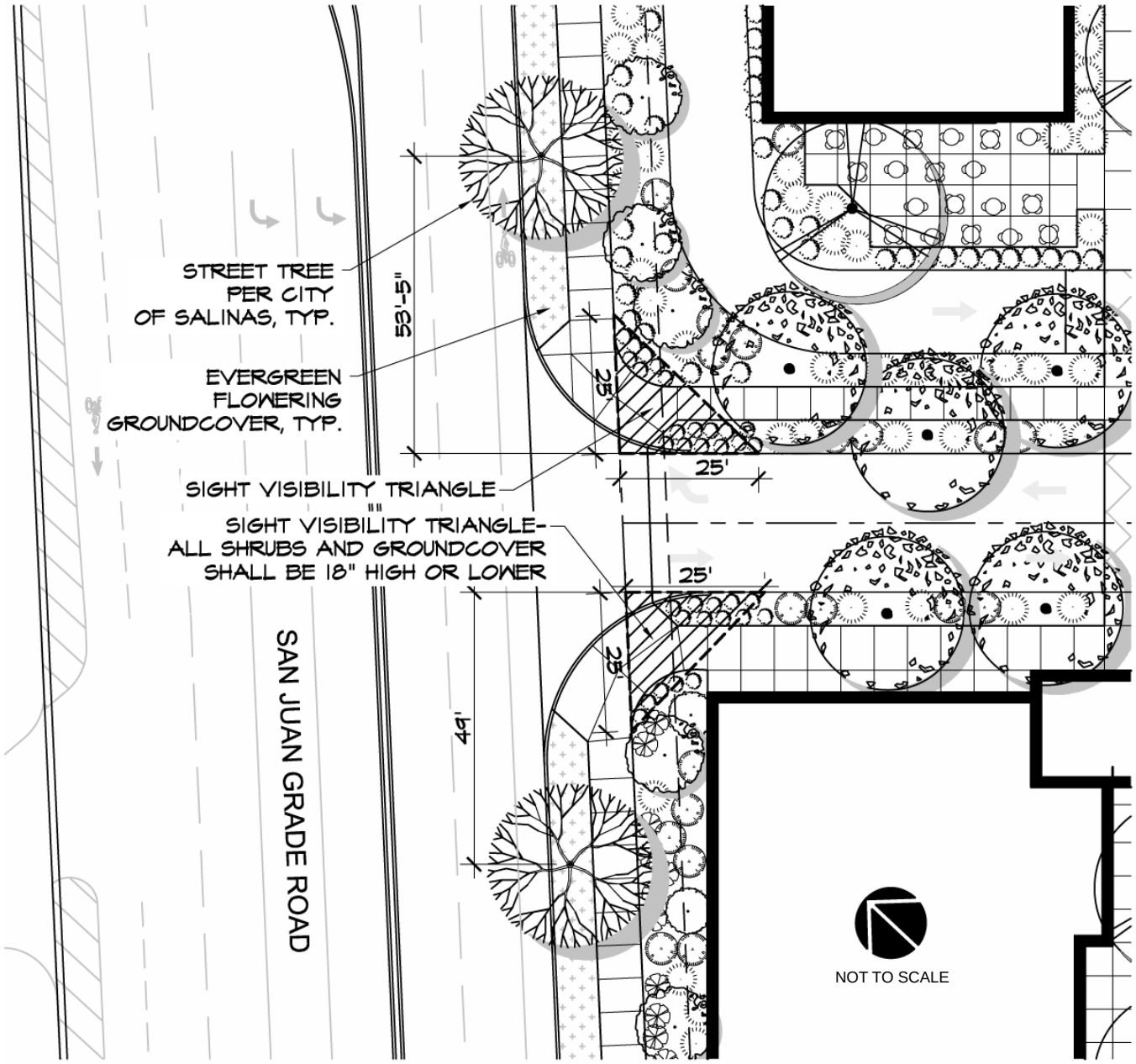
Access Driveway #3 is located approximately 350 feet north of the E. Boronda Road/San Juan Grade Road intersection. It will be improved as a right-in/right-out unsignalized driveway. Improvements to the San Juan Grade Road median at this point will not allow left-in or left-out movement from this driveway.

San Juan Grade Road/Northridge Way Intersection – Access Driveway #4

The existing intersection of San Juan Grade Road and Northridge Way will be improved from the existing three-way or "T" intersection to a full movement four-way intersection. The existing stop control on Northridge Way will be replaced by a signal. This will allow signal controlled access into the project from the west and also into the residential neighborhood west of San Juan Grade Road.

San Juan Grade Road/Access Driveway #5

Access Driveway #5 will be located approximately 350 feet north of the San Juan Grade Road/Northridge Way intersection. It will initially be improved as a right-in and left-out/ right-out, unsignalized three-way or "T" intersection of a private driveway with an arterial street. Upon the completion of the full-width street improvements on San Juan Grade Road (directly abutting the site on the north), the access driveway will become a full-movement unsignalized four-way intersection of a private driveway with an arterial street. Access Driveway #5 is the primary truck entrance for the anchor retail use, providing



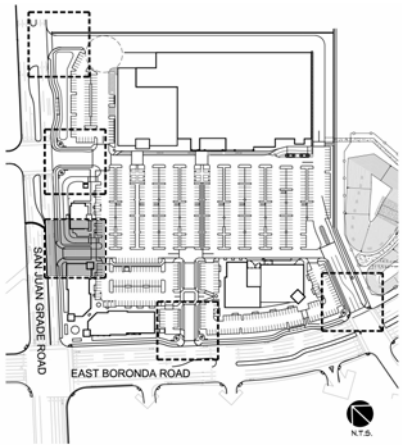
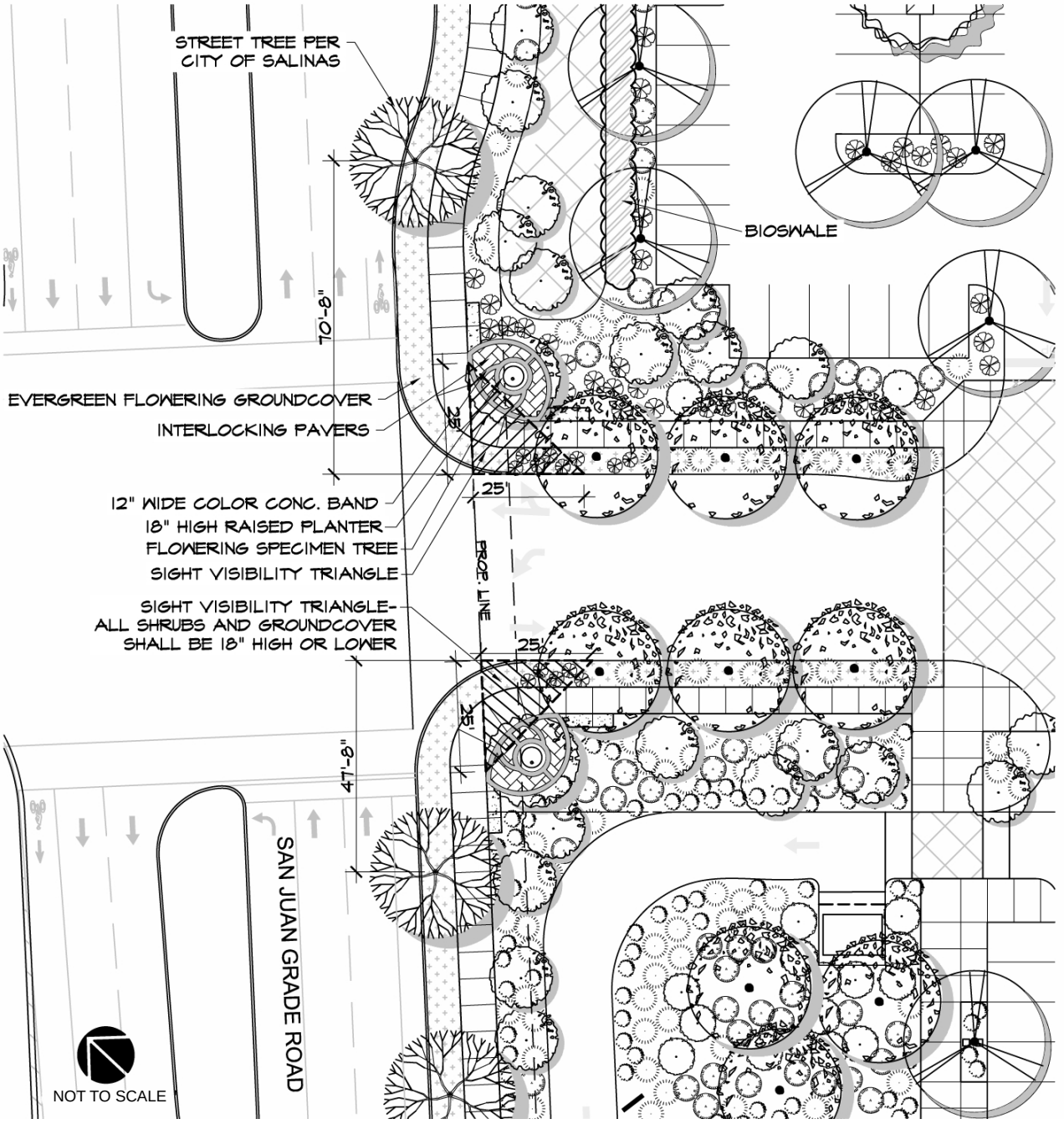


FIGURE 4.9

San Juan Grade Road Intersection #3 and Landscape Detail



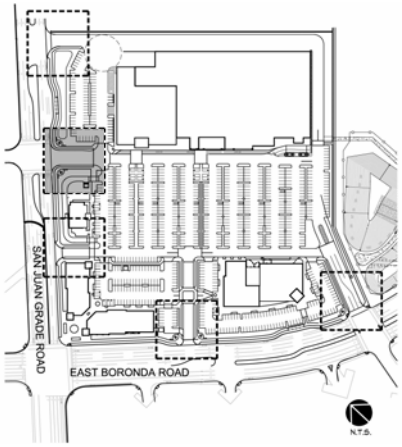
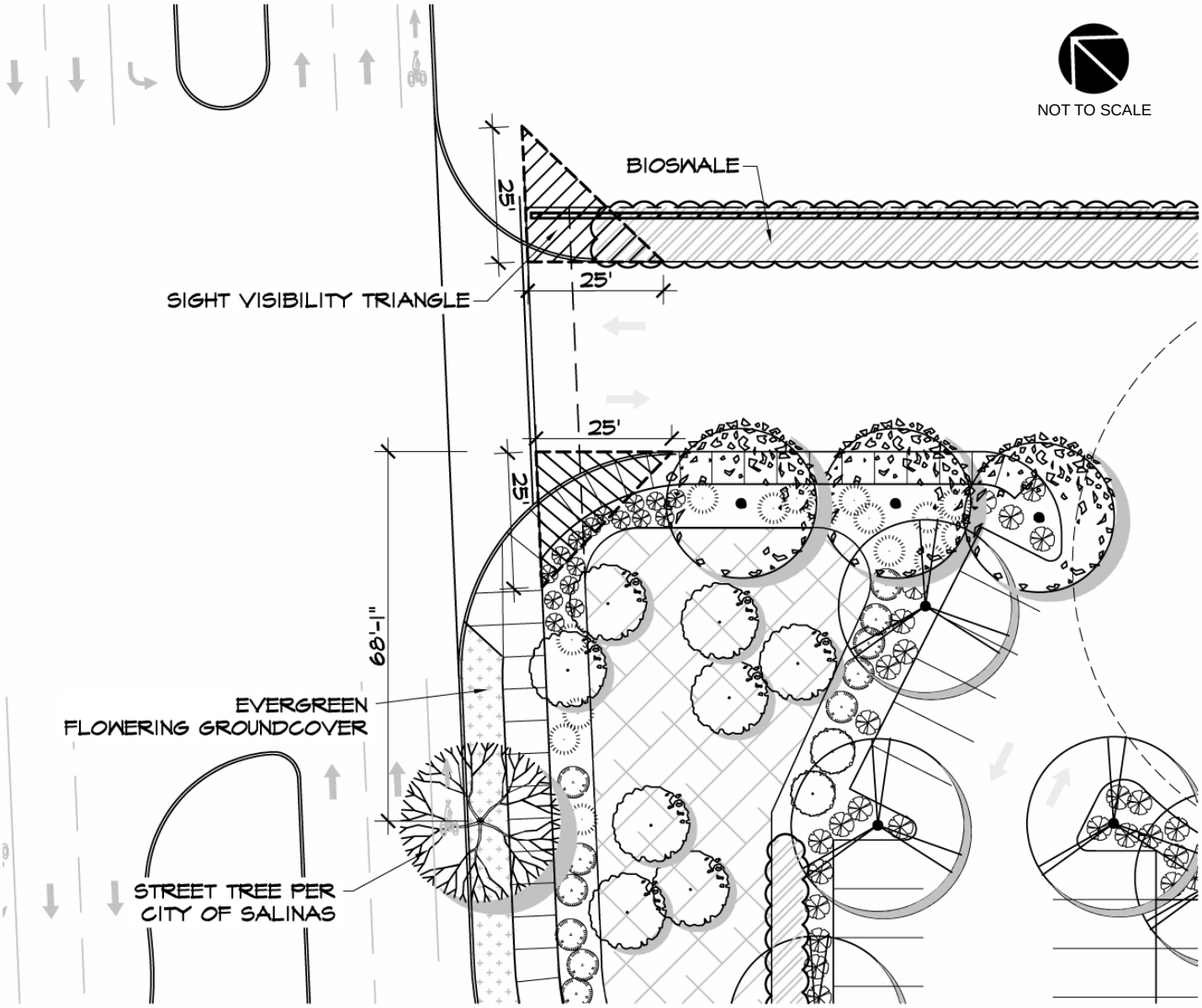


FIGURE 4.10

San Juan Grade Road Intersection #4 and Landscape Detail



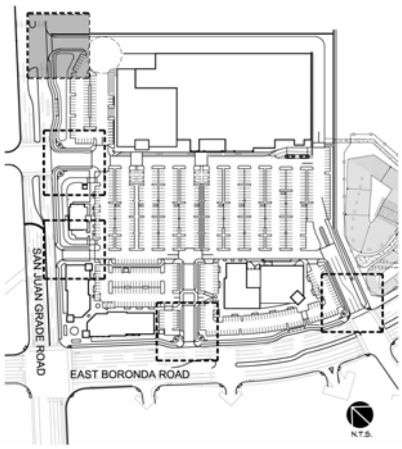


FIGURE 4.11

San Juan Grade Road Intersection #5 and Landscape Detail

access to the truck loading docks located near the northwest corner of the structure. A secondary truck entrance is from the E. Boronda Road/Dartmouth Way intersection.

4.5.4 Traffic Mitigation Measures

The Gateway Project will mitigate traffic impacts by implementing the Facilities Traffic Management Plan (Appendix A) and the transportation and service/loading measures of the Mitigation Monitoring and Reporting Program (Appendix B).

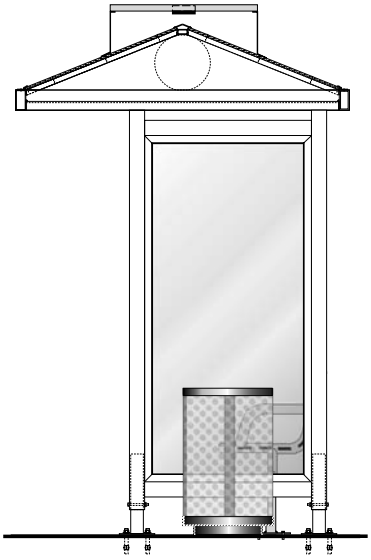
4.5.5 Traffic Fee Ordinance

The Gateway Project will be required to pay the applicable City and Transportation Agency for Monterey County (TAMC) Traffic Impact Fees to mitigate project impacts related to traffic.

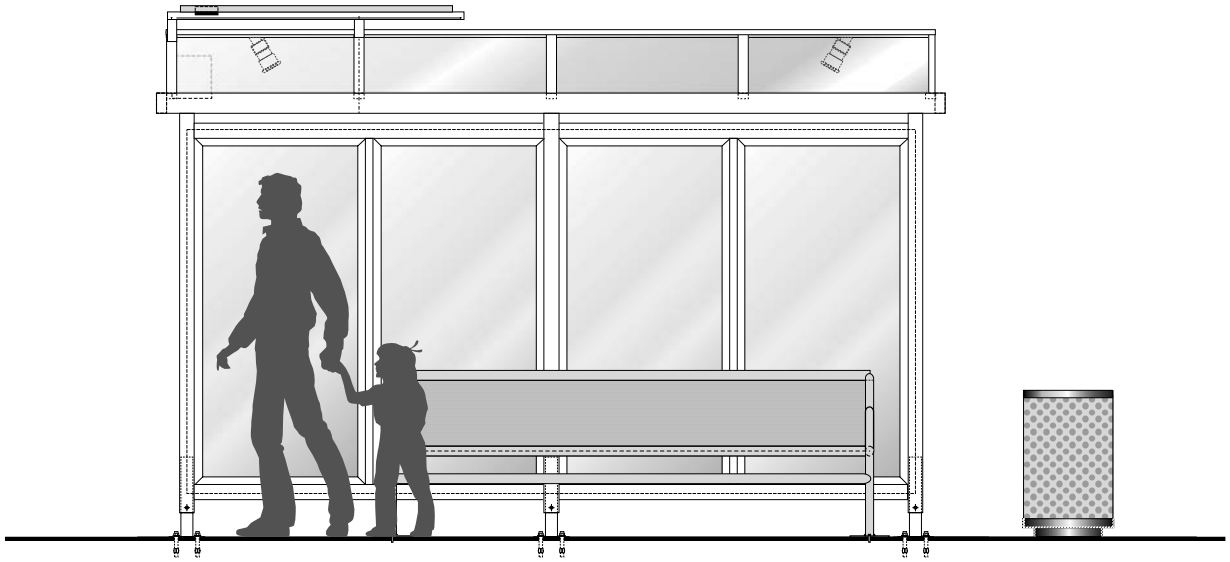
4.6 PUBLIC TRANSIT

Monterey–Salinas Transit (MST) is the public transit operator that provides service throughout the urbanized area of Monterey County. MST operates primarily on a "hub and spoke" system, with most routes connecting to each other at transit centers in the downtown areas. The transit center for Salinas is located at the intersection of Salinas Street and Central Avenue. MST line 45 East Market–Creekbridge provides service between the Northridge Mall and Harden Ranch Plaza to the south of the proposed project and the downtown transit center. The alignment of this bus route extends along San Juan Grade Road and E. Boronda Road adjacent to the project site. Line 45 operates on a 60-minute headway in each direction. Several other routes currently serve Northridge Mall/Harden Ranch Plaza, which is approximately 0.3 mile southwest of the project site.

As shown in Figure 1.3, two bus pullouts will be provided as part of the project improvements. The first stop is for buses westbound on E. Boronda Road; it will be located just west of the E. Boronda Road/Dartmouth Way intersection. The second is for buses northbound on San Juan Grade Road; it will be located just north of the San Juan Grade Road/Northridge Way intersection. For buses operating southbound on San Juan Grade Road and eastbound on E. Boronda Road, there is an existing bus stop on the south side of E. Boronda Road approximately halfway between San Juan Grade Road and Dartmouth Way. Figure 4.12 provides conceptual illustrations of the two bus



RIGHT ELEVATION



FRONT ELEVATION

FIGURE 4.12

AECOM

Conceptual Bus Shelter

shelters to be located in the public right-of-way adjacent to the Specific Plan Area. These designs were provided by MST. Final design of the shelter will be consistent with the current standards of MST at the time the shelter is installed.

4.7 TRIP REDUCTION

The City of Salinas requires new development to develop a vehicular trip reduction program (SMC Section 37-50-330). The objective of this program is to reduce vehicular trips at non-residential developments through methods such as increasing transit use, car pooling, bicycling, or walking. The project proposes the measures shown in Table 4, which will reduce trips to the site by at least 7 percent.

Table 4
Facilities Traffic Reduction Measures

Vehicle Trip Reduction Measure	Description	Percent Reduction
Bicycle Amenities	The project is located adjacent to existing and proposed bike lanes on San Juan Grade Road/North Main Street and E. Boronda Road. The project further implements these bike lanes along its frontage. Bicycle racks accommodating bicycles in accordance with City requirements will be provided throughout the site and at locations near the entrance to the retail uses.	2%
Bus Pullouts	Two bus stop pullouts and transit stops will be provided, one on E. Boronda Road and one on San Juan Grade Road.	2%
Pedestrian Facilities	As shown in Figure 4.4, the project provides pedestrian facilities linking transit stops to the pedestrian circulation plan that links the retail uses on-site. Also shown in Figure 4.4, the project implements part of a pedestrian connection to the future residential neighborhood to the north and east.	1%
Transit Scheduling Information	Transit rates and scheduling will be posted on each employee bulletin board. The information will be updated quarterly.	1%
On-Site Services Convenient to Transit Users	Commercial uses will be located so that a minimum of walking is required from the bus stop to these services. The stop will be connected directly into the on-site pedestrian circulation system.	1%
TOTAL		**7%**

In accordance with SMC Section 37-50-330, the property owner or its agent will submit an annual facilities trip reduction plan monitoring report to the City Engineer by January 31 of the following year for 3 years from the date of occupancy of the project.

SECTION 5
INFRASTRUCTURE

5.1 INTRODUCTION

This section describes the existing utility infrastructure available, the required improvements to the existing infrastructure, and proposed new infrastructure to support the development of The Gateway Project. It also summarizes engineering information obtained from the City of Salinas and other public and private utility providers. For the purpose of this Specific Plan, this section addresses the following infrastructures:

- Grading and storm water drainage
- Low-impact development and water quality
- Potable water supply and distribution
- Wastewater collection and conveyance

5.2 PROPOSED GRADING AND DRAINAGE SYSTEM

5.2.1 Existing Topography, Drainage, and Soils

The project site generally slopes from northwest to southeast. Existing ground elevation varies from 110 feet on the northwest corner of the site to 100 feet on the southeast corner. Storm water surface runoff from the existing site generally leaves the property at the southeast corner where it enters the City's storm drain system located in Dartmouth Way. Two preliminary geotechnical evaluations of the site have been prepared by EEI. One is the Preliminary Geotechnical Evaluation, Proposed Lowe's of Salinas, May 17, 2010; and the second is Preliminary Geotechnical Evaluation, Proposed Retail Pads, May 24, 2010. Those studies did not identify any soil conditions that could not be addressed through normal engineering and construction practices.

5.2.2 Proposed Grading and Drainage System

The proposed grades will closely follow the existing grades to maintain the existing drainage patterns to the extent reasonably practicable. Most of the storm water surface runoff will be directed to bio-filters/bio-retention located in landscape planters before being directed to the proposed detention/retention basin and the additional backup

water quality facilities located in those basins. With the exception of a small section adjacent to the two retail/services buildings at the corner of E. Boronda Road and San Juan Grade Road, no water from the site will drain to the adjacent streets. This water will sheet-flow over landscaping and then flow to water quality features and the detention/retention basin to mitigate impacts to existing drainage facilities as a result of the proposed development to the maximum extent practicable (MEP). As used herein, MEP shall be defined as follows: generally a result of emphasizing pollution prevention and source control best management practices (BMPs) as the first lines of defense, with treatment control BMPs serving as additional lines of defense, where appropriate. The MEP approach is an ever-evolving, flexible, and advancing concept that considers technical and economic feasibility. MEP is defined by what is required in the National Pollution Discharge Elimination System (NPDES) permit, Environmental Protection Agency guidance, and current applied and available methods and financially feasible technology. The proposed grading plan is designed to balance earthwork on-site to the extent reasonably practical to minimize movement of soils on- and off-site. Any excavated material from the detention/retention basin will used on-site as part of the grading of the retail portion of the property.

The parking lot in front of the anchor retail store will be designed to contain eight different drainage areas that will drain to the proposed storm drain inlets. These inlets will be connected to the storm drain pipe through bio-filters/bio-retention, and overflow for flows above the 85th percentile storm flows will drain into the proposed detention basin. There is also a new storm drain line that will be constructed behind the anchor retail store that will collect all run-off from the building roof and pervious surface after it has been filtered through bio-filters/bio-swales. The parking lot run-off between the retail/services buildings will be collected through the bio-filters/bio-retention, and overflow for flows above the 85th percentile storm flows will drain into the storm drain inlets and storm drain pipes and eventually drain to the detention basin.

The City of Salinas Storm Water Master Plan (SWMP), prepared by CDM and dated May 2004, provides information on the City's existing and future storm drainage infrastructure. The SWMP identifies requirements, consistent with the Monterey County Water Resources Agency (MCWRA), for storm water detention. The City's Storm Water Development Standards (SWDS) (adopted April 2008) contain additional standards that must be adhered to in conformance with the City's Stormwater Permit.

The City of Salinas General Plan (adopted September 17, 2002) and the certified Environmental Impact Report (EIR) were reviewed and used to identify future drainage facilities related to this project. In addition, the proposed drainage for the project site was addressed in the 2005 City of Salinas Sphere of Influence Storm Drain Study prepared by P&D Consultants.

The City, working with The Gateway Project applicant and the other Future Growth Area property owners, have subsequently determined that storm water retention would better address the concerns of MCWRA in mitigating impacts to downstream drainage facilities and communities due to the incremental increase in runoff volume and peak flow rates that potentially could result from proposed development in the Future Growth Area. The retention basins in the Future Growth Area would be sized to provide storage capacity that must be equivalent to the greater of the following:

- The volume required to limit post-development flow rate and volume to pre-development flow rate and volume for the 10-year 72-hour storm, consistent with the MCWRA design storm.
- The volume required to limit post-development flow rate and cumulative volumes to pre-development flow rate and cumulative volumes for a 20- to 30-year period using available local precipitation data.

The Gateway Project detention/retention basin is, therefore, proposed to meet these objectives. The basin will consist of an initial additional water quality and detention basin into which the runoff from the site will enter via storm drain pipes designed to accommodate the 20-year storm event (per SWDS Section 5.5.1). The detention basin will be connected to an adjacent retention basin via a weir and pipe diversion structure. During more intense rainstorm events, the detention basin will function in tandem with the retention basin by diverting excess runoff into the retention basin for storage and ultimately to recharge groundwater. This is to limit post-development discharge rate and volume from the project site to pre-development conditions to mitigate the impact to downstream drainage infrastructure.

The minimum storage volume for the project's detention/retention basin is approximately 12.5 acre-feet. This is consistent with the analysis in the report "Salinas Retail Project … Stormwater Report" by Wood Rodgers, dated December 10, 2010.

The detention/retention basin for The Gateway Project will be located on a site currently designated as the location of the ultimate, larger, regional basin serving portions of the West Area Specific Plan project. This larger basin will serve future development areas to the north and east of The Gateway Project. Although the plans for the West Area Specific Plan are not complete, there has been coordination between this project application and that future project. Figure 5.1 shows a concept plan for that future basin and how the basin constructed to serve The Gateway Project can be expanded in the future to serve a larger area. The basin shall be designed to provide varied slopes through grading and the use of landscaping and/or a combination thereof to create a more natural appearance. The final design of the basin shall be subject to Site Plan Review approval. Trees, shrubs, and plantings shall be consistent with Appendix G of the City of Salinas SWDS. A wrought-iron/steel-picket-style fence shall be installed around the perimeter of the basin, except as otherwise approved by the City Engineer.

5.2.3 Preliminary Low Impact Development (LID) Plan

The City of Salinas has worked with the Central Coast Regional Water Quality Control Board (CCRWQCB) to comply with the Clean Water Act (CWA) and the National Pollution Discharge Elimination System (NPDES) program. CCRWQCB issued the City a storm water permit with accompanying regulations. The requirements stipulate individual development to apply a “source control” approach and to incorporate water quality and watershed protection principles into any project or specific plan. The permit requires, subject to appropriate soils conditions, individual development to implement on-site infiltration measures as long as they do not pose a threat to the water quality of local groundwater. It further requires that developers use pollutant source control or treatment control where practical and incorporate structural and non-structural best management practices (BMPs).

The 2005 permit required the City to prepare a Development Standard Plan (DSP) that described the specific measures to reduce pollutants to the “maximum extent practicable” (MEP) from all new developments and significant redevelopments. The City subsequently prepared a DSP for review and, in December 2005, CCRWQCB declared that Low Impact Development (LID) standards met the criteria for MEP, and, as such, LID was a required element of all future developments. The DSP is intended to provide the necessary drainage guidelines, including the use of LID, for the entire Future Growth Area. The “City of Salinas Storm Water Development Standards” have been adopted by the City (April 2008) and approved by CCRWQCB.

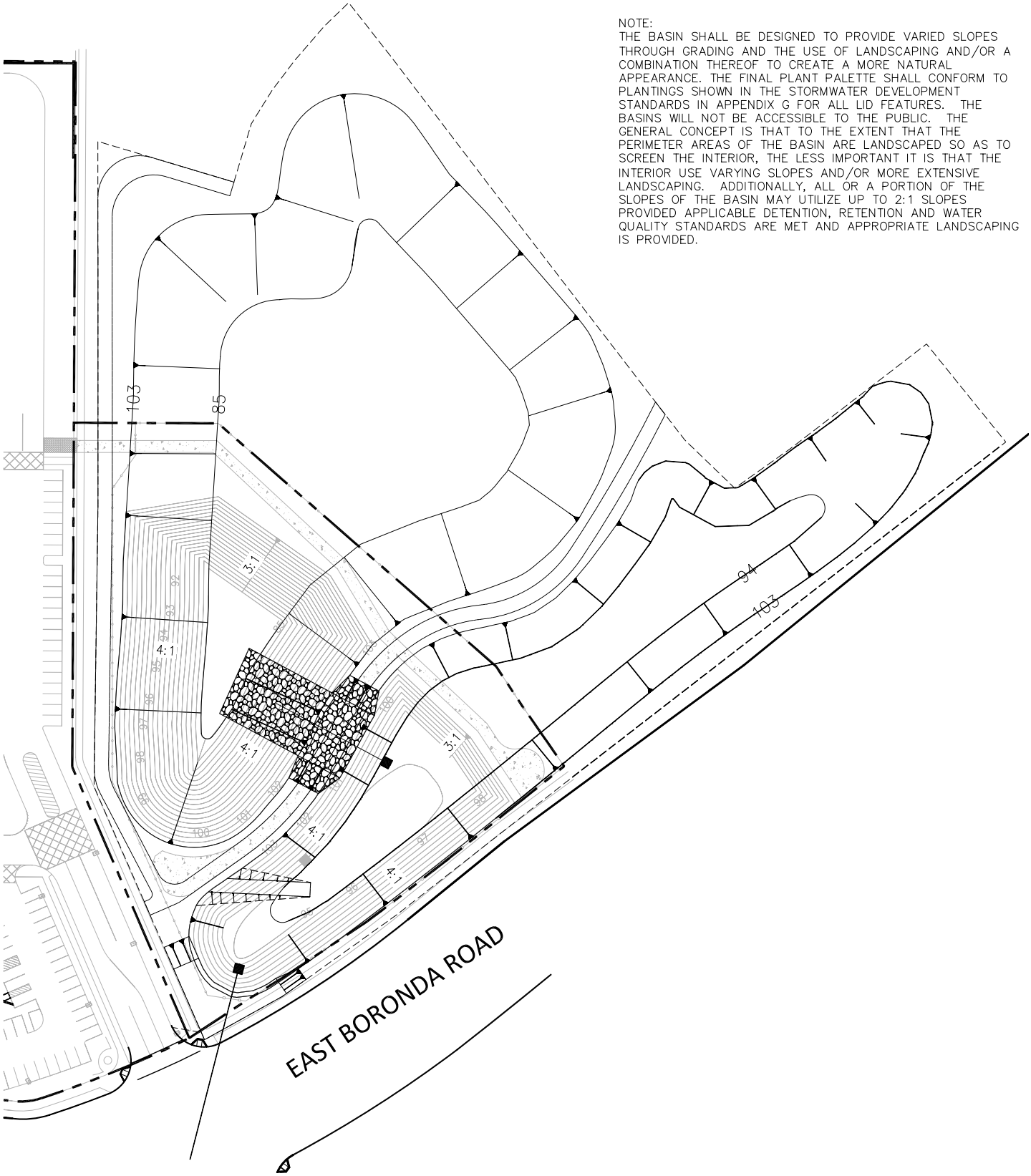


FIGURE 5.1

Potential Expanded Detention/Retention Basin

CCRWQCB's main concern is the reduction of urban impacts on receiving waters by maintaining pre-development hydrology, which in turn minimizes the in channel erosion and instability in receiving waters and minimizes the quantity of urban pollutants reaching these waterways. These goals are achieved by designing sites that disturb only the smallest area necessary (starting from the site layout, grading, and compaction phases of construction); minimizing soil compaction and imperviousness; preserving natural drainages, vegetation, and buffer zones; and using on-site, small-area storm water treatment techniques. These principles and techniques are collectively known as "Low Impact Development" (LID).

LID principles are based on controlling storm water at the source and redistributing the discharge throughout the site to maintain the pre-development site hydrologic conditions such as storage, infiltration, groundwater recharge, storm water retention and detention, reduction of impervious surfaces, and the lengthening of flow paths and runoff times. Other typical environmental concerns include the preservation of any sensitive site characteristics such as riparian corridors, wetlands, woodlands and stream, creeks, and tributaries. This is unlike conventional approaches that typically convey and manage runoff in large facilities located at the base of the watershed (treatment control). These multifunctional site designs incorporate alternative storm water management practices such as functional landscaping that acts as storm water facilities, flatter grades, depression storage, and open drainage swales. This system of controls can reduce the need for a centralized BMP facility for the control of storm water runoff.

As stated above, CCRWQCB has worked with the City to develop LID and storm water development standards. The developer of The Gateway Project has worked to meet the requirements in the project planning and site design process. In addition to the standard treatment control water quality BMPs, the proposed project will incorporate LID features into the site improvement design to the maximum extent practicable (MEP) to meet the following storm water goals:

- limit disturbance of the natural drainage system to the extent reasonably practicable,
- detain and retain post-development storm water runoff to prevent impacts to downstream properties and drainage facilities, and
- minimize consumptive use of water to extent economically feasible.

The Gateway Project will meet these goals through the following approaches:

- *Proposed grading*. The proposed site layout provides for a grading design that will minimize significant changes to the existing topography. Most of the site is relatively flat and will remain so. The proposed layout provides for grading that maintains essentially the same surface flow as exists currently.

- *Minimized use of potable water*. A landscape plant palette requiring low water use will be implemented to reduce the use of potable water for irrigation. In addition, irrigation controllers that automatically adjust station run time based on current climate conditions (e.g., humidity, wind, evapotranspiration) will be used.

- *Vegetated filter strips. Grass* filter strips are low-angle vegetated slopes designed to treat sheet flow runoff from adjacent impervious areas. Filter strips (also known as vegetated filter strips and grassed filters) function by slowing runoff velocities, filtering out sediment and other pollutants, and providing some *infiltration into underlyin*g soils. Because they use sheet flow and not channelized flow, filter strips are often more effective than swales at removing suspended solids and trash from runoff. They provide good "pre-treatment" of storm water that will then be routed to another technique such as a vegetated swale or a bio-retention area.

- *Bio-swales/bio-filters*. Bio-swales/bio-filters are an important LID technique used to convey storm water runoff. These vegetated, open, shallow channels slow runoff, filter it, and promote infiltration into the ground; as a result, runoff volumes are smaller, peak discharge rates are lower, and runoff is cleaner. This approach contrasts with conventional storm water strategies that rely on gutters and pipes that increase the velocity of runoff and do nothing for water quality. The combination of vegetated filter strips and bio-swales will provide water quality control on-site to the maximum extent practicable (MEP).

- *Detention/retention basin*. As described above, water quality control on the site will be provided by the vegetated filter strips and bio-swales. Additional (backup) water quality treatment will be via the detention/retention facilities that will also provide additional (backup) water quality benefits to ensure that the development meets or exceeds the requirements of CCRWQCB to the maximum extent practicable (MEP).

5.2.4 Water Quality

Water quality treatment requirements will be met or exceeded through the combination of both LID (source control) and BMP (treatment control) methods and facilities to the maximum extent practicable (MEP). The LID facilities will provide water quality treatments that meet the requirements of CCRWQCB, while the detention/retention basin will supplement that treatment.

Planning for The Gateway Project has incorporated space for bio-swales/bio-filters along the north, east, and half of the south perimeter of the project site. In addition, planter islands will be constructed as bio-swales/bio-filters in the parking lots. In addition to the LID features, runoff from The Gateway Project will receive additional (backup) treatment by the detention/retention basin located on the southeast corner of the Specific Plan Area. The detention basin is a volume/flow control BMP designed to collect runoff from adjacent overland surface flow from the commercial center, bio-swales/bio-filters, and concentrated pipe discharge by attenuating and infiltrating flows before releasing pre-development-rate flows downstream back to the downstream storm drain system. These facilities are illustrated in Figure 5.2.

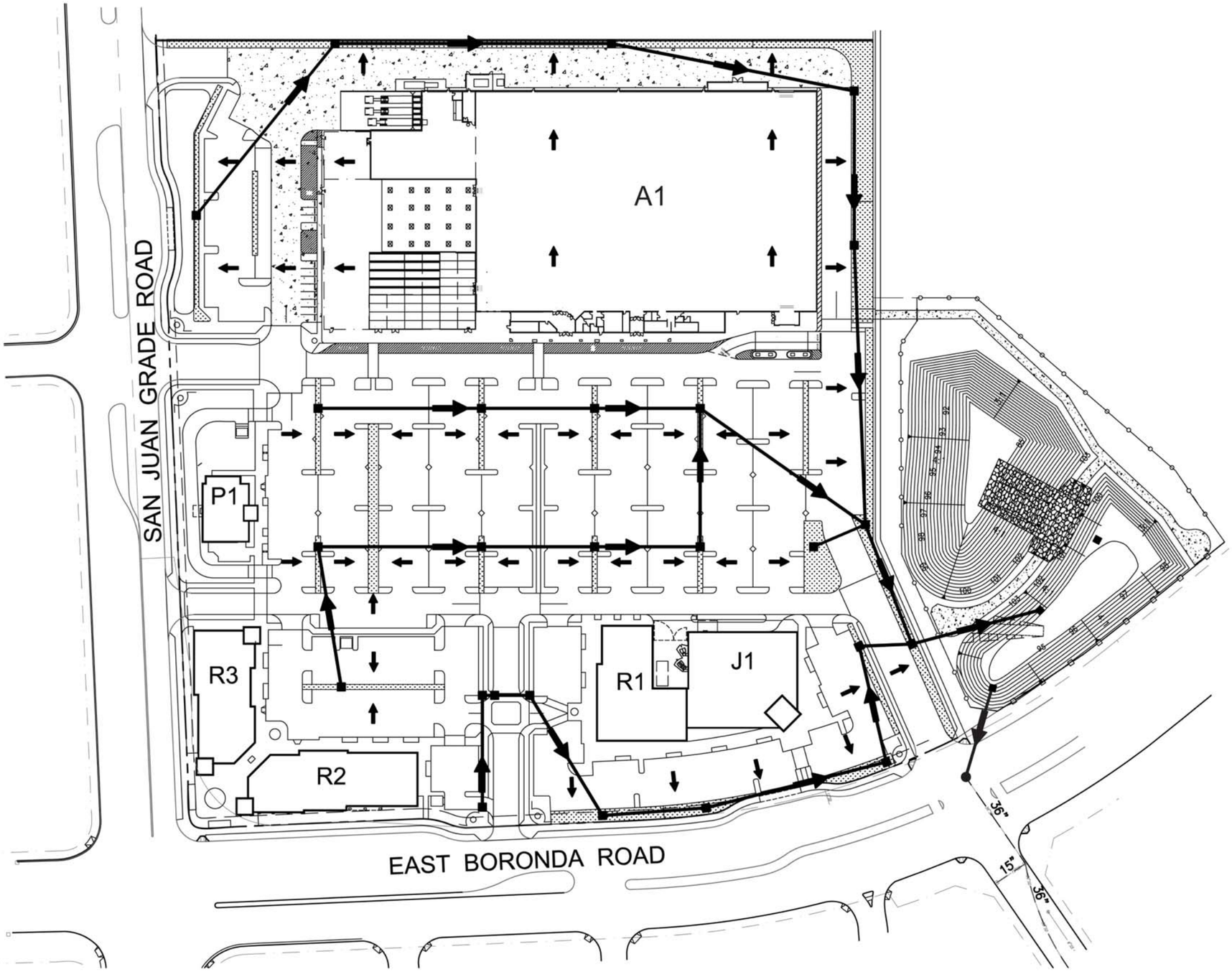
The existing infiltration rate varies across the site, but is not conducive to individual planter infiltration. A final Storm Water Control Plan, in accordance with the requirements of the SWDS, will be submitted to and approved by the City prior to permit approval for each phase. The project will comply with the City's storm water standards to the maximum extent practicable (MEP).

5.3 WATER SUPPLY

5.3.1 Regional Condition

The following section provides an overview of the existing potable water system pertinent to the proposed project, including the municipal drinking water wells, off-site water distribution system, 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 Gateway Project.

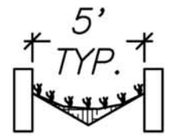
Salinas receives all of its potable drinking water from wells. There are two residential water purveyors within the City of Salinas: Alco Water Corporation (Alco) and California



NOTE:
1. STORM DRAIN PIPES WILL BE SIZED WHEN FINAL PIPE SLOPES ARE DETERMINED.

2. BIO–SWALE AND BIO–RETENTION AREA AS SHOWN ON THIS EXHIBIT, USE FIGURES 3–43 & 3–44 PER CITY OF SALINAS STORMWATER DEVELOPMENT STANDARDS.

3. ALL ROOF DRAINS FROM BUILDINGS SHALL BE DIRECTED TO LID FEATURES.



MINIMUM PLANTER ISLAND TO BE USED FOR BIO–SWALE /BIO FILTER

LEGEND

- PROPOSED STORMDRAIN
- EXISTING STORMDRAIN
- PROPOSED CATCH BASIN IN LID FEATURE
- FLOW DIRECTION
- BIO–SWALE / BIO-FILTER

FIGURE 5.2

Preliminary Storm Drainage & Low Impact Development/ Water Quality Plan

This page intentionally left blank.

Water Service Company (Cal Water). Much of the groundwater in the Salinas area 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 considered financially or practically feasible. California Water Service Company has issued a "Will Serve" letter dated December 8, 2010. This letter is included in Appendix C.

The proposed water system was examined using, as an initial guiding document, the 2005 City of Salinas Sphere of Influence Water Study, prepared by P&D Consultants. This plan was used as a "base-line" and was expanded on where required for the purpose of this Specific Plan.

Although a Water Supply Assessment is not required for this project, the Cal Water Service Company's Water Supply Assessment Report for the City of Salinas Future Growth Area, dated August 16, 2007, provides information on existing and future water infrastructure that would serve The Gateway Project. The preparation of this Specific Plan also involved review and discussion with the City regarding the General Plan and its certified EIR, and the SEIR to the General Plan certified for the FGA annexation.

5.3.2 On-Site Condition

The project area has historically been used, and is currently being used, for irrigated agricultural cultivation. Based on the records of water use for tenant farmers within the area designated for the West Area Specific Plan, the average estimated water use is 3.04 acre-feet per acre per year (Annual Water Use Study, North Future Growth Area, Salinas, California, February 2007, by Wood Rodgers). Water is supplied from pumping agricultural wells that are located within the West Area Specific Plan project area. Based on this rate, the total current water demand for agriculture on the project site is 55.66[1] acre-feet per year (20.23 acres x 3.04 acre-feet per acre per year). However, the net consumptive use is less due to some percolation of the irrigation water. Between 20 and 33 percent of the water used in Salinas Valley agricultural operations is estimated to percolate down to the groundwater table. This conservative basinwide estimate is used by the University of California Farm Advisors Office and the Monterey County Water Resources Agency (MCWRA) for general water budget allocation. The remaining water is used by plants or is lost to transpiration and surface water loss. If the current pumping associated with the agricultural operations is 55.66 acre-feet per year, between 33 and 20 percent (or 18.36 to 11.13 acre-feet per year) of that pumping would

[1] 20.23 acres x 90.5% estimated irrigated x 3.04 acre-feet per acre per year = 55.66 acre feet.

be groundwater recharge. Therefore, the project's current net consumptive water demand is estimated to be 37.3 to 44.53 acre-feet per year.

5.3.3 Water Purveyor

California Water Service Company (Cal Water) is a private water company that supplies water for much of the City of Salinas and will supply potable water to The Gateway Project. Cal Water is a California Public Utilities Commission (CPUC)-regulated water utility that has been providing water service in the area since 1962. The Cal Water District encompasses the City of Salinas and the unincorporated communities of Bolsa Knolls, Las Lomas, Oak Hills, Country Meadows, Salinas Hills, and Indian Springs. A single distribution system provides services to the City of Salinas and Bolsa Knolls, while small hydraulically isolated distribution systems provide services to the other communities.

Wells

Cal Water has 30 currently active water wells that provide a combined capacity of approximately 37,165 acre-feet of water a year. All of the existing water supply for the Salinas District is extracted groundwater from two hydraulically connected areas, known as the Eastside Area and the western fluvial or Pressure Zone, of the Salinas Valley Ground Water Basin (SVGWB). Presently, these two areas are the only source of supply for the Salinas District.

At present, source capacity has been adequate to meet current maximum daily demand. However, with the anticipated growth in demand, Cal Water will need to add well capacity to meet maximum daily demand, which is projected to be approximately 30,060 gallons per minute (gpm) in 2025. Cal Water anticipates increasing its capacity by 9,000 gpm plus the equivalent of its largest well, which is 1,500 gpm, or a total additional capacity of 10,500 gpm, by 2025.[2]

Well Water Quality

Salt-water intrusion threatens parts of Monterey County and continues to creep closer to the northwest boundary of the City. The City is cooperating with other local government agencies and the two private water companies (Alco and Cal Water) in response to the

[2] Personal correspondence from Michael Jones, District Manager, Cal Water, June 15, 2011.

salt-water intrusion problem. Water purveyors are working closely with the Monterey County Water Resources Agency to address the salt intrusion and elevated nitrate issues in a larger regional context and at the same time planning nitrate treatment facilities.

5.3.4 Off-Site Distribution System

Within the last few years, Cal Water has experienced a number of shutdowns to its wells due to excessive level of contaminants in the groundwater. To maintain adequate water supply capacity and meet fire protection requirements, Cal Water is constructing new wells, system storage, and related booster pumps. In addition, Cal Water will provide on-site treatment for wells whose decline in water quality would otherwise require their de-activation.

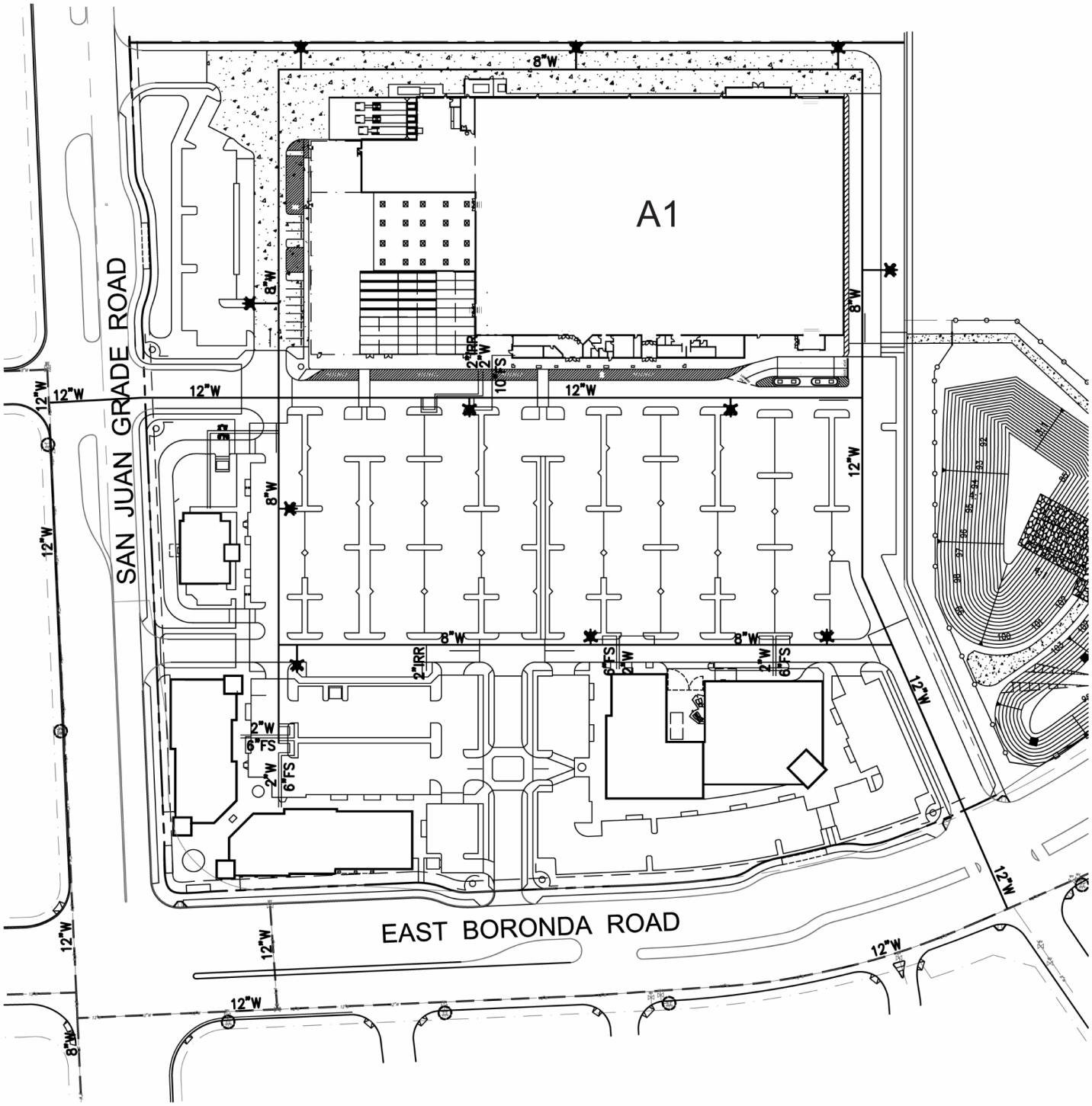
Near The Gateway Project, Cal Water has a 12-inch-diameter pipe along San Juan Grade Road between E. Boronda Road and Northridge Way and a 12-inch-diameter pipe along E. Boronda Road from San Juan Grade Road to a 16-inch-diameter pipe in Natividad Road. Figure 5.3 illustrates the existing water system within the vicinity of the project.

5.3.5 Proposed Water Supply and Distribution

The City's current General Plan projects that future growth will take place in the designated Future Growth Area, which includes The Gateway Project. The project site is within the Cal Water service area as currently recognized by the California Public Utilities Commission (CPUC)[3] and illustrated in the General Plan Figure LU-10.

The Gateway Project proposes to loop the existing system by constructing a 12-inch-diameter water main through the site connecting the existing 12-inch-diameter main at E. Boronda Road and Dartmouth Way with the existing 12-inch-diameter main at San Juan Grade Road and Northridge Way. In addition, 8-inch-diameter mains will provide further looped service within the site, with water service connecting to the individual buildings. These water service extensions are shown diagrammatically in Figure 5.3. The looped system and mains up to and including the water meters will be owned by Cal Water, and easements to allow Cal Water to maintain and operate these facilities

[3] Personal correspondence from Marc Bloom, Cal Water, September 13, 2010.



LEGEND

- PROPOSED WATER
- EXISTING WATER
- FIRE HYDRANT
- EX. FIRE HYDRANT

FIGURE 5.3

Existing and Proposed Water Supply System

AECOM

0 100' 200' 300'

will be dedicated on the parcel map, along with any other easements required for servicing utilities.

The exact number of water services and fire hydrant locations will be determined when the final site, grading, and utility plans are prepared by the project engineer, subject to review by Cal Water and the City of Salinas. Cal Water has reviewed and approved the Proposed Water Supply System (Figure 5.3). Any additional fire hydrants that are proposed on the public rights-of-way of E. Boronda Road and San Juan Grade Road will be installed and connected to the public water system located on-site. Based on this assessment, Cal Water believes it has adequate water supplies to serve the project.

5.3.6 Water Needs

As indicated in Table 5, the proposed project's net consumptive water demand will be 10.51 acre-feet per year. Project water demand was determined using the Monterey Peninsula Water Management District (MPWMD) consumption rates, the outlying retail/services tenants', and the anchor retail tenant's (Lowe's) typical water usage rates. The table shows the proposed project's estimated water demand and average water consumption rates for the different uses, according to the MPWMD Table 2 for Commercial, Industrial, and Governmental Projects (Non-Residential) Group 1 Category. Cities and agencies in the Monterey Peninsula area (including Cal Water) have accepted these rates as the regional consumption standards for low to moderate water uses. The water demand is based on the building sizes listed below.

Table 5
Water Demand Estimate (Acre-Feet Per Year)

Use	Calculation	Acre-Feet Per Year
Anchor Retail	152,500 s.f. @ 2,500 gal/day[1]	2.8
Retail/Services	55,520 s.f. @ 0.00007 af/yr	3.89
Landscaping	2.36 acres @ 2.1 af per acre -20% recharge rate	3.96
TOTAL		**10.65**

[1] Lowe's typical building water usage

5.3.7 Water Conservation

To facilitate, encourage, expand, and implement water conservation, the City of Salinas adopted the Salinas Urban Water Conservation Plan. The goal of this plan is to reduce

pumping of water from the Salinas Valley Groundwater Basin for urban uses to the maximum extent feasible for each individual pumper, and to reduce overall pumping from the Salinas Valley Groundwater Basin by 15 percent from the pumping that occurred in 1987. In addition, the plan would facilitate the development of new water supplies to serve the increasing demands for water in the City by fulfilling any prerequisite for urban water conservation prior to the construction of future water development projects. The Final Supplement for the Salinas General Plan Final Program EIR includes mitigation measures to reduce significant impacts on water supply of new development in the Future Growth Area. This also includes the 15 percent water conservation measure. To meet the goal of a minimum 15 percent reduction based on historical land use, The Gateway Project would have to reduce the historical use of 37.3 to 44.53 acre-feet per year by 15 percent, or 31.7 acre-feet, to 37.85 acre-feet per year. The project's estimated water demand of 10.65 acre-feet per year meets this goal.

The following water conservation measures will be implemented by The Gateway Project:

- The project will use drought-tolerant landscaping and low water use irrigation techniques on the landscaped areas.
- All buildings on-site will be equipped with plumbing fixtures designed to decrease water consumption.
- The project will comply with all requirements contained in the City's Water Conservation Ordinance including the recently adopted Water Efficient Landscape Ordinance.

5.4 SANITARY SEWER SYSTEM

The following section provides an overview of the City of Salinas' existing sewer system pertinent to the Specific Plan, including the off-site collection system and the wastewater treatment plant. The proposed on-site sanitary sewer system and connections to off-site improvements are also discussed.

The sewer system for The Gateway Project was designed consistent with the 2005 "City of Salinas Sphere of Influence Sewer Study" (SOISS) prepared by P&D Consultants. This P&D study dealt with the overall 2,488 net acres of the City's Future Growth Area,

with three subareas: West, Central, and East Area Specific Plans. In this study, the sewer details and future off-site sewer facilities in the City of Salinas General Plan (adopted September 17, 2002) and its certified EIR were confirmed in discussions with the City and the Monterey Regional Water Pollution Control Agency (MRWPCA). A subsequent report by Mark Thomas and Company entitled "Salinas Future Growth Area Wastewater Treatment Facility Study," November 2006, was also reviewed for information and recommendations associated with the regional treatment plant capacity and plans for the expansion of the regional treatment plant.

In addition, a memorandum was prepared for the City by CDM entitled "Northern Salinas Development Evaluation," revised January 24 (February 2) 2007 (original October 12, 2006). This memo provided an evaluation of the impacts of new development in the Future Growth Area on the City's existing sewer system.

5.4.1 Existing Sanitary Sewer System

The City of Salinas provides its residents with sewer collection facilities and maintenance. MRWPCA provides regional wastewater conveyance, treatment, disposal, and wastewater recycling services to customers in northern Monterey County, including the City of Salinas. MRWPCA serves the City with the Salinas Pump Station and the Salinas interceptor. Therefore, sewage trunk line conveyance, treatment, and disposal for The Gateway Project will be provided by MRWPCA. The pumping station and interceptor are both currently designed for average daily wastewater flow (ADWF) of about 11 million gallons per day (mgd) and peak waste water flow (PWWF) of about 29 mgd.

Collection System

The City's existing sewer collection system consists of about 178 miles of pipe ranging from 6 to 48 inches in diameter, and 10 to 13 sewage pumping stations. There is a separate industrial waste system providing service to several industries (1992 Sewage and Drainage Master Plan).

At the southwest corner of the project site, there is an existing sewer line, 8 inches in diameter, that runs south along San Juan Grade Road. This will serve as the connection point for the project. The connection will require conventional open trench construction

in San Juan Grade Road and E. Boronda Road to install the new sewer lines from the site to this connection point.

Treatment System

Wastewater and recycling treatment are provided by the MRWPCA's Regional Wastewater Treatment Plant (WWTP) and the Salinas Valley Reclamation Plant, each capacity rated at 29.6 mgd and presently treat on the average of about 20 mgd.[4] The agency owns, operates, and maintains a sewer system that serves a population in northern Monterey County of more than 250,000 and includes a treatment plant, 10 pump stations, 35 pressure vacuum stations, and approximately 30 miles of pipeline. The agency provides collection, treatment, and disposal service for 12 member agencies, including the City of Salinas. Additionally, MRWPCA operates the water recycling facility at the regional treatment plant and manages the distribution system under contract from the Monterey County Water Resources Agency. Sixty percent of incoming effluent is recycled and paid for by Salinas Valley agricultural growers and property owners. The recycling operations provide irrigation water to 12,000 acres of Castroville farmland.

The November 2006 Mark Thomas report indicated that, with 15 percent additional water conservation in the Salinas area, the MPWPCA's treatment plant would not need to be expanded to accommodate the annexation for the Future Growth Area. The Gateway Specific Plan is within that area that was annexed into the City of Salinas in 2008. The conveyance pipeline from the Salinas pump station to the treatment plant is currently being considered for increased capacity. That additional capacity will be needed before the full buildout of the FGA is completed. However, the MRWPCA's capacity analysis of its treatment plan indicates that no expansion will be needed until 2023, at the earliest, but more likely not until 2030.[5]

MRWPCA's Regional Wastewater Treatment Plant, is a Trickling Filters–Solid Process (TF-SP) secondary treatment plant. The Salinas Valley Reclamation Plant uses mixed media gravity filters and treats and disinfects wastewater to disinfected tertiary level prior to unrestricted food crops irrigation, meeting Title 22 of the California Code of Regulations. The treatment plant is located 2 miles north of the City of Marina. The WWTP and reclamation plant currently operates at approximately 69 percent of full

[4] Personal correspondence with MRWPCA, September 13, 2010.
[5] Salinas Future Growth Area Wastewater Treatment Facility, prepared by Mark Thomas and Company, Inc., November 2006.

rated capacity. According to MRWPCA and the Mark Thomas report, these facilities have the reserved capacity to treat the additional flows from the City's Future Growth Area. Therefore, the development of The Gateway Project will not require any expansion to the treatment system. The capacity at the plant and the County's Use Permit for the plant is 29.6 mgd. MRWPCA serves member communities on a first come, first served basis, and once the wastewater flow to the plant reaches 85 percent of the use permit, or 25.16 mgd, service to member communities is on a case-by-case basis.[6]

5.4.2 Proposed Sanitary Sewer System

On-Site Collection System

The proposed on-site sewer collection system is composed of an 8-inch-diameter line extending eastward from San Juan Grade Road into the property. From that line, 6-inch-diameter lines extend north and south to connect to the anchor retail and commercial structures. An on-site sewer lift station is included near San Juan Grade Road. This on-site sewer collection system is illustrated diagrammatically in Figure 5.4.

Off-Site Collection System

The existing off-site sewer collection system is composed of a new 8-inch-diameter line in San Juan Grade Road that extends south to the intersection of E. Boronda Road. The off-site system is illustrated in Figure 5.4. The City of Salinas has issued a "Will Serve" letter dated February 2, 2011. This letter is included in Appendix D.

5.4.3 Project Wastewater Generation and Connection Permit

New commercial business activity requires a sewer connection permit from MRWPCA, involving payment of a one-time fee for the sewer capacity to be used, as well as covering a portion of the capital costs related to wastewater transmission, treatment, and disposal. The permit fee for commercial activity is based on state-established strength and flow volume data for the business type. As shown in Table 6, the project will generate approximately 6.0 acre-feet per year of sewage, which translates to about 5,375 gallons per day (gpd) of wastewater.

[6] Personal correspondence with MRWPCA, September 13, 2010.

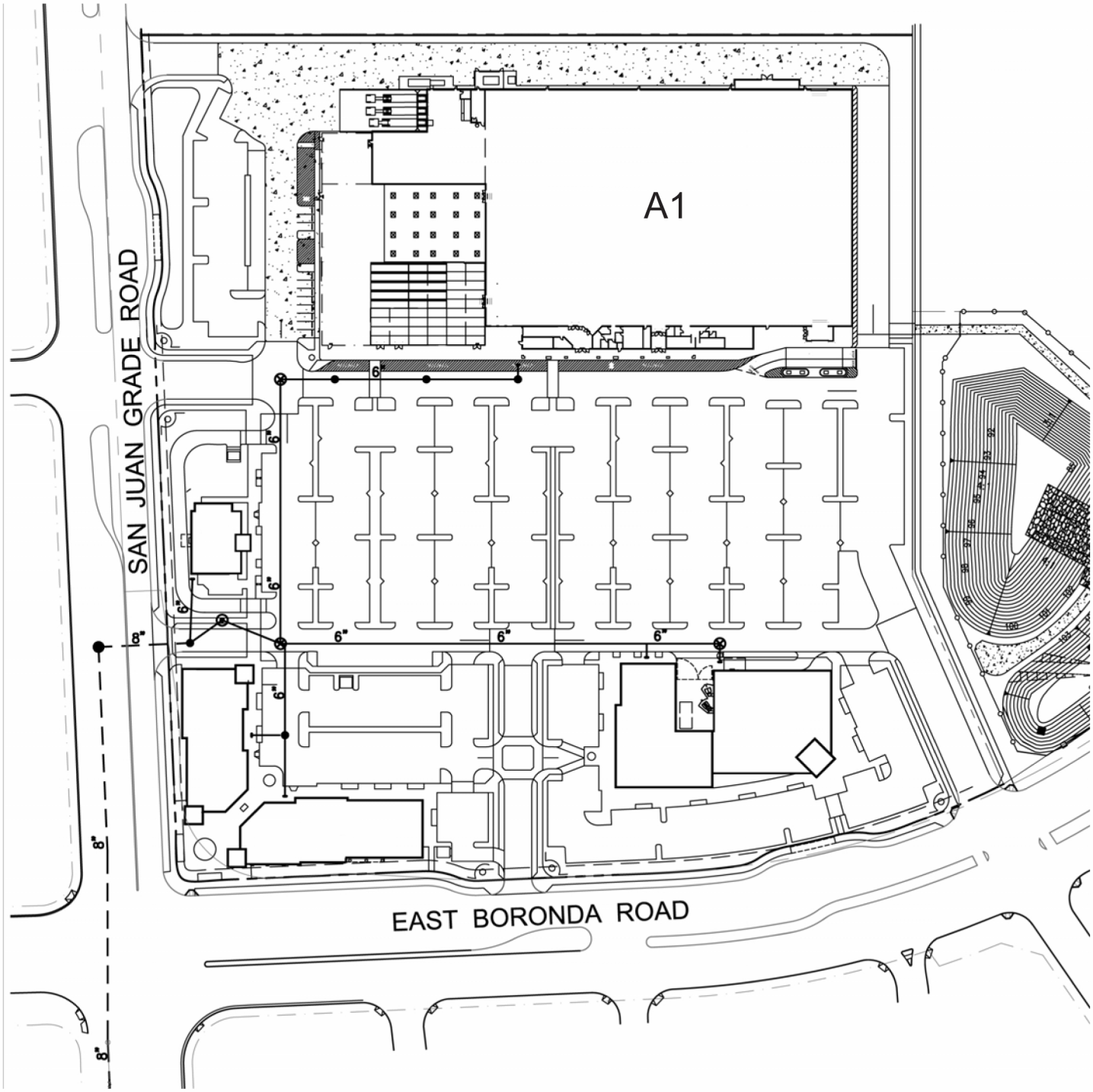


FIGURE 5.4

Existing and Proposed Sewer System

Table 6
Sewer Generation Estimate

Use	Calculation[1]	Acre-Feet per Year	Average gpd
Anchor Retail	2.8 acre-feet per year @ 90%	2.52	2,250
Retail/Services	3.89 acre-feet per year @ 90%	3.50	3,125
TOTAL		6.02	5,375

[1] A typical estimate for sewer demand is 90 percent of water demand. Therefore, the calculation involves the estimated water demand, in acre-feet per year (Table 5) multiplied by 0.90. The calculation does not include water used for landscaping.

gpd=gallons per day

This page intentionally left blank.

SECTION 6
COMMUNITY SERVICES AND FACILITIES

6.1 INTRODUCTION

This section describes the existing community services and facilities available to support the development of The Gateway Project. For purposes of this Specific Plan, this section will address the following community services:

- Fire protection
- Police services
- Solid waste
- Energy

6.2 FIRE PROTECTION

Fire protection in the City of Salinas is provided by the City of Salinas Fire Department. The fire department provides fire suppression, fire prevention, emergency medical services, and hazardous materials control through three divisions: administrative, operations, and fire prevention. The fire department has six stations that are located in an approximate circle around the perimeter of the City. Fire department headquarters is located downtown at 65 West Alisal Street. Fire Station No. 6, at 45 East Bolivar Street, is the closest station to The Gateway Project.

All engine companies are staffed with three personnel and ladder truck companies are staffed with four personnel. The current minimum staffing at all times is 23 personnel, not including the Battalion Chief. The total current staffing for the fire department is 84 personnel.

The Salinas Fire Department receives more than 11,000 calls per year. The department currently has a first alarm response rate of approximately 4 to 8 minutes when all units are available in the stations.

Development of The Gateway Project would create the potential for more fire incidents and emergency medical calls. Similar to current service calls, it is anticipated that the majority of service calls at The Gateway Project would be for medical emergencies. It is

also likely that there would be service calls as a result of automobile accidents and automobile fires.

Figure 5.3 shows the Water Supply System for the proposed project, including the number and location of proposed fire hydrants. These fire hydrants and all other fire prevention devices on-site will be installed per the fire department water system requirements, with the cost of installation and maintenance the responsibility of the project developer. All buildings within the Specific Plan Area will have fire sprinklers. Verification that the water system and fire prevention system meet these requirements must be provided from the jurisdictional water utility or fire department prior to issuance of any building permits.

It is not expected that the proposed project will require additional firefighters or equipment to adequately serve the project site or maintain adequate service to existing development. As indicated in the fiscal analysis for the proposed project, the expected revenue from the project greatly exceeds the costs related to the City's services required for the project, including, without limitation, those related to fire protection.

The project is located in the Future Growth Area (north of East Boronda Road), which will require the construction of a new fire station to serve that area in the future. The amount, if any, of fire impact fees to be paid by the project to fund the construction of such a facility shall be set forth in the development agreement previously described herein.

6.3 POLICE SERVICES

The City of Salinas Police Department would provide full municipal law enforcement services to the proposed project. The police department has one station on Lincoln Avenue and is authorized to staff 158 sworn personnel; the current staffing level of sworn personnel is 156. The department employs 50 full-time and 28 temporary staff. With the current staffing of 156 sworn personnel, the City has a police-officer-to-resident ratio of 0.95 officers per 1,000 residents.[7]

The police department staffs three patrol shifts per day. The City is broken up 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 there

[7] Personal correspondence with City of Salinas, City Hall, September 14, 2010.

are four officers serving the proposed project during the day shift, four officers during the swing shift, and three officers during the graveyard shift.

The proposed project will likely result in a slight increase in calls for police service in the north command area.

It is not expected that the proposed project will require additional police officers or equipment to adequately serve the project site or maintain adequate service to existing development. As indicated in the fiscal analysis for the proposed project, the expected revenue from the project greatly exceeds the costs related to the City's services required for the project, including, without limitation, those related to police services.

The project is located in the Future Growth Area (north of East Boronda Road), which will require the construction of a new police substation to serve that area in the future. The amount, if any, of police impact fees to be paid by the project to fund the construction of such a facility shall be set forth in the development agreement previously described herein.

6.4 SOLID WASTE

The Salinas Valley Solid Waste Authority (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 is responsible for providing secure long-term solid waste disposal service to all its members in an environmentally sound and cost-effective manner. To accomplish this goal, SVSWA currently owns four landfills and oversees the contract operation of these facilities. SVSWA is also responsible for overseeing future landfill siting or expansion to meet the area's long-term solid waste disposal needs.

Solid waste generated by the project will be collected by Republic Services of Salinas. Currently, collected refuse is transported to the Johnson Landfill, which is owned and operated by SVSWA.

6.4.1 Johnson Canyon Landfill

The Johnson Canyon Landfill has been in operation since 1976 and is located south of Salinas, approximately 2 miles east of the City of Gonzales. The site is located on two parcels totaling 163 acres, of which approximately 80 acres are approved for waste

filling. The facility is classified as a Class III refuse disposal facility by the Regional Water Quality Control Board.

Approximately 33 acres of the approved fill area (80 acres) is currently being used for disposal. In 2002, the total site capacity was approximately 6.6 million cubic yards, while the remaining refuse capacity was approximately 2.9 million tons as of June 1999. That capacity is projected to provide approximately 42 years of disposal capacity to the current jurisdictions served by the landfill.

6.4.2 Salinas Valley Solid Waste Authority Expansion

The 250,000 residents of the Salinas Valley produce 900 tons of garbage per day. According to the SVSWA, each of Salinas Valley's four landfills will be filled within 5 to 50 years. Therefore, SVSWA has proposed a comprehensive approach to providing for the solid waste disposal needs of its member jurisdictions for approximately 70 years. SVSWA is examining four different scenarios that could achieve this goal.

Three landfill sites are included in the scenarios, as well as five potential transfer station/materials recovery facility sites in the Salinas area and two potential transfer station/recyclable centers in the King City area. In addition to providing sufficient long-term landfill capacity, the SVSWA expansion project would increase the ability of SVSWA's member jurisdictions to achieve their Assembly Bill (AB) 939 diversion mandates that require cities and counties to divert 50 percent of their solid waste from landfills.

The project will result in new commercial development that will generate an increased demand for solid waste collection and disposal capacity. As shown in Table 7, the project will generate approximately 1,236 pounds per day of solid waste.

Table 7
Estimated Future Solid Waste Generation

Land Use	Generation Factor (lbs/ksf)	Project	Estimated Increase in Solid Waste Generation
Commercial	6/ksf	206 ksf	1,236 lbs/day

Source: Estimated Solid Waste Generation Rates for Commercial Establishments, Commercial Retail
ksf = thousand square feet
lbs = pounds

6.5 ENERGY

Pacific Gas & Electric (PG&E) provides electricity and natural gas services to the City of Salinas and the project site. Energy that is provided throughout California, including the project site, is generated by numerous power plants that are located within and outside of the state. Electricity and natural gas are supplied via grids and transmission lines, respectively. The State of California has experienced energy shortages during the hottest summer days when peak demand can approach or reach daily load supply. During such a power shortage, rolling or rotating blackouts may be ordered that affect entire grids.

New development within the project area resulting from implementation of the Specific Plan will result in an additional demand for fuel and energy. Tables 8 and 9 depict the anticipated increase in demand for electricity and natural gas. The demand for electricity is anticipated to increase by about 4,120 kilowatt-hours (kwh) per month, while the demand for natural gas is anticipated to increase by about 597 cubic feet (cf) per month.

Table 8
Estimated Electricity Demand as a Result of Project

Land Use	Usage Factor (kwh/month)	Project	Estimated Annual Usage
Commercial	20 per ksf	206 ksf	4,120 (kwh/mo)

Sources: South Coast Air Quality Management District and AECOM
kwh = kilowatt hours
ksf = thousand square feet

Table 9
Estimated Natural Gas Demand as a Result of Project

Land Use	Usage Factor (cf/month)	Project	Estimated Annual Usage
Commercial	2.9 per ksf	206 ksf	597.4 (cf/mo)

Sources: South Coast Air Quality Management District and AECOM.
cf = cubic feet
ksf = thousand square feet

This page intentionally left blank.

SECTION 7
IMPLEMENTATION

7.1 INTRODUCTION

This section of the Specific Plan describes mechanisms for implementing the plan and should be consulted whenever a question arises concerning plan implementation in relation to subsequent projects that may be developed within Plan Area boundaries. Because the City of Salinas is the public agency responsible for the administration of the Specific Plan, the tools and procedures described in this section are to be implemented in a manner consistent with all City rules, regulations, and policies.

7.2 SPECIFIC PLAN IMPLEMENTATION

7.2.1 Specific Plan Consistency

The Gateway Specific Plan is adopted according to ordinance by the Salinas City Council and is the basis for the review of all subsequent entitlements in the Specific 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 City of Salinas Zoning Code provisions, the Specific Plan creates zoning 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 Specific Plan. In instances where the requirements contained herein conflict with the Zoning Code or other City standards, the Specific Plan shall control. Conversely, if the Specific Plan is silent on an issue, existing Zoning Code regulations for the Commercial Retail (CR) Zone or other adopted City standards shall prevail.

7.2.2 City Administration

The City of Salinas Community and Economic Development Department is the public agency responsible for the administration, implementation, and enforcement of the Specific Plan.

7.3 ENVIRONMENTAL REVIEW

Each development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The project's environmental document to be certified concurrently with the Specific Plan will serve as the base environmental document for all subsequent entitlements within the Plan Area. In addition, a Mitigation Monitoring Program will be adopted as part of the project. Development applications will be reviewed on a project-by-project basis to determine consistency with the MND.

No additional environmental review shall be required for a future development project in the Plan Area unless the City of Salinas determines that a development application is inconsistent with the Specific Plan and/or substantial evidence exists that supports findings set forth in CEQA Guidelines Section 15162. If the findings of CEQA Guidelines Section 15162 are made, the City Planner will determine the appropriate environmental documentation.

7.4 PROJECT REVIEW PROCEDURES

Individual development projects within the Plan Area are subject to review and approval of subsequent permits by the City of Salinas. Application, fee, and processing requirements shall be in accordance with the City's Municipal Code and other regulations, unless modified by this plan or any other agreement between the City and developer and/or tenant. Applicants will be advised by City staff of any application deficiencies that must be rectified for the application to be deemed complete.

Project applications will be reviewed for consistency with all pertinent development standards, design standards, environmental mitigation measures, and other applicable conditions of approval adopted as part of the Specific Plan. All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan. In acting to approve a subsequent project permit, the City may impose conditions

as are reasonably necessary to ensure that the project is in compliance with this Specific Plan and all applicable plans and regulations.

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 prior to project implementation, and the City assumes no responsibility for identifying or pursuing these permits on behalf of any applicant. The appropriate state, federal, and other local agency approvals are required prior to any development activity within the Plan Area.

7.4.1 Development Plan Review

Site plan review in accordance with the Zoning Code regulations shall apply to all new development and reuse of structures in accordance with Article 6, Division 5 of the Zoning Code, except as otherwise noted in the Specific Plan (see Table 2), and will be necessary to allow the City to review and approve the Preliminary Stormwater Control Plan in The Gateway Project. Upon filing the Site Plan Review (or other applicable development review) application, the applicant shall submit to the City plans and other information concerning any proposed development in the Plan Area. The plan that is submitted for review may be any portion of the Specific Plan or the entire Plan Area. The Site Plan Review may be submitted and processed concurrently with the building plans for the applicable development.

The applicant shall submit a parcel map application to create legal parcels in accordance with the Subdivision Map Act. The map shall dedicate all easements reasonably necessary for the repair and maintenance of utility facilities serving the project, landscaping, reciprocal access, parking, and maintenance to and access to and use of the detention/retention basin, including any right-of-way dedications.

7.4.2 Development Agreement

The Gateway Project applicant and the City of Salinas shall enter into a development agreement prior to or concurrently with the approval of the Specific Plan. The agreement shall provide a roadmap to all parties to guide the Specific Plan through the implementation process. At a minimum, the agreement shall address the following:

- The parties and their roles
- The term of the agreement and the project entitlements
- Public and private maintenance responsibilities
- Impact fees to be paid by the project

7.4.3 Building Permits

Building permits may not be issued until approval of the parcel map and the applicable development review process (SPR, CUP, etc.). Project applicants within the Plan Area may apply for building permits through the Permit Center and Inspection Services Division. All project structures shall be in substantial conformance with the approved Specific Plan and must comply with the California Building Code and all other applicable state, federal, and local regulations enforced by the City.

7.5 PHASING

The project site will be mass graded, and all erosion control measures will be installed in accordance with a SWPPP. Basic land development and infrastructure improvements will be constructed in one or more phases. Infrastructure improvements will include all frontage improvements, storm drainage, sanitary sewer, water line, wet and dry utilities, fire lanes, and parking to serve each phase. This will include the interim detention/retention basin improvements. Full frontage improvements (includes the full half-street width improvement, medians, parkway and median landscaping, and sidewalk along the frontage of the project site) shall be completed prior to occupancy of any building. Wherever referenced in the Specific Plan, frontage improvements eligible for fee credit shall be subject to the provisions of the Development Agreement. Other on-site planned improvements for each phase are subject to City review and approval. One or more of the retail/services structures may be constructed at the same time as the anchor retail structure. However, the timing for the retail/services uses will be based on market demand and may occur before or after construction of the anchor retail structure.

7.6 SPECIFIC PLAN AMENDMENT PROCEDURES

The Gateway Specific Plan may need to respond to changing conditions and expectations during the course of its implementation. To address this possibility, provide flexibility, and facilitate revisions, this Specific Plan provides three methods for altering

or amending the project: Minor Alterations, Minor Amendments, and Major Amendments.

7.6.1 Minor Alterations

Minor Alterations are modifications of the project that do not materially change the character of the project, such as minor adjustments in location or area (that do not increase the overall size of the project site) as a result of final architectural or engineering design, minor changes in the location of buildings or the areas designated for year-round outdoor/sidewalk, parking lot display and storage by the anchor tenant, design and architectural details, floor plans, and landscaping. Minor Alterations do not require amendment of the Specific Plan.

Minor Alterations may be approved administratively through the building permit process, without the necessity of a separate application or process. Minor Alterations will be approved on determination by the City Planner that such alterations do not materially change the project as described in the Specific Plan and are otherwise consistent with applicable provisions of the Zoning Code.

7.6.2 Minor Amendments

Minor Amendments to the Specific Plan are modifications of the project that are determined by the City Planner to exceed the scope of Minor Alterations, but that do not include a change of use or floor-to-area ratio, or introduce new or intensified environmental impacts not previously analyzed. Minor Amendments do not change the character of the project, but do constitute amendments to the Specific Plan.

Minor Amendments may be approved administratively by the City Planner, as provided in Section 37-60.1240 of the Zoning Code.

7.6.3 Major Amendments

Proposed changes to the project that do not meet the criteria for a Minor Alteration or a Minor Amendment are classified as Major Amendments to the Specific Plan. All Major Amendments shall be processed in the same manner as an application for the original approval of the Specific Plan.

7.7 FISCAL IMPACT

A fiscal impact analysis was prepared by Allan D. Kotin & Associates, a private consulting firm retained by the developer, to assess the fiscal impacts of the project on the City. The analysis determined, after evaluating proposed revenues and projected City service costs (fire, police, and other general government service costs) related to the project, that the project will have a positive net fiscal impact of approximately $300,000 a year for the City. The subject revenues will benefit the City's General Fund.

7.8 PROJECT FINANCING

Government Code Section 65451 requires Specific Plans to include "a program for implementation measures, including public works projects and financing measures to carry out the Plan." Given that the project site is located in the Future Growth Area, the General Plan requires a specific plan or plans to be approved by the City prior to any development in that area. Typically, specific plans are prepared for large-scale or complex projects involving multiple parcels and ownerships with extensive on-site and off-site public infrastructure and facility improvements that are constructed in multiple phases over many years. The Gateway Specific Plan consists of 20.23 acres of land under a single ownership. The principal use will be a commercial shopping center and associated detention/retention basin. The site is located in close proximity to existing infrastructure and utilities, thus requiring minimal extension of such facilities.

Given the nature, location, and scale of the project, the capital improvements required for the project will be generally limited to roadway improvements and infrastructure required to serve the project along the frontage of the site. Specifically, these improvements will consist of the full frontage street improvements (includes the full half-street-width improvement, medians, parkway and median landscaping, and sidewalk along the length of the project site), extension of sanitary sewers, storm water and drainage facilities including an on-site detention/retention basin, the extension of utilities to the site, and improvements to the North Main Street/E. Boronda Road intersection.

Financing and construction of the project and required infrastructure and capital improvements will be provided generally by a combination of developer financing or dedication as applicable, the payment of applicable development impact fees as determined by the Development Agreement and through main extension agreements, or payment of connection fees with the applicable utility companies. No special district

financing is proposed or anticipated to finance the subject infrastructure and improvements.

The project will be subject to the payment of applicable development impact fees (City, county, or regional in effect at the time of the approval), agricultural land mitigation fee, connection fees, and other applicable capacity fees to mitigate impacts and fund improvements related to the project. The project is located in the Future Growth Area, north of E. Boronda Road. Development of the Future Growth Area will ultimately require a new fire station and police substation to serve that area. The facilities are not required at this time. The amount of development impact fees to be paid by the developer, if any, to fund the developer's fair share of the cost of construction of such facilities shall be set forth in the Development Agreement.

The maintenance of all on-site improvements (including the detention/retention basin), parkways, and medians along the site's frontage will be the responsibility of the developer or business association formed for such a purpose. In the future, at such time that the Future Growth Area begins to be develop, it is anticipated that an assessment district such as a Landscape and Lighting District (LLD) or a Community Facilities District (CFD) may be formed to assume responsibility for the maintenance of all landscaped and hardscaped areas within the public rights-of-way, as well as the detention/retention basin area.

This page intentionally left blank.

APPENDIX A

FACILITIES TRAFFIC MANAGEMENT PLAN

FACILITIES TRAFFIC MANAGEMENT PLAN

City of Salinas • Community Planning & Development • 65 West Alisal Street • Salinas, CA 93901 • (831) 758-7206

EXHIBIT _____

For Permit/Subdivision No. _____

*The following **Residential Facilities Traffic Management Measures** are included, and made a part hereof, in the above referenced permit/subdivision:*

Included *Check (✓) All boxes that apply*	**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%	
☐	**Other bicycle amenities**	Facilities or measures which go beyond those listed above and which facilitate increase non-vehicular trips. ☐ *Description attached.*	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%	
☐	**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 top common areas.	.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	
☐	**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)*				

*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%	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. 4.0%	2.0%
☒	**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 secures 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%	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%	
☐	**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 (✓) All boxes that apply*	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	1.0%
☐	**Other**	Other measures supported by documented data of trip reductions in other developments.	Varies	
COMMERCIAL, INDUSTRIAL AND TOURIST ORIENTED DEVELOPMENT TOTAL *(Must total 7 percent or more)*				7.0%

* *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.*

_____ _____

Signature of Applicant Date

_____ _____

Signature of Property Owner or Authorized Agent Date

_____ _____

Signature of Planning Manager Date

APPENDIX B

MITIGATION MONITORING AND REPORTING PROGRAM

APPENDIX B
MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

CEQA Guidelines Section 15097 requires public agencies to adopt reporting or monitoring programs when they approve projects subject to an environmental impact report or a negative declaration that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program needs to be designed to ensure compliance with conditions of project approval during project implementation to avoid significant adverse environmental effects.

The law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. Monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of project conditions would include enough detailed information and enforcement procedures to ensure each measure's compliance. This monitoring program is designed to provide a mechanism to ensure that mitigation measures and subsequent conditions of project approval are implemented.

MONITORING PROGRAM

The basis for this monitoring program is the mitigation measures included in the project mitigated negative declaration. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less-than-significant levels. These mitigation measures become conditions of project approval, which the project proponent is required to complete during and after implementation of the proposed project.

The attached list is proposed for monitoring the implementation of the mitigation measures. This monitoring checklist contains all appropriate mitigation measures from the mitigated negative declaration.

MONITORING PROGRAM PROCEDURES

The City of Salinas (City) shall use the mitigation monitoring list for the proposed project. The monitoring program should be implemented as follows:

1. The City of Salinas is responsible for coordinating the monitoring program, including the monitoring list. The City is responsible for completing the monitoring list and distributing the list to the responsible individuals or agencies for their use in monitoring the mitigation measures.
2. Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring list have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency should submit a copy of the monitoring list to the City of Salinas to be placed in the project file. If the mitigation measure has not been complied with, the monitoring list should not be returned to the City.
3. The City of Salinas will review the list to ensure that appropriate mitigation measures included in the monitoring list have been complied with at the appropriate time. Compliance with mitigation measures is required for project approvals.
4. If a responsible individual or agency determines that a non-compliance event has occurred, a written notice shall be delivered by certified mail to the City of Salinas within 10 calendar days, describing the non-compliance and requiring compliance within a specified period of time. If non-compliance still exists at the expiration of the specified period, construction may be halted and fines may be imposed at the discretion of the City.

In addition to the mitigation measures listed below, the mitigation measures identified in the City's 2002 General Plan Final Environmental Impact Report (FEIR) and the Final Supplement to the General Plan Final Program EIR apply to the project and are incorporated by reference.

Prior to Issuance of a Grading Permit or During Grading

HAZ-1. Prior to the issuance of a grading permit, the applicant shall sample for the potential presence of pesticide or herbicide residues in site soils consistent with appropriate testing protocols (i.e., California Department of Toxic Substances Control). If any sample results exceed commonly used regulatory thresholds that are applicable to commercial/retail projects, further testing as needed and/or remediation of site soils may be required. The sampling results shall be submitted to the Salinas Permit Center for review. If remediation is required, a remediation plan shall be prepared by the applicant, approved by the Salinas Permit Center, and implemented prior to issuance of a grading permit.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

HAZ-2. Buried concrete pipes that are uncovered during grading and/or excavation activities shall be evaluated to determine if they contain asbestos. The pipes shall not be broken or crushed before the evaluation is conducted. The evaluation shall be subject to review of the Salinas Permit Center. If the evaluation concludes that asbestos is present, a remediation plan shall be prepared by the applicant, approved by the Salinas Permit Center, and implemented by the applicant.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

HW-1. To ensure the assumed functioning of the storm water management systems, prior to approval of a grading permit, the applicant shall do the following:

a. Demonstrate the validity of the assumed infiltration rate at the bottom elevation of the proposed detention/retention basins to the satisfaction of the Salinas Permit Center pursuant to Storm Water Development Standards (SWDS). If the resulting infiltration rate is lower than what had been assumed, the applicant shall revise the plan to provide the expected performance, with the revised plan also subject to review and approval of the Salinas Permit Center.

b. Obtain approval of the Salinas Permit Center to store storm water runoff for longer than 96 hours. If approval cannot be obtained, the applicant shall revise the plan to provide the expected performance, with the revised plan also subject to review and approval by the Salinas Permit Center.

c. Prepare a plan for vector control at the detention/retention basin if the draw down will be in excess of 72 hours. The plan shall be subject to review and approval of the Salinas Permit Center.

Party Responsible for Implementation: **Applicant/City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

TRANS-1. A funding source for the Boronda Road/North Main intersection improvements as defined in the Salinas (Cloverfield) Retail Center Transportation Impact Analysis must be identified and in place prior to the City Engineer's issuance of a grading permit for the proposed project. The

funding source may be traffic impact fees collected from the applicant pursuant to modification of the City's Traffic Fee Ordinance to include the improvement or a reimbursement or other agreement with the applicant requiring the applicant to fund the improvement.

Party Responsible for Implementation: **Applicant/City of Salinas**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

Prior to Construction

A-1. A 10-foot-wide landscaping planter shall be provided along the length of the screen wall to reduce the potential for graffiti defacement and to screen views of the service areas located at the rear of the anchor tenant building. The landscaping planter shall be provided along the north side of the screen wall. If the landscape planter is provided off-site, an easement for the landscaping planter shall be provided prior to issuance of the first building permit at the site. Vines shall be provided along the northeast side of the screen wall to reduce potential for graffiti defacement, but no landscape planter shall be required. A landscaping and irrigation plan for the landscape planter and vine plantings shall be subject to the approval of the City Planner in accordance with the landscaping and irrigation requirements of the Specific Plan prior to issuance of the first building permit at the site. The landscaping materials and irrigation shall be installed prior to occupancy of the first building at the site.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

N-1. An 80-foot off-site noise attenuation (residential setback) easement shall be provided, which includes land located between the northern and northeastern boundaries of the project site and planned future residences to the north and northeast of the project site. The easement is required to ensure that the City's maximum noise exposure standard of 60 decibels (dB) community noise equivalent level (CNEL) for residential uses as established in Zoning Code Section 37-50.180 is not exceeded due to noise generated by truck delivery and loading dock operations being conducted within the project site. The easement shall be provided by the applicant prior to issuance of the first building permit for the proposed project.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

During Construction

CR-1. In the event that significant paleontological and/or archaeological remains are uncovered during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

CR-2. If human remains are found during construction within the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until an 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 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 (a) the Native American Heritage Commission is unable to identify an MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; (b) the MLD identified fails to make a recommendation; or (c) the landowner or authorized representative rejects the recommendation of the MLD and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

During Operations

N-2. Loading dock activities shall be limited to 7:00 a.m. to 9:00 p.m. daily in conformance with City Zoning Regulations except that the anchor tenant may be permitted one nighttime delivery with related loading dock operations on an interim basis until issuance of the first building permit for future residential development to the north and northeast of the project site. The exception shall cease at that time unless a noise study is prepared as part of the future CEQA review process for adjacent future residential development that demonstrates to the satisfaction of the City Planner that maximum exposure noise levels at future adjacent residential uses will not exceed 60 dB CNEL (assuming that the delivery/loading dock exception will remain in place). Upon request, the applicant shall provide shipping and receiving documentation for review by the City Planner for conformance with the interim delivery/loading dock operations exception.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

N-3. Amplified sound shall not be allowed at any time during nighttime loading operations being conducted under the interim nighttime delivery/loading dock operations.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

N-4. All delivery trucks with diesel-powered engines entering the site during nighttime hours shall use the most easterly driveway located off East Boronda Road for ingress to and egress from the site. These trucks shall queue along the east property line (along the detention/retention basin). Trucks with idling engines shall not queue/park within 100 feet of the common property lines between the site and the future residential uses to the north and northeast. This requirement shall be included in all vendor contract documents, and the applicant shall post signage at appropriate locations throughout the project site informing vendors of this requirement. Signage shall be installed prior to issuance of an occupancy permit for any building.

Party Responsible for Implementation: **Applicant**

Party Responsible for Monitoring: **City of Salinas**

☐ Implementation Complete

Monitoring Notes and Status:

This page intentionally left blank.

APPENDIX C

WATER “WILL SERVE” LETTER FROM CALIFORNIA WATER SERVICE COMPANY

CALIFORNIA WATER SERVICE COMPANY
254 COMMISSION STREET • SALINAS, CA 93901-3737
(831) 757-3644 • FAX (831) 757-0497

SALINAS DISTRICT

December 8, 2010

Rexford Title Inc
Attn: Dexter Chu
2716 Ocean Park Blvd., Suite 3006
Santa Monica, CA 90405-5207

Re: Boronda Rd / San Juan Grade Rd
APN: 211-231-260 / 211-231-261

Dear Mr. Chu:

California Water Service Company has reviewed the request for water availability for your proposed 17-acre parcel at the Northeast corner of Boronda Road and San Juan Grade Road. The amount of water required for domestic use is available; however, a main extension will be required. Water facilities would be installed in accordance with the main extension rules of the California Public Utilities Commission "Commission" and in accordance with applicable city ordinances. There is no expiration on our willingness to serve.

If and when you have entered into an agreement with this Company and have deposited the estimated cost, we will install the necessary facilities and serve the facilities with water at the rates and in accordance with the rules and regulations of the Commission.

We meet all State and Public Utilities Commission regulations pertaining to water quality and quantity.

If you have any questions concerning this matter, please contact me at this office.

Sincerely,

Michael L. Jones
District Manager

Pc: Linda Przybyla
Engineering Dept
File

APPENDIX D

SEWER “WILL SERVE” LETTER FROM CITY OF SALINAS

City of Salinas
Department of Engineering and Transportation
200 Lincoln Avenue • Salinas, California 93901 • (831) 758-7241

February 7, 2011

Shawn Jing
ams Associates, Inc.
85 Moraga Way, Suite 200
Orinda, CA 94563

Re: Northeast Corner of the San Juan Grade Road and East Boronda Road Intersection
ams Project No. 06-1975

Dear Mr. Jing:

The City of Salinas can and will provide sanitary sewer service for the proposed development of approximately 17.4 acres commercial shopping center located northeast of the San Juan Grade Road and East Boronda Road intersection. You will be responsible for installing sewer lines within the project up to and including connections to the newly constructed sanitary sewer line along San Juan Grade Road in accordance with all applicable City of Salinas requirements. All applicable development fees will be assessed at the time building permits are issued in accordance with the City's fee schedule in effect at that time. General information regarding the City's development fees can be found at http://www.ci.salinas.ca.us/services/engineering/planning/development_impact_fees.cfm.

If you have any questions or comments regarding sanitary sewer issues, please call Frank Aguayo at (831) 758-7427 or Josie Lantaca at (831) 758-7185.

Robert C. Russell, P.E.
Engineering & Transportation Department
Director/City Engineer

cc: Walter Grant, P.E. – Senior Civil Engineer – City of Salinas
Mr. Dexter Chu – Cloverfield Management

APPENDIX E

GENERAL PLAN CONSISTENCY

APPENDIX E
GENERAL PLAN CONSISTENCY

The following are the specific General Plan goals and policies that are most applicable to The Gateway Specific Plan Project (Specific Plan) and a description of how the project is consistent with those goals and policies.

Land Use Element

Goal LU-2 Manage future growth to minimize impacts to the existing community and surrounding agricultural lands.

Policy LU-2.1 Minimize disruption of agriculture by maintaining a compact city form directing urban expansion to the north and east, away from the most productive agricultural land.

Policy LU-2.3 Encourage clustering of development on sites within the Future Growth Area to minimize impacts on agricultural and open space resources.

The Specific Plan project is located in the Future Growth Area of the City of Salinas (City) in conformance with the General Plan policies to locate new development in this area to minimize impacts on agricultural resources and direct expansion of the City's urban area away from the most productive agricultural land. The project is adjacent to an existing regional shopping destination to minimize impacts on the existing community and reduce traffic impacts through consolidation of shopping trips and capture of drive-by trips. The site plan is designed to produce a compact development with efficient internal circulation and opportunities for shared parking.

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

The Specific Plan includes coordination with Cal Water, the designated water supplier and distributor for this area. Cal Water provided a “will serve” letter stating that it has the available capacity to serve the project. This additional water service will not negatively impact Cal Water’s ability to serve the existing community.

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

Policy LU-7.2 Review development proposals to ensure that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community.

The Specific Plan includes coordination with the City and the Monterey Regional Water Pollution Control Agency (MRWPCA), the agencies responsible for collection, conveyance, and treatment of wastewater. The City provided a “will serve” letter stating that it will provide for the collection and treatment of wastewater through its sewer system to connect to the MRWPCA facilities. The MRWPCA has available capacity in its conveyance and treatment facilities, and the Specific Plan will not negatively impact MRWPCA’s ability to serve the existing community.

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

Policy LU-8.3 Require new development, to the extent 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.

The City, working with the Specific Plan applicant and other Future Growth Area property owners, determined that storm water retention would best address flood control concerns and mitigate any significant impact to downstream drainage facilities and communities due to the incremental increase in runoff volume and peak flow rates that potentially could result from the development of the Future Growth Area, including the Specific Plan project.

Community Design Element

Goal CD-2 Encourage the design, maintenance, and revitalization of neighborhoods that enhance quality of life.

Policy CD-2.2 Minimize potential light and sound impacts of new development on surrounding areas.

Policy CD-2.8 Avoid large unlandscaped parking areas and blank building walls facing streets and adjoining properties.

The Specific Plan project typically includes exterior lighting that is shielded (constructed such that no light rays are emitted at angles above the horizontal plane) and is not directed onto adjacent property. The location of the retention/detention basin provides a buffer between the project and future residential areas to the east. This buffer will be expanded in the future as the basin is expanded to provide retention/detention capacity for future development. The screen wall, which also functions as a noise wall, and bio-swale north of the anchor retail provide a buffer between the project and future residential areas to the north. This buffer will be expanded in the future to provide a bio-swale and landscaped setback for that future development.

Goal 3 Create a community that promotes a pedestrian-friendly, livable environment.

Policy CD-3.8 Promote use of alternate modes of transportation, including bus, rail, bicycling, and walking.

The Specific Plan site plan was designed to have internal pedestrian connections between the retail structures and a future pedestrian/bicycle connection to the future residential neighborhoods to the north and east. This will allow pedestrians and bicyclists from those neighborhoods to access the site without using one of the two fronting arterial roads. In addition, the site plan includes two new bus stops for MST Line #45, which operates along the adjacent segments of E. Boronda Road and San Juan Grade Road. This will promote and facilitate the use of bus transit for tripmaking by employees and customers.

Conservation/Open Space Element

Goal COS-3 Identify, preserve, and protect the significant agricultural resources within and surrounding the City, while minimizing conflicts between agricultural and urban uses.

Policy COS-3.1 Maintain a compact urban form, locating growth areas to minimize the loss of important agricultural resources while allowing the reasonable expansion of the City to address projected population growth.

The Specific Plan project is located in the Future Growth Area, which is the designated area for expansion of the City to accommodate population growth. This area to the north and east of the current City is away from the most important agricultural resources, which are located to the south and west. The adjacent agricultural areas are designated for development and will be phased out as growth occurs. There is no significant conflict between the shopping center and the adjacent temporary agricultural activities.

Goal COS-6 Improve air quality through proper planning for land use, transportation, and energy use.

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.

The Specific Plan project includes bike lanes on the adjacent arterial streets that connect to the City-wide plan for bicycle facilities; bicycle parking near the entrances to the retail stores; internal pedestrian walkways that connect to bus stops and the retail stores; and a pedestrian trail that, in the future, will connect to a multi-use trail system in the residential neighborhoods planned to the north and east. This trail connection to residential neighborhoods will allow reduced vehicular tripmaking between residences and retail stores.

Goal COS-8 Encourage energy conservation.

Policy COS-8.5 Encourage land use arrangements and densities that facilitate the use of energy-efficient public transit.

The Specific Plan project is located adjacent to the MST Line #45 East Market–Creekbridge. To encourage use, the project provides two bus stops, one on E. Boronda Road and one on San Juan Grade Road, and connects those bus stops into the project's internal pedestrian circulation system. In addition to the incorporation of bus transit into the project design, the location of expanded retail services in an area already a destination for retail will facilitate increased use of transit by employees and customers.

Circulation Element

Goal C-1 Provide and maintain a circulation system that meets the current and future needs of the community.

Policy C-1.2 Strive to maintain traffic at level of service (LOS) D or better for all intersections and roadways.

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.

The Specific Plan's circulation improvements will maintain a traffic LOS of D or better for all adjacent intersections and roadways. This relatively high-volume traffic-generating use is located at the corner of two arterial roadways.

Goal C-3 Promote an efficient public transportation network.

Policy C-3.2 Design development and reuse/revitalization projects to be transit oriented to promote use of alternative modes of transit and support higher levels of transit use.

The Specific Plan is transit oriented in that it is designed to have a maximum orientation to the adjacent MST Line #45 and provides two bus stops that are directly connected to the on-site pedestrian circulation system.

Goal C-4 Provide an extensive, safe public bicycle network that provides on-street and off-street facilities.

Policy C-4.2 Increase availability of facilities such as bike racks and well-maintained and well-lit bike lanes that promote bicycling.

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.

The Specific Plan provides on-street bicycle facilities in the form of bicycle lanes on E. Boronda and San Juan Grade Roads. The project-provided bicycle lanes, in conjunction with the City-planned bicycle lanes, will provide continuous east/west access to the site along E. Boronda Road and north/south access along North Main Street/San Juan Grade Road and McKinnon Street via E. Boronda Road. In addition, the project will provide bike racks located near the entrances to retail stores and a multi-use trail connection to the future residential neighborhoods to the north and east.

Goal C-5 Provide safe routes to school, work, shopping, and recreation for pedestrians.

Policy C-5.5 Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways for both recreational and commuting purposes.

The Specific Plan provides 8-foot-wide trails along the frontages of E. Boronda and San Juan Grade Roads that will connect to future extensions of those trails to the north and east. This, in conjunction with the on-site pedestrian circulation system, will provide safe routes to these shopping facilities. The connection to the multi-use trail will function as a cut-through, allowing pedestrians from the future residential neighborhoods to the north and east to have a direct connection into the project without needing to use the trails along the arterial streets.

Safety Element

Goal S-4 Reduce the risk to the community from seismic activity, geological conditions, flooding, and other natural hazards.

Policy S-4.5 Provide storm water retention capacity consistent with reclamation ditch capacity to avoid damage to urban development as a result of a 100-year flood.

The Specific Plan site does not contain any geological conditions or flooding potential that would cause a risk to the community.

The Specific Plan incorporates storm water retention basins that will mitigate any significant impact to downtown drainage facilities and communities, including the reclamation ditch, due to the incremental increase in runoff volume and peak flow rate that potentially could result from development of the Specific Plan Area. To accomplish this, the detention/retention basin will be sized to provide storage capacity that must be equivalent to the greater of the following:

- The volume required to limit post-development flow rate and volume to pre-development flow rate and volume for the 10-year 72-hour storm, consistent with the MCWRA design storm.
- The volume required to limit post-development flow rate and cumulative volumes to pre-development flow rate and cumulative volumes for a 20- to 30-year period using available local precipitation data.

The Specific Plan detention and retention basin is proposed to meet these objectives. The basin will consist of an initial water quality and detention basin into which the runoff from the site will enter via storm drain pipes designed to accommodate the 5-year storm event. The detention basin will be connected to an adjacent retention basin via a weir and pipe diversion structure. During more intense rainstorm events, the detention basin will function in tandem with the retention basin by diverting excess runoff into the retention basin for storage and ultimately to recharge groundwater. This is to limit post-development discharge rates and volume from the project site to pre-development conditions, thus mitigating the impact to downstream drainage infrastructure.

Goal S-5 Improve the community's ability to respond effectively to natural and human caused emergencies.

Policy S-5.2 Ensure that street widths and clearance areas are sufficient to accommodate fire protection equipment and emergency vehicles.

The Specific Plan's circulation system was designed to accommodate fire protection and emergency vehicles, and the interconnected internal circulation allows for such vehicles to have multiple routes to the location of the emergency event.

Noise Element

Goal N-1 Minimize the adverse effects of noise through proper land use planning.

Policy N-1.2 Require inclusion of noise-reducing design features in development and reuse/revitalization projects to address the impact of noise on residential development.

The Specific Plan project uses the storm water detention/retention basin as a buffer between the shopping center and the future residential area to the east. This will mitigate any traffic noise from the parking areas on those future homes. The screen wall behind the anchor retail will also function as a noise wall for the future residential areas to the north.

APPENDIX F

LEED MEASURES INCORPORATED INTO THE PROPOSED PROJECT

APPENDIX F
LEED MEASURES INCORPORATED INTO THE PROPOSED PROJECT

Although Leadership in Energy and Environmental Design (LEED) certification is not mandatory for the proposed project, the applicant has selected practicable and economically feasible measures from the *Green Building Rating System For New Construction & Major Renovations, Version 2009*, that will be incorporated into the project. A full listing of Lowe's LEED measures and the LEED measures for the retail outbuildings component, and the LEED rating points for each, are listed below in Tables A and B, respectively. These measures are included in the project's Specific Plan.

Table A. Lowe's Home Improvement Store LEED Measures

Category	Checklist	Description	Points
Sustainable Sites	Credit 4.4 Parking Capacity and Car Sharing	Size of parking lot to meet but not exceed local zoning.	3
	Credit 6.1 Storm Water Design/ Quantity Control	Limit disruption and pollution of natural water flows by managing storm water.	1
	Credit 6.2 Storm Water Design/ Quality Control	Limit disruption and pollution of natural water flows by managing storm water.	1
	Credits 7.1 and 7.2 Heat Island Effect: Roof	Use white roofing membrane to reduce heat island effect	3
	Credit 8 Light Pollution Reduction		2
Water Efficiency	Water Efficient Landscaping	Use a Weather Trak Landscape Irrigation controller to regulate the use of water on the site. This system uses local weather data to determine when plant watering is required.	2
	Credit 3 Water Use Reduction: 40% Reduction	Maximize water efficiency within the building to reduce the burden on municipal water supply and wastewater systems by using low-flush-volume fixtures.	4
Energy and Atmosphere	Prerequisite 1 Fundamental Commissioning of the Building Energy Systems	Hire a third-party agency to verify that the building energy systems are installed according to the Design.	
	Prerequisite 2 Minimum Energy Performance	Design the building envelope to meet ASHRAE 90.1-2004 standards using computer simulation to model results.	
	Credit 1 Optimize Energy Performance	Improve by 24% over ASHRAE 90.1 – 2007 standard.	7

Category	Checklist	Description	Points
	Credit 4 Enhanced Refrigerant Selection	Select refrigerants to minimize direct impact on ozone depletion and global warming.	2
	Credit 6 Green Power	Use/purchase Green Tags for 35% of the annual energy consumed by the store for 2 calendar years.	2
Materials and Resources	Prerequisite 1 Storage & Collection of Recyclables	Implement a recycling program to collect waste generated by building occupants. This program includes the following products: pallets, cardboard, aluminum cans, paper, and rechargeable batteries.	
	Credit 4 Recycled Content 20%	Use building products that contain 20% recycled material.	2
	Credit 7 Certified Wood	Use wood products that are certified in accordance with the Forest Stewardship Councils Principals and Criteria.	1
Indoor Environmental Quality	Prerequisite 1 Minimum IAQ Performance	Meet ASHRAE 62.1-2004 Ventilation for Acceptable Indoor Air Quality Standard.	
	Prerequisite 2 Environmental Tobacco Smoke Control	Prohibit smoking in building and on property.	
	Credit 3.1 Construction IAQ Management Plan: During Construction	Develop an indoor air quality program that meets SMACNA guidelines for buildings under construction.	1
	Credit 4 Low-Emitting Materials: Adhesives & Sealants	Reduce the quantity of indoor air contaminants with the use of products that comply with the South Coast Air Quality Management District (SCAQMD) Rule #1168: Low VOC (Volatile Organic Compounds) content.	1
	Credit 4 Low-Emitting Materials: Paints & Coatings	Reduce the quantity of indoor air contaminants by using products that comply with the Green Seal Standard GS-11.	1
	Credit 4 Low-Emitting Materials: Composite Wood & Agrifiber Products	Reduce the quantity of indoor air contaminants by specifying products that do not contain any added urea-formaldehyde resins.	1
	Credit 7.1 Thermal Comfort: Design	Design building envelope and HVAC systems in compliance with ASHRAE 55-2004, Thermal Comfort Conditions for Human Occupancy, to provide a comfortable thermal environment that supports the productivity and well-being of building occupants. Exceed 2008 Title 24 requirements by 22.8% and 2010 Title 24 requirements by 10%.	1
	Credit 7.2 Thermal comfort: Verification	Provide for the assessment of building thermal comfort over time by conducting a Thermal Comfort Survey of the building 6 to 18 months after occupancy.	1

Category	Checklist	Description	Points
	Credit 8.1 Daylighting & Views, Daylight 75% of the Interior Spaces	Use skylights and dimmers connected to photo cells to reduce energy consumption by 33%.	1
Innovation in Design	Credit 1.1 Innovation in Design	Employ the use of low-flush-volume restroom fixtures to reduce the domestic water use in building by 47%. Estimated savings of 165,000 gallons per year.	1
	Credit 1.2 Innovation in Design	Use a Weather Trak irrigation system to reduce site irrigation by 60%. This system uses local weather data to determine when plants need to be watered.	1
	Credit 2 LEED Accredited Professional	One participant on the design team shall be a LEED Accredited Professional (AP) to support and encourage the design integration of green building design principles.	1
Regional Priority	Credit 1.1 IEQ 8.1 – Daylight & Views: Daylight		1
	Credit 1.2 WE Credit 3 – Water Use Reduction 40%		1
TOTAL			**41 pts**

Table B. Retail Buildings LEED Measures

Category	Checklist	Description	Points
Sustainable Sites	Credit 4.1 Alternative Transportation: Public Transportation Access	Provide public transportation access.	6
	Credit 4.3 Alternative Transportation – Low Emitting and Fuel Efficient Vehicles	Stripe low-emitting and fuel-efficient vehicle spaces in preferred area.	3
	Credit 4.4 Parking Capacity and Car Sharing	Size of parking lot to meet but not exceed local zoning.	1
	Credit 6.1 Storm Water Design: Quantity Control		1
	Credit 6.2 Storm Water Design: Quality Control	Limit disruption and pollution of natural water flows by managing storm water.	1
	Credit 7.2 Heat Island Effect: Roof	Use white roofing membrane to reduce heat island effect, where applicable.	1
Water Efficiency	Credit 1 Water Efficient Landscaping	Reduce water use by 50%.	2

Category	Checklist	Description	Points
	Credit 3 Water Use Reduction: 30% Reduction	Maximize water efficiency within the buildings to reduce the burden on municipal water supply and wastewater systems by using low-flush-volume fixtures.	2
Energy and Atmosphere	Credit 1 Optimize Energy Performance	Improve by 12% for new buildings.	3
	Credit 4 Enhanced Refrigerant Management	No new systems will be refrigerant.	2p
	Credit 5.2 Measurement and Verification – Tenant Submetering	Tenants are separately metered.	1
Materials and Resources	Credit 2 Construction Waste Management: 75% Recycled or Salvaged	Will require general contractors to meet 75% recycled or salvaged material.	2
	Credit 4.1 Recycled Content 10%	Use building products that contain 10% recycled material.	1
	Credit 5 Regional Materials	Will require general contractors to source materials locally.	2
Indoor Environmental Quality	Credit 4.1 Low-Emitting Materials Adhesives and Sealants	Reduce the quantity of indoor air contaminants with the use of products that comply with the South Coast Air Quality Management District (SCAQMD) Rule #1168: Low VOC (Volatile Organic Compounds) content.	1
	Credit 4.2 Low-Emitting Materials Paints and Coatings	Reduce the quantity of indoor air contaminants by using products that comply with the Green Seal Standard GS-11.	1
	Credit 4.4 Low-Emitting Materials – Composite Wood and Agrifiber Products	Reduce the quantity of indoor air contaminants by specifying products that do not contain any added urea-formaldehyde resins.	1
	Credit 6 Controllability of Systems – Thermal Comfort	Individual control for each space.	1
Innovation in Design	Credit 1.1 Innovation in Design	Provide educational signage/guidelines on-site.	1
Regional Priority	Credit 1.1 Regional Priority: Specific Credit		1
TOTAL			**34 pts**


Coffee
garden+tea