



SALINAS TRAVEL CENTER SPECIFIC PLAN

Salinas, California

Approved July 3, 2018
Salinas City Council Resolution 21442

Prepared for: The City of Salinas, Community Development Department
Submitted by: Brian Finegan & Michael J. Harrington, LLP

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PREPARED FOR:

The City of Salinas
Community Development Department
Current Planning Division
65 West Alisal Street
Salinas, CA 93901

ON BEHALF OF:

Michael Harrington
Brian Finegan & Michael J. Harrington, LLP
60 West Alisal Street
Post Office Box 2058
Salinas, California 93901

PREPARED BY:

Ruggeri-Jensen-Azar
8055 Camino Arroyo
Gilroy, CA 95020



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1 INTRODUCTION

1.1 PREFACE

The City of Salinas (City) is an active urban community situated in the agriculturally productive northern Salinas Valley in Monterey County (County). The surrounding agriculture is the economic base of the City, which acts as a hub for agricultural processing, shipping, and regional employment. The City's 2002 General Plan (General Plan) places importance on expanding the City's available land for industrial and economic development in order to achieve greater economic diversification and to expand City employment. The City's Economic Development Element establishes a vision of a prosperous community that is a leader in responsible economic development. A safe living environment, safe working environment, well-paying jobs, good resident health, and good environmental quality and stewardship are concepts that encompass a prosperous community pursuant to the Economic Development Element. The Salinas Travel Center Specific Plan (Specific Plan) implements the General Plan and City's vision of a prosperous community.

This section explains the Specific Plan purpose, provides an overview of the future project proposals, legal context, and relationship to other City documents. The Specific Plan incorporates terms that are unique to the document. Please refer to Appendix A: Specific Plan Definitions and Abbreviations for a summary of common Specific Plan terms and abbreviations.

1.2 PURPOSE

The City's General Plan identifies Future Growth Areas as undeveloped areas outside city limits, proposed for annexation and development with urban uses. The Future Growth Areas are identified on Figure LU-1 of the General Plan and land uses are identified on the City's Land Use and Circulation Policy Map (Figure LU-3 of the General Plan). A specific plan is required prior to development of Future Growth Areas to ensure a comprehensive planning approach is implemented that addresses City policies.

The Specific Plan allows for development of a portion of the Future Growth Area at the southern limits of the City, adjacent to the Salinas Municipal Airport and U.S. Highway 101. The area of land which is subject to the Specific Plan is identified as the "Specific Plan Area." Refer to Figure 1.1: Vicinity Map for the Specific Plan Area locational context in the City. Refer to Figure 1.2: Future Growth Area Context Map for the Specific Plan Area locational context in the Future Growth Area. To meet the requirements of annexation, proposed annexation areas are required to be located within a city's sphere of influence. The Specific Plan Area is located within the City's Sphere of Influence and the proposed annexation area boundary is coterminous with

the Specific Plan Area. Refer to Section 8.2 Implementation Process for a complete list of required approvals for the Specific Plan Area.

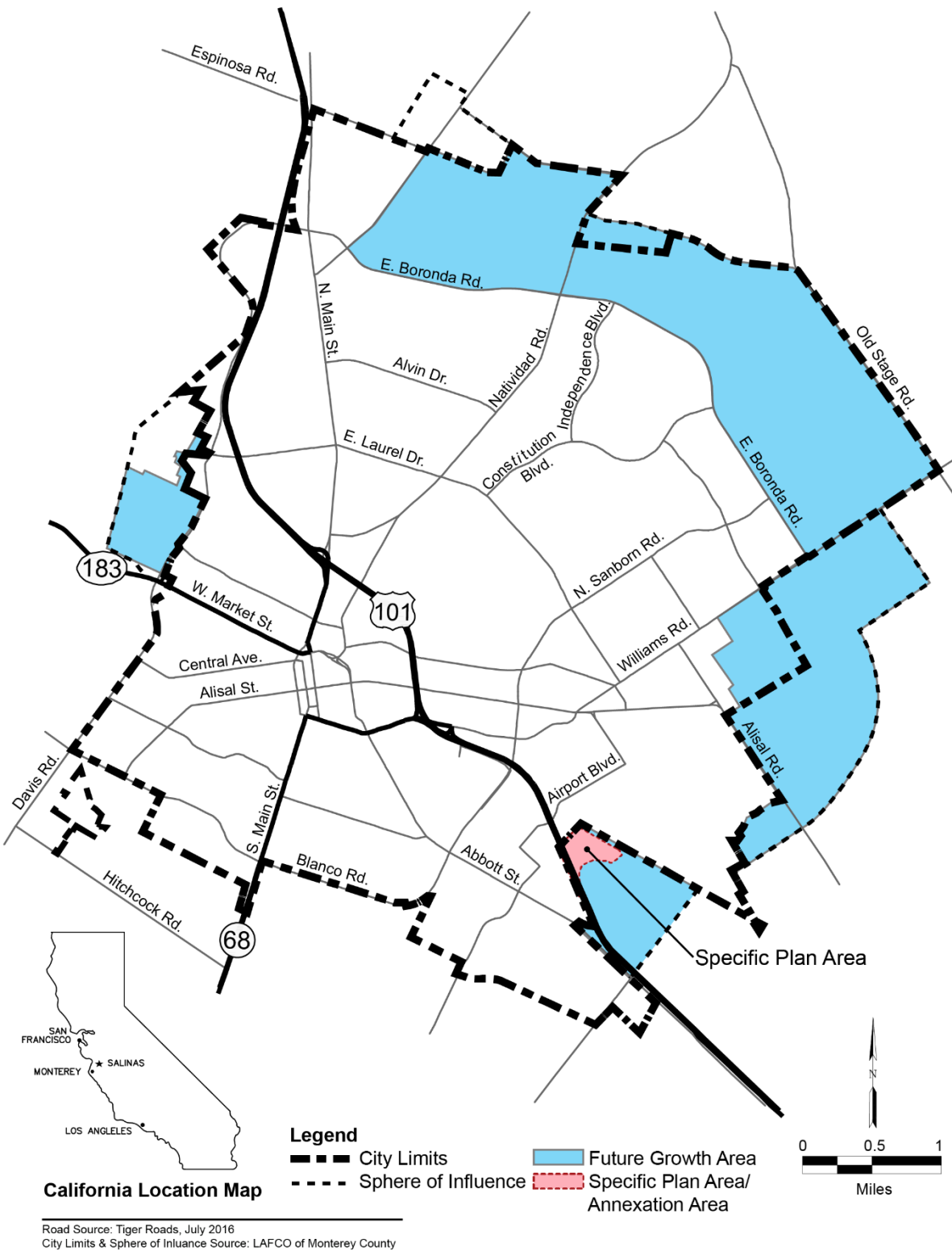
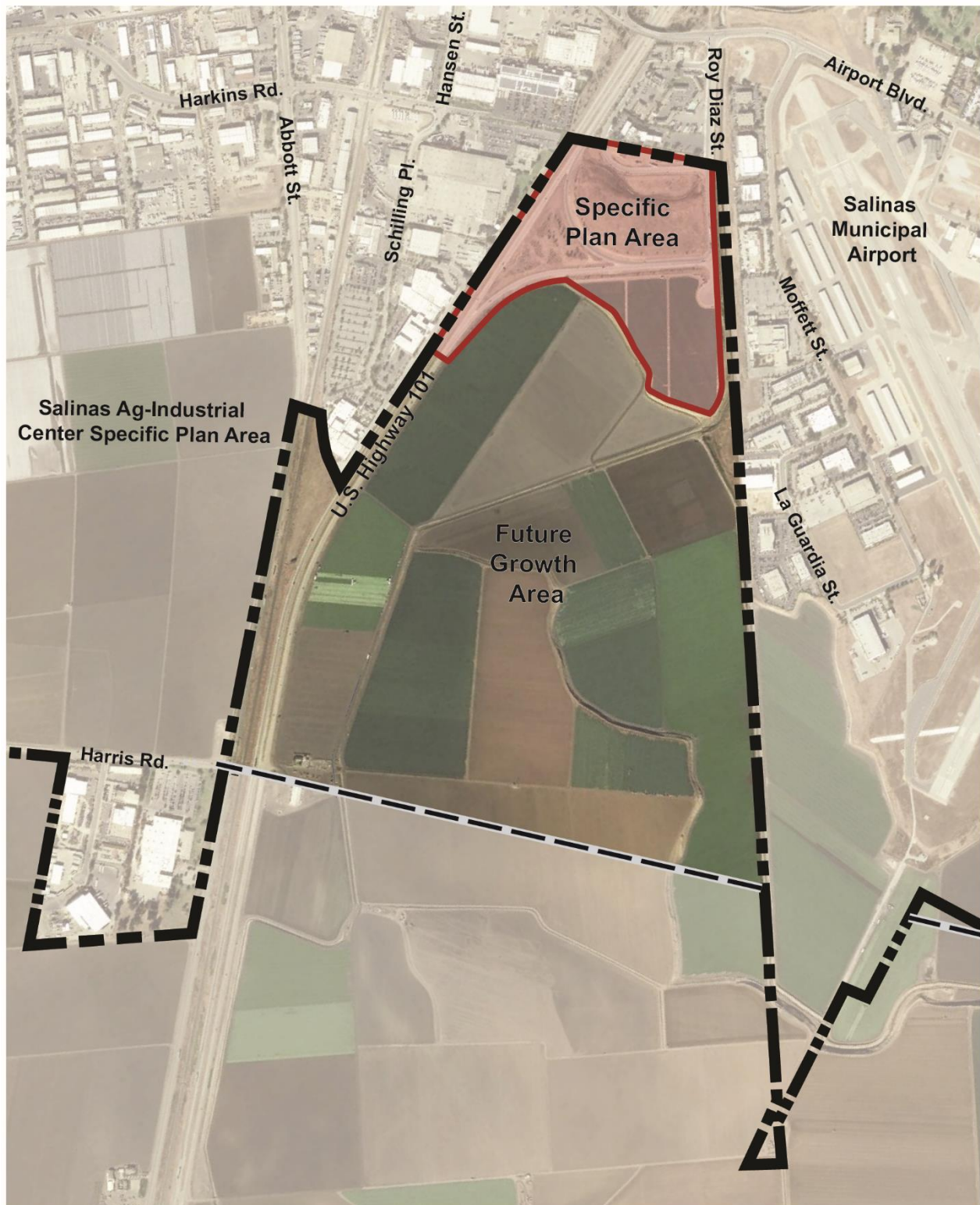


Figure 1.1: Vicinity Map



Legend

■■■■■ City Limits

— Future Growth Area Boundary

■ Specific Plan Area/Annexation Area

Image Source: Google Earth, 10/19/2016

City Limits & Future Growth Boundary Source: Salinas Land Use and Circulation Policy Map

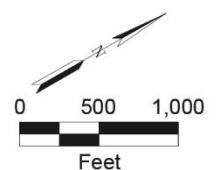


Figure 1.2: Future Growth Area Context Map

Introduction

07/03/18: Salinas Travel Center Specific Plan

The Specific Plan Area encompasses an approximately 64 acre area (annexation area) that includes State of California Department of Transportation (Caltrans) U.S. Highway 101 and Ramp 326A rights-of-way, City public street rights-of-way and developable land. Subsequent Specific Plan sections refer to developable land within the Specific Plan Area as “Development Areas.” The Specific Plan includes four initial Development Areas identified in Table 1.1: Specific Plan Area Summary and Figure 1.3: Specific Plan Area Map. The four initial Development Areas will be created through a parcel map. Development Areas may be further subdivided by subsequent parcel maps.

Table 1.1: Specific Plan Area Summary

Parcel/Use	Area (Acres)
State of California Department of Transportation R/W	±25.86 ⁽¹⁾
City of Salinas Public Streets R/W (De La Torre & Roy Diaz Street)	±4.16 ⁽¹⁾⁽²⁾
Development Area 1	±2.19 ⁽¹⁾
Development Area 2	±13.86 ⁽¹⁾
Development Area 3	±3.03 ⁽¹⁾⁽³⁾
Development Area 4	±14.90 ⁽¹⁾⁽³⁾
Total	±64⁽¹⁾

Notes:

(1) Area calculation is approximate.

(2) City street rights-of-way area will increase as the Development Areas are improved and additional right-of-way is dedicated to the City.

(3) Development Areas will decrease when street right-of-way is dedicated to the City.

The Specific Plan guides development within the Specific Plan Area and contains the required content as defined by the Salinas Municipal Code (SMC) Section 37-60.1190. Refer to Section 1.5 Specific Plan Organization for a brief summary of Specific Plan organization and content. At the time of Specific Plan preparation, a precise development proposal was contemplated for Development Areas 1 and 2; no development had been proposed for Development Areas 3 and 4. Development proposals located within Development Areas are herein referred to as “future projects.”



Legend

- Specific Plan Area Boundary
- - - Development Areas Boundary

Image Source: Google Earth, 10/19/2016

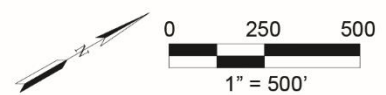


Figure 1.3: Specific Plan Area Map

Introduction

07/03/18: Salinas Travel Center Specific Plan

1.2.1 Specific Plan Objectives

The City has an established industrial core, west of U.S. Highway 101, featuring numerous packing and shipping businesses such as Taylor Farms and Mann Packing. Industrial expansion is planned to occur east of U.S. Highway 101, west of the Salinas Municipal Airport, and south of existing urban development in a Future Growth Area illustrated in Figure 1.2: Future Growth Area Context Map. Trucks are a vital component of industrial areas, being the primary method of bulk transportation. U.S. Highway 101 is the main shipping route for businesses in the City and other Central Coast and San Francisco Bay communities. Travel centers, such as the Salinas Travel Center, provide an important support service to industrial areas and contribute to the economic efficiency and vitality of a region. Beyond a truck shipping route, U.S. Highway 101 is a popular route for the general motoring public as it traverses some of California's most scenic regions and cities. Travel centers, such as the Salinas Travel Center, provide convenient locations for the general motoring public to refuel, eat and rest.

The Specific Plan establishes the first portion of the Future Growth Area adjacent to U.S. Highway 101 and provides for a travel center to serve local businesses, truckers and general motorists traveling on U.S. Highway 101. The Specific Plan also provides for general industrial uses that can take advantage of the adjacency to U.S. Highway 101.

The following key objectives are the basis for the formation of Specific Plan policies, design guidelines, regulations, and development standards:

1. Provide jobs to support the current and future population of the City.
2. Provide a catalyst for development within the Future Growth Area located adjacent to the Salinas Municipal Airport.
3. Guide development within the Specific Plan Area to be consistent with the City goals, policies, and objectives as outlined in the General Plan, the Economic Development Element, and Municipal Code.
4. Develop an area of sufficient size to create a regional travel center.
5. Improve traffic safety by providing a safe location for government mandated rest periods for professional drivers.
6. Provide trucks traveling on U.S. Highway 101 and the local industrial businesses greater options for convenient refueling, light vehicle maintenance, resting, overnight accommodations, food services, and other related services.
7. Provide streamlined entitlement processing and economic development opportunities.

8. Provide travel related services to motorists and City residents on area freeways in a pleasing and convenient setting adjacent to a highway interchange that maximizes the benefits of the Specific Plan Area proximity to U.S. Highway 101, thereby minimizing traffic generation on local streets.
9. Maximize tax revenues to the City of Salinas.

1.3 PROJECT DESCRIPTION

The Specific Plan is a component of an initial Future Growth Area entitlement package proposal that includes annexation, rezoning/rezoning, a general plan amendment and a parcel map. Site plan review applications will also be required for the proposed future projects on Development Areas 1 and 2.

The Specific Plan Area is identified in the City's Land Use and Circulation Policy Map, with a General Industrial land use designation. The proposed general plan amendment is required to change the land use designation of Development Area 1 to Retail. The base zoning district for Development Area 1 is Commercial Thoroughfare (CT). Development Areas 2, 3 and 4 are zoned Industrial General (IG). Refer to Section 2: Land Use and Development Regulations for further discussion on the Specific Plan land use policy.

The Development Areas are anticipated to be constructed with Development Areas 1 and 2 being improved first and Development Areas 3 and 4 being improved at a later date as applications have been submitted for Areas 1 and 2.

At the time of Specific Plan preparation, Development Areas 1 and 2 had a future project proposal and City Site Plan Review applications. The future project proposal within Development Area 1 includes a hotel with associated site improvements such as parking, sidewalks, landscape, etc. The future project proposal within Development Area 2 is for a travel center with convenience store, restaurant, mechanics building, automobile fueling stations and truck fueling stations along with associated site improvements such as parking, sidewalks, landscaping, etc. At the time of Specific Plan preparation, Development Areas 3 and 4 did not have future project proposals.

The Specific Plan provides guidance for future projects within the Development Areas.

1.3.1 Project Location

The Specific Plan Area is located at the southern edge of the City as illustrated in Figure 1.1: Vicinity Map and within a General Plan Future Growth Area that is approximately 300 acres in size as illustrated in Figure 1.2: Future Growth Area Context Map. The Specific Plan Area is generally located east of U.S. Highway 101, approximately 950 feet south of Airport Boulevard and 500 feet west of the Salinas Municipal Airport.

1.3.2 Existing Setting and Surrounding Land Uses

Existing Setting

The Specific Plan Area has historically been used for agricultural production. Development Areas 1 and 2 have been left fallow and vacant since U.S. Highway 101 Ramp 326A, De La Torre, and Roy Diaz Street roadways were constructed, between the years 2009 and 2012. An easement for public road purposes was placed on the existing parcel when De La Torre and Roy Diaz Street were constructed. This easement will be abandoned and the street rights-of-way will be dedicated to the City when the parcel map creating the initial Development Areas is recorded. Development Areas 3 and 4 are currently being farmed.

The Development Areas north of the U.S. Highway 101 ramp (Development Areas 1 and 2) are relatively flat and generally slope toward the middle of the site in a northwesterly and southeasterly direction where an existing man made storm drainage swale meanders northeasterly through the site. Development Areas 1 and 2 are comprised primarily of ruderal, non-native grassland vegetation. The Development Areas south of the ramp (Development Areas 3 and 4) are relatively flat and generally slope in a southerly direction from a high point along the eastern property line to a low point along an existing offsite drainage swale and farm road. Development Areas 3 and 4 are comprised primarily of agricultural row crop vegetation. Portions along the southern and eastern boundary of Development Area 4 are within a one percent annual chance flood zone per the Flood Insurance Rate Map Number 06053C0236G, Panel 236 of 2050.

Majority of the Development Areas are composed of loam soil that is moderate- to well-draining. The clay content of the soil increases from Development Area 1 to Development Area 4. There are no active seismic faults located within the Development Areas, however there are several active faults in the region. The Development Areas are subject to liquefaction risk where soil loses its strength during an earthquake and behaves as a viscous liquid. Liquefaction risk is considered higher along the southern edge of Development Area 4.

Surrounding Land Use

Roy Diaz Street defines the Specific Plan Areas northeastern boundary. Directly adjacent to Roy Diaz Drive is a fenced-off storm drainage channel, referred to by the City as the “Reclamation Ditch.” Beyond the Reclamation Ditch/channel are existing industrial development, office development and the Salinas Municipal Airport, within the City boundary. The Specific Plan industrial and retail land uses are compatible and complementary to the existing industrial and office uses. The Specific Plan Area is located within the Airport overly District, ensuring that development is compatible with the Salinas Municipal Airport. Future projects within the Development Areas are required to comply with the City’s Storm Water Development Standards, reducing

potential negative impacts on the Reclamation Ditch from Specific Plan Area stormwater.

Agricultural fields define the Specific Plan Area southern boundary. The General Plan designates the agricultural lands south of the Development Area 4 as a Future Growth Area, with a General Industrial land use designation. Ultimately, the future uses will be compatible with and complementary to the industrial and retail land uses in the Specific Plan Area. In the interim period, and as Specific Plan Area is developed, the Specific Plan uses and existing agriculture are incompatible. Currently, the U.S. Highway 101 ramp acts as a buffer between the current agriculture on Development Areas 3 and 4 and Development Areas 1 and 2. Development Areas 3 and 4 may be developed over a period of time in an incremental fashion, requiring temporary agricultural buffers/conservation easements to be implemented in order to provide separation between the two uses. When the Specific Plan Area has been ultimately built out, a temporary agricultural buffer/conservation easement will be implemented along the southern boundary of Development Area 4 until the remaining Future Growth Area is developed. Refer to Section 2.3.5 Temporary Agricultural Buffers/Conservation Easements for further discussion on buffer/easement implementation.

U.S. Highway 101 defines the Specific Plan Areas southwestern boundary. West of the Highway are miscellaneous industrial uses such as packing plants, warehouses, manufacturing and offices. The Specific Plan industrial and retail land uses are compatible with and complementary to the existing uses. The Specific Plan uses have a symbiotic relationship with U.S. Highway 101 as the future project proposal for Development Areas 1 and 2 are highway-oriented uses, and the industrial land uses on Development Areas 3 and 4 will benefit from the close proximity to the highway.

Highway oriented uses such as hotels, service stations and restaurants are located adjacent to the northern boundary of the Specific Plan Area. Development Area 1 is designated Retail (after the aforementioned general plan amendment) with a proposed hotel use which is compatible with and complementary to the existing highway-oriented uses. The De La Torre roadway will be the buffer between the industrial and retail uses in the Specific Plan Area. The proposed travel center and highway-oriented uses on Development Area 2 are intended to provide a transition between industrial uses on Development Areas 3 and 4, and the highway-oriented uses to the north of Development Area 2.

Refer for Figure 1.4: Specific Plan Area Land Use Context Map for additional information on the Specific Plan and surrounding land uses.



Figure 1.4: Specific Plan Area Land Use Context Map

1.3.3 Project Characteristics

The Specific Plan Area includes four Development Areas. Development Area 1 is a narrowly configured piece of land lying in between De La Torre and an existing motel. Development Area 2 is the land located to the southeast of De La Torre and north of U.S. Highway 101 Ramp 326A. Development Area 3 is a rectangular piece of land located at the intersection of Roy Diaz Street and U.S. Highway 101 Ramp 326A. Development Area 4 includes the remaining land between Development Area 3 and an existing farm road. Refer to Figure 1.3: Specific Plan Area Map for the Development Areas configuration and relationship.

Development Area 1 has a “base” zoning of Commercial Thoroughfare (CT) and Development Areas 2, 3, and 4 have a “base” zoning of Industrial General (IG).

Primary Project Components

The Specific Plan includes detailed future project proposal descriptions for Development Areas 1 and 2 and programmatic project descriptions for Development Areas 3 and 4. The Specific Plan policies and regulations apply to all future projects within the Specific Plan Area.

Development Area 1: Proposed Hotel Use

The future project proposal within Development Area 1 includes an approximately 79-room, nationally branded hotel or motel. The hotel or motel includes an outdoor patio area and porte-cochère adjacent to the main entry for guests to load/unload luggage. Access to the future project area is provided via an entry along De La Torre, opposite the entry for the automobile fueling stations on Development Area 2. Refer to Figure 1.5: Development Areas 1 and 2 Proposed Site Plan for the proposed preliminary layout.

Development Area 2: Proposed Uses

The future project proposal within Development Area 2 is for a travel center which includes automobile fuel stations, truck fuel stations, convenience store, fast food restaurant with drive through, and mechanics building. Detailed descriptions of these uses are provided below. Refer to Figure 1.5: Development Areas 1 and 2 Future Project Proposal Site Plan for the proposed preliminary layout.

Automobile and Truck Fueling Stations

The future project proposal includes separate automobile and truck fueling stations. The automobile fueling area features seven fuel islands totaling 14 auto fueling positions, a propane tank and a dump station for recreation vehicles located within a parking lot with drive-through aisle. The automobile fueling stations are located at the corner of De La Torre and Roy Diaz Street, taking access from De La Torre. The truck fueling area features nine diesel bays or truck fueling positions, an air station and truck queuing area. Each diesel bay has a master dispenser and satellite dispenser, so trucks can fuel tanks on both sides simultaneously. The truck fueling stations are located at the corner of U.S. Highway 101

Ramp 326A and Roy Diaz Street. The truck fueling stations have a shared access drive with the mechanics building, provided from De La Torre.

The fuel tanks for the truck and automobile fueling stations will be located southwest of the convenience store, along the truck fueling stations and mechanics building access drive. A separate area is provided for tanker trucks refilling and servicing the fueling tanks. The gasoline storage tanks will be below ground and the diesel storage tanks will be above ground. The diesel tanks shall be screened with a combination of fencing and landscaping.

Convenience Store and Fast Food Restaurant with Drive Through

The future project proposal includes one convenience store with an attached branded fast-food restaurant. The fast-food restaurant includes dine-in/sit-down and drive-through components. The drive-through component is located on the north side of the building that faces Roy Diaz Street. The convenience store features a retail component and interior access to the fast-food restaurant. The convenience store and restaurant are located between the automobile fueling stations and truck fueling stations. Pedestrian entrances will be located on both sides of the structure. Automobile and recreation vehicle parking spaces are located around the automobile fueling stations while truck parking spaces are located around the mechanics building. Parking spaces in excess of the city requirements are provided for user convenience.

Mechanics Building

The future project proposal includes an ancillary, three-bay mechanics building that will provide service to local trucks and over the road trucks that frequent the travel center. Services provided include selling/repairing truck tires and performing light maintenance such as oil and other fluid changes. No major engine repairs or major services are permitted at the mechanics building. The mechanics building is located at the southern corner of Development Area 2 along the U.S. Highway 101 Ramp 326A. The ancillary mechanic's building does not function in the typical fashion of an auto repair or tire shop, in that the operator does not engage in the traditional marketing and/or advertising. The mechanics building only offers services to over the road trucks already frequenting the site and will not provide services to automobiles frequenting the convenience store, restaurant, or hotel.

Access to the mechanics building is provided with a shared truck access drive with the truck fueling stations, provided from De La Torre. The mechanics building is located in a truck parking lot that may be used by truckers frequenting the convenience store, fueling stations, restaurant, and hotel.

Development Areas 3 & 4: General Industrial Land Uses

No specific future project proposals had been submitted to the City at time of Specific Plan preparation for Development Areas 3 and 4. The Development Areas Industrial General zoning district allows for a broad spectrum of manufacturing, processing, distribution, office, and minor commercial uses. The Development Areas take access from Roy Diaz Street which is required to be improved and extended as described later in the Specific Plan.

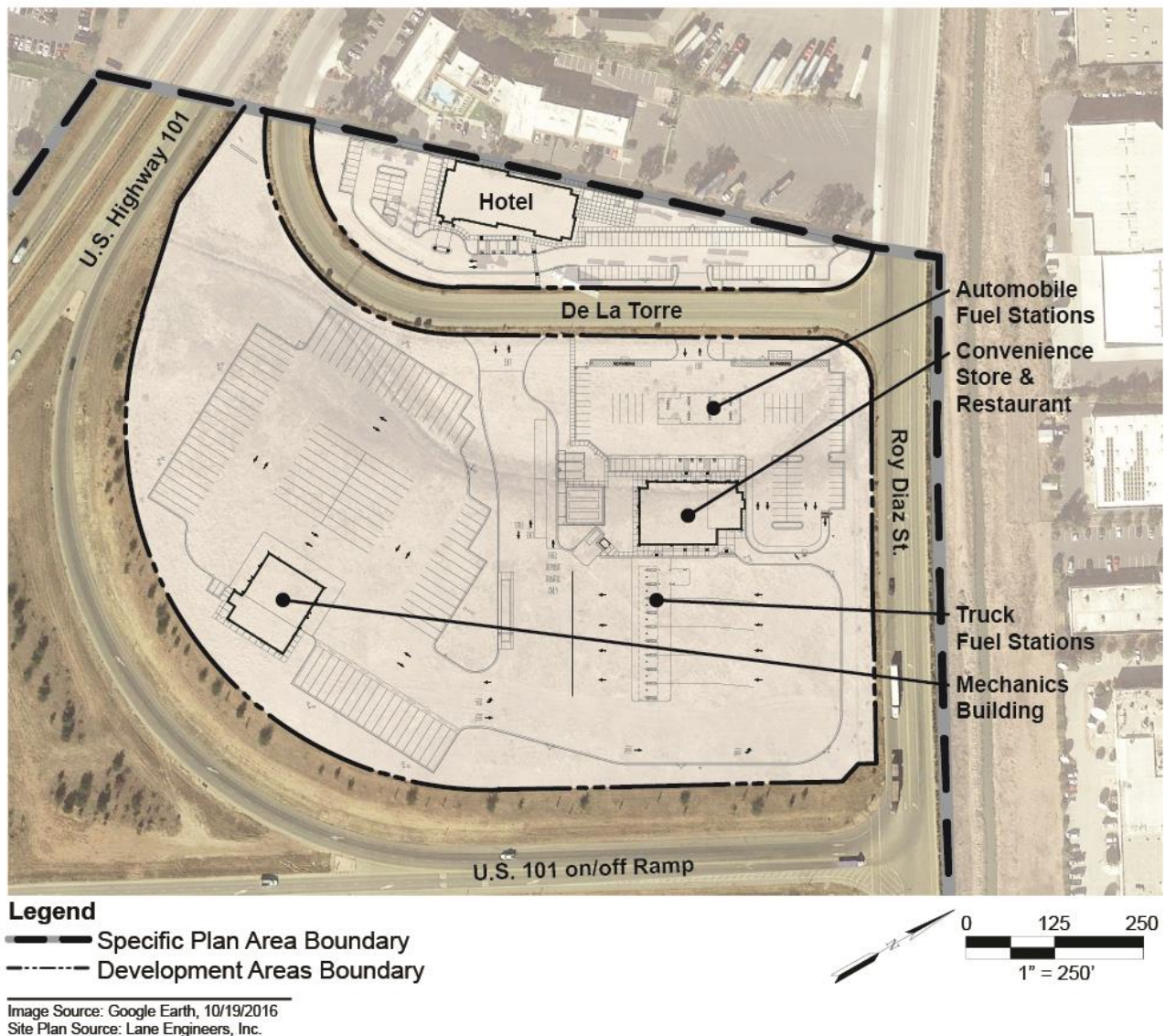


Figure 1.5: Development Areas 1 and 2 Proposed Site Plan

1.4 LEGAL CONTEXT

1.4.1 Authority to Prepare

A “specific plan” is a planning and regulatory tool made available to local governments by the State of California (State). Specific plans implement a city’s general plan through the development of policies, programs and regulations that provide an intermediate level of detail between the general plan and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with a city’s adopted general plan.

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. The City maintains full authority over its municipal affairs, including the oversight of specific plan

preparation within its jurisdiction. This Specific Plan addresses the applicable topics required by the Municipal Code.

1.4.2 Relationship to the Salinas General Plan

The General Plan was adopted by the City Council in September 2002. The General Plan designated Future Growth Areas where City expansion shall occur. Development within a Future Growth Area is required to prepare a specific plan as specified in the General Plan. State law requires the Specific Plan to be consistent with the policies and standards contained in the General Plan. The General Plan and the Specific Plan together provide a framework to guide the future land use and development decisions in the Specific Plan Area. After adoption of the associated General Plan Amendment, changing the land use designation from General Industrial to Retail for Development Area 1, the Specific Plan is consistent with the General Plan and upholds General Plan goals and policies related to industrial and economic development. Sections 2 through 8 contain Specific Plan goals and policies related to each section. An analysis of the Specific Plan's consistency with relevant General Plan goals and Policies can be found in Appendix B.

1.4.3 Relationship to the Salinas Municipal Code

Future projects shall be subject to the Municipal Code. Section 37-40.090 provides that the "use classifications, development regulations, and design standards shall be those of the underlying base zoning district's use classifications, development regulations, and design standards (as identified in Article III: Base District Regulations of the Zoning Code) except as modified by a specific plan adopted for the site."

Development regulations and design guidelines/standards within Sections 2 and 3 modify those contained in Article III and Article V of the Zoning Code. Future projects are also subject to Articles I, II, IV, and VI of the Zoning Code. Where a conflict occurs between the Specific Plan development regulations and the Zoning Code, the Specific Plan development regulations shall prevail.

1.4.4 Relationship to the Salinas Gateway Districts

The City of Salinas developed a Gateway (G) Overlay District designation in the 2002 General Plan that is designed to enhance the attractiveness of key entrances to the City. The purpose of the district as identified in the Zoning Code Section 37-40.140 is to "create entrances that announce arrival and set a tone for the part of the city they introduce, establish attractive and inviting entrances to the city in order to form the basis for positive impressions and perceptions of the community, avoid inappropriate development that would result in incompatible uses or design, and ensure site planning

and design that is sensitive to the unique gateway district.” Five areas of the City were identified and zoned with a “G” overlay district.

The Specific Plan Area is not located in a Gateway Overlay District, however the Salinas Economic Development Element places emphasis on the creation of attractive gateways along U.S. Highway 101. Action II-1.1.3 indicates the desire to expand the Gateway zoning designation to include new development at City entrances and reads: “utilize newly developing job centers to create attractive gateways at the north and south end of the City. Establish development regulations and design standards for new business parks that create an attractive business environment competitive with other top end locations in Monterey County.” The Specific Plan area is located at an interim gateway to the City. The ultimate southern gateway to the City is the extension of Harris Road east of U.S. Highway 101 at the limits of the Future Growth Area. Because of the interim gateway nature of the Specific Plan Area, the Specific Plan encourages projects within the Development Areas to voluntarily comply with Gateway regulations and standards the applicant deems practical and/or provide generous landscape area and high quality architecture relative to the proposed use that contributes to an attractive gateway.

1.4.5 Relationship to the Salinas Economic Development Element

The City of Salinas developed a vision of the City’s economic future in the Economic Development Element (EDE) after recognizing that a comprehensive economic development strategy was needed to direct future City actions. The vision of the City’s future focuses on “enhancing prosperity through a vision of safety, jobs and health.” The EDE is a proposed non-mandatory general plan element that addresses a broad range of issues covered in other elements of the General Plan. The EDE is intended to inform the other General Plan Elements when the General Plan is amended to include the EDE.

The Specific Plan includes consideration of policies contained in the EDE that are relevant to development within the Future Growth Area described in the EDE as the Airport West Economic Opportunity Area D.

1.4.6 Environmental Context

The California Environmental Quality Act (CEQA) classifies the Specific Plan as a “Project” subject to evaluation of potential adverse impacts. CEQA requires that lead agencies disclose and consider the environmental impacts of projects, avoiding and/or mitigating impacts to less-than-significant levels wherever feasible. An Environmental Impact Report (EIR) has been prepared concurrently with the Specific Plan in order for the two documents to inform each other and minimize project related environmental impacts. The certification of the EIR is required prior to approval of the Specific Plan.

1.4.7 Local Agency Framework and Coordination

The Specific Plan is the mechanism designated by the General Plan for implementing the goals and policies for Future Growth Areas. While the General Plan provides guidance for establishing specific zoning and development controls, the City’s Zoning Ordinance sets specific development standards. The intent of this Specific Plan is to establish the “base” zoning district of the Development Area and through a Specific Plan (SP) overlay, establish use controls and development standards specific to the Specific Plan.

Specific Plan preparation spanned multiple months and included close coordination between the applicant’s team, the City of Salinas and other regulatory agencies. The City and the applicants’ team coordinated with agencies to identify key development issues, opportunities and constraints, regulatory requirements and for the purpose of establishing the project’s feasibility, anticipating infrastructure needs, establishing utility demands, and coordinating timelines related to development. Agency coordination included: the Monterey County Water Resources Agency, Monterey Regional Water Pollution Control Agency, California Water Service Company, Monterey Salinas Transit, and Caltrans. Relevant information gained from these meetings has been included in the Specific Plan and its accompanying documents and reports.

1.5 SPECIFIC PLAN ORGANIZATION

This Specific Plan includes the following sections and content:

- Section 1 - INTRODUCTION: This section explains the Specific Plan purpose and legal context, establishes the relationship to the General Plan and Municipal Code, and provides a project overview.
- Section 2 - LAND USE AND DEVELOPMENT REGULATIONS: This section introduces the Development Areas, establishes the zoning districts, delineates the distribution of those districts, and sets forth the allowable land uses within each of the districts.
- Section 3 - DESIGN GUIDELINES AND STANDARDS: This section establishes the vision for the Development Areas and provides the design guidelines and standards that guide the planning and design for future projects within the Development Areas.
- Section 4 - CIRCULATION AND TRANSPORTATION: This section identifies the existing circulation system serving the Development Areas, explains the circulation concept for the Specific Plan Area and identifies required improvements.
- Section 5 - INFRASTRUCTURE AND PUBLIC UTILITIES: This section describes the existing facilities, identifies the public infrastructure needs of the Development Areas, and establishes the framework for necessary expansion of the infrastructure systems for domestic water and sanitary sewer.
- Section 6 - STORMWATER MANAGEMENT: This section describes the existing site conditions, explains the grading and drainage concept, explains the regulatory context and provides examples of low impact development facilities.
- Section 7 - COMMUNITY SERVICES AND FACILITIES: This section addresses the provision of fire, police, and disposal of solid waste for the Development Areas. This chapter also addresses the Development Areas relationship and impact to schools, parks, open space, and trails.
- Section 8 - IMPLEMENTATION AND FINANCING: This section identifies the approval and implementation processes necessary for Specific Plan development. Additionally, the section delineates Specific Plan administration procedures and the procedures for California Environmental Quality Act (CEQA) compliance. Lastly, the section provides an overview for development timing, identifies the fiscal impact development will have on the City, identifies responsibilities and options for construction financing, and responsibilities and options for infrastructure maintenance.

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2 LAND USE AND DEVELOPMENT REGULATIONS

2.1 INTRODUCTION

The Development Areas serve the City's industrial business area, trucks and general motorists traveling on U.S. Highway 101, and the local community with a mix of motorist support services and commercial and industrial uses. The motorist support services and commercial uses are combined and efficiently planned to create a cohesive travel center at the City's southern limits. This section introduces the Specific Plan Area, establishes the Specific Plan development standards, delineates the distribution of those districts, sets forth the allowable land uses within each of the districts and establishes development regulations for each district.

2.2 GOALS AND POLICIES

The following Specific Plan land use goals and policies are consistent with General Plan policies.

Goal 2-1: Strengthen the City's industrial economic base.

Policy 2-1.1: Provide and expand uses that create jobs and revenue streams for the City and that supports existing businesses.

Policy 2-1.2: Catalyze development through streamlined entitlement processing.

Goal 2-2: Maintain the viability of the Salinas Municipal Airport.

Policy 2-2.1: Review all proposed development for compliance with the Salinas Municipal Airport Master Plan.

Goal 2-3: Promote compatibility between urban development and adjacent active agricultural uses.

Policy 2-3.1: Require temporary agricultural buffer easements when urban development is proposed to be directly adjacent to productive agriculture. The agricultural buffer easements shall be used in a manner consistent with the protection of the agricultural land adjacent to Development Area 4 of the Specific Plan area, until such time as the adjacent agricultural land is no longer put to an agricultural use, or an alternate use of said land is authorized by the City of Salinas or the County of Monterey and grading or construction activities commence thereon.

2.3 LAND USES

2.3.1 Specific Plan Land Use Designations and Zoning Districts

Adoption of the Specific Plan by the City modifies the base zoning districts and creates unique development regulations applicable only to the Specific Plan Area.

The Specific Plan Area has a land use designation of General Industrial. Through a general plan amendment, the land use designation for Development Area 1 was changed to Retail. Development Area 1 with a Retail land use designation has a base zoning district of Commercial Thoroughfare (CT). Development Areas 2, 3, and 4 with a General Industrial land use designation have a base zoning district of Industrial General (IG). An Airport (AR) overlay district is applied to the Specific Plan Area requiring future projects to be consistent with the Salinas Municipal Airport Master Plan.

A unique Specific Plan (SP-9) overlay district is applied to the Specific Plan Area. In accordance with the Specific Plan Overlay District (SMC Section 37-40.190) the Specific Plan shall use the use classifications, development regulations, and design standards of the underlying base zoning district except as modified by the Specific Plan. Where conflict occurs between the Specific Plan and base zoning district, the Specific Plan shall prevail.

The zoning reads thus CT-AR-SP-9 for Development Area 1 and IG-AR-SP-9 for Development Areas 2, 3, and 4. Refer to Figure 2.1: Specific Plan Land Use Designations and Zoning Districts for additional information.



Figure 2.1: Specific Plan Land Use Designations and Zoning Districts

2.3.2 Use Classifications

The Development Areas have base zoning districts of Commercial Thoroughfare (CT) and Industrial General (IG) with an Airport (AR) and Specific Plan (SP-9) overlay as shown on Figure 2.1: Specific Plan Land Use Designations and Zoning Districts. The permitted uses within the aforementioned zoning districts are shown in Table 2.1: Zoning District Use Classifications. Table 2.1 replaces SMC Table 37-30.90 and Table 37-30.130 as Table 2.1 modifies permitted uses shown in those tables.

The modifications to the base zoning districts use classifications include restrictions on heavy industrial type uses such as chemical manufacturing, salvage operations, etc. which are not appropriate at an entry to the City. The majority of the use classifications are the same as the base zoning district in order to provide the most economic opportunity and diversity within the Specific Plan Area.

Refer to Section 8.3 Future Project Application Process for a description of the application process unique to the Specific Plan Area.

Table 2.1: Zoning District Use Classifications

Land Use	IG-AR-SP-9	CT-AR-SP-9	Additional Use Regulations
Residential Uses			
Residential uses are not permitted in the Specific Plan Area			
Mixed Uses			
Mixed Use Buildings and Developments	NP	NP	
Public and Semipublic Uses			
Airports and Heliports	NP	NP	
Clubs and Lodges	NP	NP	
Convalescent Hospitals/Nursing Homes	NP	NP	
Cultural Institutions	NP	NP	
Day Care Centers	CUP	NP	(17)
Government Offices	SPR	NP	
Hospitals	NP	NP	
Mural Exhibits	SPR	SPR	(13)
Park and Recreation Facilities	NP	NP	
Parking Lots and Structures	SPR	NP	(24)
Public Safety Facilities	SPR	NP	
Public Utility Service Yards	SPR	NP	(9)
Religious Assembly	NP	NP	
Schools - Public/Private	NP	NP	
Schools - Trade	SPR	NP	(9)
Telecommunication Facilities:			
Major	CUP	CUP	(20)
Minor	P	P	(20)
Utilities - Major	CUP	NP	
Commercial Uses			
Adult Entertainment Facilities	NP	NP	(19)(28)
Ambulance Services	SPR	NP	
Animal Sales and Services:			
Animal Boarding	SPR	NP	(9)
Animal Grooming	NP	NP	(9)
Animal Hospitals	SPR	NP	(9)
Animal Retail Sales	NP	NP	(9)
Antique and Collectible Shops	NP	NP	
Artists' Studios	SPR	NP	
Automated Teller Machines (ATMs)	SPR	SPR	(18)
Bakeries:			
Retail	NP	NP	
Wholesale	SPR	NP	
Bars	NP	CUP	(19)

Land Use	IG-AR-SP-9	CT-AR-SP-9	Additional Use Regulations
Commercial Uses Continued			
Bed and Breakfast Inns	NP	NP	
Building Materials and Services	SPR	NP	(9)
Catering Services	NP	NP	
Commercial Filming	NP	NP	
Commercial Recreation and Entertainment	CUP	NP	(5)(19)
Convenience Stores:	CUP	NP	(19)(23)(30)
With Gas Pumps	CUP	NP	(9)(19)(23)(30)
Entertainment, Live (Excluding Adult Entertainment)	NP	NP	
Equipment Sales, Services, and Rentals	SPR	NP	(9)
Financial Services	CUP	NP	(18)
Food and Beverage Sales	NP	SPR	(19)(30)
Fortunetelling	NP	NP	
Funeral Services	NP	NP	
Hotels and Motels:	NP	SPR	
Extended Stay	NP	CUP	(29)
Kiosks:			
Permanent	NP	CUP	(3)
Temporary or Semi-permanent	NP	CUP	(3)
Laboratories	SPR	NP	
Large Collection	NP	NP	
Laundries:			
Limited	NP	NP	
Unlimited	SPR	NP	
Live-work Units	NP	NP	
Light Processing	NP	NP	
Maintenance and Repair Services:			
Major	SPR	NP	(9)
Minor	SPR	NP	(9)
Marine Sales and Services	SPR	NP	(4)(9)
Nurseries	SPR	NP	
Offices:			
Business and Professional	CUP	NP	(26)
Medical and Dental	NP	NP	(26)
Pawn Shops	NP	NP	
Personal Improvement Services	NP	NP	
Personal Services	NP	NP	
Printing and Publishing:	SPR	NP	
Recreational Vehicle Parks	NP	SPR	
Recycling Facilities:			
Single-feed Reverse Vending Machines	SPR	SPR	
Bulk Reverse Vending Machines Small Collection	SPR	SPR	
Heavy Processing	NP	NP	
Large Collection	NP	NP	

Land Use	IG-AR-SP-9	CT-AR-SP-9	Additional Use Regulations
Commercial Uses Continued			
Restaurants:	CUP	SPR	(19)(30)
With Drive-Through or Drive-In Facilities	CUP	SPR	(19)(30)
Retail Sales	SPR	NP	(4)(19)
Service Stations	SPR	NP	(4)(9)(19)
Shopping Centers	NP	NP	
Secondhand or Consignment Stores	NP	NP	
Speculative Buildings	SPR	NP	(7)
Tattoo and/or Body Piercing Parlors	NP	NP	
Vehicle-Related Retail Sales and Services	NP	NP	(6)
Vehicle Repair Facilities:			
Major	SPR	NP	(6)(9)
Minor	SPR	NP	(6)(9)
Vehicle Sales and Services	SPR	NP	(6)(9)(22)
Vehicle Storage	CUP	NP	(9)(27)
Vehicle Washing	SPR	NP	(6)(9)
Warehousing and Storage:			
Limited	CUP	NP	(8)(9)
Wholesale Distribution	SPR	NP	(4)(9)
Industrial Uses			
Chemical Manufacturing/Processing	NP	NP	(1)
Industrial Complexes	SPR	NP	(1)(21)
Industry:			
General	SPR	NP	(1)(4)(19)(25)
Limited	SPR	NP	(1)(4)(19)
Salvage and Wrecking Operations:			
Non-vehicular	NP	NP	(1)(15)(16)
Vehicular	NP	NP	(1)(15)(16)
Speculative Buildings	SPR	NP	(1)
Transfer Stations:	CUP	NP	(1)
Hazardous Waste	NP	NP	(1)
Truck Depot	SPR	NP	(1)(6)(9)
Accessory Uses and Structures			(11)
Animals-Domestic	NP	P	(14)
Utilities - Minor	P	P	(2)
Temporary Uses	TULP	TULP	(10)

Notes:

P = Permitted Use

NP = Not Permitted Use

CUP = Conditional Use Permit Required

SPR = Site Plan Review Required

TULP = Temporary Use of Land Permit Required

- (1) Any use that would produce industrial waste water, as determined by the City, shall follow the procedures identified in Section 5.6.3 Industrial Wastewater Generation & Conceptual Collection System.
- (2) Minor utilities shall not unreasonably interfere with the use, enjoyment, or aesthetics of adjacent uses.
- (3) Permanent or temporary kiosks that are designed and included as part of a larger development review application for another use (such as a shopping center, retail, or restaurant use) that involves the entire subject parcel or lot where the kiosk will be located shall be subject to the same development review process as required for that use.
- (4) Retail sales, including wine tasting and sales, limited to thirty percent of the total square footage of all structures on a site or two thousand five hundred square feet, whichever is less, shall be allowed excluding convenience stores. Goods being sold at retail must be limited to those uses, which are permitted uses requiring a SPR, or uses which require a CUP, on the site.
- (5) Commercial recreation and entertainment uses less than seven thousand square feet in floor area are allowed with a SPR.
- (6) See SMC Section 37-50.260: *Service stations, vehicle repair, and vehicle washings*.
- (7) See SMC Section 37-50.280: *Speculative buildings*.
- (8) See SMC Section 37-50.320: *Warehousing limited*. The CUP for limited warehousing is not subject to administrative approval pursuant to SMC Section 37-60.500: Administrative conditional use permits. Approval by the planning commission shall require an affirmative vote of five members. Any CUP application receiving an affirmative vote of our members of the planning commission shall automatically be set for hearing for a final determination by the city council. All other general appeal rights remain for these CUP applications.
- (9) See SMC Section 37-50.170: *Outdoor storage and display for any outdoor activity or use*.
- (10) See SMC Section 37-50.300: *Temporary use of land*.
- (11) See SMC Section 37-50.010: *Accessory uses and structures*. Accessory uses and structures will require a SPR or CUP if required for the principal use.
- (12) Heliports shall be located more than one thousand feet from an R district. Heliports used exclusively for emergency aircraft flights for medical purposes by law enforcement, firefighting, military, or other persons who provide emergency flights for medical purposes do not require a CUP.
- (13) See SMC Section 37-50.150: *Mural exhibits*.
- (14) Not more than four domestic animals are permitted per residential dwelling unit except that newborn and baby animals up to the age of three months shall not be counted.
- (15) See SMC Section 37-50.230: *Salvage and wrecking operations*.
- (16) Salvage and wrecking operations shall not adjoin an arterial street or U.S. Highway 101.
- (17) Day care may be considered in the IG district subject to approval of a CUP for an existing industrial facility which is at least six acres in size and where the day care facility will be located a minimum of five hundred feet from the nearest property line.
- (18) ATM facilities, which are located entirely within a building and are not externally accessible shall be a permitted use.
- (19) See SMC Section 37-50.030: *Alcohol license review*.
- (20) See SMC Section 37-50.290: *Telecommunication Facilities*.
- (21) Uses within an industrial complex must be otherwise authorized by SPR within the zoning district.
- (22) Vehicle sales and services (including vehicle rentals) in the IG district shall be limited to vehicles which meet one or more of the following requirements:
- (a) The vehicle must have a minimum gross vehicle weight rating (GVWR) of twenty-six thousand one pounds or more; or
 - (b) The vehicle is designed or used for carrying more than ten passengers (including the driver); or
 - (c) The vehicle is designed or able to tow a vehicle or trailer which has a GVWR of ten thousand one pounds or more; or
 - (d) The vehicle is designed or able to tow any combination of two trailers or a vehicle and a trailer.
- (23) Convenience stores shall be limited to twelve thousand five hundred square feet.
- (24) Does not apply to the parking required to serve the use per SMC Section 37-50.360: *Off-street parking and loading spaces regulations* or the parking standards in Chapter 3 of this *Specific Plan*.

(25) In the IG district, wineries may have tasting rooms as an accessory use limited to thirty percent of the total square footage of all structures on a site or two thousand five hundred square feet ,whichever is less, shall be allowed excluding convenience stores. Goods being sold at retail must be limited to those uses, which are permitted uses requiring a SPR, or uses which require a CUP, on the site.

(26) In the IG district, accessory business and professional offices shall be limited to thirty percent of the total square footage of all structures on a site or two thousand five hundred square feet, whichever is less. Business and professional offices, which are not directly related to the principal use on-site or accessory offices that exceed the thirty percent limitation referenced above, may be considered subject to the approval of a CUP.

(27) Vehicle storage that is located entirely within an enclosed building may be authorized with an SPR.

(28) See SMC Section 37-50.020(g): Required findings.

(29) Hotel and motel operators may allow occupant guest stays to exceed twenty-eight days subject to approval of a CUP provided the following conditions are satisfied and contained in the CUP:

(a) At any given time, no more than twenty-five percent of the total guest rooms shall exceed a twenty eight day stay.

(b) Operator shall require all guests as a condition of occupancy to execute an agreement in writing that the entire stay is a transient occupancy and all guests shall remit payment of TOT to the operator for each day of occupancy regardless of length of stay. The form of agreement shall be reviewed and approved by the city.

(c) Occupant guest stays shall not exceed one hundred eighty days either consecutive, continuous, or in total, in any calendar year.

(d) Transient occupancy tax (TOT) shall be paid for each occupied guest room regardless of length of stay.

(e) Operator shall submit an annual report no later than January 31 of each calendar year to the city of Salinas demonstrating compliance with the extended stay provisions for the previous calendar year.

(30) Convenience stores, convenience stores with gas pumps, restaurants, and restaurants with drive through facilities shall be permitted with a Site Plan Review (SPR) application on Parcel 2. Parcels 3 and 4 remain as shown in the table.

2.3.3 Development Regulations

The Specific Plan land use development regulations are shown in Table 2.2: Development Regulations. Where the regulations differ from SMC Table 37-30.100 and Table 37-30.140, the regulations in Table 2.2 shall prevail. In addition to the development regulations in Table 2.2, all development is subject to Airport (AR) Overlay District regulations set forth in the City's Municipal Code Chapter 37, Article IV, Division 7. The modifications to the base zoning district development regulations are minor and include modifications to reference Specific Plan standards and to accommodate the unique configuration of Development Area 1. The maximum permitted building capacities based on the Floor Area Ratio (FAR) are shown in Table 2.3. The building areas shown on the future project proposals for Development Areas 1 and 2 are also shown in Table 2.3.

Table 2.2: Development Regulations

Development Regulation	Zoning District			
	IG-AR-SP-9	CT-AR-SP-9	Additional Regulations	
			IG-AR-SP-9	CT-AR-SP-9
Lot Size - Minimum	1.0 acre	10,000 square feet	(A)(B)	(A)(B)
Lot Width - Minimum	150 feet	100 feet		
Lot Depth - Minimum	150 feet	65 feet		
Lot Frontage - Minimum	100 feet	50 feet		
Yards - Minimum				
Front	20 feet	0 feet		(C)(D)
Side				
Interior	0 feet	0 feet		
Corner	20 feet	0 feet		(D)
Rear	0 feet	0 feet		
Height - Maximum	200 feet	200 feet		
Floor Area Ratio (FAR) - Maximum	0.50	0.40		(E)
Landscaping Minimum (Percent of Lot Area)		10%, Vegetated BMPs are counted toward the total landscaped area.		
Landscaping	See Section 3 of the Specific Plan			
Fences, Walls, and Hedges	See Section 3 of the Specific Plan and SMC Section 37-50.090: Fences, walls, and hedges			
Off-street Parking, Loading, and Outdoor Lighting	See Section 3 of the Specific Plan and SMC Article V, Division 2: Parking, Loading, and Outdoor Lighting.			
Driveways and Corner Visibility	See SMC Section 37-50.460: Driveway and corner visibility			
Driveway Aprons	Standard Driveways shall be a minimum of 15 feet and maximum of 40 feet wide excluding apron flares. Driveways intended for semi-trucks may be a maximum of 60-feet wide excluding apron flares/curb returns. Driveways shall be constructed per City standards.			
Signs	See Section 3 of the Specific Plan and SMC Article V, Division 3: Signs			
Outdoor Facilities	See Section 3 of the Specific Plan and SMC Section 37-50.170: Outdoor storage and display			
Accessory Uses and Structures	See SMC Section 37-50.010: Accessory Uses and structures			
Screening of Mechanical Equipment	See Section 3 of the Specific Plan and SMC Section 37-50.240: Screening of mechanical equipment			
Recycling and Solid Waste Disposal	See Section 3 of the Specific Plan			
Performance Standards	See SMC Section 37-50.180: Performance standards			
Nonconforming Uses and Structures	See SMC Section 37-50.160: Nonconforming uses and structures			
Planned Unit Developments	See SMC Article VI, <u>Division 13</u> : Planned Unit Development Permits.			
Vehicle Trip Reduction	See Section 4 of the Specific Plan and SMC Section 37-50.330			
Swimming Pools, Spas, and Hot Tubs	See SMC Section 37-50.010(k): Swimming Pools, Spas, and Hot Tubs.			
Alcohol License Review	See SMC Section 37-50.030: Alcohol license review			

Table 2.2 Notes:

SMC = Salinas Municipal Code

(A) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping substations, and other similar facilities or where two or more separate lots would be created and be subject to a reciprocal agreement utilizing shared parking, landscaping, and related facilities when it can be demonstrated that the purpose of the district can be achieved and that the public health, safety, and general welfare will be maintained.

(B) See SMC Section 37-50.070(a) and (b): Development on Existing Lots

(C) Front yards may be reduced to the average distance of existing buildings from their front property line on the two abutting lots adjoining the front property line.

(D) Any area between the front and corner side property line and the building exclusive of driveways, shall be landscaped.

(E) For hotels and motels, the maximum FAR shall be 0.50 except that an additional 0.20 in FAR shall be allowed to accommodate breakfast rooms, meeting rooms, exercise rooms, interior hall and entry corridors, and similar guest facilities.

Table 2.3: Proposed/Potential Building Capacity

Parcel Number	Planned/Future End Use	Parcel Size (acres) ⁽¹⁾	Building Capacity (square feet) ⁽¹⁾
Development Area 1	Commercial Uses, Hotel proposed (approximately 79 rooms)	2.19	38,155 (max. permitted) 66,775 (max hotel permitted) 50,375 (proposed)
Development Area 2	Industrial Uses, proposed Travel Center with Fueling Stations, Convenience Store, Fast Food Restaurant, Mechanics Building	13.86	301,870 (max. permitted) 20,350 (proposed)
Development Area 3	Industrial Uses	3.03	65,990 (max. permitted)
Development Area 4	Industrial Uses	14.90	324,520 (max. permitted)

Notes:

(1) Square footages and acreages are approximate and preliminary. Square footages and acreages are subject to change during final design.

2.3.4 Temporary Agricultural Buffers/Conservation Easements

The Specific Plan provides for urban uses adjacent to existing agriculture uses. Existing agriculture uses located within and adjacent to the Specific Plan Area are planned to eventually be developed with urban industrial uses. Agriculture buffers/conservation easements shall be located along urban-agriculture interfaces to provide separation and minimize impacts on both uses. The buffers/easements shall be temporary and terminated once the underlying agricultural purpose for the buffer no longer exists.

Anticipated build out of the Specific Plan will not require an agriculture buffer until Development Areas 3 and 4 are developed. The existing U.S. Highway 101 ramp acts as a buffer between Development Areas 1 and 2 and the existing agricultural uses on Development Areas 3 and 4. Depending on how Development Areas 3 and 4 develop, multiple temporary buffers may be implemented as development occurs over a period of

time. If Development Areas 3 and 4 develop in their entirety at the same time, one buffer may be implemented along the southern property line of Development Area 4.

The specific details and conditions of the temporary agriculture buffers/conservation easements shall be determined in a separate process between subject property owners, the City of Salinas, the County of Monterey, and the Local Agency Formation Commission (LAFCO) of Monterey County. Establishment of agriculture buffers shall utilize a set of criteria including but not limited to the type of non-agricultural use proposed, site conditions, anticipated agricultural patterns, weather patterns, crop types, machinery use, pesticide use, existing topographical features and existing landscape features. Temporary buffers shall be designed to comply with applicable state and local laws. Buffers shall be delineated on the property of the proposed non-agricultural use unless a mutual agreement is reached between the two landowners to locate the buffer on the agricultural land.

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3 DESIGN GUIDELINES AND STANDARDS

3.1 INTRODUCTION

This section establishes the vision for the Specific Plan Area and provides design guidelines and standards to aid in the planning and design of future projects within the Specific Plan Area. The design guidelines and standards contained herein apply to all portions of the Development Areas unless otherwise noted. The design guidelines and standards have been developed to provide flexibility for future development while ensuring high quality design that establishes a precedent for this portion of the Future Growth Area. The design guidelines and standards contained in this section modify and supersede the design standards of the base zoning districts unless otherwise noted. Where conflict occurs between the design guidelines and standards contained in this section and the Salinas Municipal Code (SMC), the Specific Plan design guidelines and standards shall prevail.

3.2 VISION

The Specific Plan envisions an active travel center and industrial business area ideally located near existing and future industrial development, the Salinas Municipal Airport, and U.S. Highway 101. The Specific Plan is intended to serve as a catalyst for the development of the Future Growth Area. Planned and permitted uses reflect the Specific Plan objectives of providing economic opportunity and high-quality travel-related services to motorists and truckers. The future project proposal for Development Area 1 includes a hotel with an outdoor patio area, on-site parking and landscape. The future project proposal for Development Area 2 includes automobile fueling stations, truck fueling stations, convenience store, fast food restaurant with drive through, and an ancillary mechanic's building with associated parking, landscaping, and other site improvements. At the time of Specific Plan preparation, there were no future project proposals for Development Areas 3 and 4. Development Areas 3 and 4 have a base zoning district of Industrial General (IG) which permits a range of uses such as manufacturing, industrial processing, general service, and distribution. Figure 3.1: Specific Plan Area Vision illustrates the vision of the Specific Plan Area.

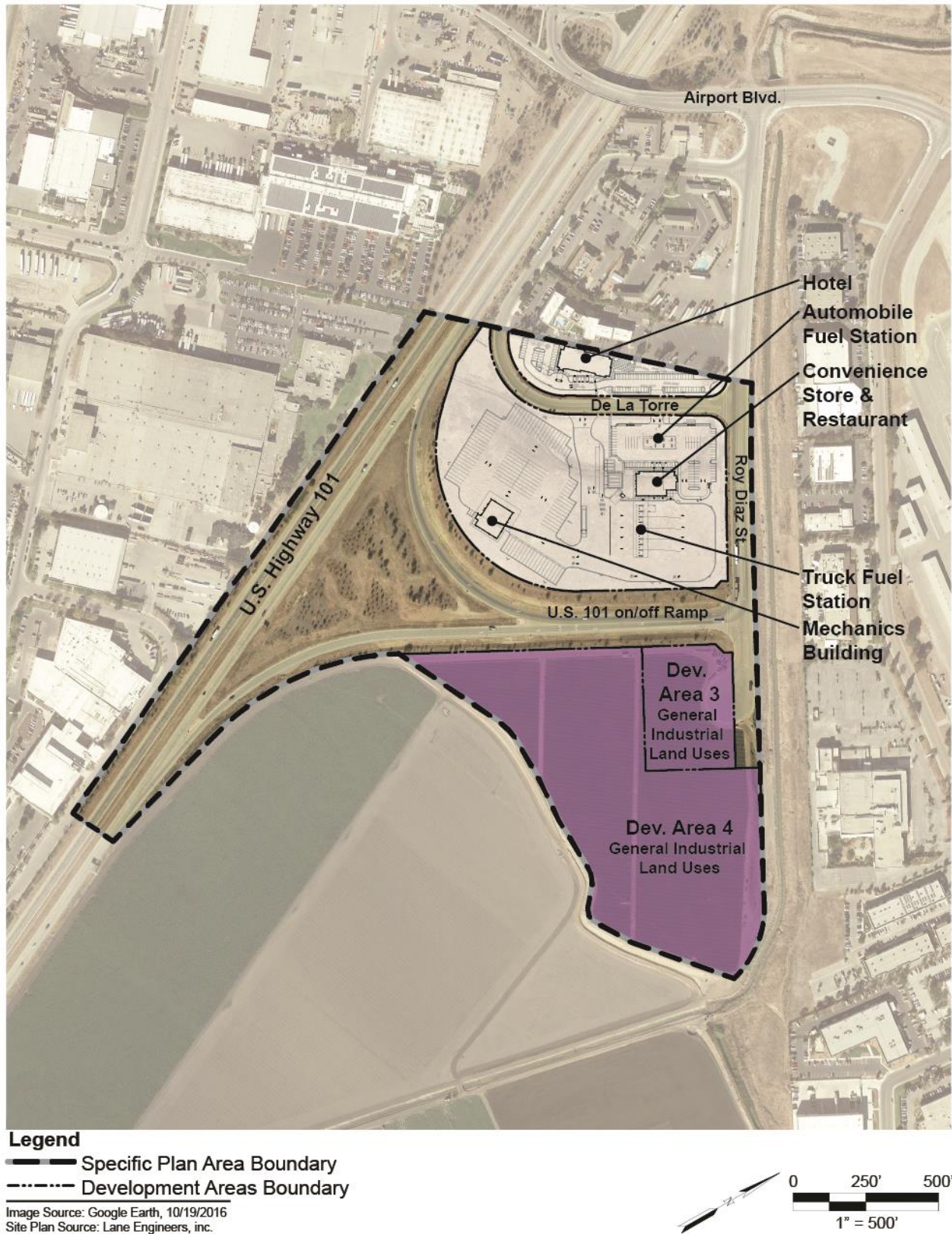


Figure 3.1: Specific Plan Area Vision

3.3 GOALS AND POLICIES

The following Specific Plan goals, policies, design guidelines and standards are consistent with General Plan policies.

Goal 3-1: Create entrances to the City that announce arrival and establish a positive impression.

Policy 3-1.1: Provide landscaping along U.S. Highway 101 frontages to enhance and emphasize entry to the City.

Policy 3-1.2 Apply high-quality design standards.

Policy 3-1.3 Provide City signage visible from U.S. Highway 101.

Goal 3-2: Balance the functional needs of general industrial and highway oriented uses while providing a well-designed street scene.

Policy 3-2.1: Apply landscape standards that require parking lots, walls, and buildings to be softened with plant material.

Policy 3-2.2: Apply architectural standards that require form, color, materials, and shadow to provide visual interest.

Goal 3-3: Develop enhanced public streetscapes.

Policy 3-3.1: Require development projects to improve their public street frontages with sidewalks and street trees.

Policy 3-2.2: Utilize front setbacks and landscape to enhance the streetscape.

3.4 LANDSCAPE STANDARDS

Future projects shall utilize a high quality landscape design and materials along public streetscapes and their subject future project area. The following design guidelines and standards modify and supersede the SMC Chapter 37.Article V. Division 4:

Landscaping and Irrigation. The landscape design guidelines and standards to follow provide information on required streetscape improvements, future project entries, parking lot areas, special landscape areas, plant material, landscape design, irrigation, water conservation, and maintenance.

Landscape and irrigation plans that show the location of all turf, plant materials and irrigation systems designed in conformance with the standards contained in this section and the State Model Water Efficient Landscape Ordinance (MWELO) shall be provided to the City for review and approval.

3.4.1 Streetscape

Future projects are required to improve public street frontages that are adjacent to their subject future project area. Public streets within the Specific Plan Area include De La Torre and Roy Diaz Street. Improvements shall be made consistent with the street sections shown in Figures 4.5, 4.6 and 4.7. A landscape design theme and plant palette has been established along the existing segments of De La Torre and Roy Diaz Street outside the Specific Plan Area. Landscape themes and palettes shall reflect the existing landscape design and palette to the greatest extent possible. Street landscaping shall be installed per City standard details in effect at the time of permit application. All landscaping materials (including type, size, and spacing) in the public street right-of-way are subject to approval by the City's Public Works Department.

Future projects that abut and/or are substantially visible from the U.S. Highway 101 right-of-way shall provide a minimum 10-foot landscape planter along the frontage. Within the landscape planter, trees shall be installed at least 50 feet on center and include a landscape screening feature with a minimum height of 60 inches. Stormwater treatment facilities and vehicle overhang areas may be located within the landscape planter provided that the required screening feature and tree requirement is met. Landscape screening features include a hedge row and fence with vines.

3.4.2 Project Entries

Landscaping at future project entries shall provide landscape architectural features and/or ornate landscaping that emphasizes entries along public frontages. Entries include vehicular and pedestrian access points into the future project. The landscape design shall be hierarchical in scale and designed in either formal or informal compositions. Materials used shall convey a consistent theme and be complementary to the materials used throughout the site. Entry signs shall be designed consistent with the standards specified under Section 3.7.1 Signage. Refer to the SMC Section 37-50.460: Driveway and Corner Visibility for landscape maintenance standards at entries and corners.

3.4.3 Parking Lots

The Specific Plan zoning districts permit a wide range of uses that require a significant amount of off-street parking spaces. Parking lots must accommodate a variety of vehicular types such as passenger vehicles, passenger vehicles with trailers, recreational vehicles, single unit trucks and tractor-semitrailer combination trucks. Standard automobile parking spaces shall be separated from large truck parking spaces. The following design standards modify and supersede the parking lot landscape standards in the SMC Section 37-50.690(g): Parking lot landscaping.

Automobile Parking Lot Areas

- Where parking lots occur along streets, a minimum 10-foot wide landscape planter shall be provided. Within the landscape planter, trees shall be installed at least 30 feet on center and include a screening feature with a minimum height of 32 inches and maximum height of 42 inches. The screen may be a short wall, fence, hedge, berm, or equivalent feature. Stormwater treatment facilities may be located within the landscape planter provided that the required screening feature is met.
- Where parking lots occur along other property lines, a minimum five-foot wide landscape planter shall be provided. Within the landscape planter, trees shall be installed at least 50 feet on center and include a screening feature with a minimum height of 32 inches. The screen may be a short wall, fence, hedge, berm, or equivalent feature. Stormwater treatment facilities may be located within the landscape planter provided that the required screening feature is met.
- Vehicle overhang may encroach three feet into a landscape planter adjoining a street property line. Parking spaces intended for use by passenger vehicles with trailers and/or recreational vehicles shall be located within the interior of the parking lot or parallel with the property line to avoid vehicle overhang beyond the three feet permitted. Landscape within the overhang zone shall be a maximum of 12 inches high. Stormwater treatment facilities may be located within the overhang zone.
- Interior parking lot landscaping shall be provided at a minimum rate of five percent of the total parking area. Trees shall be provided at a ratio of one tree per five parking spaces and are encouraged to be distributed throughout the parking area to the greatest extent feasible.
- Landscape planters should be used to control access to parking lots, to direct the flow of traffic within the lot, and to enhance the safety of parking lots by guiding circulation of vehicles and people.
- The end of each row of parking spaces shall be separated from driveways by a landscaped planter, sidewalk, or similar means. A separation device is not required at the end of parking spaces intended for use by passenger vehicles with trailers and/or recreation vehicles.
- Interior landscape planters shall have a minimum dimension of five feet and have two feet at the end which shall be left unplanted when adjacent to drive aisles and driveways. The use of cobbles, patterned concrete, brick paver, or mulch shall generally be installed in these end areas.
- Refer to Section 3.6 Parking for the required amount of off-street parking spaces and parking space dimensions.
- In IG zoning districts, landscaping shall not be required for areas of a site not substantially visible from a street or other public areas as determined by the City's Community Development Department. For parking areas visible from streets, the interior landscape requirement may be waived if the required

landscape planter along street frontages is increased to 20 feet wide excluding appurtenances on site (e.g. lights, propane tank, etc.). Signs may be located within the planter per the SMC Chapter 37. Article V. Division 3. Signs.

Large Truck Parking Lot Areas

- Where parking lots occur along streets, a minimum 20-foot wide landscape planter shall be provided. Within the landscape planter, trees shall be installed at least 30 feet on center and include a screening feature with a minimum height of 36 inches. The screen may be a short wall, fence, hedge, berm or equivalent feature. Stormwater treatment facilities may be located within the landscape planter provided that the required screening feature is met. Refer to Figure 3.2: Development Area 2 Truck Parking Lot Sections for an example of the required landscape screening.
- Where parking lots occur along other property lines; a minimum 10-foot wide landscape planter shall be provided where parking spaces are parallel to a property line, and a minimum 18-foot wide landscape planter shall be provided where parking spaces are perpendicular to a property line. Within the landscape planter, trees shall be installed at least 50 feet on center and include a screening feature with a minimum height of 36 inches. The screen may be a short wall, fence, hedge, berm or equivalent feature. Stormwater treatment facilities may be located within the landscape planter provided that the required screening feature is met. Refer to Figure 3.2: Development Area 2 Truck Parking Lot Sections for an example of the required landscape screening.
- Where parking lots occur along property lines abutting U.S. Highway 101; a minimum 10-foot wide landscape planter shall be provided where parking spaces are parallel to a property line, and a minimum 25-foot wide landscape planter shall be provided where parking spaces are perpendicular to a property line. Within the landscape planter, trees shall be installed at least 50 feet on center and include a screening feature with a minimum height of 60 inches. The screen may be a landscaped fence, hedge, berm or equivalent feature. Stormwater treatment facilities may be located within the landscape planter provided that the required screening feature is met. Refer to Figure 3.2: Development Area 2 Truck Parking Lot Sections for an example of the required landscape screening.
- Vehicle overhang may encroach 15 feet at tractor/semi-trailer spaces and 10 feet at single-unit truck spaces into a landscape planter adjoining a property line. Landscape within the overhang zone shall be a maximum of 18 inches high. Trees, light standards, fire hydrants, and other vertical elements are not permitted within the overhang zone. The overhang zone shall not fall outside a property line or overlap with a drive aisle. Stormwater treatment facilities may be located within the overhang zone.

- Interior parking lot landscaping and end row separation devices are not required, but if included, shall have a minimum dimension of five feet, and two feet at the end shall be left unplanted when adjacent to a drive aisle or driveway.
- Refer to Section 3.6 Parking for the required amount of off-street parking spaces and parking space dimensions.

3.4.4 Special Landscape Areas

Planned and permitted uses in the Specific Plan Area include retail, manufacturing, industrial processing, general service, and distribution uses. The aforementioned uses require a large amount of paving and/or building area. Future projects are highly encouraged to provide special landscape areas to enhance visitor and employee experience of the future project. Special landscape area is defined as an area that provides for the rest, relaxation, and enjoyment of people in an outdoor setting such as plazas, courtyards, shaded turf areas, pool areas, etc. Special landscape areas shall be visible from buildings and are encouraged to have an ornate landscape design. The future project proposal for Development Area 1 provides a special landscape area through an outdoor patio area. The future project proposal for Development Area 2 provides a special landscape area through a turf area adjacent to the convenience store.

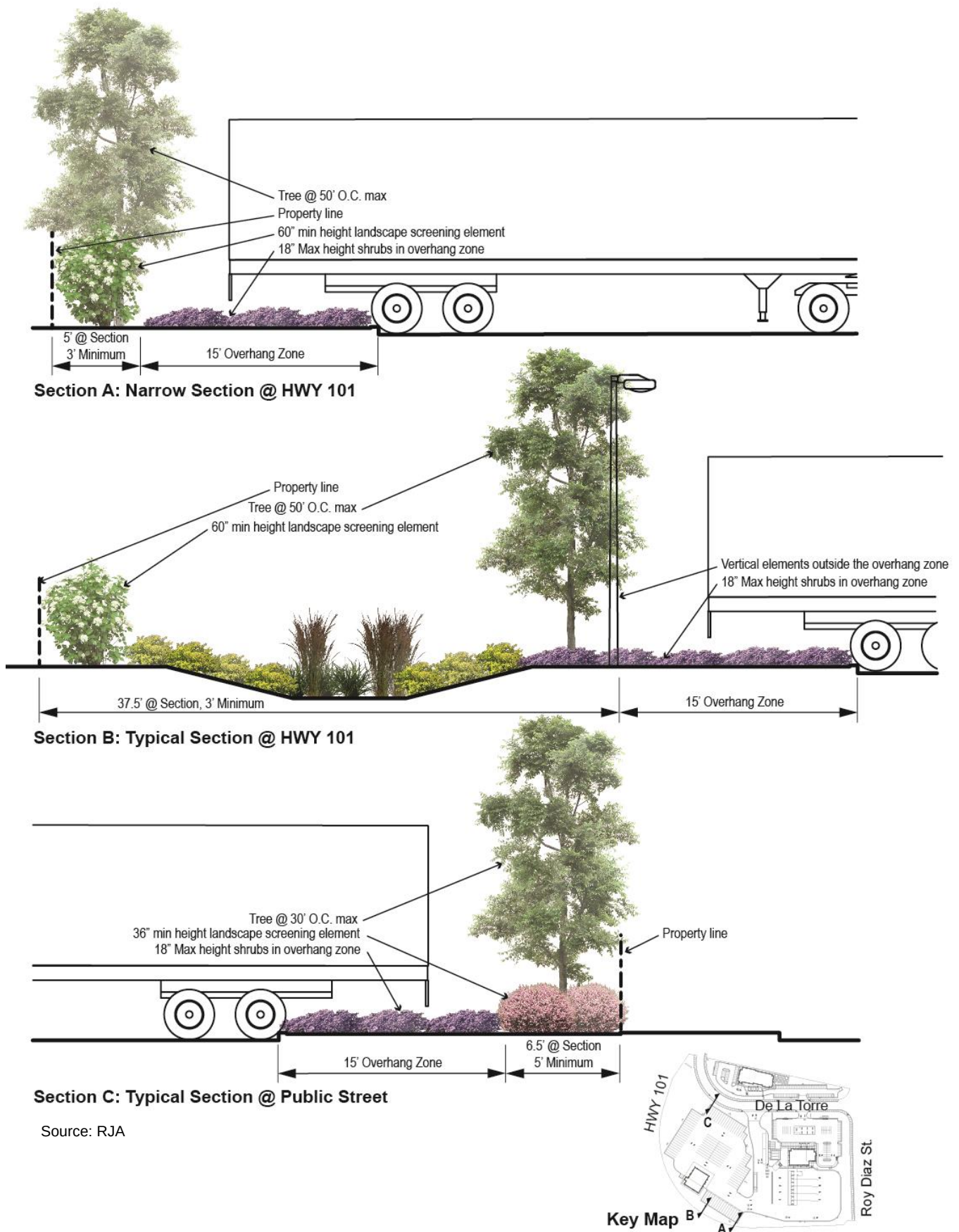


Figure 3.2: Development Area 2 Truck Parking Lot Sections

3.4.5 Planting Design and Material

Landscaping shall be designed as an integral part of the overall future project area. The landscape should enhance the building design, user experience, street scene, provide screening, and manage storm water. Common planting design concepts that should be used where practical are:

- Use large broadleaf deciduous trees to create canopy and shade in the summer and allow sunlight to penetrate in the winter, particularly in parking areas.
- Use flowering trees in informal groups to provide color.
- Use informal or formal massing of colorful plantings.
- Use distinctive plants as focal points.
- Use planting to screen parking areas from view of public rights-of-way while allowing filtered views of buildings beyond.
- Use a hierarchy of plants designed in layers with contrasting and/or complementing color, texture, form, and height.

Plants shall be selected and planted appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the development project. The use of turf shall be limited to special landscape areas and substituted with groundcovers elsewhere. Plants shall be predominately low water consuming and grouped according to their water requirements in different hydrozones. Pest resistant and native plants are encouraged to be used wherever feasible. All planting areas shall receive a three-inch layer of mulch except for turf areas. All plant material is subject to approval as part of the final landscape plan/improvement plans and shall comply with local and State ordinances at time of permit application. Refer to Section 3.4.8 Storm Water Management for additional landscape requirements in Low Impact Development (LID) facilities. Refer to Table 3.1: Recommended Plant List for recommended plants to be used.

Table 3.1: Recommended Plant List

General Plant List ⁽¹⁾	
Botanical Name	Common Name
Trees	
<i>Agonis flexuosa</i>	Peppermint Tree
<i>Arbutus 'Marina'</i>	NCN
<i>Arbutus unedo</i>	Strawberry Tree
<i>Callistemon citrinus</i>	Lemon Bottlebrush
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Cedrus deodora</i>	Deodar Cedar
<i>Cercis occidentalis</i>	Western Redbud
<i>Chitalpa tashkentensis</i>	Chitalpa
<i>Cinnamomum camphora</i>	Camphor Tree
<i>Gleditsia triacanthos</i>	Honey Locust Tree
<i>Juglans californica</i> var. <i>hindsii</i>	Northern California Black Walnut
<i>Juniperus occidentalis</i>	Western Juniper
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Laurus nobilis</i>	Sweet Bay
<i>Lophostemon confertus</i>	Brisbane Box
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Maytenus boaria</i>	Mayten Tree
<i>Melaleuca quinquenervia</i>	Cajeput Tree
<i>Myrica californica</i>	Pacific Wax Myrtle
<i>Olea europaea</i> 'Swan Hill'	Olive
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Platanus racemosa</i>	California Sycamore
<i>Platanus x acerifolia</i>	London Plane Tree
<i>Podocarpus gracilior</i>	Fern Pine
<i>Prunus caroliniana</i>	Carolina Laurel
<i>Prunus cerasifera</i>	Purple-leaf Plum
<i>Pyrus calleryana</i> 'Bradford'	Bradford Flowering Pear
<i>Quercus</i> species	Oak
<i>Rhus lancea</i>	African Sumac
<i>Robina pseudoacacia</i>	Black Locust
<i>Sambucus mexicana</i>	Blue Elderberry
<i>Ulmus parvifolia</i>	Chinese Evergreen Elm
<i>Umbularia californica</i>	California Bay
Shrubs	
<i>Arbutus unedo</i> 'Compacta'	Compact Strawberry Tree
<i>Arctostaphylos</i> species	Manzanita
<i>Artemisia</i> species	Sage
<i>Baccharis</i> species	Coyote Brush
<i>Berberis darwinii</i>	Darwin Barberry
<i>Bougainvillea</i> species	Bougainvillea
<i>Callistemon</i> 'Little John'	NCN
<i>Carissa macrocarpa</i>	Natal Plum
<i>Ceanothus</i> species	Carmel Creeper
<i>Cistus</i> species	Rockrose
<i>Dietes vegeta</i>	Fortnight Lily

Botanical Name	Common Name
Shrubs Continued	
<i>Elaeagnus x ebbingei</i>	Silverberry
<i>Escallonia 'Fradesii'</i>	Frades Escallonia
<i>Euryops pectinatus</i>	Golden Daisy Bush
<i>Feijoa sellowiana</i>	Pineapple Guava
<i>Heteromeles arbutifolia</i>	Toyon
<i>Ligustrum japonicum</i>	Japanese Privet
<i>Mahonia aquifolium</i>	Oregon Grape Holly
<i>Myrica californica</i>	Pacific Wax Myrtle
<i>Myrtus communis</i>	True Myrtle
<i>Nandina domestica</i>	Heavenly Bamboo
<i>Nerium oleander</i>	Oleander
<i>Philadelphus microphyllus</i>	Littleleaf Mock Orange
<i>Phormium tenax</i>	New Zealand Flax
<i>Pittosporum species</i>	Pittosporum
<i>Prunus ilicifolia ssp. lyonii</i>	Catalina Cherry
<i>Punica granatum 'Nana'</i>	Dwarf Pomegranate
<i>Rhamnus californica</i>	California Coffeeberry
<i>Rhaphiolepis species</i>	India Hawthorn
<i>Rhus integrifolia</i>	Lemonade Berry
<i>Ribes species</i>	Currant
<i>Rosa californica</i>	California Rose
<i>Sambucus nigra</i>	Black Elderberry
<i>Salvia species</i>	Sage
<i>Viburnum species</i>	Viburnum
<i>Westringia species</i>	Coast Rosemary
<i>Xylosma congestum</i>	Shiny Xylosma
Groundcovers	
<i>Achillea species</i>	Yarrow
<i>Arctostaphylos species</i>	Manzanita
<i>Armeria maritima</i>	Common Thrift
<i>Asteriscus maritimus</i>	Mediterranean Beach Daisy
<i>Baccharis species</i>	Coyote Brush
<i>Berberis repens</i>	Creeping Barberry
<i>Bulbine frutescens</i>	NCN
<i>Carex species</i>	Sedge
<i>Ceanothus species</i>	Carmel Creeper
<i>Cistus species</i>	Rockrose
<i>Cotoneaster dammeri 'Lowfast'</i>	Lowfast Cotoneaster
<i>Festuca mairei</i>	Atlas Fescue
<i>Gazania species</i>	Gazania
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Lantana species</i>	Lantana
<i>Leymus species</i>	Wildrye
<i>Muhlenbergia rigens</i>	Deer Grass
<i>Nassella species</i>	Needle Grass
<i>Osteospermum species</i>	Trailing African Daisy
<i>Ribes viburnifolium</i>	Evergreen Currant
<i>Salvia species</i>	Sage

Botanical Name	Common Name
Vines	
<i>Bougainvillea spectabilis</i>	Bougainvillea
<i>Ficus pumila</i>	Creeping Fig
<i>Thunbergia gregorii</i>	Orange Clock Vine
Cacti and Succulents	
<i>Aeonium species</i>	Aeonium
<i>Agave attenuata</i>	Foxtail Agave
<i>Agave parri</i>	Artichoke Agave
<i>Aloe species</i>	Aloe
<i>Dudleya species</i>	Dudleya
<i>Echeveria species</i>	Hen & Chicks
<i>Kalanchoe species</i>	Kalanchoe
<i>Sedum species</i>	Stonecrop
<i>Opuntia species</i>	

Low Impact Development (LID) Plant List ⁽²⁾	
Trees	
<i>Acer circinatum</i>	Vine Maple
<i>Acer macrophyllum</i>	Big-leaf Maple
<i>Acer negundo</i>	Box Elder
<i>Aesculus californica</i>	California Buckeye
<i>Alnus rhombifolia</i>	White Alder
<i>Alnus rubra</i>	Red Alder
<i>Cercis occidentalis</i>	Western Redbud
<i>Fraxinus latifolia</i>	Oregon Ash
<i>Juglans californica</i> var. <i>hindsii</i>	Northern California Black Walnut
<i>Platanus racemosa</i>	Western Sycamore
<i>Populus fremontii</i>	Fremont Cottonwood
<i>Populus trichocarpa</i>	Black Cottonwood
<i>Prunus lyonii</i>	Catalina Cherry
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus lobata</i>	Valley Oak
<i>Salix coulteri</i>	Coulter Willow
<i>Salix laevigata</i>	Red Willow
<i>Salix lasiandra</i>	Pacific Willow
<i>Salix lasiolepis</i>	Arroyo Willow
<i>Sambucus mexicana</i>	Blue Elderberry
<i>Umbellularia californica</i>	California Bay
<i>X Chitalpa tashkentensis</i>	Chitalpa
Shrubs	
<i>Artemisia californica</i>	California Sage
<i>Baccharis douglasii</i>	Marsh Baccharis
<i>Baccharis pilularis</i>	Coyote Brush
<i>Baccharis salicifolia</i>	Mule Fat
<i>Cornus glabrata</i>	Brown Dogwood
<i>Frangula californica</i>	Coffeeberry
<i>Fremontodendron californicum</i>	Flannel Bush

Botanical Name	Common Name
Shrubs Continued	
<i>Garrya elliptica</i>	Coast Silk Tassle
<i>Gaultheria shallon</i>	Salal
<i>Heteromeles arbutifolia</i>	Toyon
<i>Mimulus aurantiacus</i>	Sticky Monkeyflower
<i>Mimulus cardinalis</i>	Scarlet Monkeyflower
<i>Rhamnus californica</i>	California Coffeeberry
<i>Ribes sanguineum</i>	Red Flowering Currant
<i>Ribes viburnifolium</i>	Evergreen Currant
<i>Rosa californica</i>	California Rose
<i>Rubus parviflorus</i>	Thimbleberry
<i>Rubus ursinus</i>	California Blackberry
<i>Salix exigua</i>	Sandbar Willow
<i>Symphoricarpos albus</i>	Snowberry
Grasses, Groundcovers, Ferns	
<i>Achillea millefolium</i>	Yarrow
<i>Bromus carinatus</i>	California Brome
<i>Calamagrostis nutkaensis</i>	Pacific Reedgrass
<i>Calochortus albus</i>	White Globe Lily
<i>Carex globosa</i>	Globe Sedge
<i>Carex obnupta</i>	Slough Sedge
<i>Carex pansa</i>	California Meadow Sedge
<i>Carex tumulicola</i>	Berkeley Sedge
<i>Carex divulsa</i>	Gray Sedge
<i>Castilleja miniata</i>	Indian Paintbrush
<i>Deschampsia cespitosa</i>	Tufted Hairgrass
<i>Dudleya caespitosa</i>	Dudleya
<i>Eleocharis macrostachya</i>	Common Spikerush
<i>Eschscholzia californica</i>	California Poppy
<i>Festuca californica</i>	California Fescue
<i>Festuca idahoensis</i>	Idaho Fescue
<i>Festuca rubra</i>	Red Fescue
<i>Fragaria chiloensis</i>	Beach Strawberry
<i>Heuchera micrantha</i>	Alum Root
<i>Iris douglasiana</i>	Douglas Iris
<i>Juncus effusus</i>	Common Rush
<i>Juncus patens</i>	California Gray Rush
<i>Leymus triticoides</i>	Creeping Wild Rye
<i>Melica imperfecta</i>	Melic, Onion Grass
<i>Muhlenbergia rigens</i>	Deergrass
<i>Polystichum munitum</i>	Western Sword Fern
<i>Rhamnus californica</i>	California Coffeeberry
<i>Salvia species</i>	Sage
<i>Scirpus cernuus</i>	Fiber Optic Grass
<i>Sedum species</i>	Stonecrop
<i>Sisyrinchium idahoense bellum</i>	Blue-eyed Grass
<i>Satureja douglasii</i>	Yerba Buena

Botanical Name	Common Name
Vines	
<i>Clematis ligusticifolia</i>	Virgin's Bower
<i>Lonicera involucrata</i>	Twinberry Honeysuckle
<i>Vitis californica</i>	California Wild Grape
Hydroseed Mix	
Native Ornamental Bioswale Mix available from Pacific Coast Seed	

Recommended Truck Screening Tree List ⁽³⁾	
Trees	
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Cupressocyparis x leylandii</i>	Leyland Cypress
<i>Hymenosporum flavum</i>	Sweetshade Tree
<i>Pinus canariensis</i>	Canary Island Pine
<i>Podocarpus gracilior</i>	Fern Pine
<i>Prunus ilicifolia</i>	Catalina Cherry
<i>Quercus robur 'Fastigiata'</i>	Upright English Oak
<i>Tristania conferta</i>	Brisbane Box

Notes:

(1) The above list of plants is a recommended list and additional plant species may be utilized subject to approval by the City's Community Development Department.

(2) Refer to the City of Salinas "Stormwater Development Standards for New and Redevelopment Projects" for additional information.

(3) Additional tree species may be utilized provided there is adequate room to accommodate the trees mature size

3.4.6 Irrigation

All landscape areas shall have a fully automatic and permanent irrigation system. Irrigation systems shall be weather smart systems utilizing weather and soil sensors that make automatic adjustments based on the current climatic conditions, along with multiple programs and application cycles/start times. Backflow prevention devices shall be required to prevent contamination of the water supply. A flow sensor and master valve shall be connected to the controller to allow automatic shut off of any valve circuit or main line in the event of a pipe break to prevent water waste. In addition to the master valve, manual shut off valves shall be installed near the point of connection and at logical points along the mainline to allow the system to remain operational while a portion is under repair. Irrigation systems shall be designed, installed, and operated as to not exceed the maximum permitted landscape water use by local and State ordinances.

The irrigation systems shall be designed to prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscape, roadways, or structures. The design of the irrigation system shall conform to the hydrozones of the landscape plan. Where feasible, trees shall be placed on separate valves from shrubs, groundcovers, and turf to facilitate the appropriate water application to trees. Turf is required to be irrigated on a separate valve. The mature size and extent of the root zone shall be considered when designing irrigation for trees. Irrigation systems shall have sprinkler heads with application rates that do not exceed the infiltration rate of the soil. Landscaping requiring intensive watering shall be watered by drip irrigation. Irrigation systems shall be operated during the specified times by the City or water purveyor. All irrigation and landscape materials shall comply with SMC Chapter 36A: Water Conservation and the State MWEL.

3.4.7 Water Conservation

All landscape areas shall utilize plant material, features and techniques that reduce the demand for water consumption. Plant material shall be drought-resistant and well-suited to the local soil and climate. The use of native plants is preferred to non-native plants and invasive plants on the California Invasive Plant Inventory published by the California Invasive Plant Council (CAL-IPC). The use of turf should be minimized and not exceed twenty five percent of the landscape area. Turf is only permitted in special landscape areas described in Section 3.4.4 and may not be used as groundcover. All landscape areas are required to be installed with an automatic irrigation system that responds to the climate per the standards in Section 3.4.6. Landscape areas shall receive a three-inch layer of mulch to reduce evapotranspiration and suppress weed growth. Other water conservation techniques include the use of permeable paving, storm water retention, and nonliving groundcover such as gravel or loose decomposed granite. Artificial turf is not permitted as a nonliving groundcover material.

3.4.8 Stormwater Management

Future projects shall be designed with vegetated Low Impact Development (LID) facilities such as vegetated swales and bioretention basins. Plants shall be utilized to facilitate infiltration of surface runoff, reduce heat island effect, and reduce pollutant loading of urban runoff. Plants used in LID facilities should be selected based on their natural adaptability to the climate, drought resistance, ability to be inundated for periods of time and ability to clean pollutants. Native plants are recommended for LID facilities due to their natural adaptability, while invasive species and turf are not permitted. Refer to Table 3.1, Recommended Plant List, Low Impact Development Plant List, for recommended plants to be used in LID facilities.

3.4.9 Installation

The spacing of trees and shrubs shall be appropriate to the species mature size. Plant materials shall be spaced so that they do not interfere with adequate lighting of the development project or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Proper spacing shall also insure unobstructed access for vehicles and pedestrians in addition to providing clear vision of the intersections from approaching vehicles. Plant material shall conform to the following spacing standards:

- A minimum of 30 feet from the property corner at a street intersection to the center of the first tree or large shrub.
- A minimum of 15 feet between center of trees or large shrubs to light posts.
- A minimum of 10 feet between center of trees or large shrubs to fire hydrants.
- A minimum of 15 feet from the intersection of a driveway with a street right-of-way to the center of any tree having a diameter larger than eighteen inches at maturity or large shrub.
- Plants shall be spaced to accommodate their mature size and installed to achieve immediate effect. Minimum plant material installation sizes are as follows:
 - Trees: 24" Box
 - Shrubs: 5 Gallon
 - Mass Plantings: 1 Gallon
- Plants material shall be installed per City standard details at time of permit application.

3.4.10 Maintenance

Landscape within future project areas are required to be permanently maintained by the property owner, business association, an assessment district or other such entities. Maintenance includes watering, weeding, mulching, pruning and replacement of dead plant material and broken irrigation equipment as necessary to preserve the health, longevity, and appearance of the landscape. As the landscape matures, the landscape shall be maintained to minimize the conflict between natural surveillance and the landscape. Future projects shall be responsible for maintaining the landscape within the street right-of-way along their property's frontage. Landscape within the public street right-of-way that is not fronted by a future project shall be maintained by the City.

3.5 ARCHITECTURAL STANDARDS

Future projects shall have well-designed architecture suitable to use and function of the building. Future projects with multiple buildings shall reflect a consistent theme and style throughout the future project area. If buildings are part of one future project, but divided by roadways or other means, buildings may reflect different themes. Buildings on one future project area may reflect a different theme than buildings on another future project area. Buildings on Development Areas 1 and 2 shall be designed in substantial conformance with the conceptual architecture illustrated in Figures 3.3 to 3.5 and the standards contained within this section. Figures 3.3 to 3.5 reflect the future project proposal for Development Areas 1 and 2; modifications to the conceptual architecture is permitted during the final design process subject to review and approval by the City's Community Development Department. Future project buildings within Development Areas 3 and 4 shall be designed in substantial conformance with the standards contained within this section.



FRONT CONCEPTUAL RENDERING



FRONT ELEVATION

Source: GSB, Inc.

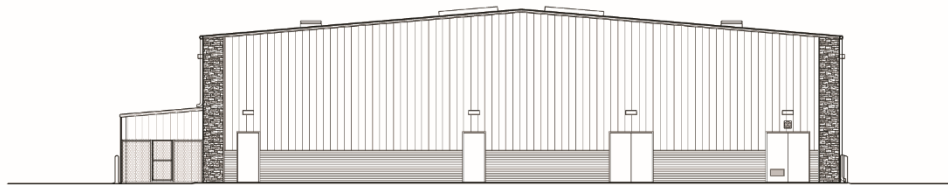
Figure 3.3: Development Area 1 Hotel Concept Elevations



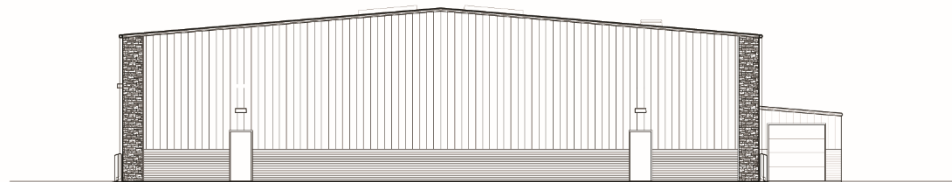
LEFT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



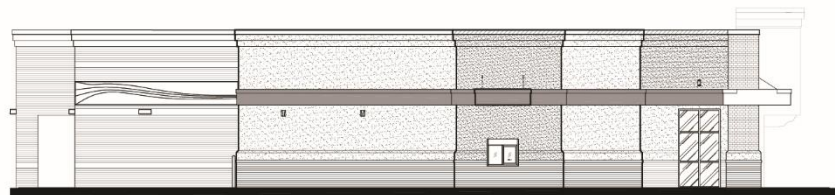
FRONT ELEVATION

Source: GSB, Inc.

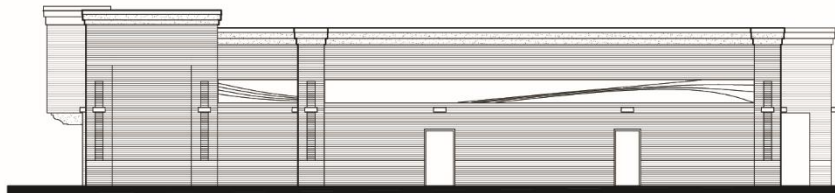
Figure 3.4: Development Area 2 Mechanic's Building Concept Elevations



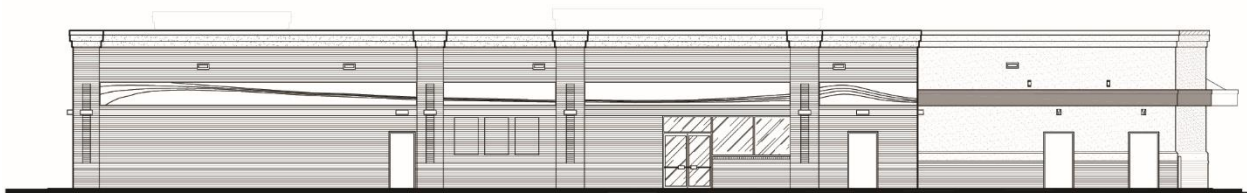
FRONT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

Source: GSB, Inc.

Figure 3.5: Development Area 2 Convenience Store & Restaurant Concept Elevations

3.5.1 Façade

The land uses permitted in the Specific Plan often present large, monotonous buildings. Future projects should avoid unarticulated structures to the greatest extent feasible through the design guidelines and standards listed below.

Commercial Thoroughfare Base Zoning District

- Vary the planes of exterior walls in depth and/or direction that face public streets. Wall planes shall have offsets proportional to the building size or architectural features, such as a columns, periodically to provide visual interest. Wall planes shall not run in a continuous direction for more than 60 feet without an offset.
- Vary the height of buildings to give the appearance of distinct massing elements.
- Articulate different portions of a building's façade by use of color, arrangement of elements, or a change in materials.
- Avoid blank front and corner walls at ground floor levels.
- The primary building entry shall be generally visible from the street(s).
- Architecturally treat all building façades visible from public streets and public areas such as parking lots.
- Large structures shall be broken up by creating a horizontal emphasis through the use of trim, varying wall planes, use combinations of complementary colors, and landscape materials.
- Utilize windows and doors to establish character by their rhythm and variety. Recessed openings help to provide depth and contrast on elevation planes.
- Façades which face pedestrian oriented areas should provide windows and doors which provide transparency and do not have reflective, translucent, or dark tinted glass.
- Buildings shall have a recognizable base consisting of, but not limited to, richly textured materials, darker colored materials and/or panels, and/or periodic landscape pots or continuous landscape planter with shrubs.

Industrial General Base Zoning District

- Buildings are encouraged to have a recognizable base consisting of, but not limited to, richly textured materials, darker colored materials and/or panels, and/or periodic landscape pots or continuous landscape planter with shrubs.
- Employ a variety of structure forms and/or use windows and doors to establish character by their rhythm and variety.
- Avoid blank front and corner wall elevations on street frontages.
- Locate windows to maximize natural surveillance.
- Entries should be emphasized while being architecturally tied into the overall mass and building composition.
- Sensitive alternation of colors and material can produce diversity and enhance architectural forms.

- Architecturally treat all building facades visible from public streets and public areas such as parking lots.
- Utilize landscape at the building edge to reduce the visual mass and height.

3.5.2 Roof

The roof design of a structure should be considered as a component of the overall architectural design theme and style. The following design guidelines and standards apply to all zoning districts.

- The roofline at the top of a structure should not run in a continuous plane for more than 110 feet without periodic offsetting or jogging the roof plane for larger structures unless it is consistent with the chosen architectural style.
- Near-vertical roofs and inconsistently applied mansard roofs should not be used. If used, cornice trim and mansard roofs should wrap around the entire perimeter of a structure.
- The following roof materials shall not be used: corrugated metal (standard rib metal roofs are permitted) unless the material is appropriate for the architectural style or theme of the building, highly reflective surfaces that create glare or illuminated roofing.

3.5.3 Materials

The materials chosen for buildings are an integral part of establishing an architectural style and theme. The following design guidelines and standards apply to all zoning districts.

- Materials shall be consistently applied on all façades and be chosen to work harmoniously with adjacent materials.
- Wall materials that will withstand abuse by vandals or accidental damage from machinery and vehicles are encouraged.
- Material and color changes should occur at changes in plane at inside corners. Material or color changes at the outside corners of structures or on the same plane should generally be avoided. Base materials may change on the same plane provided a transitional element between the two materials or colors is provided such as a cap.
- Inconsistent embellishment and frequent changes in materials shall generally be avoided.
- Materials with high maintenance such as stained wood, shingles, or metal siding should be avoided.

- Exposed, untreated precision block walls should be avoided. If exposed concrete block walls are used, textured finishes such as split face, shotblast, burnished, etc. shall be utilized.

3.5.4 Color

Building and material colors should be used delicately to enhance the architectural style. The following design guidelines and standards apply to all zoning districts.

- Sensitive alteration of colors and materials shall be provided to produce diversity and enhance architectural forms.
- Exterior building and roofing colors shall be appropriate to and enhance the architectural style and materials of the structure. Large areas of intense primary color shall generally be avoided as the dominant overall color for a structure.
- Primary or bold colors should only be used to accent elements, such as door and window frames, architectural details, etc. Primary or bold colors may be used for elements associated with tenant branding provided it is not the dominant building element.
- Minimize the number of colors appearing on the structure's exterior unless appropriate to the architectural style.
- Roof flashings, rain gutters, and downspouts, vents, and other roof protrusions shall be finished to complement or match the adjacent materials and/or colors.

3.5.5 Utilities and Mechanical Equipment

Outdoor equipment location and design shall be considered when buildings are designed. The following design guidelines and standards apply to all zoning districts.

- All roof top equipment must be screened from public view by screening materials of the same nature as the building's basic materials. Mechanical equipment should be located below the highest vertical element of the building.
- Outdoor equipment mounted on the side of a building or the ground shall be screened from public view. The method of screening shall be architecturally integrated in terms of materials, color, shape, and size. The screening design shall blend with the building design.

3.6 PARKING

3.6.1 Vehicular Parking

Future projects shall be designed to provide an adequate amount of off-street parking spaces in a manner that ensures efficiency and protects the public safety. The number of required parking spaces shall be determined utilizing SMC Table 37-50.100:

Schedule A: Off Street Parking and Loading Spaces Required and SMC Table 37-50.110: Schedule B: Off-Street Loading Spaces Required. The number of required accessible parking spaces shall be determined by the adopted building code at time of permit application. The number of truck parking spaces is in addition to the number of required automobile parking spaces and is only required if needed for a proposed use and project.

Future projects shall separate standard automobile and large truck parking lot areas. Passenger vehicle parking spaces shall be designed in accordance with SMC Table 37-50.140: Parking Space Requirements at Various Parking Angles. Truck parking spaces shall be designed in accordance with Table 3.2: Minimum Truck Parking Space Dimensions, Figure 3.6: Truck Parking Space Diagram '1' and Figure 3.7: Truck Parking Space Diagram '2.'

Table 3.2: Minimum Truck Parking Space Dimensions

Space Angle	Space Width (A)	Perimeter Space Depth (B)	Interior Space Depth (C)	Permitted Overhang (D)	Back Up Aisle Width (E)	Drive Aisle Width (F)
90°	12.5 feet	35 feet (single-unit truck) 65 feet (tractor-semitrailer truck)	40 feet (single-unit truck) 75 feet (tractor-semitrailer truck)	10 feet (single-unit truck) 15 feet (tractor-semitrailer truck)	60 feet	28 feet

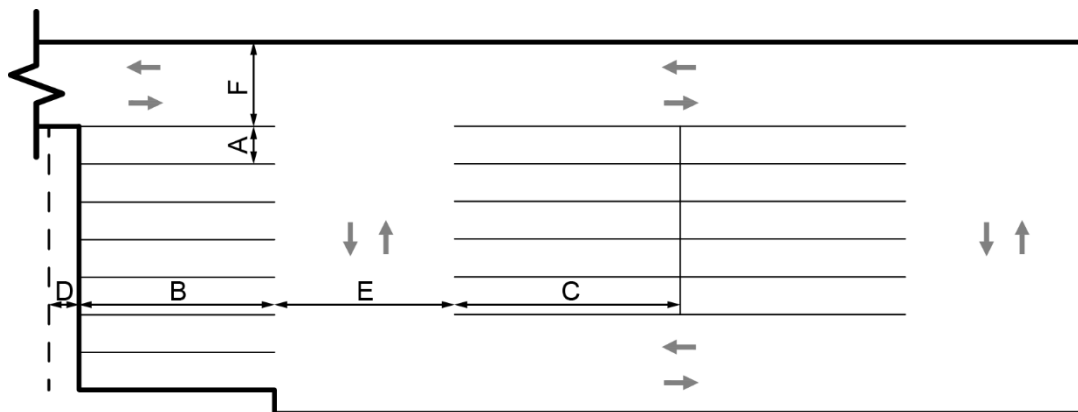


Figure 3.6: Truck Parking Space Diagram '1'

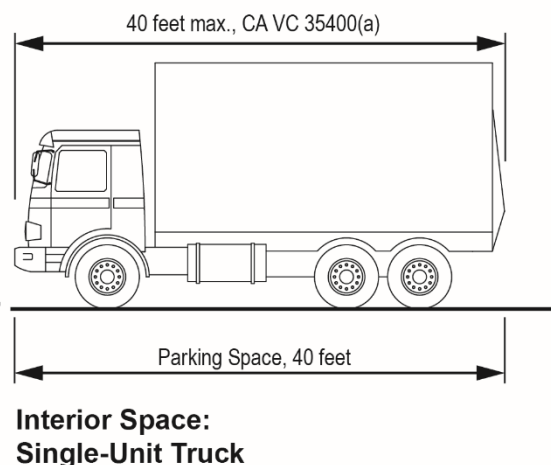
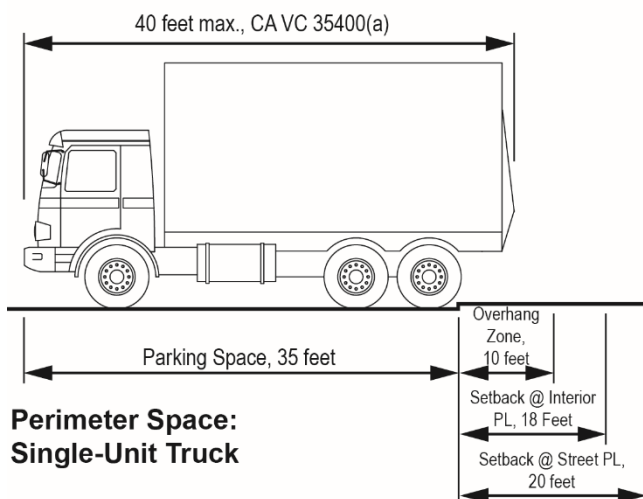
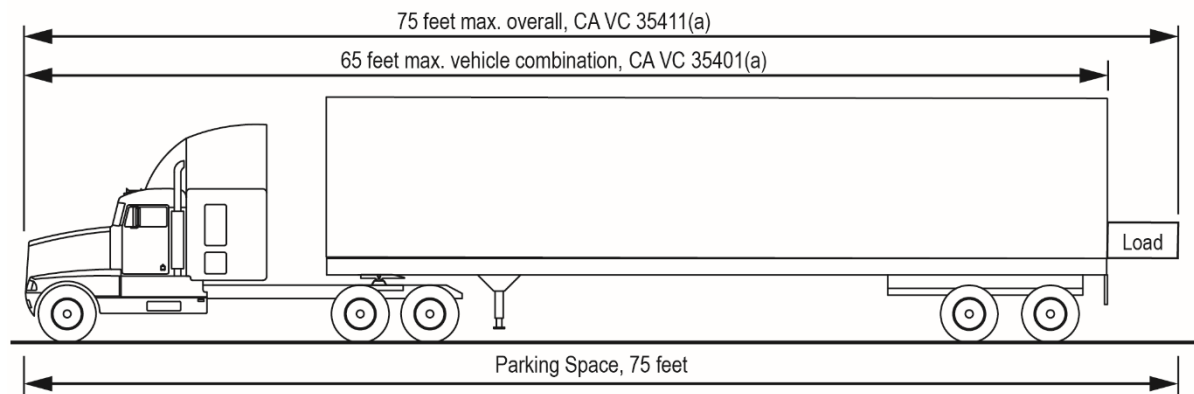
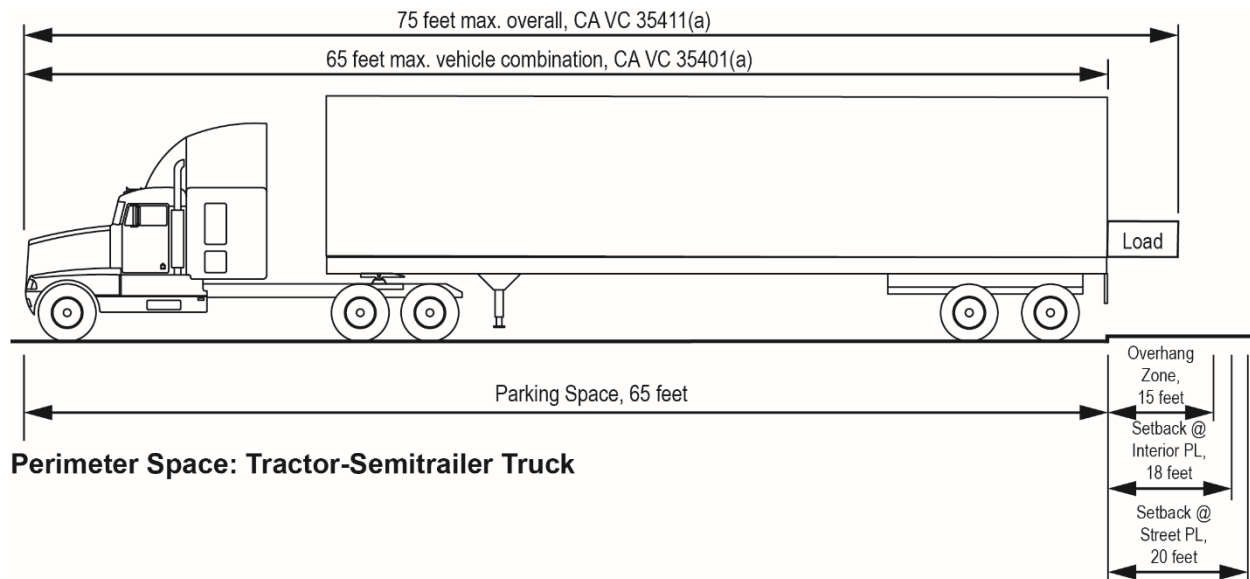


Figure 3.7: Truck Parking Space Diagram '2'

3.6.2 Vehicular Parking Lot Design Guidelines and Standards

Well-designed parking facilities are an important part of future projects. The following design principles and standards are provided to help guide parking lot design within future projects.

- Passenger vehicle and large truck parking spaces shall be separated in different parking areas/lots.
- Parking areas shall include landscaping per the standards specified in Section 3.4.3.
- Site access and internal circulation should be designed in a straightforward manner that emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic.
- The use of sidewalks, pavement, gates, lighting, and landscaping to and from entrances and exits shall be used to clearly guide the public.
- Parking aisles shall be separated from vehicle circulation routes whenever possible.
- Parking areas shall be separated from structures by either a raised concrete walkway or landscaped strip, preferably both. Situations where parking spaces directly abut structures shall be avoided whenever practical. Parking spaces shall be increased by one foot on each obstructed side if it abuts a wall, column or other obstruction higher than one-half foot.
- Parking areas and pedestrian walkways shall be visible from structures to the greatest extent possible.
- Whenever feasible, shared parking between adjacent businesses and/or developments is highly encouraged.
- Parking access points shall be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points shall be limited to the minimum amount necessary to provide adequate circulation.
- Refer to the SMC Section 37-50.520. Parking design standards for additional guidelines and standards.

3.6.3 Bicycle Parking

Future projects shall be designed to provide an adequate amount of bicycle parking in a manner that ensures efficiency and protects public safety. The number of bicycle parking spaces is in addition to the required vehicular parking spaces. The number of required bicycle parking spaces shall equal ten percent of the required vehicular parking spaces with a minimum of two and maximum of 50 required spaces.

A durable commercial grade bicycle rack that complements the architecture and is U-lock compatible is required to meet the bicycle parking requirement. Bicycle parking spaces intended for long term needs, such as for employees, may be bicycle lockers as

an alternative to bicycle racks. Bicycle racks shall be provided in a manner that does not interfere with pedestrian or vehicular circulation and shall be located near building entrances in a high visibility location. Bicycle racks shall be provided within one hundred feet from the building entrance. If future projects have multiple buildings, required bicycle racks should be distributed if practical.

3.7 SPECIAL DESIGN STANDARDS

There are several special design issues that pertain to development projects including signage, lighting, site furnishings, storage tanks, waste enclosures, and walls/fences which are addressed in this section.

3.7.1 Signage

Future projects shall be designed with a precise concept for signage that addresses sign placement, scale, and legibility. Signs shall be used to adequately convey information on tenants and site direction without cluttering sites with too many signs. Quality signs are encouraged in order to make a positive contribution to the street scene. Signs should be compatible with the façade on which they are located. Monument type signs are the preferred alternative for tenant identification from public streets. Highway signs are encouraged in moderation to provide tenant identification. Freeway signs shall be designed with adequate height, visibility, and information to provide drivers adequate time to safely change lanes and exit the highway. Future projects with two or more tenants are required to prepare a master sign plan meeting the requirements specified in the SMC Section 37-50.570(b). Future projects shall comply with the standards specified in the SMC Chapter 37. Article V. Division 3. Signs except as modified by the following standards.

3.7.1.1 Signage Definitions

Development Areas 1 and 2 include unique sign regulations for freestanding signs, highway signs and price signs that modify the SMC. Definitions of the aforementioned sign types are below. For a complete list of sign definitions, refer to the SMC Section 37-50.540.

- **Freestanding Sign.** A sign supported by the ground, landscape/hardscape features, or by freestanding frames, braces, or poles, and not attached to any building. This includes signs that are detached from a building, pole signs, and monument signs.
- **Highway Sign:** A tall freestanding sign intended to be visible from highways permitted only on properties within 660 feet of Highway 101.
- **Price Sign:** A freestanding sign permitted at service stations that displays the current fuel price.

3.7.1.2 City Gateway Signage

The Specific Plan Area is situated at the southern end of the City at the first U.S. Highway 101 northbound ramp to the City. A high quality, architecturally treated highway sign shall be located on Development Area 2, along U.S. Highway 101, providing City signage. The architectural character and materials of the sign shall be consistent with the materials used on the main building of Development Area 2. The City signage shall be prominent and located at the highest portion of the sign. Due to the large scale of the sign, additional highway sign square footage is permitted for Development Area 2 tenant signage. Development Area 2 tenant signage shall not exceed 50 feet high from finish grade and a total sign area of 480 square feet per sign face. The 480 square feet per sign face is in addition to the permitted freestanding sign area of Development Area 2. A maximum of two sign faces is permitted. No additional highway signs are permitted on Development Area 2. The sign shall be designed in substantial compliance with Figure 3.8: Gateway Sign Concept permitting modifications to be architecturally consistent with onsite buildings as approved by the City Community Development Department.



Figure 3.8: Gateway Sign Concept

3.7.1.3 Development Area 1 Signage

Future projects within Development Area 1 shall comply with the SMC Chapter 37. Article V. Division 3. Signs with the following exceptions to freestanding and highway signs intended to give applicants greater flexibility. Preliminary details for freestanding and highway signs shall be included in the projects Site Plan Review application for City review and approval. If proposed freestanding and highway signs are consistent with the height and area requirements below, conditional use permits are not required.

- Freestanding Signs: A maximum of one (1) twenty-five-foot-high freestanding sign and three (3) eight-foot high freestanding signs are permitted. The maximum square footage a freestanding sign may be is 70 square feet per face. The total sign area of all freestanding signs shall not exceed 255 square feet.
- Highway Signs: A maximum of one (1) highway sign is permitted. The sign area shall not exceed one hundred twenty-five square feet per face and contains a maximum of two faces. The highway sign shall not exceed 50 feet high measured from finished grade. The highway sign and sign area is in addition to the permitted freestanding signs above.

3.7.1.4 Development Area 2 Signage

Future projects within Development Area 1 shall comply with the SMC Chapter 37. Article V. Division 3. Signs with the following exceptions to price, freestanding and highway signs intended to give applicants greater flexibility. Preliminary details for price, freestanding and highway signs shall be included in the project's Site Plan Review application for City review and approval. If proposed price, freestanding and highway signs are consistent with the height and area requirements below, conditional use permits are not required.

- Price Signs: A maximum of one (1) sign with a maximum sign area of 80 square feet per face or a maximum of two (2) signs with a maximum sign area of 40 square feet per face. Price signs shall not exceed 15 feet high. Price signs and their sign area is in addition to the permitted freestanding signs. Price signs are encouraged to be combined with tenant signage on a single monument sign. Combined freestanding signs shall not exceed the combined maximum sign area of the price sign and freestanding sign. Combined freestanding signs shall not exceed the maximum permitted height for price signs.
- Freestanding Signs: A maximum of two (2) twenty-five-foot-high freestanding signs and five (5) eight-foot high freestanding signs are permitted. The maximum square footage a freestanding sign may be is 70 square feet per face. The total sign area of all freestanding signs shall not exceed 445 square feet.
- Highway Signs: Refer to Specific Plan section 3.7.1.2 City Gateway Signage and Figure 3.8: Gateway Sign Concept for the permitted highway sign on Development Area 2.

3.7.1.5 Development Areas 3 & 4 Signage

Development Area 3 and 4 shall comply with the standards specified in the SMC Chapter 37. Article V. Division 3. Signs.

3.7.2 Lighting

Future project lighting shall provide illumination for the security and safety of the site while avoiding adverse lighting impacts to the surrounding properties and roadways. Lighting shall meet the guidelines and standards specified the SMC Section 37-50.480 and other applicable codes such as CalGreen and Cal Energy code.

3.7.3 Site Furnishings

To enhance the visitor and employee experience of a future project, furnishings such as benches, trash receptacles, and pots shall be provided in appropriate areas. Site furnishings shall be constructed of durable commercial grade materials and complement the architectural style of the buildings. Future projects shall have a consistent furnishing design theme that is complementary to the architectural theme. Site furnishings located in the public street right-of-way shall be approved by the City.

Figure 3.9: Site Furnishings Examples illustrates simple contemporary site furnishings that are compatible with most architectural styles.



Source: DuMor, Inc & Landscapeforms

Figure 3.9: Site Furnishings Examples

3.7.4 Fuel Tank Areas

Fuel storage tanks associated with the fuel islands shall comply with all local, State, and federal laws. Additional requirements are as follows:

- Above ground diesel storage tanks shall be fenced off for security purposes. The fencing shall be screened with vegetation and/or vinyl slats where feasible. Refer to Section 3.7.6 Walls and Fences for fencing standards.

- Fuel storage tanks shall be located in a manner that does not disrupt the circulation of the site when the storage tanks are being filled or serviced.

3.7.5 Recycling and Solid Waste Enclosures

Waste management is an important consideration for future projects. The following design standards modify and supersede the waste disposal standards in the SMC Section 37-50.200.

- Each waste enclosure shall be screened on three sides with a solid masonry wall. The exterior surface finish shall be compatible with the main structure. Landscaping shall be provided along walls to prevent graffiti.
- Each waste enclosure shall have a solid gate capable of screening the contents of the enclosure. A vinyl coated chain link fence with slats is permitted in the Industrial General zoning district when not visible from public streets, but is not permitted in the Commercial Thoroughfare zoning district. See Section 3.7.6, Walls and Fences, for permitted vinyl coating and slat colors.
- The waste enclosure walls and gates shall be a minimum of six feet high.
- Waste enclosures shall include a pedestrian access door separate from the main gates.
- Waste enclosures shall be adequate in capacity, number, and distribution to achieve fifty percent or greater recycling of the total waste generated on-site. Readily accessible areas that serve an entire building shall provide receptacles identified for the depositing, storage and collection of non-hazardous material for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals.
- A minimum two-foot wide perimeter planter shall be provided and landscaped to screen the waste enclosure if visible from public streets or public view.
- The recycling collection area and the trash collection area shall be adjacent to one another in one enclosure.
- Waste enclosure dimensions shall meet the minimum requirements of the recycling and solid waste contractor's standards.
- Signs shall be posted on each waste enclosure providing instruction on the use of the recycling bins in English and Spanish.
- Recycling and solid waste enclosures may be visible from public streets provided they are well screened. Enclosures require a 20 foot setback from front and corner property lines and a five foot setback from all other property lines.
- Recycling and solid waste containers are required to have lockable lids.
- Waste enclosures shall either be covered with drain inlets connected to the sanitary sewer system or be uncovered and drain to landscape areas per the City's SWDS.
- Waste bins shall be adequately sized for the facility to not allow overflow of trash.

Refer to Figure 3.10: Waste Enclosure Example for an example of a well-designed waste enclosure that matches the main building and is well screened.



Source: www.thebuildingcodeforum.com

Figure 3.10: Waste Enclosure Example

3.7.6 Walls and Fences

Walls and fences may be used throughout future projects for security, functional, and aesthetic purposes. Fencing shall comply with the Specific Plan guidelines and standards in addition to the regulations contained in SMC Section 37-50.090.

Commercial Thoroughfare Base Zoning District

- Walls are strongly discouraged except when required for security and screening purposes. Walls should be as low as possible while still performing their main function.
- Solid walls that match the building are preferred to chain link or similar type fencing.
- Walls shall be finished on all sides to match the main building color and finish. Plant material is required to soften long expanses of walls. Landscaping shall be provided along walls to prevent graffiti.
- Barbed wire fences or similar fencing types are not permitted.
- Chain link fences are not permitted in any front or corner yards or required landscape planters. Where chain link fences are permitted for security uses, they shall be required to have vinyl or powder coated wire and slats. Permitted slat and vinyl coating colors are black, green and brown. Posts and rails shall be painted or powder coated to match the vinyl coating.
- Fencing color shall be complementary to the building.
- Plant material should be used in combination with walls and fences.

Industrial General Base Zoning District

- Walls should be as low as possible while still performing their main function.
- Long expanses of walls should be offset every 50 feet and fencing should be used in combination with pilasters and/or wall segments.
- Chain link fences are strongly encouraged to have vinyl or powder coated wire and slats. Permitted slat and vinyl coating colors are black, green and brown. Posts and rails shall be painted or powder coated to match the vinyl coating.
- If the existing chain link fence along U.S. Highway 101 is retained, vegetated screening by use of vines or shrubs is required.
- Walls shall be finished on all sides to match the main buildings color and finish.
- Plant material is encouraged to soften long expanses of walls.
- Fencing color shall be complementary to the building.

Refer to Figure 3.11: Wall and Fence Examples for examples of a well-designed vinyl coated fence in landscape area and combination tubular steel/masonry wall.



Source: www.pinterest.com



Figure 3.11: Wall and Fence Examples

4 CIRCULATION AND TRANSPORTATION

4.1 INTRODUCTION

The circulation system for the Specific Plan Area has unique considerations to accommodate trucks and the general motoring public. This section describes the existing circulation system that serves the Development Areas and identifies circulation improvements and standards to accommodate future projects through a combination of public and private improvements pertaining to vehicular, pedestrian, and bicycle circulation.

4.2 GOALS AND POLICIES

The following Specific Plan circulation goals and policies are consistent with General Plan policies.

Goal 4-1: Provide a circulation system that adequately meets the needs of future development within the remainder of the Future Growth Area.

Policy 4-1.1: Provide a circulation network that facilitates the movement of large vehicles.

Policy 4-1.2: Design roadways to meet the City's acceptable level of service.

Policy 4-1.3: Require the dedication of land for public roadways, ensuring public access to the remaining Future Growth Area.

Policy 4-1.4: Provide a circulation system that promotes pedestrian access and safety.

Policy 4-1.5: Minimize driveway entrances from streets to reduce conflicts.

Policy 4-1.6: Provide Americans with Disabilities Act (ADA) compliant facilities.

Goal 4-2: Reduce the number of vehicle trips to and from the Specific Plan area thereby reducing criteria air emissions and greenhouse gas emissions.

Policy 4-2.1: Provide a circulation network that promotes alternative modes of transportation.

Policy 4-2.2: Provide on-site amenities for users of alternative modes of transportation.

4.3 EXISTING CIRCULATION SYSTEM

The Specific Plan Area is located at the southern end of the City along U.S. Highway 101. The Development Areas are accessible by existing local roadways to the northwest which provide pedestrian, bicycle and vehicular access.

4.3.1 Existing Vehicular Circulation

Regional Access

Regional access to the Specific Plan Area is provided by U.S. Highway 101. The Highway traverses California from the greater Los Angeles area to the northern State border with Oregon. Vehicles traveling northbound to the City may exit Ramp 326A to Roy Diaz Street to access the Development Areas. Vehicles traveling southbound through the City may exit Ramp 326A to Airport Boulevard that connects to Roy Diaz Street, which provides access to the Development Areas. The southbound exit is approximately half a mile northwest of the Specific Plan Area.

Regional connectors to and near the City include the Monterey Salinas Highway (State Route 68), State Route 183, and State Route 156.

Refer to Figure 4.1: Regional Circulation Map for additional information.

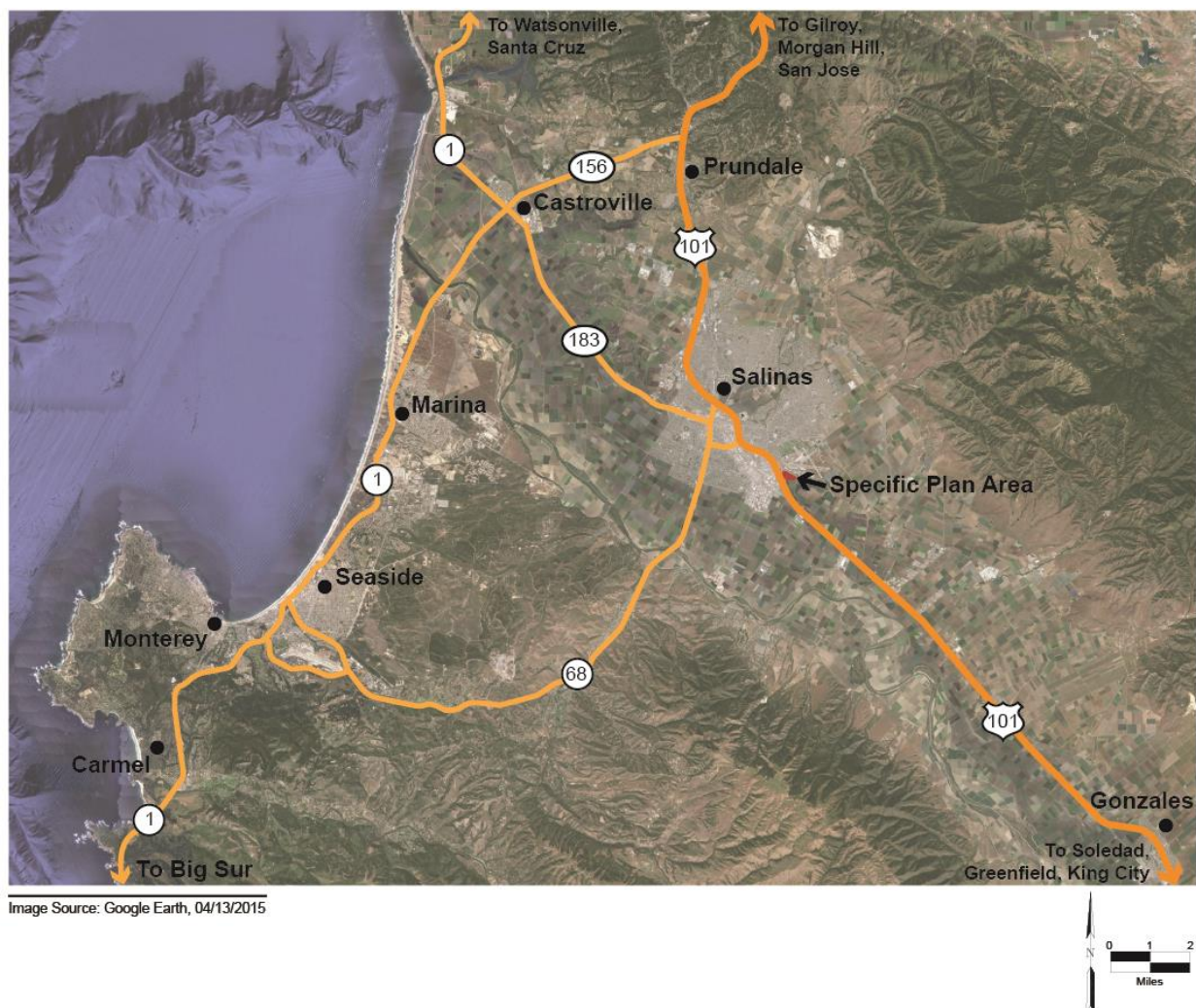


Figure 4.1: Regional Circulation Map

Local Access

Local access to the Development Areas is provided primarily by Airport Boulevard, located just north of the Specific Plan Area. The Development Areas are made accessible from Airport Boulevard via Roy Diaz Street and De La Torre.

Airport Boulevard is classified as a minor arterial in the General Plan and is typically a four-lane road, but varies at intersections. Airport Boulevard provides access to the larger roadway network of the City. Airport Boulevard is classified as a truck route and provides the primary access to the Salinas Municipal Airport. Refer to Figure 1.1: Vicinity Map for the City's major roadway connections.

Roy Diaz Street is classified as a minor arterial in the General Plan and is typically a four-lane road. The roadway provides access from U.S. Highway 101 Ramp 326A to Airport Boulevard. The roadway ends in a cul-de-sac southeast of the ramp.

De La Torre is classified as a local street in the General Plan and is a two-lane road with on street parking. The roadway provides access to existing highway oriented commercial land uses northwest of the Specific Plan Area. The roadway has a horseshoe configuration, taking both points of access from Roy Diaz Street. The southern portion of the roadway runs through the Specific Plan Area.

Refer to Figure 4.2: Existing Local Vehicular Circulation Map for the local roadways within an approximately one-half mile radius of the Specific Plan Area.

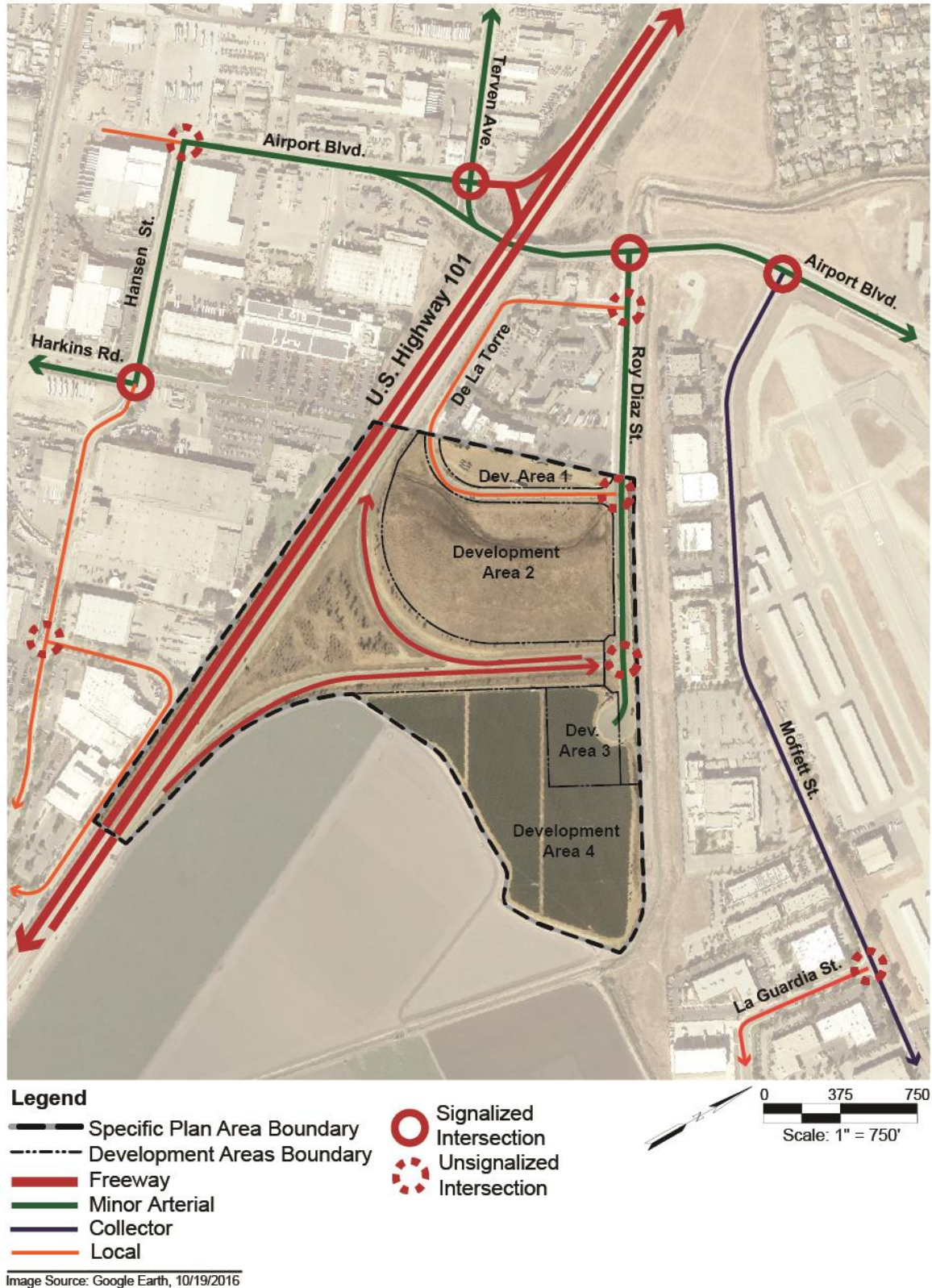


Figure 4.2: Existing Local Vehicular Circulation Map

4.3.2 Existing Public Transportation

The predominant mode of public transportation in the City is bus service, which is provided by Monterey-Salinas Transit (MST). MST serves an approximately 280-square-mile area of Monterey County and southern Santa Cruz County. Approximately 20 bus routes are operated in the City. The nearest bus route to the Specific Plan Area is Route 48, which provides service between the Salinas Airport Business Center and the Salinas Transit Center. The Salinas Transit Center is located in the downtown area where transit users may connect to 16 other bus routes and the Coast Starlight transit rail line operated by Amtrak. The nearest bus stop to the Development Areas is located near the intersection of Moffett Street and Airport Boulevard, approximately a half mile walking distance from the northeast corner of Development Area 1.

Refer to Figure 4.3: Existing Local Bicycle, Pedestrian & Public Transportation Map for bus stops located approximately half a mile from the Specific Plan Area.

4.3.3 Existing Bicycle Circulation

Roadways near and in the Specific Plan Area with bicycle infrastructure include Airport Boulevard, Roy Diaz Street, and Moffett Street.

Airport Boulevard has a Class II bike lane starting from U.S. Highway 101 to Alisal Street.

Roy Diaz Street has a striped bike lane at the intersection of Airport Boulevard for bicyclists turning left onto Airport Boulevard and at the intersection of U.S. Highway 101 Ramp 326A for bicyclists going straight.

Moffett Street has a Class III bike lane along the entire roadway.

Refer to Figure 4.3: Existing Local Bicycle, Pedestrian & Public Transportation Map for bicycle lanes located approximately half a mile from the Specific Plan Area.

4.3.4 Existing Pedestrian Circulation

Roadways near the Specific Plan Area all have pedestrian facilities that include sidewalks, ADA ramps, and crosswalks.

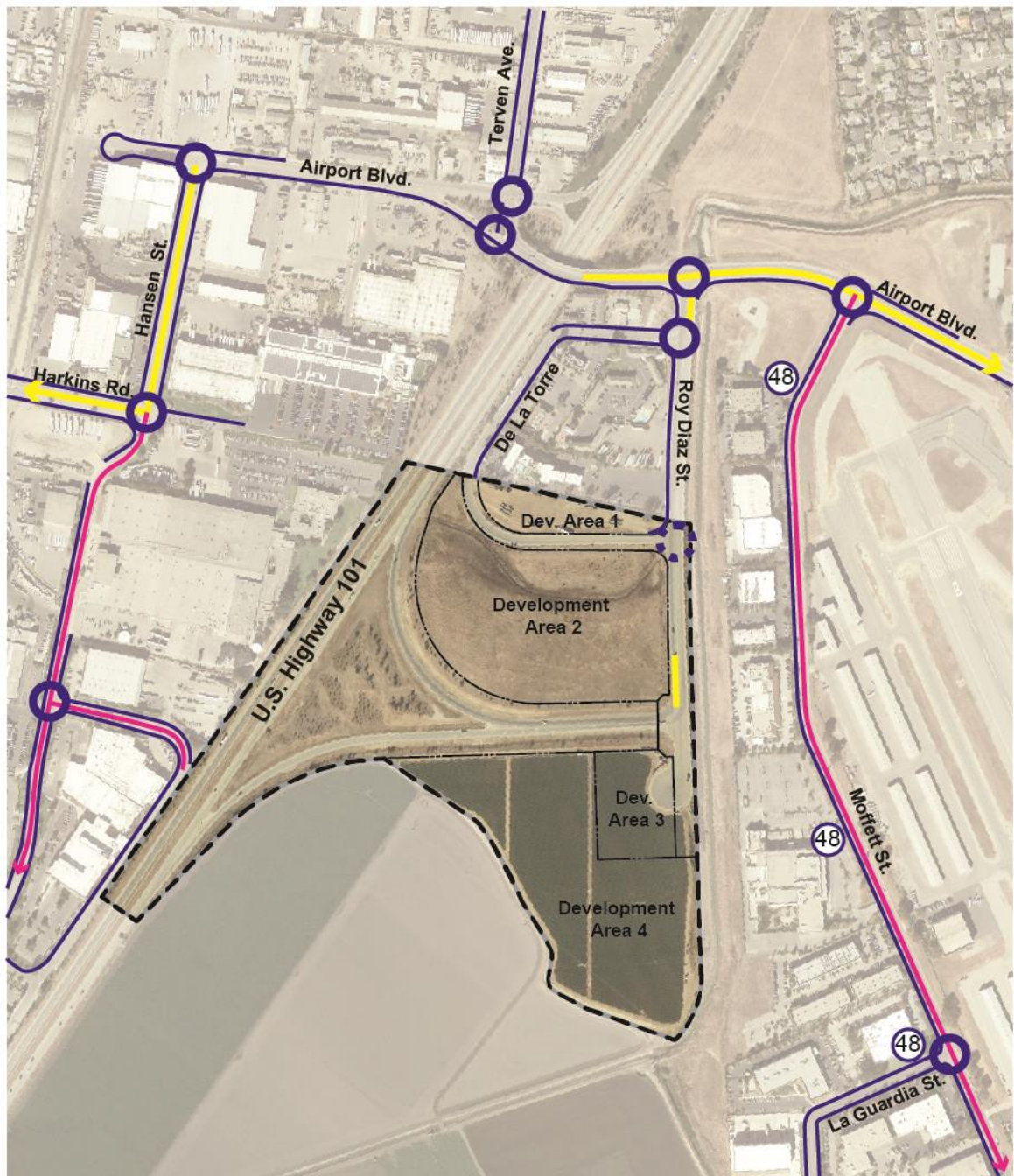
Roy Diaz Street and De La Torre have an approximately 10-foot wide sidewalk located on sides of the street where development has occurred. De La Torre has periodic street trees located in tree wells. Pedestrian facilities end at the Specific Plan Area.

Moffett Street, La Guardia Street, and Vandenberg Street, east of the Reclamation Ditch, have an approximately six-foot-wide sidewalk located on sides of the street where development has occurred. Development along sidewalks have landscape planters where trees provide intermittent shade.

Airport Boulevard has an approximately six-foot-wide sidewalk located on the southern side of the street. There are periodic sidewalk segments on the northern side of the street.

ADA ramps and crosswalks are provided at all intersections of the aforementioned streets.

Refer to Figure 4.3: Existing Local Bicycle, Pedestrian & Public Transportation Map for pedestrian facilities located approximately half a mile from the Specific Plan Area.



Legend

- Specific Plan Area Boundary
- Development Areas Boundary
- Class 2 Bike Lane
- Class 3 Bike Route
- Sidewalk
- Intersection w/ ADA Ramps at Each Corner
- Intersection w/ ADA Ramps at Some Corners
- 48 Bus Stop & Route Number

Image Source: Google Earth, 10/19/2016



Figure 4.3: Existing Local Bicycle, Pedestrian & Public Transportation Map
Circulation and Transportation

07/03/18: Salinas Travel Center Specific Plan

4.4 CIRCULATION CONCEPT

The circulation concept integrates the Development Areas into the surrounding uses with a combination of public and private improvements that provide safe and adequate facilities for all modes of transportation.

4.4.1 Vehicular Circulation

The public roadways of De La Torre and Roy Diaz Street shall be improved within the Specific Plan Area along with private circulation improvements within the Development Areas as illustrated in Figure 4.4: Specific Plan Vehicular Circulation Map.

De La Torre shall have a 64-foot public right-of-way. The street section includes a center 12-foot wide two-way left turn lane, 16-foot-wide travel lanes on either side of the left turn lane, and 10-foot-wide sidewalks adjacent to the travel lanes with periodic tree wells. Refer to Figure 4.5: Typical De La Torre Street Section for additional information.

The layout and lane configuration of Roy Diaz Street shall remain the same adjacent to Development Area 2 with an 84-foot public right-of-way. The street section includes a 10-foot-wide sidewalk and 3.5-foot wide landscape planter adjacent to the roadway which shall be provided along the Development Area 2 frontage. Future extension of Roy Diaz Street along Development Areas 3 and 4 shall provide an 84-foot public right-of-way. The street section includes the following elements listed from the Reclamation Ditch to the Development Areas: a 9.5-foot landscape parkway/roadside swale, a 6-foot-wide Class II bike lane, a 12-foot-wide travel lane, a 12-foot-wide left turn lane, a 12-foot-wide travel lane, a 12-foot-wide travel lane/right turn lane, a 6-foot-wide Class II bike lane, a 10-foot-wide landscape parkway/roadside swale, and a 5-foot-wide sidewalk. Refer to Figure 4.6: Typical Roy Diaz Street Sections for additional information.

The future project proposal within Development Area 1 includes one vehicular access point taken from De La Torre opposite the entry of the automobile fueling stations on Development Area 2, approximately 290 feet southwest of the intersection of Roy Diaz Street and De La Torre. Vehicles immediately enter the hotel parking lot which provides two way circulation.

The future project proposal within Development Area 2 includes two points of access that separate truck traffic from automobile traffic. The automobile access, opposite the Development Area 1 access point along De La Torre, is approximately 290 feet southwest of the intersection of Roy Diaz Street and De La Torre. Vehicles immediately enter the fueling stations, convenience store, and restaurant parking area. The truck access is located along De La Torre, approximately 255 feet southwest of the automobile access point. The truck access point features a shared drive approximately 450 feet long where it splits, providing access either to the truck fueling stations or mechanic's building.

Future projects within Development Areas 3 and 4 are anticipated to take access directly from Roy Diaz Street which shall be extended and improved through Development Areas 3 and 4 to provide a public access point to the remaining Future Growth Area. Future projects adjacent to the planned extension of Roy Diaz Street are required to extend and improve the roadway along their frontage. Future projects within Development Area 4 shall dedicate the required Roy Diaz Street right-of-way to the City. If improvements of Development Areas 3 and 4 occur over a period of time, temporary turnarounds that can accommodate a standard interstate tractor-semitrailer are required, subject to review and approval by the City. At the ultimate build out of Roy Diaz Street within the Specific Plan Area, a temporary cul-de-sac that can accommodate a standard interstate tractor-semitrailer is required, subject to review and approval by the City. Temporary turnarounds and cul-de-sacs shall be constructed on the future project area and/or adjacent public street right-of-way triggering the roadway extension unless mutual agreement is met with the adjacent landowners. Development Area 3 access points shall be designed to provide sufficient throat distance to prevent vehicles backing up on Roy Diaz Street and conflicting with U.S. Highway 101 Ramp 326A. Development Areas 3 and 4 may provide additional local public streets that shall be consistent with Figure 4.7: Typical Local Street Section and subject to City review. Future project area on-site circulation and access point locations along Roy Diaz Street are subject to City approval.

Future projects are required to pay impact fees in accordance with the City's Development Fee Schedule at the time of permit approval.

4.4.2 Public Transportation

Future projects are encouraged to promote public transportation through vehicle trip reduction measures discussed in Section 4.5 of this section. At time of Specific Plan preparation, Monterey-Salinas Transit determined that expansion of transit service to the Specific Plan Area was not warranted or planned.

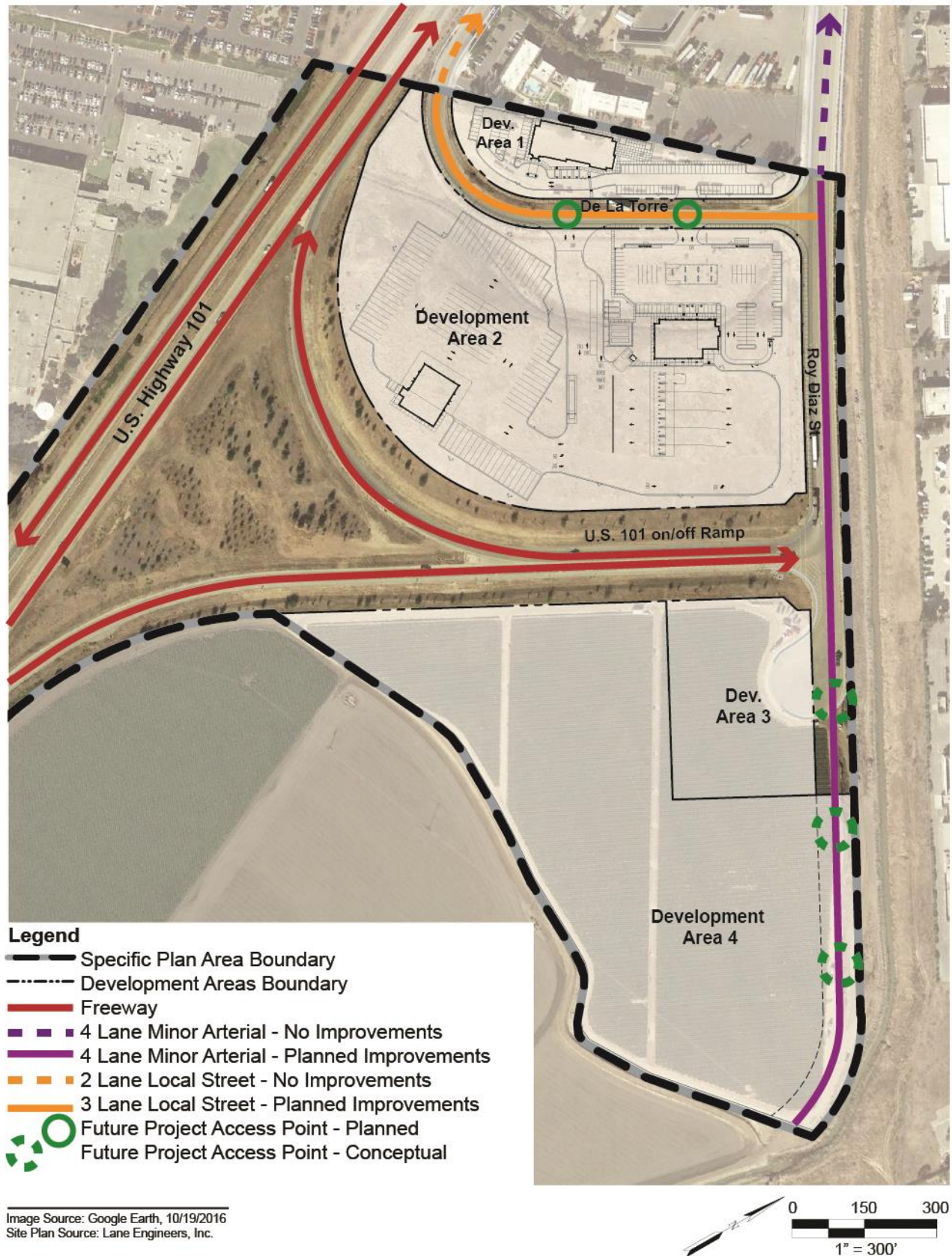


Figure 4.4: Specific Plan Vehicular Circulation Map

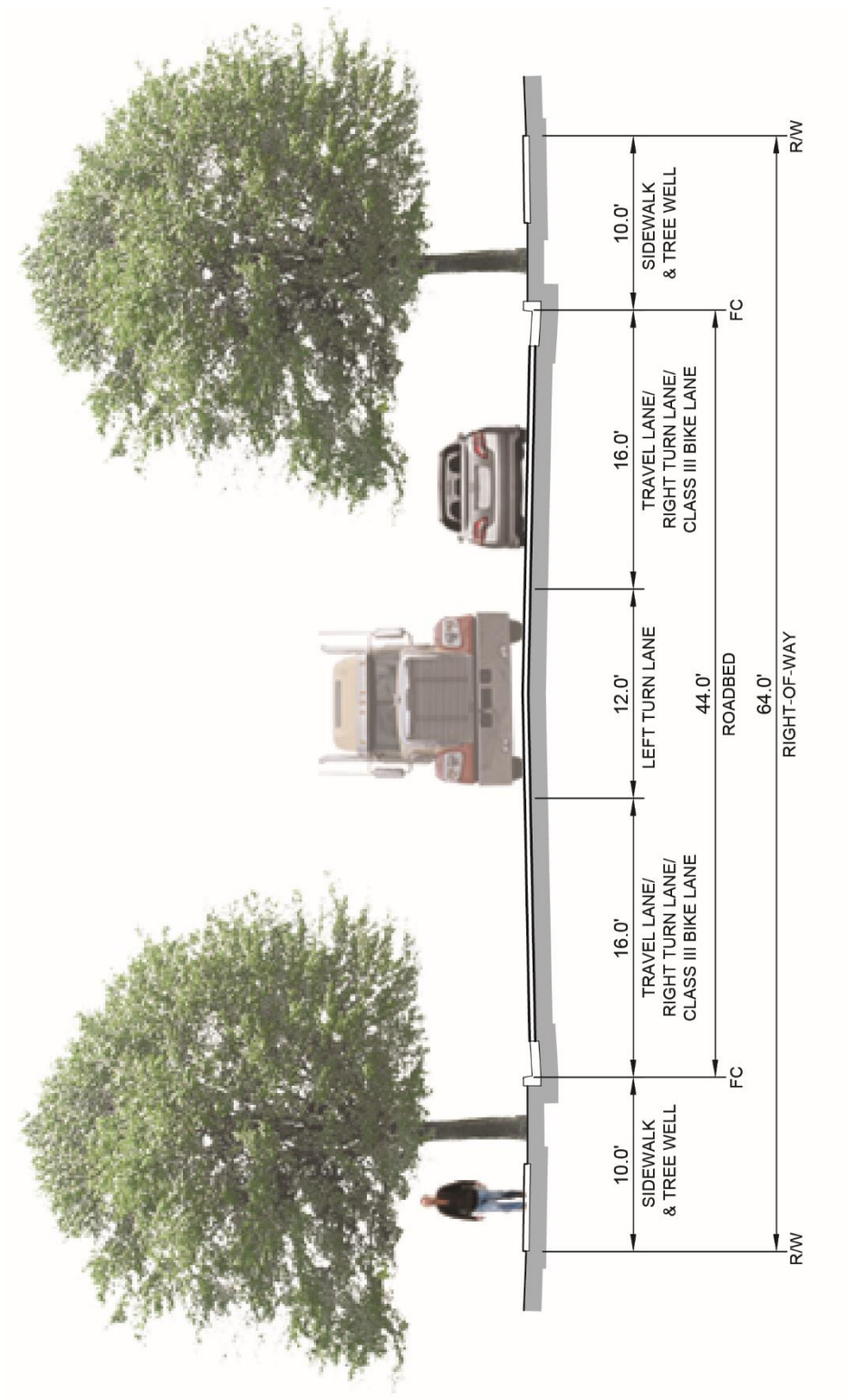
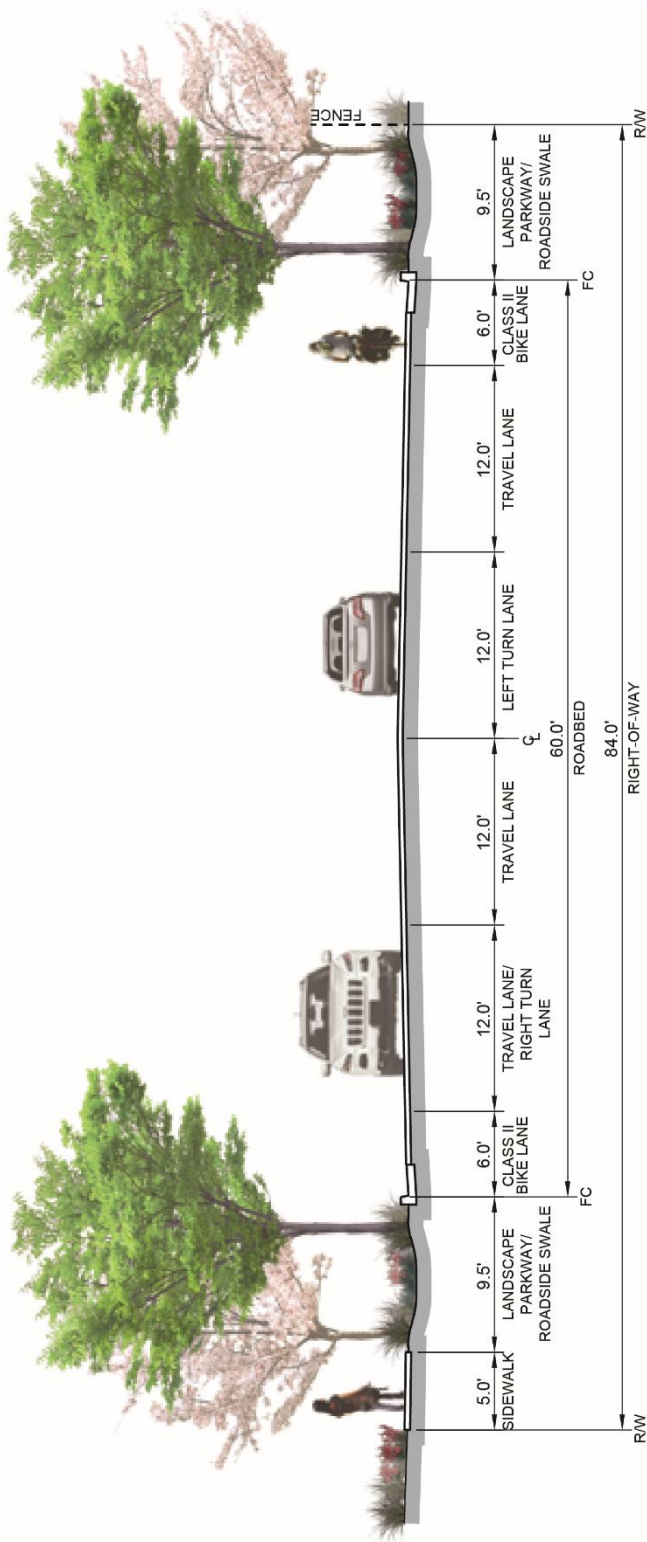
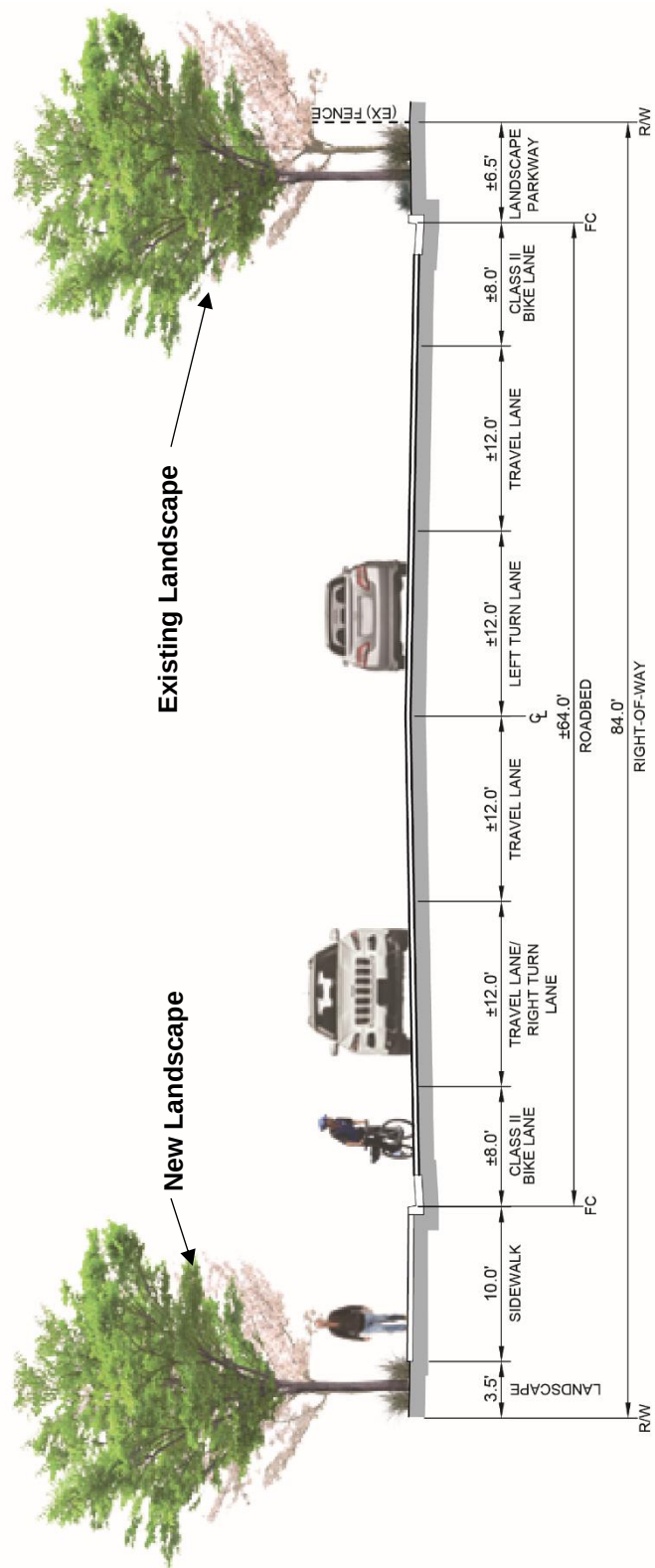


Figure 4.5: Typical De La Torre Street Section



Future Extension Section (Along Development Areas 3 & 4 Frontage)



Improved Existing Section (Along Development Area2 Frontage)

Figure 4.6: Typical Roy Diaz Street Sections

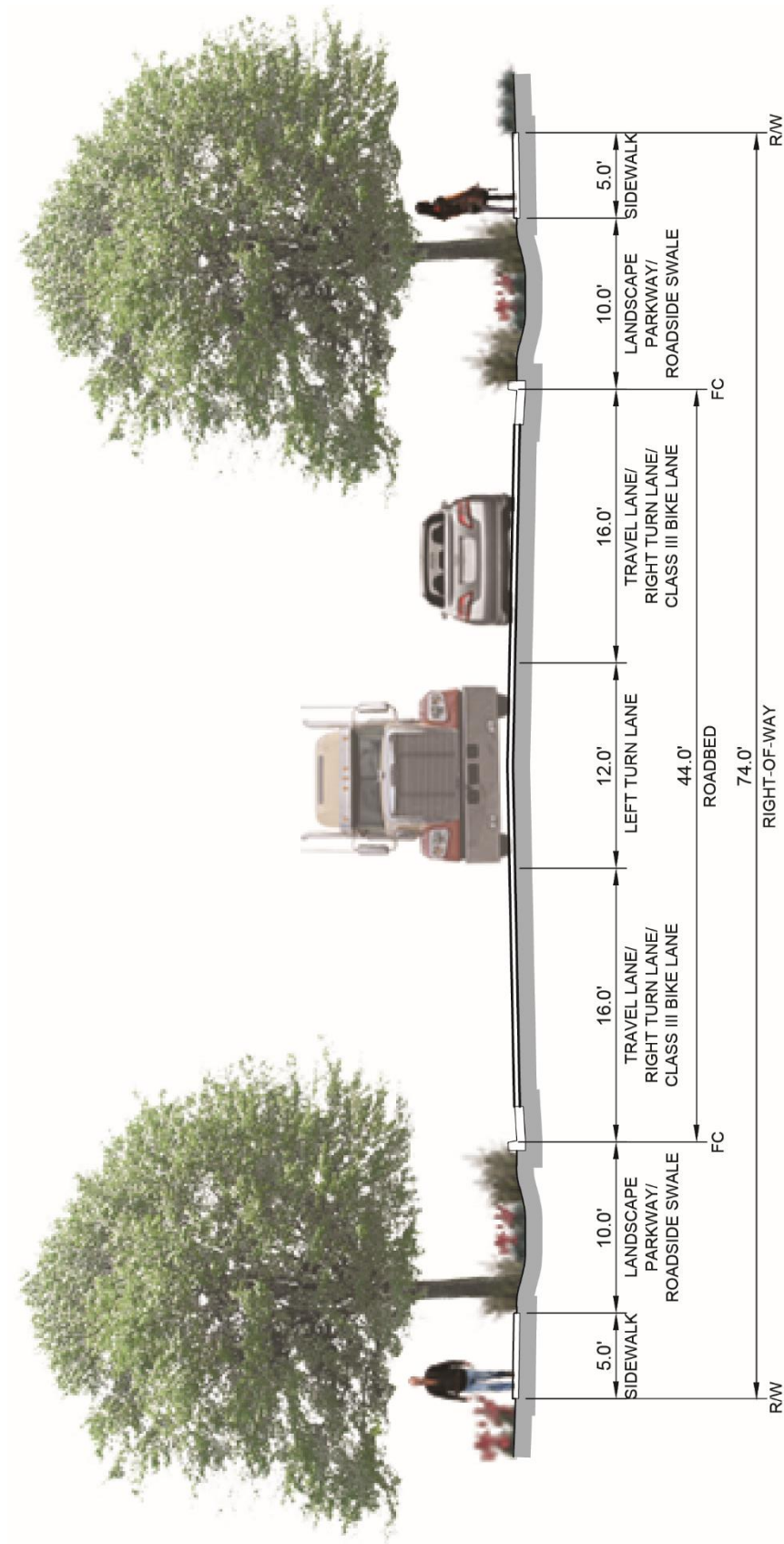


Figure 4.7: Typical Local Street Section

4.4.3 Bicycle Circulation

Class II bike lanes shall be located along the full length of Roy Diaz Street. The first future project to be constructed shall be responsible for marking the existing shoulders on either side of Roy Diaz Street as Class II bike lanes between Airport Boulevard and De La Torre. Future projects shall be responsible for marking Roy Diaz Street as a Class II bike lane along only their frontage except as noted previously. Refer to Figure 4.6 Roy Diaz Street Sections and Figure 4.8: Specific Plan Pedestrian and Bicycle Circulation Map for additional information.

Class III bike lanes shall be marked along De La Torre and any future local streets. The first future project within either Development Areas 1 or 2 shall be responsible for providing signage of the Class III designation on De La Torre.

Future projects are required to provide bicycle amenities as noted in Section 3.6.3. In addition to bicycle racks, other amenities such as showers are encouraged through vehicle trip reduction measures.

4.4.4 Pedestrian Circulation

Pedestrian facilities shall be provided along public streets and within future projects to ensure pedestrian safety and to encourage walking. Development Area frontages along De La Torre and Roy Diaz Street shall be improved with sidewalks and ADA ramps at all intersections and driveways. Sidewalks shall be a minimum of five feet wide and have a four-foot unobstructed path of travel. Required trees in the front landscape planter along public streets are encouraged to be large shade trees in order to improve the pedestrian experience. Pedestrian connections shall be provided connecting public sidewalks to main buildings and other destinations located on future projects.

The future project proposal within Development Area 1 has an improved frontage with a 10-foot wide sidewalk along De La Torre and Roy Diaz Street, an ADA ramp at the corner of De La Torre and Roy Diaz Street, and one direct pedestrian connection from De La Torre to the hotel building.

The future project proposal within Development Area 2 has an improved frontage with a 10-foot wide sidewalk along De La Torre and Roy Diaz Street, an ADA ramp at the corner of De La Torre and Roy Diaz Street, and one direct pedestrian connection from De La Torre to the convenience store and restaurant building.

Future projects within Development Areas 3 and 4 shall provide five-foot wide sidewalks along Roy Diaz Street and new local streets. ADA ramps shall be provided at driveways and new street intersections where necessary. Pedestrian walkways shall be provided connecting proposed buildings to public streets.

ADA ramps shall be aligned with the pedestrian path of travel and meet Caltrans standards.

Refer to Figure 4.8: Specific Plan Pedestrian and Bicycle Circulation Map for additional information.

4.5 TRIP REDUCTION

The City requires future projects to integrate vehicle trip reduction measures into their plans per SMC Section 37-50.330. The purpose of the measures is to meet State air quality and congestion mandates through promotion of alternative transportation modes such as ridesharing, public transportation, bicycling, walking and other miscellaneous trip reduction techniques. Future projects that are anticipated to generate 2,500 average daily trips or more shall be required to prepare a facilities trip reduction plan for review. An annual facilities trip reduction plan monitoring report is required to be submitted to the City's Public Works Department, Traffic and Transportation Engineering Division by January 31 for three years after project occupancy by the property owner or business association responsible for the property for which the original facilities trip reduction plan was prepared for. Refer to Table 4.1 Potential Trip Reduction Measures for examples of measure that may be integrated into future projects. A seven percent reduction is required to be achieved by a future project that requires a facilities trip reduction plan. The City's Traffic and Transportation Engineering Division shall review and approve all facilities trip reduction plans within the Specific Plan Area for compliance with the trip reduction policy and has the discretion to modify vehicle trip reduction measures for individual future projects.

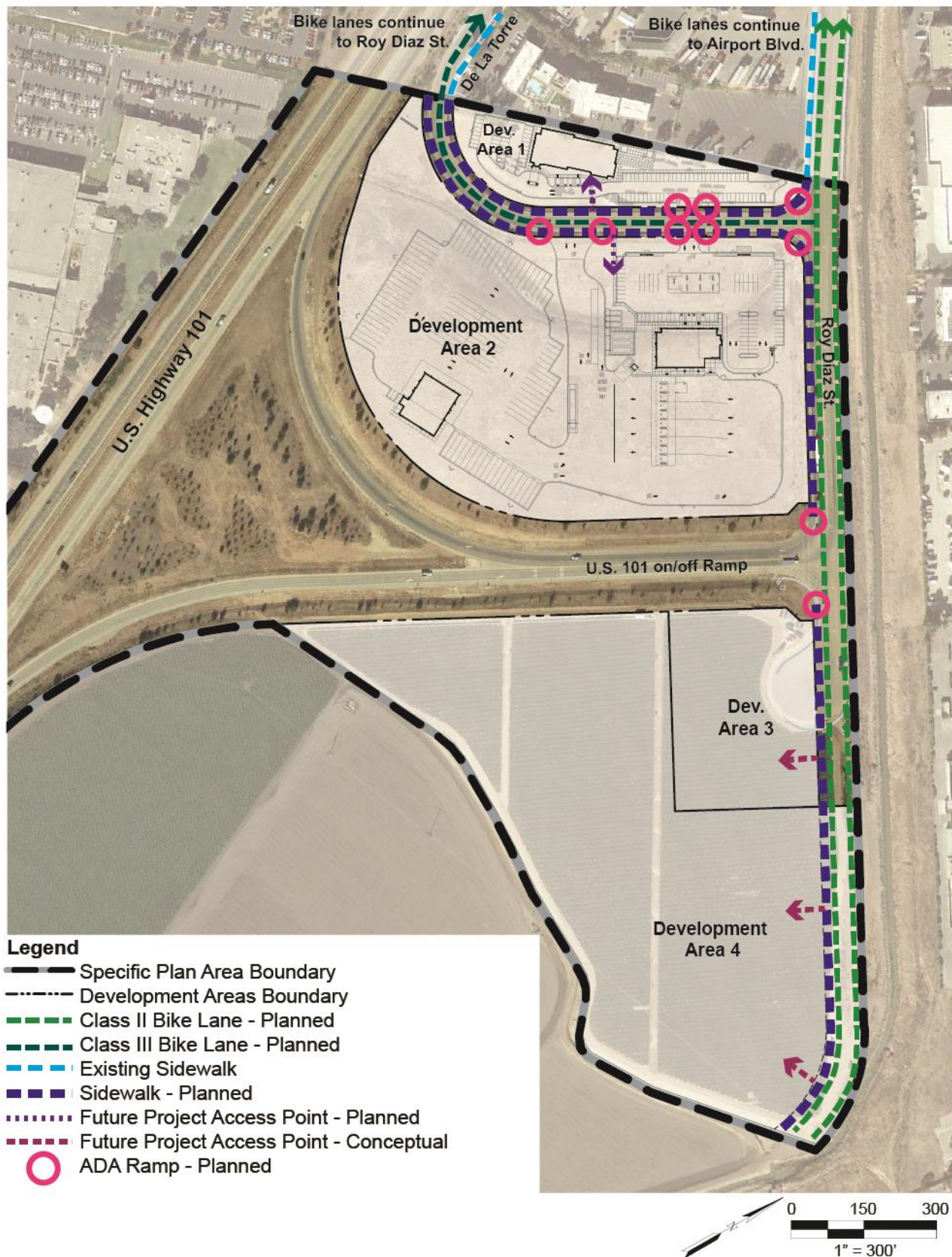


Image Source: Google Earth, 10/19/2016
Site Plan Source: Lane Engineers, Inc.

Figure 4.8: Specific Plan Pedestrian and Bicycle Circulation Map

Table 4.1: Potential Trip Reduction Measures

Vehicle Trip Reduction Measure	Description/Condition	Reduction (%)
Child Care Facilities	Provide on-site child care facilities for children of customers and/or employees.	1.0% for customers, 1.0% for employees
Transit Scheduling Information	Provide transit-scheduling information quarterly to employees.	1.0%
Bicycle Amenities	1. Propose development adjacent to bicycle lanes and 2. Provide showers and locate sites within 4 miles of one-half of the City's residential areas.	1. 2.0% 2. 4.0%
Bus Pull-Outs	Provide bus pull-outs, pedestrian access and transit stops	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 secure transportation information centers or kiosks with bus schedules and transit information if agreement is reached with transit agency for maintenance of information.	1.0%
Pedestrian Facilities	Provide pedestrian facilities linking transit stops to employment site entrances provided such pedestrian facilities do not exceed one-quarter mile.	1.0%
Other Pedestrian Facilities	Pedestrian and bicycle system improvements beyond above related measures	Varies
Other Site Amenities	Provide site amenities that reduce the need for vehicle trips based on documentation of trip reduction.	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%
Educational and Marketing	Provide educational and marketing strategies to customers and/or employees to reduce vehicle trips.	1.0% for customer, 1.0% for employees
Preferential Parking for Carpools	Provide preferential parking for employees who carpool. Sites must be closest to building entrances, used only by carpoolers and represent at least 3 percent of the total parking spaces.	3.0%
Telecommuting	Provide facilities to encourage telecommuting if telecommute center could accommodate one percent of employees at an off-site neighborhood location.	1.0%
On-Site Services	Provide on-site ATMs, restaurants, dry cleaners, grocery and other typically needed services to reduce travel.	1.0% per services. If linked to transit, 1.0% for development
Other	Other measures supported by documented data trip reductions in other developments.	Varies

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5 INFRASTRUCTURE AND PUBLIC UTILITIES

5.1 INTRODUCTION

This section describes the context for the utility infrastructure and purveyors that serve the Specific Plan Area and describes the required improvements to accommodate future projects. This section also establishes a framework for the necessary expansion of infrastructure systems for domestic water, sanitary sewer, industrial wastewater, and introduces the storm drainage context.

5.2 GOALS AND POLICIES

The following Specific Plan infrastructure and public utility goals and policies are consistent with General Plan policies.

Goal 5-1: Provide adequate utility infrastructure that meets the needs of future development within the Specific Plan Area.

Policy 5-1.1: Size utilities to accommodate future projects within the Specific Plan Area.

Goal 5-2: Provide efficient expansion of utilities that meets the needs of future development within the Specific Plan Area.

Policy 5-2.1: Require utility expansion as future projects develop.

Policy 5-2.2: Stub utilities for future projects.

5.3 DOMESTIC WATER

5.3.1 Water Purveyor

There are two water purveyors within the City, Alco Water Corporation and California Water Service Company (Cal Water). Cal Water serves approximately seventy percent of the City and is the water purveyor that serves the Specific Plan Area.

5.3.2 Existing Infrastructure

Infrastructure near the Development Areas includes a 12-inch main that runs along De La Torre, which terminates at a fire hydrant approximately 100 feet northwest of Development Area 1. The 12-inch water main in Roy Diaz Street terminates at the northernmost intersection with De La Torre approximately 700 feet northwest of Development Area 1.

5.3.3 Water Demand

The Development Areas are estimated to generate approximately 62.8 acre feet per year (afy) of demand. Refer to Table 5.1: Domestic Water Demand Estimate for the estimated water demand of the Development Areas. Development Area 1 estimated demand was based on the Monterey Peninsula Water Management District (MPWMD) Table 2: Non-Residential Water Use Factors, Group 3 hotel factor. Development Area 2 estimated demand was based on applicant provided data. Development Areas 3 and 4 estimated demand was based on the MPWMD Table 2: Non-Residential Water Use Factors, Group 1 category factor and the maximum building square footage per Table 2.3: Proposed/Potential Building Capacity. Estimated Landscape water use was based on the State of California Model Water Efficient Landscape Ordinance maximum annual water allocation formula.

Table 5.1: Domestic Water Demand Estimate

Parcel/Use	Calculation	Acre-Feet Per Year
Development Area 1, Hotel	79 Rooms @ 0.1 AF/Room ⁽¹⁾	7.90
Development Area 1, Landscaping	(ETo) x (0.62) x (0.45 x 28,000) ⁽³⁾	0.94
Development Area 2, Travel Center	11,065 GPD ⁽²⁾	12.40
Development Area 2, Landscaping	(ETo) x (0.62) x (0.45 x 190,000) ⁽³⁾	6.36
Development Area 3, General Industrial	65,990 SF @ 0.00007 AF/YR ⁽¹⁾	4.62
Development Area 3, Landscaping	(ETo) x (0.62) x (0.45 x 39,596) ⁽⁴⁾	1.33
Development Area 4, General Industrial	324,522 SF @ 0.00007 AF/YR ⁽¹⁾	22.72
Development Area 4, Landscaping	(ETo) x (0.62) x (0.45 x 194,713) ⁽⁴⁾	6.52
Total		62.79

Notes:

(1) Water use rate from the Monterey Peninsula Water Management District, Table 2: Non-Residential Water Use Factors.

(2) Information provided by applicant based existing travel centers in Ripon, located in San Joaquin County and Santa Nella, located in Merced County.

(3) Landscape water use calculations are based on the State of California Model Water Efficient Landscape Ordinance maximum annual water allocation formula and the total landscape area on the preliminary site plan dated March 25, 2017 provided by Lane Engineers, Inc.

(4) Landscape water use calculations are based on the State of California Model Water Efficient Landscape Ordinance maximum annual water allocation formula and an estimated 30% of Development Areas as landscape.

5.3.4 Conceptual Distribution System

Domestic water infrastructure shall be extended through the Specific Plan Area and stubbed to provide connection to the remaining Future Growth Area. A 12-inch water main shall connect to the existing 12-inch water mains located in De La Torre and Roy Diaz Street and be extended southward in the Roy Diaz Street roadway. The final size, alignment and design of the water infrastructure shall be at the discretion of Cal Water and City standards. The water main shall be constructed in a manner to accommodate development as it occurs. The assumed first development shall extend the water main to the intersection of De La Torre and Roy Diaz Street in between Development Areas 1 and 2. The cost of the first extension shall be shared by future projects within Development Areas 1 and 2. The assumed second development shall extend the water main from the intersection of De La Torre and Roy Diaz Street to the end of the Roy Diaz Street extension. Future projects within Development Areas 3 and 4 are required to extend the water main up to the end of their project frontage with Development Area 4 providing a stub for extension to the remaining Future Growth Area. If Development Area 4 is constructed with a local street, a water main shall be required in the street right-of-way. The size of the water main shall be determined by Cal Water. Future projects shall provide fire hydrants along public streets per City standards. Future projects are required to pay impact fees in accordance with the Cal Water's fee schedule at the time of permit approval. Refer to Figure 5.1: Specific Plan Area Domestic Water System for additional information.

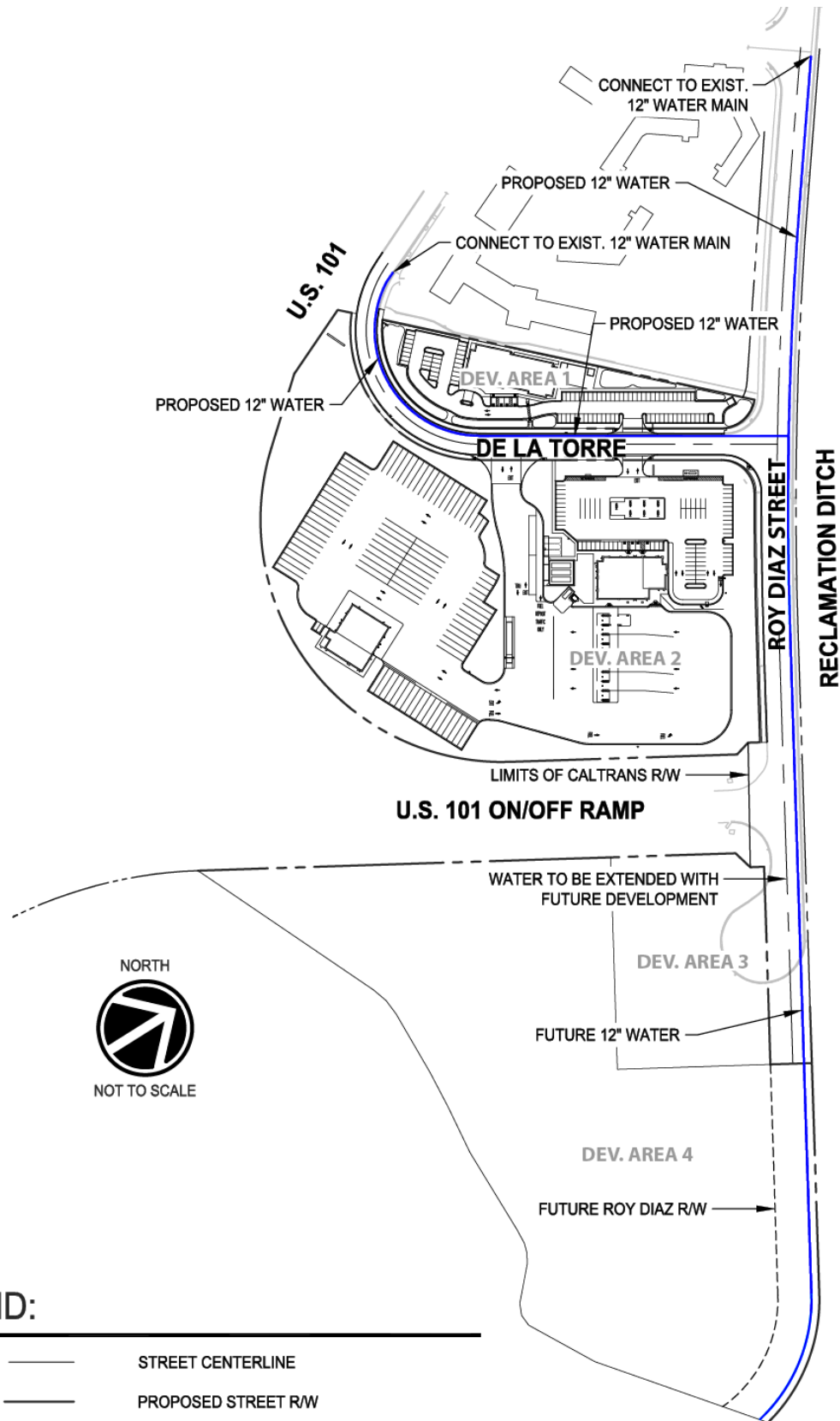


Figure 5.1: Specific Plan Area Domestic Water System

5.4 STORMWATER DRAINAGE

The City has adopted a set of Storm Water Development Standards (SWDS) last updated in December 2013 to which future projects must adhere in order to be in compliance with the City's National Pollutant Discharge Elimination System (NPDES) Permit. The City's SWDS include a list of requirements based on replacement of pervious surface with impervious surface and provide guidelines for Low Impact Development (LID) measures that shall be integrated into projects. Treated overflow from the Development Areas shall be conveyed to the adjacent Reclamation Ditch via a storm drainage system. Refer to Section 6 for a complete discussion on the City's SWDS, planned storm drainage infrastructure and samples of LID measures.

5.5 SANITARY SEWER

5.5.1 Sewer Service Purveyor

The Monterey Regional Water Pollution Control Agency (MRWPCA) provides regional wastewater treatment, disposal, and wastewater recycling services to eleven member entity jurisdictions serving a population of approximately 250,000 people. The City of Salinas collects wastewater within its service area prior to connecting to the MRWPCA system.

5.5.2 Existing Infrastructure

The City owns and operates the wastewater collection system within its service area. The Specific Plan Area is served by an existing pump station with an operational capacity of 200 gallons per minute (gpm). The pump station is currently operating at thirty percent capacity. An eight-inch gravity main along De La Torre is located approximately 225 feet northwest of the Specific Plan Area. The eight-inch gravity main connects to the pump station which connects to a flow split near the intersection of Airport Boulevard and Moffett Street through a six inch force main.¹ The existing flow on the 8-inch gravity main is 60 gpm.

5.5.3 Wastewater Generation

Wastewater generation from the Development Areas is estimated to be ninety percent of buildings domestic water use. The total estimated wastewater generation is approximately 42.9 afy or 38,260 gallons per day (gpd). Refer to Table 5.2: Wastewater Generation Estimate for individual Development Areas wastewater generation estimates.

¹Camp, Dresser, and McKee (CDM), August 2011, "City of Salinas Sanitary Sewer System Master Plan."

Table 5.2: Wastewater Generation Estimate

Parcel/Use	Calculation	Acre-Feet Per Year	Gallons Per Day
Development Area 1, Hotel	7.90 afy ⁽¹⁾ @ 90%	7.11	6,345
Development Area 2, Travel Center	12.40 afy ⁽¹⁾ @ 90%	11.16	9,956
Development Area 3, General Industrial	4.62 afy ⁽¹⁾ @ 90%	4.16	3,710
Development Area 4, General Industrial	22.72 afy ⁽¹⁾ @ 90%	20.45	18,245
Total		42.88	38,256

Note:

(1) See Table 5.1: Domestic Water Demand Estimate for water demand calculations.

5.5.4 Conceptual Collection System

Wastewater collection infrastructure shall be extended through the Specific Plan Area and stubbed to provide connection to the remaining Future Growth Area. An eight-inch gravity sanitary sewer main shall connect to the existing eight-inch gravity sanitary sewer main located in the De La Torre roadway and be extended through the Specific Plan Area within the Roy Diaz Street and De La Torre roadways. The sanitary sewer main shall be constructed in a manner to accommodate future projects as they are improved. The assumed first development shall extend the sanitary sewer main to the intersection of De La Torre and Roy Diaz Street in between Development Areas 1 and 2. The cost of the first extension shall be shared by projects within Development Areas 1 and 2. The assumed second development shall extend the sewer main from the intersection of De La Torre and Roy Diaz Street to the end of the Roy Diaz Street extension. Future projects within Development Areas 3 and 4 are required to extend the sewer main up to the end of their project frontage with Development Area 4 providing a stub for extension to the remaining Future Growth Area. If Development Area 4 is constructed with a local street, an eight-inch sanitary sewer main shall be required in the street right-of-way. Future projects are required to pay impact fees in accordance with the City's Development Fee Schedule at the time of permit approval.

Full build out of the Development Areas are estimated to generate flows of approximately 116.8 gpm. Full build out of the development areas plus existing conditions will put the existing pump station at 176.8 gpm or 89% capacity. The estimated flows above are considered conservative due to the high generation rate estimates for Development Areas 3 and 4. However, future projects on Development Areas 3 and 4 may produce industrial wastewater with large flows that require improvements to the pump station. Refer to Section 5.6 Industrial Wastewater for an in depth discussion on industrial wastewater and the process that future projects shall follow if they will produce industrial wastewater.

Refer to Figure 5.2: Specific Plan Area Wastewater Collection System for additional information.

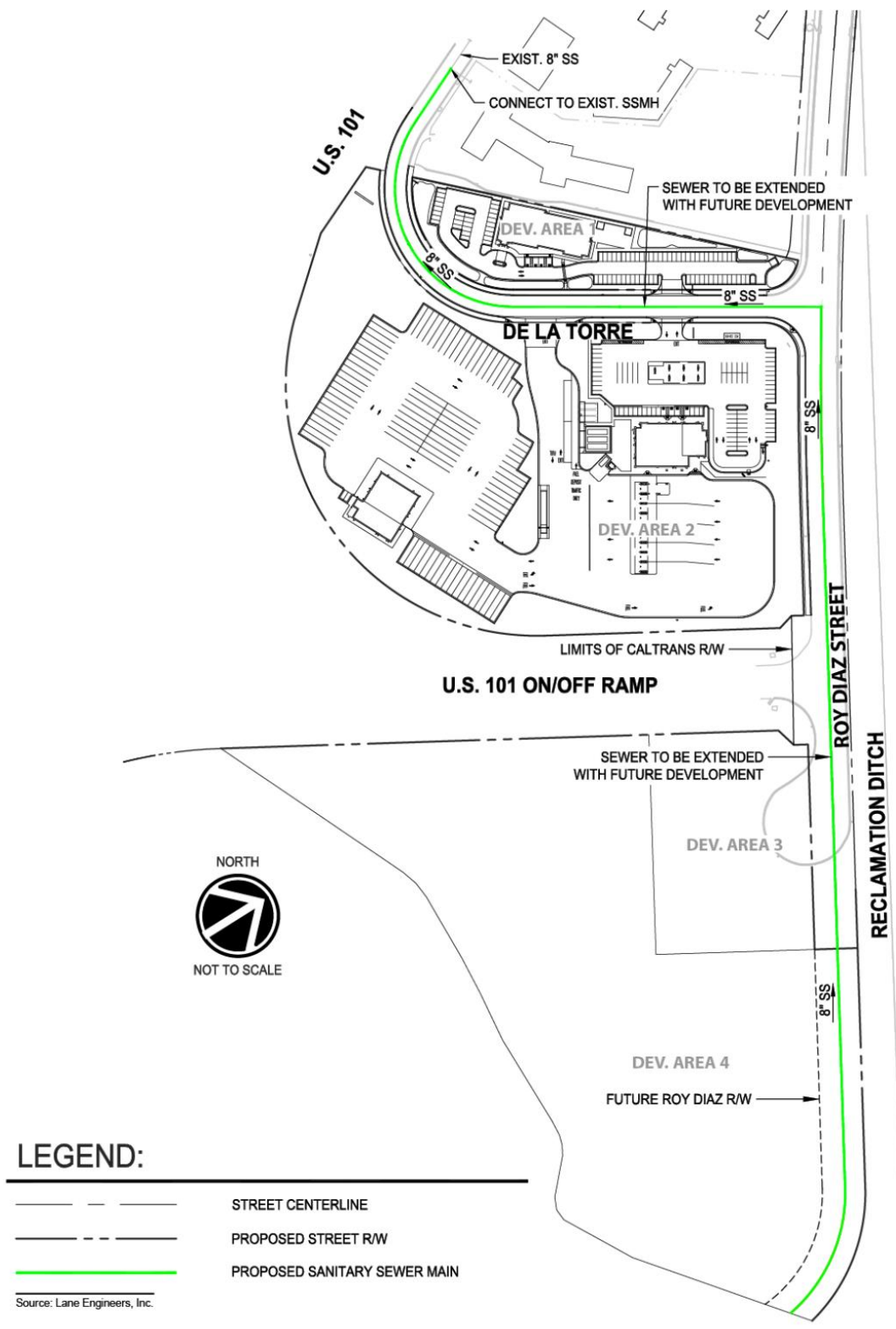


Figure 5.2: Specific Plan Area Wastewater Collection System

5.6 INDUSTRIAL WASTEWATER

Industrial wastewater as defined by the City is agricultural wastewater produced from cleaning and processing agricultural products.

5.6.1 Industrial Wastewater Service Purveyor

The City owns, operates, and maintains an Industrial Wastewater Treatment Facility (IWTF) located to the southwest of the City adjacent to the Salinas River. The City does not plan on the IWTF serving the Specific Plan Area.

The MRWPCA is in the process of developing an advanced water recycling project known as Pure Water Monterey that may accept industrial wastewater from the City through the sanitary sewer system.

5.6.2 Existing Infrastructure

Refer to Section 5.5.2. Existing Infrastructure for the existing sanitary sewer infrastructure near the Specific Plan Area.

5.6.3 Industrial Wastewater Generation & Conceptual Collection System

Permitted industrial uses within the Development Areas may produce industrial wastewater. Industrial wastewater shall be discharged into the sanitary sewer system. The potential flows of industrial wastewater is constrained by the existing eight-inch sanitary sewer main and pump station serving the Specific Plan Area.

Future projects shall consult with the City to determine if infrastructure improvements are required beyond the extension of the eight-inch sanitary sewer main. Applicants shall include the estimated water demand and wastewater flows in the operational statement of their Preliminary Project Review submittal so that required improvements are determined early in the development process. Refer to Section 8.3.1 Preliminary Project Review for additional submittal requirements. Future projects shall also consult with MRWPCA to ensure that discharged industrial wastewater meets all applicable water quality standards and to determine what connection fees will be applied.

Future projects are required to pay impact fees in accordance with the City's Development Fee Schedule at the time of permit approval.

6 STORMWATER MANAGEMENT

6.1 INTRODUCTION

6.1.1 Purpose

The City requires new and redevelopment projects to construct low impact development (LID) facilities to comply with the City's National Pollutant Discharge Elimination System (NPDES) permit and the Central Coast Regional Water Quality Control Board's Post-Construction Stormwater Management Requirements. The City developed a set of Stormwater Development Standards (SWDS), last updated in December 2013, to assist in permit compliance. The City's SWDS include regulations and application procedures for future projects of which applicability varies based on specific future project characteristics. This section describes the requirements to comply with the aforementioned permits, describes the predevelopment conditions and planned modifications to the Development Areas, and provides LID examples that may be used to meet City requirements. Generally, LID features shall be designed to have a natural vegetated appearance.

6.1.2 Permit Compliance

The Specific Plan Area conforms to the City's NPDES permit CA0049981 and the latest edition of the City SWDS. The City will obtain a new NPDES permit in 2017. Future projects shall meet or exceed the requirements of the latest version of the NPDES Permit and SWDS in effect at the time of permit application.

Nothing contained herein shall be construed to permit or allow non-conformance with the City's NPDES permit and SWDS unless specifically allowed as provided under the NPDES permit provisions for Alternate Methods of Compliance and justified by sufficient "Alternate Compliance Justification" as outlined in NPDES permit Section j.4.h.ii and approved by the City and the Central Coast Regional Water Quality Control Board.

Future projects in the Specific Plan Area shall manage rainfall at the source uniformly with distributed decentralized controls, natural treatment, and volume reduction best management practices such as bioretention, vegetated swales, filter strips, etc. as a first means of compliance for meeting the numeric criteria for stormwater management to the maximum extent practicable.

6.2 GOALS AND POLICIES

The following Specific Plan stormwater management goals and policies are consistent with General Plan policies.

Goal 6-1: Preserve water quality and reduce pollutants contained in stormwater discharge.

Policy 6-1.1: Require future projects to meet or exceed the City's Stormwater Development Standards in place at time of permit review.

Goal 6-2: Reduce runoff from new development

Policy 6-2.1: Provide stormwater retention and/or detention facilities.

Policy 6-2.2: Promote Low Impact Development design principles and practices.

6.3 DEVELOPMENT AREAS EVALUATION

6.3.1 Project Description

Approximately 32 of the 64 acres within the Specific Plan Area are developable. The remaining 32 acres are within road rights-of-way. Existing surface conditions within the developable area as they affect storm water management conditions are included in Table 6.1: General Project Information and illustrated in Figure 6.1: Specific Plan Area Existing Conditions Map

Table 6.1: General Project Information

Project Information	Description
Name	Salinas Travel Center Specific Plan
Size	Approximately 64 acres
Location	Located at the southern limits of the City; bounded by Roy Diaz Street to the northeast, a farm road and agricultural fields to the south, U.S. Highway 101 to the west, and commercial development to the northwest.
Assessor's Parcel Number (APN)	177-131-011 ⁽¹⁾
Existing Land Uses	North of U.S. Highway 101 Ramp 326A: Vacant South of U.S. Highway 101 Ramp 326A: Cultivated farmland, row crops
Existing Impervious Area	Development Area 1: ±0-acres (0%) Development Area 2: ±0-acres (0%) Development Area 3: ±0.3-acres (9%) Development Area 4: ±0-acres (0%)
Proposed Land Uses	Development Area 1: Retail/Commercial Thoroughfare: Hotel/Motel Development Area 2: Industrial General: Travel Center Development Area 3: Industrial General Development Area 4: Industrial General
Proposed Impervious Area	Development Area 1: ±1.54 acres (71%) Development Area 2: ±9.45 acres (68%) Development Area 3: No Proposal Development Area 4: No Proposal
Site Features	An existing man made storm drainage swale meanders northeasterly through Development Area 2 and conveys stormwater from U.S. Highway 101, Development Area 1, and Development Area 2 to the Monterey County Water Resources Agency (MCWRA) Reclamation Ditch 1665 via a 24-inch culvert underneath Roy Diaz Street. There are no significant features on Development Areas 3 or 4.
Required Setbacks	See Table 2.2: Development Regulations
Soil Classification	The Development Areas consists of fine sandy loams at the northern boundary of the Specific Plan Area with the clay content gradually increasing southerly into a loam soil. Just south of the Development Area 4 is an area of clay soil. The hydrologic soil groups of the Specific Plan soils include C and D. ⁽²⁾

Notes:

(1) The provided APN is existing at the time of Specific Plan preparation. New APNs will be assigned to the Development Areas when the land is subdivided through a parcel map.

(2) Soil information is from the United States Department of Agriculture Natural Resources Conservation Service, 21 November, 2016, "Custom Soil Resource Report for Monterey County, California."



Figure 6.1: Specific Plan Area Existing Conditions Map

6.3.2 Predevelopment Conditions

The predevelopment Specific Plan Area consists of vacant land north of U.S. Highway 101 Ramp 326A and cultivated farmland south of the ramp. The Specific Plan Area is tributary to the Reclamation Ditch adjacent to Roy Diaz Street that flows southeast to northwest through the City. The Reclamation Ditch system encompasses approximately 13 square miles within the City, primarily in the northern and eastern portions. The Reclamation Ditch system is generally deficient in capacity and flooding may occur in 25 year or larger rainfall events. The Reclamation Ditch ultimately discharges into the Salinas River near Castroville.¹

A small man-made drainage swale transverses northeasterly across Development Area 2 starting at a 24-inch storm drain outfall along U.S. Highway 101 and ending at the intersection of Roy Diaz Street and De La Torre where a 24-inch culvert directs water to the Reclamation Ditch. The swale provides drainage for Development Areas 1 and 2 and a portion of U.S. Highway 101. Development Areas 1 and 2 have remained vacant since the construction of De La Torre, Roy Diaz Street, and U.S. Highway 101 Ramp 326A. Development Area 1 is used for agricultural-related truck and trailer parking. The majority of vegetation on Development Areas 1 and 2 is composed of ruderal nonnative plants. Prior to roadway construction, Development Areas 1 and 2 were cultivated farmland. Refer to Figure 6.1: Specific Plan Area Existing Conditions Map for additional information.

Development Areas 3 and 4 consist of cultivated farmland that are annually disturbed due to crop production. A dirt road and drainage swale are located along the southern boundary of Development Area 4, which conveys stormwater to the Reclamation Ditch. Three overhead power poles are located on the easterly portion of Development Area 4. Refer to Figure 6.1: Specific Plan Area Existing Conditions Map for additional information.

A custom soil report from the United States Department of Agriculture Natural Resources Conservation Service dated November 21, 2016 identified the soils within the Specific Plan Area as very fine sandy loam to clay. Development Area 1 and a portion of Development Area 2 along De La Torre have Antioch very fine sandy loam (AeC) soil. The remaining portion of Development Area 2, all of Development Area 3 and majority of Development Area 4 have Chualar loam (CbA) soil. The southern boundary of Development Area 4 has Xerorthents, loamy (Xc) soil. The southern portion of U.S. Highway 101 right-of-way within the Specific Plan Area has Clear Lake Clay (Cg) soil. Refer to Figure 6.2: Specific Plan Area Soil Map for the extent of the aforementioned soil classifications.

The Antioch very fine sandy loam (AeC) soil is identified as hydrologic soil group D with moderately well-draining properties. The Chualar loam (CbA) and Xerorthents loam (Xc) soils are identified as hydrologic soil group C with well-draining properties. The Clear

¹ RBF Consulting, December 2013, "Stormwater Development Standards for New and Redevelopment projects."

Lake clay (Cg) is identified as hydrologic soil group D with poor draining characteristics. Refer to Figure 6.3: Specific Plan Area Soil Drainage Map and Figure 6.4: Specific Plan Area Runoff and Infiltration Potential for the extent of the aforementioned hydrologic soil groups and drainage properties.

Figures 6.2, 6.3, and 6.4 are provided for general planning purposes only. Future project specific data and infiltration testing should be collected prior to design of stormwater treatment facilities as soil type and properties may vary.

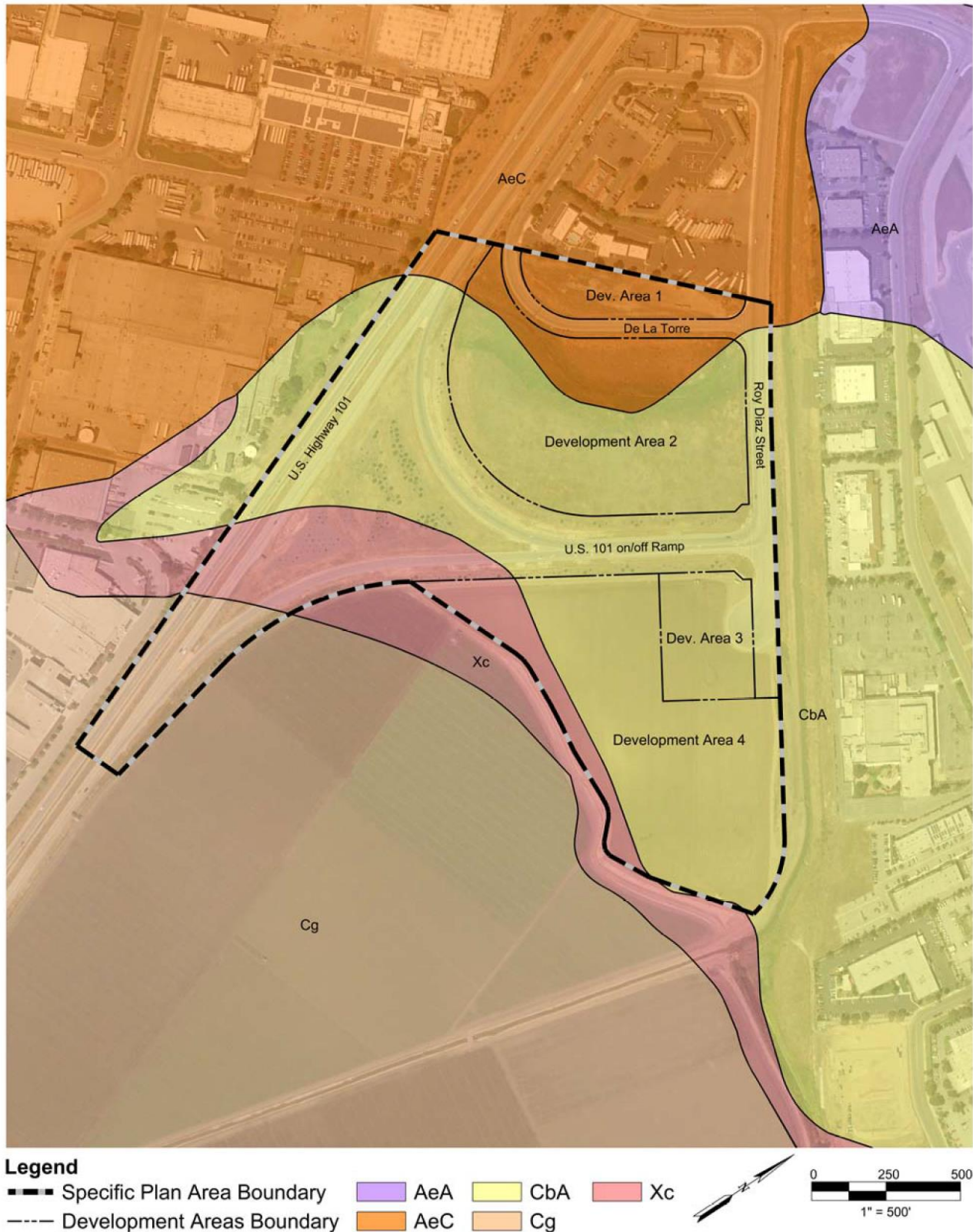
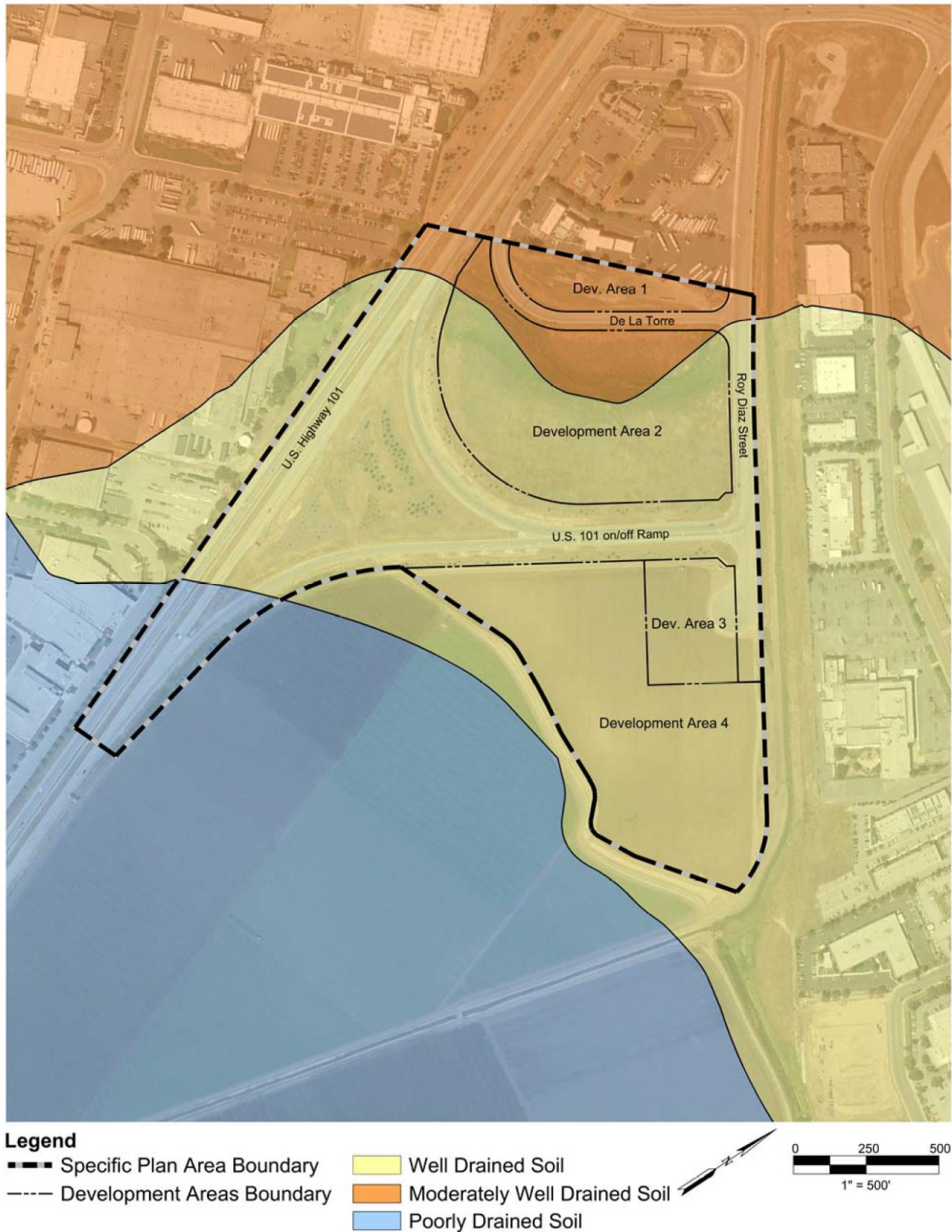


Figure 6.2: Specific Plan Area Soil Map

Stormwater Management

07/03/18: Salinas Travel Center Specific Plan



Data Source: Custom Soil Resource Report, November 2016
Image Source: Google Earth, 04/13/2015

Figure 6.3: Specific Plan Area Soil Drainage Map



Legend

--- Specific Plan Area Boundary — Development Areas Boundary

Hydrologic Soil Group

■ C - Moderate Runoff Potential (Moderate Infiltration Rate)

■ D - High Runoff Potential (Very Slow Infiltration Rate)

Data Source: Custom Soil Resource Report, November 2016

Image Source: Google Earth, 04/13/2015

Figure 6.4: Specific Plan Area Runoff and Infiltration Potential Map
Stormwater Management

6.3.3 Opportunities and Constraints

The following is a summary of opportunities for stormwater quality management:

- Soil Conditions: The Development Areas have well-draining soil that will increase the effectiveness of LID facilities.
- Street Sections: The Specific Plan Area future street sections include a planter strip/parkway that may be used for stormwater control measures.
- Landscape Area: The future project proposal within Development Areas 1 and 2 include a significant amount of landscape area, twenty-nine and thirty-two percent of the Development Areas respectively, which may be used for stormwater control measures.
- Preliminary Planning: Development Areas 3 and 4 have no future project proposals at time of Specific Plan preparation and can take advantage of the information provided in the Specific Plan and EIR to properly and efficiently design future project areas.

The following is a summary of constraints for stormwater quality management:

- Site Topography: The Development Areas are relatively flat, which may make surface drainage a challenge.
- Travel Center Land Use: The future project proposal within Development Area 2 requires a significant amount of impervious surface to accommodate automobile and truck traffic. The large vehicular loads from trucks reduce the feasibility of pervious pavement.
- Industrial General Zoning District: Industrial General zoning district permits uses that typically require a large amount of impervious surface.

6.4 PROJECT GRADING AND DRAINAGE

6.4.1 Grading and Drainage Description

Future projects within Development Areas shall be designed to minimize grading and extensive alteration of site drainage patterns to the extent feasible. The future project proposal within Development Area 1 retains the existing drainage pattern that generally sheet flows from the northern boundary toward De La Torre. Surface stormwater runoff is directed to bioretention areas primarily located along the De La Torre frontage. Overflow drains connect to a 24-inch storm drain pipe that eventually outfalls in the Reclamation Ditch.

The future project proposal within Development Area 2 alters the existing drainage pattern by filling the existing drainage swale and directing surface stormwater runoff into bioretention areas. Stormwater entering the existing drainage swale via an existing 24-inch storm drainage pipe along U.S. Highway 101 will be directed into a new 24-inch storm drainage pipe that eventually outfalls in the Reclamation Ditch. Multiple drainage

areas are created that flow to different bioretention areas. Each bioretention area has an overflow pipe that eventually connects to an existing 24-inch culvert near the intersection of Roy Diaz Street and De La Torre that outfalls in the Reclamation Ditch.

At the time of Specific Plan preparation, there were no future project proposals within Development Areas 3 and 4. Until Development Areas 3 and 4 are developed with urban uses, the existing drainage patterns are anticipated to remain the same. When developed, Development Areas 3 and 4 may be required construct a new outfall to the Reclamation Ditch for treated overflow subject to County approval.

Future projects are required to pay impact fees in accordance with the City's Development Fee Schedule at the time of permit approval.

Refer to Figure 6.5: Specific Plan Area Treated Overflow Storm Drain System Map for additional information on the storm drainage system.

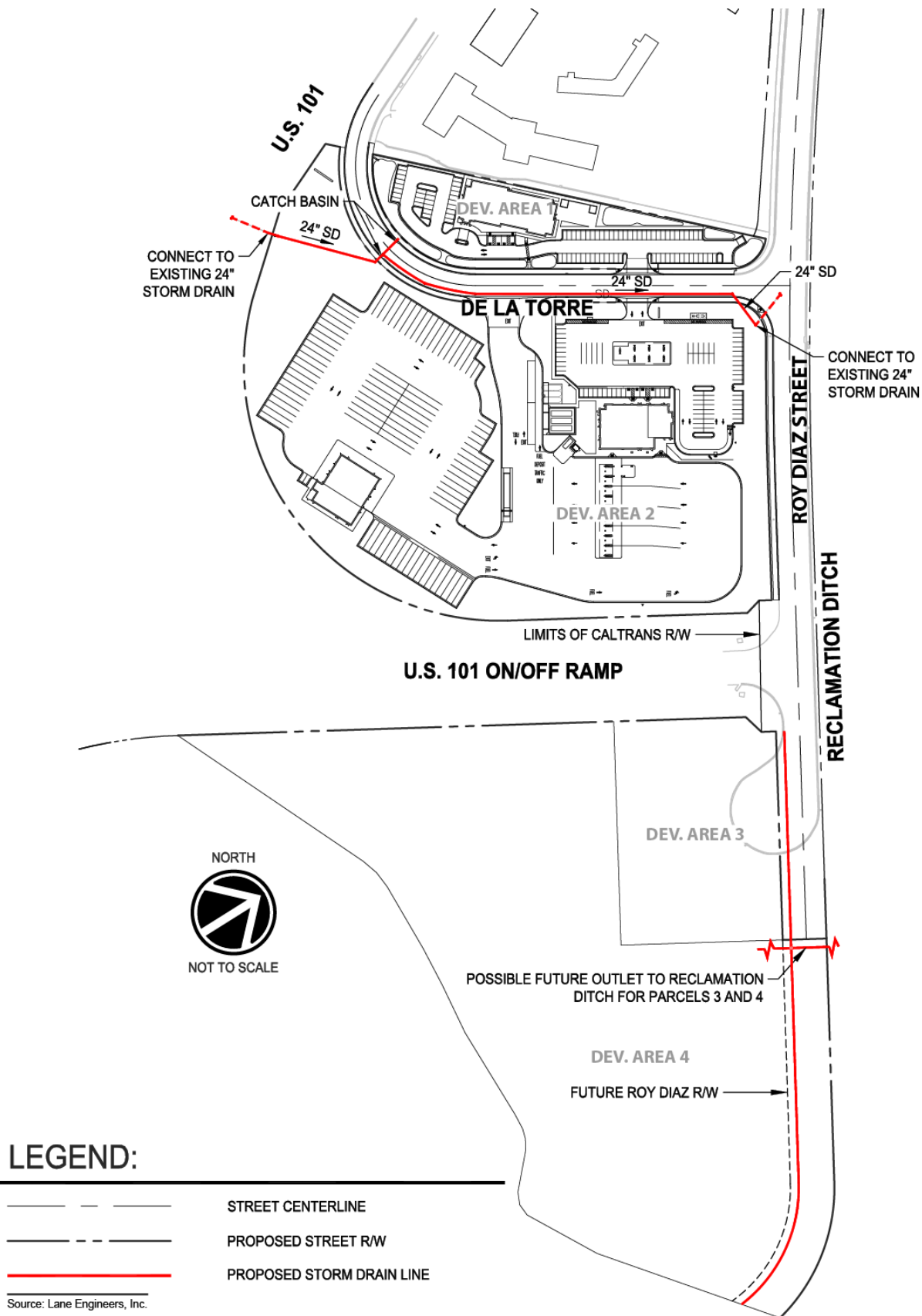


Figure 6.5: Specific Plan Area Treated Overflow Storm Drain System Map

6.4.2 Stormwater Control Plan (SWCP)

Future projects within the Development Areas are required to prepare a SWCP per the City's SWDS. The future project proposals within Development Areas 1 and 2 have prepared a combined plan that includes both Development Areas. The Development Areas 1 and 2 Stormwater Control Plan incorporates two primary low impact development (LID) measures: pervious pavement and bioretention areas/basins. Stormwater within Development Area 1 is directed to pervious pavement located within the parking stall areas prior to being directed into bioretention areas. Development Area 2 utilizes only bioretention areas/basins to treat, store, and infiltrate stormwater. Bioretention areas/basins are landscaped with plant material that is drought tolerant, is inundation tolerant, and has stormwater treatment properties. Refer to Figure 6.6: Development Areas 1 and 2 Preliminary SWCP and Figure 6.7: Bioretention Area Section for additional information.

Future projects within Development Areas 3 and 4 may prepare combined or separate SWCP depending on future development proposals. The plans shall demonstrate compliance with this section of the Specific Plan and the City's SWDS at the time of permit application.

6.4.3 Water Quality

Water quality shall be maintained and improved throughout the Development Areas through a combination of LID measures and best management practices (BMPs) integrated to the maximum extent practicable. Refer to Figure 6.6 and 6.7 for methods used to maintain water quality on Development Areas 1 and 2. Future projects within Development Areas 3 and 4 shall incorporate methods shown in Section 6.5.2 or other City approved methods.

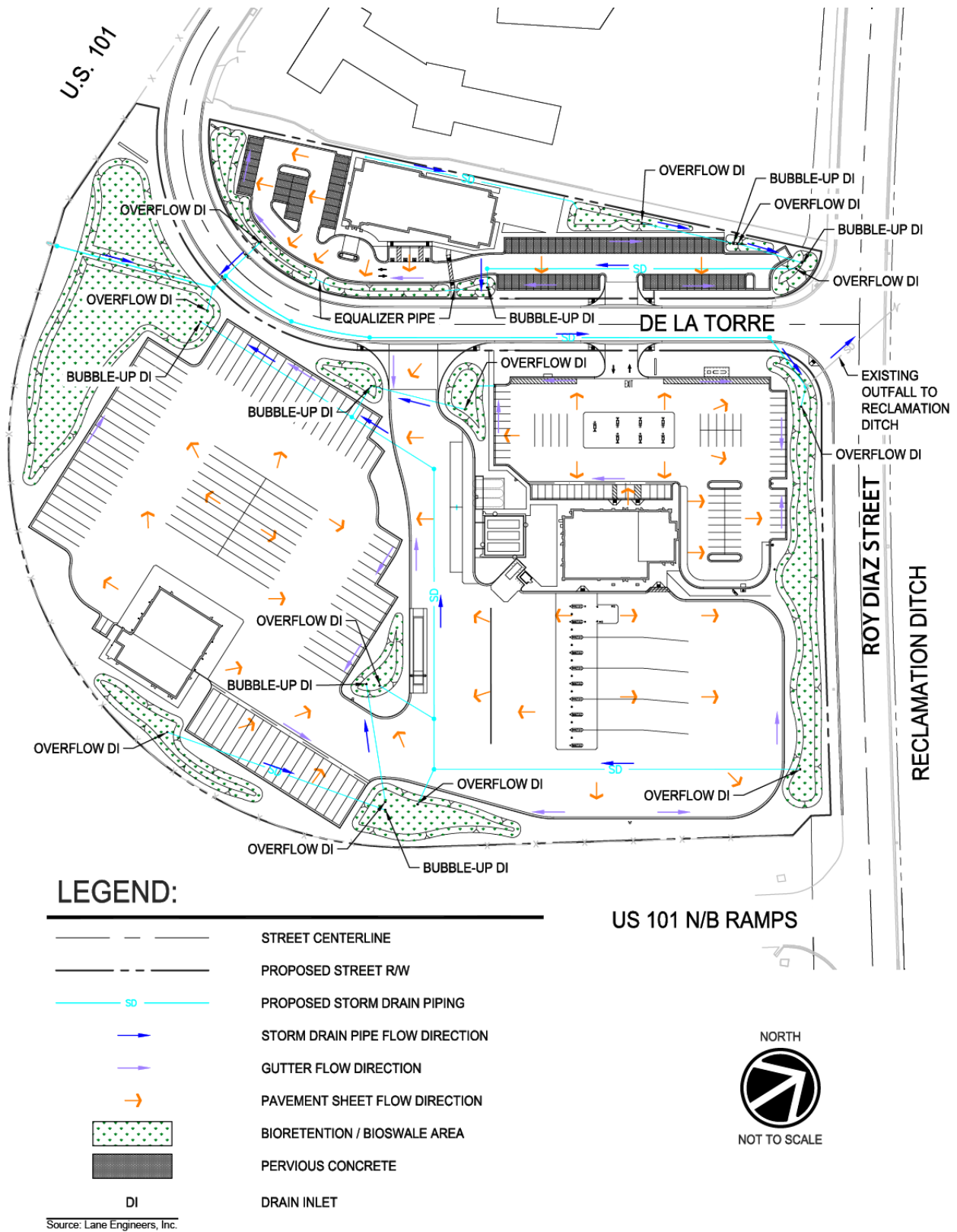
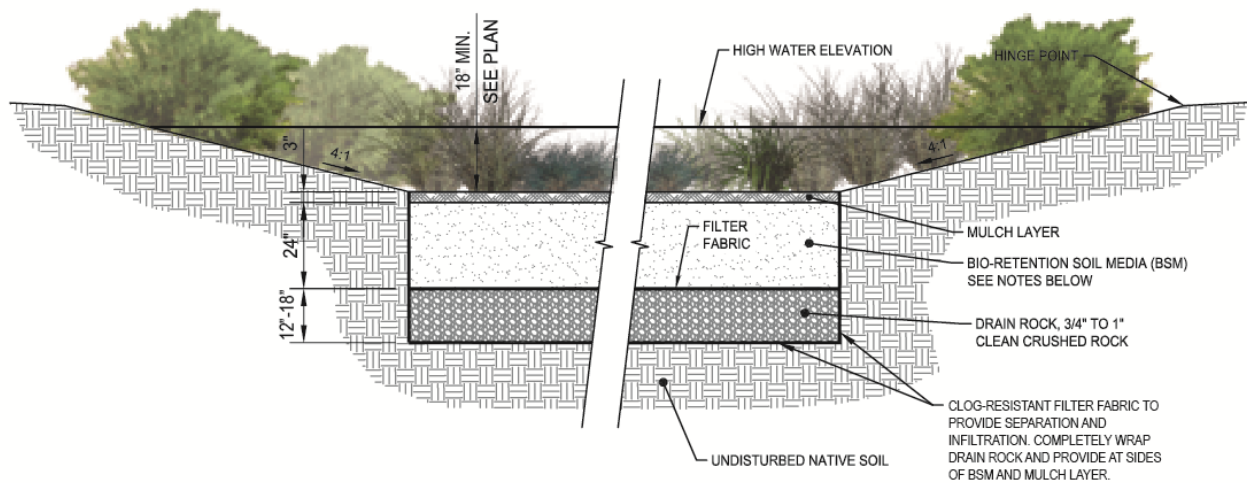


Figure 6.6: Development Areas 1 and 2 Preliminary SWCP



BIORETENTION SOIL MEDIA (BSM) SHALL CONSIST OF THE FOLLOWING:

1. 60%-70% CLEAN SAND
2. 30%-40% CERTIFIED COMPOST
3. SAND SHALL BE CLEAN WASHED (ASTM C-33) FINE SAND FRE OF DELETERIOUS MATERIAL. THE SAND SHALL BE RINSED WITH POTABLE WATER PRIOR TO INSTALLATION.
4. THE PH RANGE SHALL BE FROM 5.5-6.5
5. ORGANIC MATTER SHALL BE GREATER THAN 1.5
6. P-INDEX SHALL BE 4-12

Source: Lane Engineers, Inc. and RJA

Figure 6.7: Bioretention Area Section

6.5 STORMWATER CONTROL STANDARDS

6.5.1 Stormwater Control Standards

The following sections identify stormwater control standards that are applicable to the Specific Plan Area and intended for informational purposes only. The standards are based on the December 2013 edition of the City's SWDS. Future projects shall meet or exceed the requirements of the latest version of the City's NPDES Permit and SWDS in effect at the time of permit application.

The City's SWDS identify five distinct levels of requirements based on the characteristics and size of a future project, which are as follows:

- Requirement 1: Common Requirements
- Requirement 2: Additional Source Controls
- Requirement 3: Stormwater Treatment
- Requirement 4: Runoff Retention
- Requirement 5: Peak Flow Management

Refer to Section 2.0 Permit Requirements of the City's SWDS for a complete description of each requirement level and the applicable thresholds.

Future projects within the Development Areas shall adhere to the City's processing requirements identified in the City's SWDS. Applicants shall follow the process described below to ensure full compliance with the NPDES Permit and City standards:

1. Contact the City Permit Center to arrange a general purpose meeting with the Senior Civil Engineer for guidance regarding compliance with the NPDES permit. Basic project information is required at time of meeting request including but not limited to the assessor's parcel number, type of development, and topographic survey.
2. Review the fundamental principles of LID design as illustrated in the City's SWDS and other applicable publications.
3. Develop a preliminary project layout utilizing LID design principles.
4. Assess the preliminary project layout to determine the applicable stormwater development requirements and NPDES permit requirements. Revise the project layout to meet the requirements. Once revised, the preliminary project layout should be reviewed with City staff.
5. Prepare a Conceptual/Preliminary Stormwater Control Plan and submit it to the City for review concurrent with other entitlement documents (e.g., site plan review, etc.). Submittal requirements for the Conceptual Stormwater Control Plan are located in Section 2.3.1 of the City's SWDS.
6. Develop a final project layout and site improvement plans once the Conceptual Stormwater Control Plan and other entitlements are approved.
7. Prepare a final Stormwater Control Plan meeting the requirements specified in Section 2.3.2 of the City's SWDS. Additional reports will be required to be prepared if projects meet the Requirement 4 and 5 thresholds.
8. Prepare an Operation and Maintenance Plan meeting the requirements specified in Section 2.4 of the City's SWDS to be recorded with the Monterey County Recorder's Office.

Future projects are required to meet the City and NPDES Permit requirements on an individual future project level. If multiple Development Areas are developed as part of one future project, joint facilities may be used following dedication of mutual easements.

6.5.2 LID Principles

Future projects are required to integrate LID design principles and techniques starting at the preliminary design stages. LID design principles aim to protect water resources by reducing runoff from urban development and treating unavoidable runoff from urban development.

Site Layout

LID site design strategies that should be integrated into future projects if feasible include the following:

- Avoid excessive grading and disturbance to soils.
- Minimize compaction and impervious cover of soils with good infiltration properties.
- Minimize the impervious footprint of future projects through the use of permeable pavement, reduction of street and driveway widths to the minimum necessary, reduced parking ratio requirements if feasible and reduced parking space dimensions if feasible.
- Disconnect impervious surfaces through the use of distributed pervious areas.
- Use green infrastructure for conveying stormwater runoff, in place of conventional curbs, gutter, and subgrade enclosed pipe systems in locations where it does not conflict with development.
- Implement a landscaping design that includes large canopy trees and shrubs to provide shade and treat stormwater.

Source Control Measures (SCMs)

SCMs are designed to reduce contact between potential pollutants and stormwater runoff. SCMs are required to be integrated into projects where feasible include the following:

- Storm drain stenciling and signage.
- Landscaping that minimizes irrigation and runoff, promotes surface infiltration and minimizes the use of pesticides and fertilizers.
- Appropriate covers, drains, and storage precautions for outdoor material storage areas, loading docks, repair/maintenance bays, and fueling areas.
- Trash storage areas (enclosures and compactors) designed to drain to landscape areas for treatment.
- BMPs that prevent and effectively prohibit discharges from entering receiving waters or municipal storm drainage system from:
 - Discharges from indoor floor mat/equipment/hood filter wash racks or outdoor wash racks for restaurants.
 - Dumpster drips from trash and food compactor enclosures.
 - Discharges from outdoor wash areas for vehicles, equipment, and storage.

- Swimming pool water that has not been de-chlorinated or de-brominated.
- Fire sprinkler test water.
- Routine litter control and street sweeping.

Post Construction Structural BMPs

Where LID principles and SCMs are unable to fully meet stormwater quality goals, development proposals are required to integrate structural stormwater control BMPs into the future project design. Future projects required to provide BMPs shall provide LID and SCMs in tandem with the BMPs. The goal of structural stormwater control BMPs is to treat stormwater runoff to an acceptable level prior to discharge to receiving streams/channels. BMPs shall be designed per the guidelines of the City's SWDS, and to maximize infiltration and/or other volume reduction opportunities where feasible. BMPs that are applicable for projects include but are not limited to the following:

- Pervious pavement, see Figure 6.8
- Bioretention basins/rain garden, see Figure 6.9
- Flow through planters, see Figure 6.11
- Infiltration trenches, see Figure 6.12
- Underground retention and infiltration systems, see Figure 6.13
- Bioswales/vegetated swales, see Figures 6.10 and 6.14

Figures 6.8 through 6.14 provide examples of BMPs acceptable for use by future projects. All photos and examples provided in the aforementioned figures are included for illustrative purposes only and do not authorize deviations from other applicable Specific Plan or City Standards.

Green Street Design

Streets are a significant source of pollutants in urban environments. Future projects shall design public and private streets with appropriate stormwater BMPs to effectively treat stormwater prior to discharge to the storm drain system. Refer to Section 2.2.6 of the City's SWDS for thresholds and requirements. BMPs that are applicable for streets include:

- Rain gardens within curb bulb outs, see Figure 6.9
- Flow through planters, see Figure 6.11
- Pervious pavement for parking stalls, see Figure 6.8
- Bioswales/vegetated swales, see Figures 6.10 and 6.14
- Large canopy trees



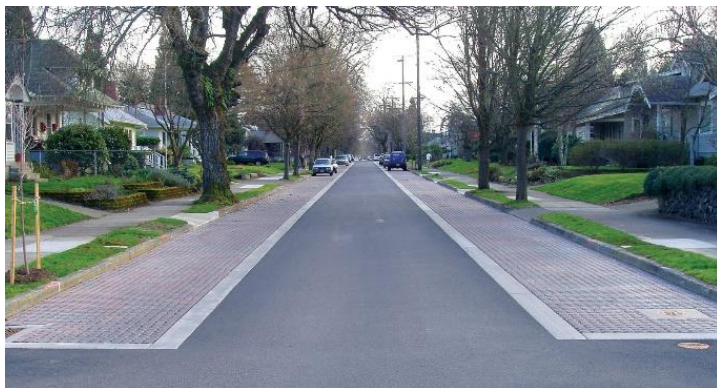
Porous Concrete
Source: thehardscaper.com



Porous Gravel Pavement
Source: greenwaypavements.com



Open Joint Paver
Source: belgard.com



Pervious Pavers at Parking Lane
Source: mutualmaterials.com

Figure 6.8: Pervious Pavement Examples



Parking Lot Application

Source: mtrfa.com



Site Application

Source: mtrfa.com

Figure 6.9: Bioretention Basin/Rain Garden Examples



Parking Lot Application
Source: watershedco.com



Parking Lot Application
Source: njfuture.org

Figure 6.10: Bioretention Planter Examples

Stormwater Management

07/03/18: Salinas Travel Center Specific Plan



Street Application

Source: dnainfo.com



Street Application

Source: wilkeseastna.org

Figure 6.11: Flow Through Planter Examples



Parking Lot Application

Source: hawkinspartners.com



Site Application

Source: chesapeakestormwater.net

Figure 6.12: Infiltration Trench Examples



Site Application
Source: rainharvest.com



Site Application
Source: shriagencies.com

Figure 6.13: Underground Retention Examples



Site/Street Application

Source: gcbl.org



Parking Lot Application

Source: cawrse.com

Figure 6.14: Bioswale/Vegetated Swale Examples

Stormwater Management

07/03/18: Salinas Travel Center Specific Plan

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7 COMMUNITY SERVICES AND FACILITIES

7.1 INTRODUCTION

The City and other agencies provide a variety of services to residents and businesses including parks, recreation services, law enforcement, fire protection, solid waste collection and public education services. This section provides background information on the agencies/purveyors and the Specific Plan Area effects on demands/impacts on the aforementioned services.

7.2 GOALS AND POLICIES

The following Specific Plan community services and facilities goals and policies are consistent with General Plan policies.

Goal 7-1: Create a revenue neutral and/or positive project.

Policy 7-1.1: Require future projects to pay their fair or proportionate share for impacts to services.

Goal 7-2: Create a safe environment through adequate fire protection and law enforcement services.

Policy 7-2.1: Require future projects to consult with the City Fire Department to ensure adequate access and amenities (e.g. fire hydrants) are provided.

Policy 7-2.2: Require future projects to provide adequate lighting, visibility and security consistent with the design guidelines and standards in Section 3 and this section.

7.3 PARKS, OPEN SPACE, AND TRAILS

7.3.1 Existing Conditions

The City owns, operates, and maintains numerous parks and trails throughout the City including 24 community/neighborhood parks, seven community recreation buildings, a soccer complex, municipal stadium, and a municipal pool. The total amount of parks and recreation facilities throughout the city is 550 acres which includes two golf courses. The City's goal is to provide a parkland ratio of three acres per 1,000 residents and is currently short of that standard. The City supplements the park system through joint-use agreements with local school districts.¹

The City has a well-established system of pedestrian and bicycle trails and routes. The bicycle infrastructure is composed of a system of Class 1 trails, Class 2 lanes, and

¹ Cotton Bridges Associates, September 2002, "City of Salinas General Plan."

Class 3 routes that make up an approximately 67-mile system.² The majority of City streets have sidewalks and ADA ramps that provide pedestrian connectivity throughout the City.

7.3.2 Project Relationship

Development of the Specific Plan would have minimal effect on demand for parks and open space as the project does not include residential uses that support population growth, which is typically the primary source of increased demand for parks and open space.

Future projects are required to expand the City's trail system within the Specific Plan Area with sidewalks along public streets, marking De La Torre as a Class 3 route and marking Roy Diaz Street with Class 2 lanes.

7.4 FIRE

7.4.1 Existing Conditions

Fire protection services for the City are provided by the Salinas Fire Department (SFD) which was established in 1874 and officially organized in 1894. The SFD contracts with the Monterey County Regional Fire Protection District (MCRFD) to provide fire protection services to a portion of the City, bringing the total area served by the SFD to approximately 55 square miles. The SFD is operated with three platoons and each platoon has six engine companies composed of a captain, engineer, and firefighter. There are also two truck companies that are composed of a captain, engineer, and two firefighters. The SFD is authorized to have a staffing of 99 personnel with a minimum of 23 personnel to each platoon.³

7.4.2 Project Demands

The Specific Plan Area is anticipated to result in a slight increase in calls for fire protection and emergency services and is within the four to eight-minute response time of Station 4. It is not expected that additional fire department staff or equipment will be required to adequately serve the Specific Plan Area. Future projects are required to pay impact fees in accordance with the City's Development Fee Schedule at the time of permit approval.

Future projects are required to improve public roadways along their frontage which includes expansion of water utilities and fire hydrants. Future projects shall consult with

² August 2002, "Salinas Bikeways Plan"

³ July 2016, City of Salinas Website

the SFD on-site design to ensure proper access and on-site features such as fire hydrants are adequate to meet the needs of the SFD. All buildings within the Development Areas shall comply with the SMC and California Fire Code at time of permit application. Verification of all fire prevention systems shall be provided to the proper agency prior to issuance of building permits.

7.5 POLICE

7.5.1 Existing Conditions

Law enforcement services for the City are provided by the Salinas Police Department (SPD), which was established in 1903. The SPD Station is located at 222 Lincoln Avenue and was constructed in 1958. A new station is planned to be constructed between East Alisal Street and Work Street with construction anticipated to begin in spring of 2018. The SPD is authorized to have a staff of 155 full-time sworn officers and 51 full-time civilian employees and 14 part-time and/or temporary civilian employees. The SPD currently has 133 full-time sworn officers, 47 full-time civilian employees and 14 part-time and/or temporary civilian employees. The SPD also has five civilian volunteers and 11 reserve police officers. The staffing level results in 0.85 sworn officers to every 1,000 residents. The SPD has three divisions that include field operations, investigations and administration.⁴ The patrol division within field operations is divided into four different geographical command areas; North, South, East, and Chinatown/Downtown/Airport. The Specific Plan Area is currently located in the East Command Area.

7.5.2 Project Demands

The Specific Plan Area is anticipated to result in a slight increase in calls for police services. Future projects are required to pay impact fees in accordance with the City's Development Fee Schedule at the time of permit approval.

Preliminary design of future projects shall consider lighting, visibility and security as a component of the overall project design. Parking lots, building entrances, and other portions of sites shall be well lit to deter crime. Landscape areas shall be maintained to provide sufficient visibility. Digital surveillance systems are highly encouraged to be installed throughout future projects to further reduce crime and aid SPD efforts.

⁴Boots Road Group LLC, "Salinas Police Department Annual Report 2014"

7.6 SOLID WASTE

7.6.1 Existing Conditions

The Salinas Valley Solid Waste Authority (SVSWA) is a joint powers authority composed of six public agencies that include the cities of Salinas, Gonzales, Soledad, Greenfield, King City, and the unincorporated eastern portion of Monterey County.

Solid waste from the City ultimately is transferred to the Johnson Canyon Road Landfill located approximately 1.5 miles east of the City of Gonzales after waste goes through transfer stations. In 2013, the SVSWA achieved seventy-two percent waste diversion. The Landfill was opened in July 1976 by the County of Monterey and is approximately 163 acres in size, of which approximately 96 acres are permitted for disposal. The Landfill has a maximum permitted capacity of 1,574 tons per day and 265 vehicles per day with an estimated closure year of 2040.⁵

In 2013, CalRecycle set a new mandate as part of Assembly Bill (AB) 341 requiring a diversion rate of seventy-five percent by 2020. SVSWA is currently preparing an environmental impact report to study options for long term facility needs to meet AB 341.

7.6.2 Project Demands

The Development Areas are estimated to generate approximately 542 tons of solid waste per year or 3,045 pounds per day. Refer to Table 7.1: Solid Waste Generation Estimate for the estimated solid waste generation of the Development Areas. Waste generation rates were estimated using CalRecycle estimated solid waste generation rates for Development Areas 1, 3, and 4 and applicant provided data on Development Area 2. Solid waste is required to be separated to divert waste from landfills consistent with SVSWA, City, and State policies.

⁵February 2008, "Johnson Canyon Sanitary Landfill Solid Waste Facility Permit"

Table 7.1: Solid Waste Generation Estimate

Parcel/Use	Calculation	Pounds Per Day	Tons Per Year
Parcel 1, Hotel	94 Rooms @ 2 LB/Room/Day ⁽¹⁾	188	34.4
Parcel 2, Travel Center	150 Tons/Year ⁽²⁾	904	150.0
Parcel 3, General Industrial	65,990 SF @ 5 LB/1,000 SQ FT/Day ⁽¹⁾	330	60.4
Parcel 4, General Industrial	324,522 SF @ 5 LB/1,000 SQ FT/Day ⁽¹⁾	1,623	297.0
Total		3,045	541.8

Notes:

(1) Solid waste generation rate from CalRecycle estimates.

(2) Solid waste generation rate from historic applicant data.

7.7 SCHOOLS

7.7.1 Existing Conditions

Educational services for the City are provided by multiple school districts. The Specific Plan Area is located within the Spreckels Union School District and the Salinas Union High School District.

The Spreckels Union School District operates one elementary school and one middle school. The District's boundary encompasses the area south of the City limits and the Future Growth Area in which the Specific Plan Area is located.

The Salinas Union High School District operates four middle schools, five high schools, and one adult school. The District's boundary encompasses majority of the City at the middle school level and all of the City at the high school level.

7.7.2 Project Demands

Future projects have an indirect impact on schools and both of the aforementioned school districts collect impact fees for commercial and industrial development. Future projects are required to pay impact fees in accordance with each districts development fee schedule at the time of permit approval.

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8 IMPLEMENTATION AND FINANCING

8.1 INTRODUCTION

The previous sections of the Specific Plan establish the design guidelines, policies, and regulations of the Development Areas to provide clarity for participants in the design process. This section identifies the implementation mechanisms and approvals necessary for implementing the Specific Plan and future projects within the Development Areas.

8.2 IMPLEMENTATION PROCESS

The City is the lead agency responsible for processing the Specific Plan and development applications. The Specific Plan initial entitlement package includes the Specific Plan document itself, the Specific Plan EIR, the General Plan Amendment application, the Pre-Zoning/Zoning application, Minor Subdivision, Resolution of Application to LAFCO and Site Plan Review (SPR) for Development Areas 1 & 2. The Specific Plan EIR shall be certified prior to the City approving other project entitlements. Local Government actions required to implement the Specific Plan and future projects are as follows.

8.2.1 City Actions

Initial City actions required for Specific Plan approval which are known as the initial entitlement package include:

- Certification of an Environmental Impact Report (EIR): The Specific Plan is deemed a project under the California Environmental Quality Act (CEQA) and as such shall be reviewed to ensure compliance. The City acts as the lead agency for CEQA review. The Specific Plan EIR shall be certified prior to the City considering the Specific Plan and other entitlements. The Specific Plan EIR will serve as the base environmental document for all subsequent entitlements within the Specific Plan Area. A mitigation monitoring program will be adopted as part of the EIR. Future projects within the Specific Plan Area will be reviewed on a project-by-project basis to determine consistency with the EIR.
- General Plan Amendment: An amendment to the City's General Plan is required to change the land use designation of Development Area 1 to Retail and to revise the General Plan Land Use exhibits.
- Pre-Zone Application: Monterey County LAFCO require that the City pre-zone the Specific Plan Area prior to making any submittals to LAFCO. The following City pre-zoning actions are required:

- Commercial Thoroughfare (CT): Base zoning for Development Area 1
- Industrial General (IG): Base zoning for Development Areas 2, 3, and 4
- Specific Plan (SP-9) Overlay District: The SP-9 Overlay District references this Specific Plan, which applies development regulations (Specific Plan Section 2) and design guidelines and standards (Specific Plan Section 3) unique to the Specific Plan Area.
- Airport (AR) Overlay District: The Specific Plan Area is within the Salinas Municipal Airport Area of Influence and is required to be zoned with an Airport (AR) Overlay District. Proposals for development within the AR Overlay District are subject to review by the City's Community Development Department or designee for conformance with the adopted airport height and use regulations.
- Resolution of application to LAFCO: Refer to Section 8.2.2 of this section for information.
- Minor Subdivision Parcel Map: The Specific Plan Area will be subdivided into 4 parcels and 1 remainder (not a part). The Parcel Map can be filed with the Monterey County Recorder's office after the Specific Plan Area has been annexed to the City.
- Site Plan Review: At the time of Specific Plan preparation, Development Areas 1 and 2 had detailed future project proposals requiring a Site Plan Review. Development Areas 1 and 2 have separated Site Plan Review Applications that may be processed concurrently with or after the Specific Plan and other aforementioned applications have been certified/approved.

The City Council will consider the items in the entitlement package at a duly noticed public hearing, certify the Specific Plan EIR and conditionally approve the other entitlement package items subject to LAFCO approval of annexation request. The City's conditional approval of the entitlement package automatically becomes final upon LAFCO approval of the aforementioned actions. The SPR for Development Areas 1 and 2 require approval by the City's Community Development Department.

8.2.2 LAFCO Actions

The Specific Plan Area is located within the City's sphere of influence. The City will submit a resolution of application and all supporting documentation to LAFCO for a reorganization. The reorganization includes the following:

- Consideration of City certified EIR and CEQA findings
- Annexation of the Specific Plan Area/Annexation Area to the City
- Detachment from Monterey County Resource Conservation District
- Detachment from Salinas Rural Fire Protection District

- Transfer of tax collection from Monterey County to the City of Salinas. The County may require a tax sharing agreement.

8.2.3 Future Project Discretionary Approvals

Additional discretionary approvals will be required. Each application for permits shall be consistent with the goals and policies of the General Plan and Specific Plan, and shall comply with the use regulations and development standards of the Salinas Municipal Code, as modified by the Specific Plan.

Potential discretionary approvals include;

- Subdivision Map (Tentative Map, Parcel Map, etc.): Future projects may use subdivision maps to further subdivide the Development Areas into smaller areas suited to the needs of individual developers. Subdivided areas shall meet the minimum lot size and dimensions identified in Table 2.2: Development Regulations.
- General Plan Amendment: Future projects may request a change to the land use designation to suit the needs of individual developers. Such request is subject to City Council approval and subsequent rezoning and specific plan amendment may require additional environmental review as determined by the City's Community Development Department.
- Rezoning: Future projects may request a change to the base zoning to suit the needs of individual developers. Such a request is subject to City Council approval and will require a general plan amendment prior to or concurrently with the rezoning if the requested zoning district is inconsistent with the land use designation. The rezoning will require a specific plan amendment and may require additional environmental review as determined by the City's Community Development Department.
- Specific Plan Amendment: Future projects may request a change to the Specific Plan to suit the needs of individual developers. Such request is subject to City Council approval and may not cause conflict with other developments in the Specific Plan Area. Additional environmental review as determined by the City's Community Development Department may be required.

8.3 FUTURE PROJECT APPLICATION PROCESS

The Specific Plan provides guidance for future projects within the Development Areas. Development applications are required to submit a Preliminary Project Review to the City's Community Development Department prior to submitting a Site Plan Review or Conditional Use application. Other potential discretionary approvals are identified in Section 8.2.3 Future Project Discretionary Approvals and shall follow the City application process and requirements at time of permit application.

8.3.1 Preliminary Project Review

Future projects shall submit a Preliminary Project Review to the City's Community Development Department prior to submitting a Site Plan Review or Conditional Use permit application. The Preliminary Project Review process is intended to provide applicants with initial feedback on their site plan and inform applicants of the application process prior to submitting formal entitlement applications. Applicants shall provide the City with preliminary project information so that the City can determine what entitlements, permits, environmental review and potential improvements the project will be required to obtain.

Applicants shall provide the required application forms and review fee in effect at time of application. Applicant's Preliminary Project Review package shall include the following information;

- **Project Narrative/Description:** The project narrative/description is intended to give the applicant an opportunity to describe the projects concept and vision. The applicant shall provide a brief description of the proposed project and a summary of the proposed uses with approximate building square footages.
- **Schematic Design Plans:** The applicant shall provide preliminary schematic design plans that illustrate the design concepts and include spatial relationships and building placement. Schematic plans are intended to be preliminary site plan sketches and not a refined site plan.
- **Trip Generation Memorandum:** The purpose of the trip generation memorandum is to provide an estimate of the vehicle trip generation for the proposed project. The trip generation memorandum is intended to be brief and concise and include only pertinent information such as the estimated vehicle trips and methodology. The trip generation memorandum shall be prepared by a traffic engineer. The City shall review the applicant's trip generation memorandum and track the cumulative trip volumes generated from future development within the Specific Plan Area through the trip generation memorandums. In addition to the standard review fee, Applicants may be required to pay for a peer review of the trip generation memorandum on the City's behalf to verify the findings. The trip generation memorandums will allow the City to compare incremental increases in traffic volumes from each new development with the total projected volume at buildout of the Specific Plan Area as identified in the Specific Plan EIR. Traffic generation from each successive new future project approved within the Specific Plan Area will be tracked by the City. Additional environmental review may be required for any project whose projected traffic volume, as defined in its trip generation memorandum, causes cumulative traffic volume generated from development within the Specific Plan Area to exceed the total buildout volume projected in the Specific Plan EIR.
- **Operational Statement:** The applicant shall provide a preliminary operational statement that includes what the projects estimated demand for utilities will be.

The City shall notify the applicant if the existing utilities can support the proposed project or if offsite improvements are required to accommodate the project.

8.3.2 SPR and CUP Submittal

Once a future project has submitted a Preliminary Project Review and received City comments, applicants are required to obtain either a SPR or CUP as identified in Table 2.1: Zoning Districts Use Classifications. Application requirements for a SPR and CUP are identified on the City's Application Submittal Checklist at the time of permit application.

8.3.3 CEQA Compliance

The Specific Plan EIR evaluated impacts of developing the Specific Plan Area based on the hotel and travel center projects proposed within Development Areas 1 and 2, respectively, and on future development of Development Areas 3 and 4 with industrial uses. Development densities assumed in the Specific Plan for Development Areas 3 and 4 are consistent with those contained in the City of Salinas General Plan. The Specific Plan EIR serves as the CEQA documentation needed for the City to consider all of the entitlements associated with the proposed project as described in the Specific Plan, including the SPR approvals being requested for the hotel and travel center projects. Regarding future environmental review requirements, projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. If future projects proposed within Development Areas 3 and 4 meet this criterion regarding their consistency with densities and development capacities assumed in the Specific Plan, environmental review requirements for them may be streamlined. This determination will be made by the Community Development Director for each future development application within these two Development Areas. An exception to the streamlining assumption is possible as discussed in section 8.3.1 regarding the cumulative vehicle trip generation from development within the Specific Plan Area. A range of future discretionary approvals that could be sought by future development within the Specific Plan Area are described in section 8.2.3. Future approvals requested for an individual project may trigger further environmental review. This may be the case where approvals (e.g. subdivision map, general plan amendment, rezoning, specific plan amendment, or CUP) propose development densities that exceed those included in the Specific Plan and/or exceed the development capacity assumed in the Specific Plan on which the environmental impact analysis in the Specific Plan EIR is based.

8.3.4 Building Permits

Future projects are required to obtain building permits after all entitlements have been obtained and prior to commencing construction. Permit applications shall comply with the adopted building standards at the time of permit application, along with all associated development impact fees. If building standards are more stringent than the requirements within the Specific Plan, the building standards code shall take precedence.

8.4 SPECIFIC PLAN ADMINISTRATION

The City's Community Development Department is responsible for administering development within the Specific Plan Area. Future projects are subject to the Specific Plan goals, policies, development regulations and design guidelines which are unique to the Specific Plan in addition to the City's General Plan and Municipal Code. Where conflict exists between the Specific Plan and Salinas Municipal Code, the Specific Plan shall prevail.

8.4.1 Minor Alterations & Amendments

Minor alterations and amendments to the Specific Plan include modifications that do not materially change the project and are in substantial compliance with the Specific Plan standards and regulations. A minor alteration includes changes in the location of buildings, parking lots or other site elements as a result of the final design process. A minor amendment includes changes in building design, floor plan, signage, landscaping, parking, or driveway orientation as a result of the final design process. Minor alterations and amendments are not intended to involve a change in land use or substantial increase in development intensity that would introduce new or intensified environmental impacts not previously reviewed.

Determination that a change to a future project is a minor alteration and/or amendment shall be made by the City's Community Development Department. The Community Development Department may approve minor alterations and/or amendments administratively.

8.4.2 Major Amendments

Major amendments to the Specific Plan include modifications determined to exceed the scope of a minor amendment. Such amendments include, but are not limited to:

- Changes to the land use designations and/or zoning districts;
- Additions or major changes to Table 2.1: Zoning Districts Use Classifications located in Section 2 Land Use and Development Regulations;
- Additions or major changes to Table 2.2: Development Regulations located in Section 2 Land Use and Development Regulations;
- Major changes to the design guidelines and standards found in Chapter 3 Design Guidelines and Standards;
- Changes that increase development intensity and/or development capacity.

Determination that a modification exceeds the scope of a minor amendment shall be determined by the City's Community Development Department. Major amendments shall be processed by the City's Community Development Department in the same manner as an application for the original approval of the Specific Plan.

8.5 RESPONSIBILITIES

The Specific Plan Area is assumed to be developed in an incremental manner.

Development Areas 1 and 2 may be developed concurrently or sequentially. The first Development Area to be developed shall be responsible for the improvements of De La Torre in its entirety and Roy Diaz Street along its frontage only. Utilities located in De La Torre shall be stubbed for future connection on either Development Areas 1 or 2, whichever is improved second. The owner of the second Development Area to be developed shall reimburse the owner of the first Development Area for shared improvements to the De La Torre roadway.

Development Areas 3 and 4 may be developed concurrently or sequentially. Future projects within the Development Areas shall be responsible for Roy Diaz Street improvements and extension only along its project frontage. Utilities located in Roy Diaz Street shall be stubbed for future connection and/or extension on either Development Areas 3 or 4, whichever develops second. Development Area 4 shall stub utilities at the terminus of Roy Diaz Street for extension to the remaining Future Growth Area. A temporary turnaround is required to be constructed, as determined by the City, to facilitate proper circulation until the remaining Future Growth Area is developed.

8.6 PROJECT FINANCING

Financing of the Specific Plan Area will be through a combination of individual developer financing, dedication to applicable agencies, and the payment of applicable development impact fees. The Specific Plan Area is adjacent to existing infrastructure and extension of infrastructure shall be constructed as needed with each future project responsible for providing infrastructure to meet their uses and needs. Some infrastructure costs may be reimbursable by the City through the use of impact fees, reimbursements for infrastructure oversizing, area of benefit fees, area specific fees, dedication, or extractions.

Applicable development impact fees, agriculture land mitigation fee, utility connection fees, and other miscellaneous fees will be required to be paid by individual developers at the time of permit approvals.

8.7 MAINTENANCE

Infrastructure and facilities within the Specific Plan Area will require ongoing maintenance. Parties responsible for maintenance of various improvements include private land owners, business assessment districts or other such entities, public and quasi-public utility companies, and the City.

8.7.1 City Maintenance Responsibilities

The City is responsible for the maintenance of public improvements within public lands, public rights-of-way, and public easements. Improvements within such public areas subject to City maintenance include: streets, curbs, gutters, sidewalks, storm drains, storm water treatment facilities, sanitary sewer facilities, streetlights and street signage. The City is responsible for maintaining landscape areas that are not directly fronting Development Areas street frontage such as the landscape area between Roy Diaz Street and the Reclamation Ditch.

8.7.2 Private Property Owner/Business Maintenance Responsibilities

Private facilities outside public lands, public rights-of-way, and public easements shall be maintained by each individual parcel owner. Private improvements subject to maintenance include, but are not limited to: driveways, landscaping, stormwater facilities, fencing, structures, and any other improvements within private lands (unless otherwise provided by public or quasi-public agencies). Private property owners/businesses are also responsible for maintaining landscape areas within the public rights-of-way that directly abuts their properties frontage.

APPENDIX A

SPECIFIC PLAN DEFINITIONS AND ABBREVIATIONS

DEFINITIONS

The following are definitions of common terms used throughout the Specific Plan;

Annexation: The inclusion, attachment, or addition of territory to a city or district.

Base District or Base Zoning: A portion of the City in which only certain land uses and structures are permitted and certain standards are established for development of land

Class I Bike Lane: Paved bike path completely separated from streets.

Class II Bike Lane: On-street facilities designated for bicyclists using stripes and stencils.

Class III Bike Lane: Streets designated for bicycle travel and shared with motor vehicles.

City: City of Salinas

County: Monterey County

Development Areas: The developable portions of the Specific Plan Area. The Specific Plan included four initial Development Areas.

Future Growth Areas: Portions of undeveloped areas outside the city limits or recently annexed land within the city limits that were identified in the General Plan for urban development.

Future Projects: Development proposals within the Specific Plan Area by separate applicants.

General Plan: City of Salinas 2002 General Plan

Reclamation Ditch: Monterey County Water Resource Agency's Reclamation Ditch 1664.

Specific Plan: The Salinas Travel Center Specific Plan

Specific Plan Area: The portion of land annexed as part of the Specific Plan and covered by the Specific Plan guidelines, standards, and regulations.

Specific Plan EIR: The Environmental Impact Report for the Salinas Travel Center Specific Plan.

Trip Generation Memorandum: A required supplemental document to be included with all preliminary project review applications within the Specific Plan Area that includes the trip generation estimate for the proposed future project.

ABBREVIATIONS

The following are abbreviations used throughout the Specific Plan;

AB: Assembly Bill

ADA: Americans with Disabilities Act

AeC: Antioch very fine sandy loam soil classification

afy: Acre feet per year

ALS: Advanced life support

AR: City's Airport Overlay zoning district.

ARFF: Aircraft rescue and firefighting

BMPs: Best management practices

Cal Water: California Water Service Company

CAL-IPC: California Invasive Plant Council

Caltrans: State of California Department of Transportation

CbA: Chualar Loam soil classification

CEQA: California Environmental Quality Act.

Cg: Clear Lake Clay soil classification

CT: City's Commercial Thoroughfare zoning district

CUP: Conditional Use Permit

EDE: City's Economic Development Element

EIR: Environmental Impact Report

G: City's Gateway zoning district

gpd: Gallons per Day

IG: City's Industrial General zoning district

IWTF: Industrial Wastewater Treatment Facility

LAFCO: Local Agency Formation Commission of Monterey County.

LID: Low Impact Development

MCRFD: Monterey County Regional Fire Protection District

MCWRA: Monterey County Water Resources Agency

MPWMD: Monterey Peninsula Water Management District

MRWPCA: Monterey Regional Water Pollution Control Agency

MST: Monterey-Salinas Transit

MWELO: State Model Water Efficient Landscape Ordinance.

NPDES: National Pollutant Discharge Elimination System

RTP: Regional Treatment Plant

SCMs: Source control measures

SFD: Salinas Fire Department

SIS: Salinas Interceptor System

SMC: City of Salinas Municipal Code

SP: City's Specific Plan Overlay zoning district.

SP-9: City's Specific Plan overlay zoning district that references the Salinas Travel Center Specific Plan.

SPD: Salinas Police Department

SPR: Site Plan Review

State: State of California

SVRP: Salinas Valley Reclamation Project

SVSWA: Salinas Valley Solid Waste Authority

SWDS: City's Stormwater Development Standards

Xc: Xerorthents, loamy soil classification

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APPENDIX B

GENERAL PLAN CONSISTENCY

The following are applicable goals and policies from the City of Salinas (City) 2002 General Plan (General Plan) and a description of how the Salinas Travel Center Specific Plan (Specific Plan) is consistent with those goals and policies.

Land Use Element

Goal LU-1: Develop a balanced land use pattern that provides a wide range of jobs, housing, shopping, services, and recreation.

Policy LU-1.1: Achieve a balance of land uses to provide for a range of housing, jobs, libraries, and educational and recreational facilities that allow residents to live, work, shop, learn, and play in the community.

The Specific Plan is a component in achieving a balanced land use pattern by providing job producing land uses. The Specific Plan includes Commercial Thoroughfare (CT) and Industrial General (IG) zoning districts which permit a wide range of uses that will provide economic opportunity within the City.

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 and directing urban expansion to the North and East, away from the most productive agricultural land.

Policy LU-2.2: Apply a system of managing growth based on the timely provision of public services and facilities and general thresholds or standards for their adequacy.

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

Policy LU-2.5: Ensure that negative impacts of future growth on environmental quality and quality of life are minimized and adequate levels and quality of urban services and facilities are maintained.

The Specific Plan Area is located within the Future Growth Area adjacent to the Salinas Municipal Airport and U.S. Highway 101 in conformance with General Plan policies to locate new development within Future Growth Areas in order to reduce impacts to surrounding agriculture. The planned and permitted highway oriented uses within the Specific Plan are clustered adjacent to a U.S. Highway 101 ramp to reduce impacts to agriculture and local roadways. Urban Services are assumed to be phased as future projects are improved. The assumed first phase to be improved in-between existing urban development and the U.S. Highway 101 ramp. The assumed second phase to be

improved is the remaining Specific Plan Area south of the ramp. Where there is an urban-agriculture interface, agricultural buffers/conservation easements are required to reduce conflicts and minimize impacts to agriculture.

Goal LU-3: Encourage a diverse economy that allows for the continued economic success of the community, while not sacrificing its agricultural base.

Policy LU-3.1: Maintain the agricultural industry as the primary industry while allowing for economic expansion and diversification.

Policy LU-3.3: Maintain a competitive supply of sites for businesses and manufacturers that want the type of business-park environment typically associated with high technology and light manufacturing industries.

Policy LU-3.4: Encourage development of the airport in accordance with the Salinas Municipal Airport Master Plan.

The Specific Plan is a component in achieving a diverse economy through providing job producing land uses. The Specific Plan includes Commercial Thoroughfare (CT) and Industrial General (IG) zoning districts which permit a wide range of uses that will provide economic opportunity within the City. A travel center and hotel are currently planned on a portion of the Development Areas. The remaining portions of the Development Areas are zoned as Industrial General with convenient access to the Salinas Municipal Airport and U.S. Highway 101, making it an attractive site for businesses. The Specific Plan Area is zoned with an Airport (AR) Overlay district requiring all development to be in accordance with the Salinas Municipal Airport Master Plan.

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

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

Future projects within the Specific Plan Area are required to pay their fair share for fire services that contributes to maintain adequate levels of service. Future projects are required to meet all regulations as they relate to fire and other hazards to provide a safe environment.

Goal LU-5: Provide effective and responsive police protection.

Policy LU-5.1: Provide an effective and responsive level of police protection (including facilities, personnel, and equipment) through the Salinas Police Department.

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

Future projects within the Specific Plan Area are required to pay their fair share for police services that contributes to maintain adequate levels of service. Future projects are required to be properly maintained in ways that retain visibility and contributes to a safe environment.

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 is available to meet the needs of the development without negatively impacting the existing community.

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

The Specific Plan has planned for a 12-inch water main to be located in public streets that will provide adequate supply to future projects. Future projects are required to meet all regulations as they relate to water conservation.

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

Policy LU-7.1: Provide a sewer system that meets the needs of the community for sewer collection and treatment and work with MRWPCA for sewer treatment needs.

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.

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

The Specific Plan has planned for an 8-inch sanitary sewer main to be located in public streets that will provide sewer collection to the Development Areas. Provisions have been included in the Specific Plan for future analysis if a use is proposed that would produce industrial waste water.

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

Policy LU-8.3: 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 Specific Plan requires future projects to comply with the City's Stormwater Development Standards (SWDS) which require low impact development (LID) facilities and best management practices (BMPs) be integrated into future projects. Planned facilities include landscaped bioretention basins that will be attractive and ecologically beneficial.

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

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

The Specific Plan has coordinated with school districts in which it is located. Future projects are required to pay impact fees in accordance with each school district.

Goal LU-12: Maintain the viability and future accessibility of the Salinas Municipal Airport and support the planned development of aviation facilities in order to meet aviation needs within the City and the surrounding area.

Policy LU-12.2: Review development proposals within areas affected by the operation of the airport to ensure airport and land use compatibility, protect the public safety, and allow for continued aviation operations. This includes minimizing residential population increases within the 55 decibel CNEL contour.

Policy LU-12.3: As a condition of development approval of projects within the Airport Local Area of Influence (as shown in Figure LU-11), require dedication of an aviation easement. Said aviation easement shall include special provisions for the properties within the 1-mile clear zone required for the California International Airshow.

The Specific Plan Area is zoned with an Airport (AR) Overlay district requiring all development to be in accordance with the Salinas Municipal Airport Master Plan.

Community Design Element

Goal CD-1: Create and preserve a positive community image and identity.

Policy CD-1.1: Create entrances to the city that announce arrival and establish a positive impression.

Policy CD-1.2: Maintain Salinas as a city with sharply defined edges between urban use and surrounding agricultural activities.

Policy CD-1.3: Maintain the distinction of the City's urban/rural interface by using roadway segments and/or natural features and tree plantings to form the boundary between urban development and open space or agriculture.

Policy CD-1.4: Use landscaping, design schemes and signing to improve the image and distinct identity of the city, its neighborhoods and its major gateways.

Policy CD-1.6: Locate and design water retention areas and preserve important urban wildlife habitat areas to contribute to the visual quality of the city's open space system.

Policy CD-1.8: Apply high-quality design standards to projects visible from Highway 101.

The Specific Plan is located at a southern entry to the City along U.S. Highway 101. Design guidelines and standards have been incorporated into the Specific Plan that require high quality landscape and architecture be provided by future projects. A defined edge between urban and agricultural uses will be provided through agricultural buffers/conservation easements.

Conservation/Open Space Element

Goal COS-1: Promote a safe and adequate supply of water for community uses.

Policy COS-1.4: Maintain and restore natural watersheds to recharge the aquifers and ensure the viability of the groundwater resources.

Policy COS-1.6: Enforce national (NPDES) requirements and participate in regional effort to protect and enhance water quality.

Future projects within the Specific Plan Area are required to comply with the City's SWDS to protect and enhance water quality

Goal COS-2: Encourage the conservation of water resources.

Policy COS-2.1: Participate in and implement local and regional programs that promote water conservation.

Policy COS-2.3: Apply standards that promote water conservation in agricultural, residential and non-residential uses.

Policy COS-2.4: Enforce the City's Water Conservation Ordinance.

Future projects within the Specific Plan Area are required to comply with all regulations related to water conservation.

Goal COS-3: Identify, preserve and protect the significant agricultural resources within and surrounding Salinas, 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 for the reasonable expansion of the City to address projected population growth.

Policy COS-3.4: Minimize conflicts between agricultural and urban uses through the use of buffer zones, roads and other physical boundaries.

The planned and permitted highway oriented uses within the Specific Plan are clustered adjacent to a U.S. Highway 101 ramp to reduce impacts to agriculture and local roadways. Where there is an urban-agriculture interface, agricultural buffers/conservation easements are required to reduce conflicts and minimize impacts to agriculture.

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 includes highway oriented and industrial serving uses that are ideally planned adjacent to U.S. Highway 101 and industrial development to reduced truck traffic on local streets, thereby reducing emissions that would have otherwise been emitted. Pedestrian and bicycling infrastructure is planned along public streets to promote alternative modes of transportation.

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 Level of Service (LOS) D or better for all intersections and roadways.

Policy C-1.3: Require that new development and any proposal for an amendment to the Land Use Element and General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.

Policy C-1.4: Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.

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 will maintain a LOS of D or better through the provided circulation improvements within the Specific Plan and mitigation measures from the Specific Plan

EIR. The Specific Plan has been located adjacent to U.S. Highway 101 and a minor arterial roadway because the Specific Plan includes highway oriented uses that may generate a high amount of traffic

Goal C-2: Work with other local and regional agencies to develop regional transit and transportation systems.

Policy C-2.3: Continue efforts to reduce adverse impacts of truck traffic and parking in non-industrial areas of Salinas while recognizing and accepting the community's economic dependence on trucking.

Policy C-2.4: Continue development of the Salinas Municipal Airport in accordance with the Salinas Municipal Airport Master Plan.

Policy C-2.6: Promote a regional jobs-housing balance to reduce vehicle miles traveled and congestion on the regional circulation system.

The Specific Plan is a component in achieving a job-housing balance by providing job producing land uses. The Specific Plan Area is zoned with an Airport (AR) Overlay district requiring all development to be in accordance with the Salinas Municipal Airport Master Plan. The Specific Plan allows for a travel center which will provide truck parking to reduce impacts on surrounding areas of the City.

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

Policy C-4.1: Continue to develop a network of on- and off- street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes.

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 air bicycle commuters, such as on-site safe bicycle parking.

Policy C-4.4: Improve the biking environment by providing safe and attractive cut-troughs, bike lanes, and bike paths for both recreational and commuting purposes.

Policy C-4.5: Where possible, ensure that roadway improvements (i.e., widening and re-striping), as well as new overpasses and underpasses, allow for safe on-street bike lanes or adequate right-lane space for bicycles.

Policy C-4.6: Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.

Policy C-4.7: Encourage Parking lot designs that provide for safe and secure bicycle parking.

The Specific Plan expands the City's bicycle network and safe facilities. Roy Diaz Drive is planned to be improved with Class II bike lanes along its existing and future

segments. Bike racks are required to be provided by future projects in highly visible areas near building entrances. Additional bicycle facilities such as showers are encouraged through vehicle trip reduction measures. Public sidewalks and walkways to buildings are required to be designed per ADA standards.

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

Policy C-5.1: Increase availability of safe and well-maintained sidewalks in all areas of the City.

Policy C-5.3: Ensure that all pedestrian route improvements meet with ADA standards for accessibility.

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

The Specific Plan includes provisions that require future projects to improve public streets with ADA compliant sidewalks and ramps. Pedestrian infrastructure will connect to existing infrastructure north of the Specific Plan Area.

Safety Element

Goal S-2: Create a safer community through the use of design techniques for new development and reuse/ revitalization projects.

Policy S-2.1: Apply design techniques and standards that are aimed at reducing criminal activity in new development and reuse/revitalization projects.

Policy S-2.2: Ensure that adequate street and property lighting is provided and maintained in order to protect public health and safety.

Policy S-2.3: Encourage development designs and land use mixture that serve to focus eyes and attention on public areas.

The Specific Plan includes provisions that encourage and require future projects to be well lit and visible to promote safety and deter crime.

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

Policy S-4.2: Locate development outside flood-prone areas unless flood risk is mitigated without decreasing retention capacity.

Policy S-4.3: Design flood control systems in new development areas to avoid increasing flood hazard elsewhere.

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.

Future projects within the Specific Plan area required to comply with the City's SWDS. All future projects will likely meet Requirement 5 - 22,500 Square-Foot Threshold

(SWDS Section 2.2.5) which requires post development peak flows to not exceed pre-project peak flows for the 2 through 100-year rainfall events.

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.

Policy S-5.3: Monitor water fire-flow capability throughout the city and work with water providers to improve water pressure availability considered inadequate for fire protection.

The Specific Plan circulation system has been designed to accommodate fire protection and emergency vehicles through a combination of public street and on-site improvements. Future projects are required to consult with the Salinas Fire Department to ensure the future projects are adequately and safely designed.

Noise Element

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

Policy N-1.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.

Policy N-1.3: Locate only urban development within the Salinas Municipal Airport “area of influence” that is compatible with the airport noise environment and meets the guidelines of the Caltrans handbook.

Policy N-1.4: Ensure proposed development meets Title 24 Noise Insulation Standards for construction.

The Specific Plan allows for commercial and industrial uses adjacent to the Salinas Municipal Airport and U.S. Highway 101 which are compatible with the surrounding noise environment. Future projects are required to comply with all Federal, State and local regulations related to noise.

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APPENDIX C CITY RESOLUTIONS

ORDINANCE NO. 2606 (N.C.S.)

**ORDINANCE APPROVING PREZONING FOR THE SALINAS TRAVEL CENTER
(RZ 2016-001)**

WHEREAS, on June 6, 2016, Love's Country Stores of California (Applicant) submitted applications for the Salinas Travel Center project (Project), including requests for General Plan Amendment, Specific Plan, Prezoning, and Annexation approvals that would permit development of the 64-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City has completed the Salinas Travel Center Final EIR pursuant to the requirements of the California Environmental Quality Act, (CEQA) along with all supporting documentation and notices which are herein incorporated by reference as Exhibits I through O; and

WHEREAS, by Resolution No. 21440, herein incorporated by reference as Attachment 1, the City Council has certified the Final EIR, incorporated herein by reference as Exhibit M, and adopted the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring Reporting Program for the Project, incorporated herein by reference as Exhibits N and O, respectively; and

WHEREAS, by Resolution No. 21441, herein incorporated by reference as Attachment 2, the City Council has approved GPA 2016-002 to change the existing General Plan land use designation of General Industrial to Retail on 2.19 acres of the project site referred to as Parcel 1, as shown in Exhibit C, herein incorporated by reference; and

WHEREAS, by Resolution No. 21442, herein incorporated by reference as Attachment 3, the City Council has approved the Salinas Travel Center Specific Plan (SPEC 2016-001), herein incorporated by reference as Exhibit D, and by so doing, has established that the Salinas Travel Center Specific Plan be utilized as the land use and zoning implementation document for the Project; and

WHEREAS, the Salinas Travel Center Specific Plan contains modifications of standards contained in the City of Salinas Municipal Code that are applicable only within the Salinas Travel Center Specific Plan boundary, and which become effective upon the City Council's approval of the Specific Plan; and

WHEREAS, the proposed Prezoning would change the existing Monterey County Farmlands (F-40) District and Urban Reserve (UR) designations for the project site to the City of Salinas Industrial-General (IG) District for Parcels 2, 3 and 4, and to Commercial Thoroughfare (CT) for Parcel 1, with a Specific Plan Overlay (SP) and Airport Overlay (AR) applied to all four parcels as shown in Exhibit E, incorporated herein by reference; and which zoning would become effective upon the Monterey County Local Agency Formation Commission's final certification of Reorganization (annexation) of the project site; and

WHEREAS, the proposed Prezoning has been found to be consistent with the goals, policies, and programs of the 2002 General Plan, and the proposed Salinas Travel Center Specific Plan, as identified in the Project Findings herein incorporated by reference as Exhibit P; and

WHEREAS, notice of time and place of hearing for considering certification of the Final EIR and introducing RZ 2016-001 at a duly noticed City Council public hearing was given in the manner prescribed by the City, with approval of RZ 2016-001 to occur at a subsequent, duly noticed City Council hearing on July 3, 2018, and

WHEREAS, the City Council has weighed the evidence presented at the public hearing, including the staff report which is on file at the City of Salinas Community Development Department, together with the record of environmental review.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby finds and determines the following:

1. Finds the foregoing recitals and the information contained in the Exhibits are true and correct.
2. Declares that it has been provided with and reviewed all evidence available in the administrative record to support the findings for Project consideration, as well as the staff report for the Project and written and oral testimony (collectively, the “Record of Proceedings”), and hereby provides notification that the Record of Proceedings is on file with the Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901.
3. Declares that it has reviewed and considered the proposed CEQA Findings, including the Statement of Overriding Considerations, herein incorporated by reference as Exhibit N. Based upon its review of the evidence in the record, the City Council finds that the Statement of Overriding Considerations provides substantial evidence that the environmental risks of adopting RZ 2016-001 have been balanced against their benefits.
4. The Salinas City Council declares that it has been provided with and reviewed the information contained in the Final EIR, the evidence in the record, the staff report and recommendations, and having done so, adopts the Project Findings, including Prezoning findings, herein incorporated by reference as Exhibit P, and based on those findings, introduces RZ 2016-001 on the 3rd day of July 2018, and adopts RZ 2016-001 at a subsequent duly noticed City Council public hearing held on July 3, 2018.
5. The Salinas City Council finds that adoption of RZ 2016-001 is conditioned upon the Monterey County Local Agency Formation Commission’s subsequent action to approve annexation of the project site to the City.

This ordinance was introduced and read on this 3rd day of July, 2018, and adopted on July 3, 2018 by the following vote:

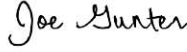
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and
Mayor Gunter

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

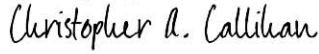
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Joe Gunter, Mayor

ATTEST:

DocuSigned by:

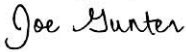
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Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

DocuSigned by:

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Christopher A. Callihan, City Attorney

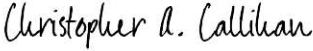
THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of the Ordinance of the City Council of the City of Salinas, that said Ordinance was introduced on July 3, 2018, and passed and adopted by the affirmative and majority vote of said City Council at a meeting held on July 3, 2018, and that said Ordinance has not been modified, amended, or rescinded, and will be in full force and effect upon adoption of the Ordinance on July 3, 2018.

APPROVED:

DocuSigned by:


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Joe Gunter, Mayor

APPROVED AS TO FORM:

DocuSigned by:


1895479BC5A349F
Christopher A. Callihan, City Attorney

ATTEST:

DocuSigned by:


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Patricia M. Barajas, City Clerk

Proof of Publication

(2015.5 C.C.P.)

Salinas Newspapers, Inc.

1093 S Main ST STE 101

Salinas CA 93901

831-424-2222/Fax: 831-754-7156

State Of California ss:

County of Monterey

SALINAS, CITY CLERK
200 LINCOLN AVE

SALINAS CA 93901

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I hereby certify that the attached advertisement appeared in said newspaper on the following dates:

Newspaper: **The Salinas Californian**

07/11/18

I acknowledge that I am a principal clerk of the printer of said paper, which is published in the City of Salinas, County of Monterey, State of California. The Salinas Californian is printed and published daily, except Sunday and has been adjudged a newspaper of general circulation by the Superior Court of the County of Monterey, State of California. El Sol is printed and published weekly on Saturday and has been adjudged a newspaper of general circulation by the Superior Court of Monterey, State of California.

I certify (or declare) under penalty of perjury that the foregoing is true and correct. Executed on this
11th of July 2018.

Declarant

Kevin Yang

Ad#:0003016360

P O :

of Affidavits :0.00

**City of Salinas
Public Notice**

Ordinance 2605 amending Chapter 37 of the Salinas Municipal Code (Zoning) to establish an adaptive reuse ordinance that would allow for the change of use of an underutilized building into housing for buildings that are at least fifty years old and located in the Central City Overlay, Downtown Core Zoning District or listed as a historic resource either nationally, state, or locally is hereby adopted. Ordinance 2605 was introduced and adopted by the Salinas City Council on July 3, 2018 and shall take effect thirty days after its adoption. For additional details concerning the amendment or to view the ordinance in its entirety, contact the City Clerk's Office at 200 Lincoln Avenue, Salinas, CA 93901, (831) 758-7381. Hearing impaired or TTY/TDD text telephone users may contact the City by dialing 711 for the California Relay Service (CRS) or by telephoning any other service providers' CRS telephone number.

**City of Salinas
Public Notice**

Ordinance 2605 amending Chapter 37 of the Salinas Municipal Code (Zoning) to establish an adaptive reuse ordinance that would allow for the change of use of an underutilized building into housing for buildings that are at least fifty years old and located in the Central City Overlay, Downtown Core Zoning District or listed as a historic resource either nationally, state, or locally is hereby adopted. Ordinance 2605 was introduced and adopted by the Salinas City Council on July 3, 2018 and shall take effect thirty days after its adoption. For additional details concerning the amendment or to view the ordinance in its entirety, contact the City Clerk's Office at 200 Lincoln Avenue, Salinas, CA 93901, (831) 758-7381. Hearing impaired or TTY/TDD text telephone users may contact the City by dialing 711 for the California Relay Service (CRS) or by telephoning any other service providers' CRS telephone number.

July 11, 2018 (3016360)

July 11, 2018 (3016360)

**RECEIVED
CITY OF SALINAS**

JUL 24 2018

CITY CLERK

RESOLUTION NO. 21440 (N.C.S.)

**RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT
(ER 2017-004) FOR THE SALINAS TRAVEL CENTER, ADOPTING CEQA FINDINGS,
ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND
ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM**

WHEREAS, Love's Country Stores of California (Applicant) submitted applications for the Salinas Travel Center project (Project), including requests for General Plan Amendment, Specific Plan, Rezoning, and Annexation approvals that would permit development of the 64-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Environmental Impact Report ("Final EIR") (State Clearinghouse No. 2016101058) for the Salinas Travel Center in compliance with CEQA; and

WHEREAS, in accordance with Section 15082 of the CEQA Guidelines, on October 20, 2016, the City released a Notice of Preparation ("NOP") for the Draft Environmental Impact Report ("Draft EIR"), and received comments from six (6) agencies and commenters in response to the NOP, all of which are included in Appendix A of the Draft EIR, which is herein incorporated by reference as Exhibit J; and

WHEREAS, an EIR public scoping meeting was duly noticed and held on November 17, 2016, to solicit public and agency comments on the scope of the Draft EIR; and

WHEREAS, the Draft EIR and associated technical appendices to the Draft EIR, herein incorporated by reference as Exhibits J and K, were prepared and the City filed a Notice of Completion of the Draft EIR, herein incorporated by reference as Exhibit L, with the California Office of Planning and Research State Clearinghouse on February 20, 2018, which commenced a 45-day state public agency review period ending on April 5, 2018; and

WHEREAS, the City filed a Notice of Availability of the Draft EIR with the Monterey County Clerk on February 20, 2018, which commenced a 45-day local public review period ending on April 5, 2018, and also posted the Notice of Availability at the City of Salinas City Hall, the Salinas Permit Center, the City's three (3) libraries, and on the City's website; and

WHEREAS, the City in accordance with CEQA Guidelines Section 15088, considered and evaluated six comments received on the Draft EIR from members of the public, private organizations, and public agencies; and

WHEREAS, the City subsequently prepared a Final EIR, herein incorporated by reference as Exhibit M, which contains the comment letters, written responses to comments addressing the substantive environmental issues raised in the comments, and a record of modifications to the Draft EIR made in response to these comments; and

WHEREAS, the complete Final EIR consists of the Draft EIR, comments received on the Draft EIR, written responses to comments that addressed substantive environmental issues, and a record of modifications made to the Draft EIR made in response to the substantive comments, as well as appendices to the Draft and Final EIRs and all documents and resources referenced and incorporated by reference in the Final EIR; and

WHEREAS, prior to approving any proposed project for which an EIR has identified significant environmental effects, the City Council is required, pursuant to Public Resources Code section 21081, subdivision (a), and CEQA Guidelines section 15091, to adopt findings demonstrating that the City Council has considered and adopted all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant project-related environmental effects; and

WHEREAS, pursuant to these provisions, CEQA Findings have been prepared for the Project, which are incorporated herein as Exhibit N, regarding the significant environmental impacts of the Project, proposed mitigation measures identified in the Final EIR, and the feasibility of alternatives set forth in the Final EIR; and

WHEREAS, prior to approving any proposed project with significant environmental effects that cannot feasibly be reduced to a less-than-significant level through the adoption of mitigation measures or project alternatives, the City Council is required by Public Resources Code section 21081, subdivision (b), and CEQA Guidelines section 15093 to adopt a Statement of Overriding Considerations identifying the benefits of the Project that, in the decision-makers' minds, justify approval of the Project notwithstanding those significant, unavoidable environmental effects; and

WHEREAS, pursuant to these provisions, a proposed Statement of Overriding Considerations, herein incorporated by reference as Exhibit N, has been prepared for the Project setting forth Project benefits that the City Council may conclude outweigh the significant unavoidable environmental effects of the Project, therefore justifying approval of the Project despite such effects; and

WHEREAS, the City is required by Public Resources Code section 21081.6, subdivision (a), to adopt a mitigation monitoring and reporting program to ensure that the mitigation measures adopted by the City are carried out; and

WHEREAS, pursuant to this provision, City staff has prepared a Mitigation Monitoring and Reporting Program, herein incorporated by reference as Exhibit O, which incorporates the mitigation measures identified in the Final EIR; and

WHEREAS, the City Council has independently reviewed and considered the CEQA Findings, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program required for the approval of the Project; and

WHEREAS, mitigation measures identified in the City's 2002 General Plan Final Program EIR and in the City's 2007 Final Supplement for the General Plan Final Program EIR are still valid and applicable and are herein incorporated by reference; and

WHEREAS, notice of time and place of hearing for certifying the Final EIR and recommending approval of the Project was given in the manner prescribed by the City; and

WHEREAS, the City Council has weighed the evidence presented at the public hearing, including the staff report which is on file at the City of Salinas Community Development Department, together with the record of environmental review.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby finds and determines the following:

1. The foregoing recitals and the information contained in the Exhibits are true and correct and are included herein by reference as findings.
2. Certifies that the Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and local procedures adopted pursuant thereto.
3. The City Council has independently reviewed the Final EIR, has analyzed all reports and documents relating to preparation of the Final EIR as required by Section 21082.1 of the Public Resources Code.
4. The Final EIR reflects the City's independent judgment and analysis.
5. The City Council adopts the CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program referenced above.

PASSED AND APPROVED this 3th day of July, 2018, by the following vote:

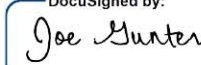
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:

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Joe Gunter, Mayor

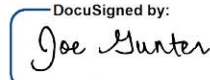
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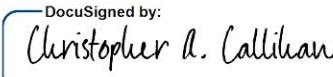
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Patricia M. Barajas, City Clerk

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Salinas City Council, that said Resolution was passed and adopted by the affirmative and majority vote of said City Council at a meeting held on July 3, 2018, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

APPROVED:

DocuSigned by:

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Joe Gunter, Mayor

APPROVED AS TO FORM:

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Christopher A. Callihan, City Attorney

ATTEST:

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Patricia M. Barajas, City Clerk

RESOLUTION NO. 21441 (N.C.S.)

**RESOLUTION ADOPTING A GENERAL PLAN AMENDMENT (GPA 2016-002)
FOR THE SALINAS TRAVEL CENTER**

WHEREAS, on June 10, 2016, Love's Country Stores of California (Applicant) submitted applications for the Salinas Travel Center project (Project), including requests for General Plan Amendment, Specific Plan, Rezoning, and Annexation approvals that would permit development of the 64-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City has completed the Salinas Travel Center Final EIR pursuant to the requirements of the California Environmental Quality Act, (CEQA) along with all supporting documentation and notices which are herein incorporated by reference as Exhibits I through O; and

WHEREAS, by Resolution No. 21440, herein incorporated by reference as Attachment 1, the City Council certified the Final EIR, adopted CEQA Findings, adopted the Statement of Overriding Considerations, and adopted the Mitigation Monitoring Reporting Program for the Project; and

WHEREAS, mitigation measures identified in the City's 2002 General Plan Final Program EIR and in the City's 2007 Final Supplement for the General Plan Final Program EIR are still valid and applicable to the Salinas Travel Center and are herein incorporated by reference; and

WHEREAS, the City Council has reviewed and considered the proposed amendment of the City of Salinas General Plan (GPA 2016-002) to change the existing General Plan land use designation of General Industrial to Retail on 2.19 acres of the project site referred to as Parcel 1, as shown in Exhibit C, herein incorporated by reference; and

WHEREAS, the City Council has found the proposed General Plan Amendment to be consistent with the goals, policies, and programs of the 2002 General Plan, incorporated herein as Exhibit D, as identified in the Project Findings herein incorporated by reference as Exhibit P; and

WHEREAS, notice of time and place of hearing for certifying the Final EIR and considering approval of GPA 2016-002, was given in the manner prescribed by the City; and

WHEREAS, the City Council weighed the evidence presented at the public hearing, including the staff report, which is on file at the City of Salinas Community Development Department, together with the record of environmental review.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby finds and determines the following:

1. Finds that the foregoing recitals and the information contained in the Exhibits are true and correct and are included herein by reference as findings.

2. Declares that it has been provided with and reviewed all evidence available in the administrative record to support the Project Findings, as well as the staff report for the Project and written and oral testimony (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901.
3. Finds that the proposed General Plan Amendment is consistent with the goals, policies, and programs and land uses of applicable elements of the 2002 General Plan.
4. Declares that the proposed General Plan Amendment promotes the public necessity, convenience, and general welfare.
5. Declares that it has been provided with and reviewed the information contained in the Final EIR, the evidence in the record, the staff report and recommendations, and the Project Findings, including General Plan Amendment findings, herein incorporated by reference as Exhibit P, and based on those findings, approves GPA 2016-002.

PASSED AND APPROVED this 3rd day of July 2018, by the following vote:

AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:

Joe Gunter

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Joe Gunter, Mayor

ATTEST:

DocuSigned by:

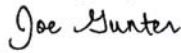
Patricia M. Barajas

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Patricia M. Barajas, City Clerk

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Salinas City Council, that said Resolution was passed and adopted by the affirmative and majority vote of said City Council at a meeting held on July 3, 2018, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

APPROVED:

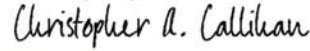
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Joe Gunter, Mayor

APPROVED AS TO FORM:

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Christopher A. Callihan, City Attorney

ATTEST:

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Patricia M. Barajas, City Clerk

RESOLUTION NO. 21442 (N.C.S.)

**RESOLUTION APROVING THE SALINAS TRAVEL CENTER SPECIFIC PLAN
(SPEC 2016-001)**

WHEREAS, on June 10, 2016, Love's Country Stores of California (Applicant) submitted applications for the Salinas Travel Center project (Project), including requests for General Plan Amendment, Specific Plan, Rezoning, and Annexation approvals that would permit development of the 64-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City has completed the Salinas Travel Center Final EIR pursuant to the requirements of the California Environmental Quality Act, (CEQA) along with all supporting documentation and notices which are herein incorporated by reference as Exhibits I through O; and

WHEREAS, by Resolution No. 21440, herein incorporated by reference as Attachment 1, the Planning Commission has recommended that the City Council certify the Final EIR, adopt the CEQA findings, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring Reporting Program for the Project; and

WHEREAS, mitigation measures in the City's 2002 General Plan Final Program EIR and in the City's 2007 Final Supplement for the General Plan Final Program EIR are still valid and applicable to the Salinas Travel Center and are herein incorporated by reference.

WHEREAS, by Resolution No. 21441, herein incorporated by reference as Attachment 2, the City Council approved GPA 2016-002, which amends the City of Salinas General Plan to change the existing General Plan land use designation of General Industrial to Retail on 2.19 acres of the project site referred to as Parcel 1, as shown in Exhibit C, herein incorporated by reference; and

WHEREAS, with direction from and review by the City, the Applicant has prepared the Salinas Travel Center Specific Plan (SPEC 2016-001), herein incorporated by reference as Exhibit D to serve as guidance for implementing development within the specific plan boundary consistent with the Retail land use designation on Parcel 1 and the General Industrial land use designation on Parcels 2, 3, and 4, as modified by the Salinas Travel Center Specific Plan; and

WHEREAS, the Salinas Travel Center Specific Plan has been found to be consistent with the goals, policies, and programs of the 2002 General Plan, as identified in the Project Findings herein incorporated by reference as Exhibit P; and

WHEREAS, notice of time and place of hearing for considering certification of the Final EIR and approving SPEC 2016-001 was given in the manner prescribed by the City; and

WHEREAS, the City Council has weighed the evidence presented at the public hearing, including the staff report which is on file at the City of Salinas Community Development Department, together with the record of environmental review.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby finds and determines the following:

1. Finds the foregoing recitals and the information contained in the Exhibits are true and correct.
2. Declares that it has been provided with and reviewed all evidence available in the administrative record to support the Project Findings, as well as the staff report for the Project and written and oral testimony (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901.
3. Declares that it has been provided with and reviewed the information contained in the Final EIR, the evidence in the record, the staff report and recommendations, and the Project Findings, including the Specific Plan findings, herein incorporated by reference as Exhibit P, and based on those findings, approves SPEC 2016-001.

PASSED AND APPROVED this 3rd day of July 2018, by the following vote:

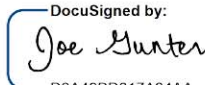
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSTAIN: None

ABSENT: None

APPROVED:

DocuSigned by:

D3A49BD817A34AA
Joe Gunter, Mayor

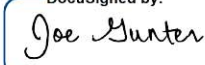
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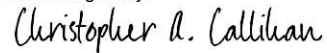
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Patricia M. Barajas, City Clerk

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Salinas City Council, that said Resolution was passed and adopted by the affirmative and majority vote of said City Council at a meeting held on July 3, 2018, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

APPROVED:

DocuSigned by:

D3A49BD817A34AA...
Joe Gunter, Mayor

APPROVED AS TO FORM:

DocuSigned by:

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Christopher A. Callihan, City Attorney

ATTEST:

DocuSigned by:

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Patricia M. Barajas, City Clerk

RESOLUTION NO. 21443 (N.C.S.)

**RESOLUTION APROVING MAKING APPLICATION TO THE MONTEREY
COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCO) FOR
REORGANIZATION (A 2016-001) FOR THE SALINAS TRAVEL CENTER SITE
AND ADJOINING ROADWAYS**

WHEREAS, on June 10, 2016, Love's Country Stores of California (Applicant) submitted applications for the Salinas Travel Center project (Project), including requests for General Plan Amendment, Specific Plan, Rezoning, and Annexation approvals that would permit development of the 64-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City has completed the Salinas Travel Center Final Environmental Impact Report ("Final EIR") pursuant to the requirements of the California Environmental Quality Act, (CEQA) along with all supporting documentation and notices which are herein incorporated by reference as Exhibits I through O; and

WHEREAS, by Resolution No. 21440, herein incorporated by reference as Attachment 1, the City Council certified the Final EIR (ER 2017-004), adopted CEQA Findings, adopted the Statement of Overriding Considerations, and adopted the Mitigation Monitoring Reporting Program for the Project; and

WHEREAS, by Resolution No. 21441, herein incorporated by reference as Attachment 2, the City Council approved GPA 2016-002 to change the existing General Plan land use designation of General Industrial to Retail on 2.19 acres of the project site referred to as Parcel 1, as shown in Exhibit C, herein incorporated by reference; and

WHEREAS, by Resolution No. 21442, herein incorporated by reference as Attachment 3, the City Council approved SPEC 2016-001, and by so doing, determined that the Salinas Travel Center Specific Plan, herein incorporated by reference as Exhibit D, be utilized as the land use and zoning implementation document for the Project; and

WHEREAS, by Ordinance No. 2606, herein incorporated by reference as Attachment 4, the City Council introduced RZ 2016-001 at a public hearing on July 3, 2018 and intends to adopt RZ 2016-001 at a subsequent duly noticed City Council public hearing, which would apply the City of Salinas Industrial-General (IG) District zoning classification to Parcels 2, 3 and 4, and Commercial Thoroughfare (CT) to Parcel 1, with a Specific Plan Overlay (SP) and Airport Overlay (AR) applied to all four parcels; and which zoning would become effective upon LAFCO's final certification of Reorganization (annexation) of the project site; and

WHEREAS, by this Resolution, the City Council initiates proceedings for Reorganization pursuant to Part 3 of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 53000 of the California Government Code pertaining to:

- A. Approximately 64 acres of land including adjoining roadways, herein incorporated by reference as Exhibit F, Annexation Map.

- B. Annexation of the subject 64 acres of land shown in Exhibit F, Annexation Map, attachment to the Monterey One Water (Monterey Regional Water Pollution Control Agency) service area, detachment from the Monterey County Resource Conservation District, and detachment from the Salinas Rural Fire Protection District; and

WHEREAS, an application for Reorganization, a draft of which is herein incorporated by reference as Exhibit Q, will be submitted to LAFCO requesting that LAFCO approve the proposed Reorganization, and which application can be completed upon the City Council adopting RZ 2016-001 at a subsequent duly noticed public hearing; and

WHEREAS, the proposed Reorganization has been found to be consistent with the goals, policies, and programs of the 2002 General Plan, the proposed General Plan Amendment, the proposed Salinas Travel Center Specific Plan, and the proposed Rezoning as identified in the Project Findings, herein incorporated by reference as Exhibit P; and

WHEREAS, notice of time and place of hearing for considering certification of the Final EIR and approval of the Project, including the Reorganization, was given in the manner prescribed by the City; and

WHEREAS, the City Council has weighed the evidence presented at the public hearing, including the staff report, which is on file at the City of Salinas Community Development Department, together with the record of environmental review.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby finds and determines the following:

1. Finds the foregoing recitals and the information contained in the Exhibits are true and correct.
2. Declares that it has been provided with and reviewed all evidence available in the administrative record to support the findings for Project consideration, as well as the staff report for the Project and written and oral testimony (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901.
3. Declares that it has been provided with and reviewed the information contained in the Final EIR, the evidence in the record, the staff report and recommendations, and the Project Findings, herein incorporated by reference as Exhibit P, and based on those findings, conditionally approves the Reorganization, to become effective upon LAFCO's final certification of the Reorganization.

PASSED AND APPROVED this 3rd day of July 2018, by the following vote:

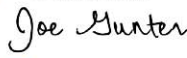
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas, and Mayor Gunter

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:

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Joe Gunter, Mayor

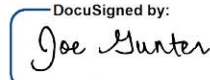
ATTEST:

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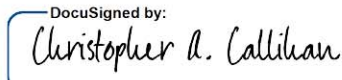
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Patricia M. Barajas, City Clerk

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Salinas City Council, that said Resolution was passed and adopted by the affirmative and majority vote of said City Council at a meeting held on July 3, 2018, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

APPROVED:

DocuSigned by:

D3A49BD817A34AA...
Joe Gunter, Mayor

APPROVED AS TO FORM:

DocuSigned by:

1895479BC5A349F...
Christopher A. Callihan, City Attorney

ATTEST:

DocuSigned by:

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Patricia M. Barajas, City Clerk